

NEW ISSUE – BOOK ENTRY ONLY

In the opinion of Bond Counsel, based on existing statutes and court decisions and assuming continuing compliance by the State of Connecticut with its covenants relating to certain requirements contained in the Internal Revenue Code of 1986, as amended, interest on the 2005 Series A Bonds is excludable from the gross income of the owners thereof for purposes of Federal income taxation and will not be treated as a preference item for purposes of computing the Federal alternative minimum tax for individuals and corporations. Interest on the 2005 Series A Bonds may be included in the calculation of certain taxes, including the Federal alternative minimum tax on corporations, as described under "Tax Exemption" herein. In the opinion of Bond Counsel, under existing statutes, interest on the 2005 Series A Bonds is excludable from Connecticut taxable income for purposes of the Connecticut income tax on individuals, trusts and estates and is excludable from amounts on which the net Connecticut minimum tax is based in the case of individuals, trusts and estates required to pay the Federal alternative minimum tax. For a discussion of the inclusion of interest income on the 2005 Series A Bonds in the definition of "gross income" for purposes of the Corporation Business Tax imposed by Chapter 208 of the Connecticut General Statutes and other Federal and State tax consequences of ownership or disposition of the 2005 Series A Bonds, see "Tax Exemption" herein.

**\$250,000,000
State of Connecticut
Special Tax Obligation Bonds
Transportation Infrastructure Purposes
2005 Series A**

Dated: December 15, 2005

Due: July 1, as shown herein

The \$250,000,000 State of Connecticut Special Tax Obligation Bonds Transportation Infrastructure Purposes, 2005 Series A Bonds (the "2005 Series A Bonds") are issuable only as fully registered bonds, without coupons, and, when issued, will be registered in the name of Cede & Co., as Bondowner and nominee for The Depository Trust Company ("DTC"), New York, N.Y. DTC will act as securities depository for the 2005 Series A Bonds. Purchases of the 2005 Series A Bonds will be made in book-entry form, in the denomination of \$5,000 or any integral multiple thereof. Purchasers will not receive certificates representing their interest in the 2005 Series A Bonds. So long as Cede & Co. is the Bondowner, as nominee for DTC, reference herein to the Bondowner or owners shall mean Cede & Co., as aforesaid, and shall not mean the Beneficial Owners (as defined herein) of the 2005 Series A Bonds. See "Book-Entry Only System" herein.

Principal of and semiannual interest on the 2005 Series A Bonds will be paid directly to DTC by U.S. Bank National Association, Trustee, as Paying Agent, so long as DTC or its nominee, Cede & Co., is the Bondowner. Interest on the 2005 Series A Bonds will be payable semiannually on January 1 and July 1 of each year, commencing July 1, 2006. Disbursement of such payments to the Direct Participants is the responsibility of DTC and disbursement of such payments to the Beneficial Owners is the responsibility of the Direct and Indirect Participants, as more fully described herein. The 2005 Series A Bonds are subject to redemption prior to maturity as more fully described herein.

(See inside front cover for maturities, interest rates and prices or yields)

Payment of the principal of and interest on the 2005 Series A Bonds when due will be insured by a financial guaranty insurance policy to be issued by MBIA Insurance Corporation simultaneously with the delivery of the 2005 Series A Bonds.



The 2005 Series A Bonds will be issued on a parity with earlier series of Senior Bonds (as defined herein) issued by the State for the Infrastructure Program (as defined herein) under a Senior Indenture of Trust by and between the State and the Trustee, as supplemented and amended, and as further supplemented by the Supplemental Indenture for the 2005 Series A Bonds. **Bonds issued pursuant to the Senior Indenture, including the 2005 Series A Bonds, are special obligations of the State payable solely from the taxes and other revenues of the State pledged therefor. The Bonds (as defined herein) shall not be payable from nor charged upon any funds other than such pledged revenues, nor shall the State or any political subdivision thereof be subject to any liability thereon except to the extent of such pledged revenues. The issuance of the Bonds pursuant to the Indentures (as defined herein) shall not directly or indirectly or contingently obligate the State or any political subdivision thereof to levy or to pledge any form of taxation (except for taxes included in such pledged revenues) whatever therefor or to make any additional appropriations for their payment.**

Electronic bids for the 2005 Series A Bonds via PARITY® were received by the Treasurer of the State of Connecticut on December 7, 2005 pursuant to a separate Notice of Sale.

The 2005 Series A Bonds are offered, when, as and if issued and received by the Underwriters, subject to the approval of legality by Updike, Kelly & Spellacy, P.C., Hartford, Connecticut, Bond Counsel and Lewis & Munday, A Professional Corporation, Detroit, Michigan, as Co-Bond Counsel, and certain other conditions. It is expected that the 2005 Series A Bonds in definitive form will be available for delivery at DTC in New York, New York, on or about December 21, 2005.

Honorable Denise L. Nappier
Treasurer of the State of Connecticut

Merrill Lynch & Co.

December 9, 2005

\$250,000,000
State of Connecticut
Special Tax Obligation Bonds
Transportation Infrastructure Purposes
2005 Series A

MATURITY SCHEDULE

<u>July 1</u>	<u>Amount</u>	<u>Interest Rate</u>	<u>Yield</u>	<u>July 1</u>	<u>Amount</u>	<u>Interest Rate</u>	<u>Yield</u>
2006	\$6,700,000	4.000%	3.200%	2016	\$12,380,000	5.000%	4.040%
2007	7,895,000	5.000	3.250	2017†	13,015,000	5.000	4.080
2008	8,300,000	5.000	3.360	2018†	13,685,000	5.000	4.120
2009	8,725,000	5.000	3.400	2019†	14,350,000	4.500	4.280
2010	9,170,000	5.000	3.500	2020†	15,045,000	5.000	4.180
2011	9,640,000	5.000	3.610	2021†	15,820,000	5.000	4.220
2012	10,135,000	5.000	3.750	2022†	16,630,000	5.000	4.260
2013	10,655,000	5.000	3.840	2023†	17,460,000	4.750	4.440
2014	11,205,000	5.000	3.920	2024†	18,285,000	4.500	4.480
2015	11,775,000	5.000	3.980	2025	19,130,000	4.500	4.510

(plus accrued interest from December 15, 2005)

† Priced at the stated yield to the July 1, 2016 optional redemption date at a redemption price of 100%; however, any such redemption is at the optional election of the Treasurer.

This Official Statement is not to be construed as a contract or agreement between the State and the purchasers or holders of any of the 2005 Series A Bonds. The information and expressions of opinion herein are subject to change without notice and neither the delivery of this Official Statement nor any sale made hereunder shall, under any circumstances, create any implication that there has been no change in the affairs of the State or the operations of the Special Transportation Fund since the date hereof. Any statements in this Official Statement involving matters of opinion or estimates, whether or not expressly so stated, are intended as such and not as representations of fact. No representation is made that any of such statements will be realized. All quotations from and summaries and explanations of provisions of laws of the State contained in this Official Statement do not purport to be complete and are qualified in their entirety by reference to the official compilations thereof. All references to the 2005 Series A Bonds and the proceedings of the State Treasurer relating thereto are qualified in their entirety by reference to the definitive forms of the 2005 Series A Bonds and such proceedings. This Official Statement is submitted only in connection with the sale of the 2005 Series A Bonds by the State and may not be reproduced or used in whole or in part for any other purpose, except as specifically authorized by the State. No dealer, broker, salesperson or other person has been authorized to give any information or to make any representations other than as contained in this Official Statement and, if given or made, such other information or representations must not be relied upon. This Official Statement does not constitute an offer to sell or the solicitation of an offer to buy nor shall there be any sale of the 2005 Series A Bonds by any person in any jurisdiction in which it is unlawful for such person to make such offer, solicitation or sale.

IN CONNECTION WITH THIS OFFERING, THE UNDERWRITERS MAY OVER-ALLOT OR EFFECT TRANSACTIONS WHICH STABILIZE OR MAINTAIN THE MARKET PRICE OF THE 2005 SERIES A BONDS AT LEVELS ABOVE THAT WHICH MIGHT OTHERWISE PREVAIL IN THE OPEN MARKET. SUCH STABILIZING, IF COMMENCED, MAY BE DISCONTINUED AT ANY TIME.

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**Financial Advisors
Public Resources Advisory Group
A.C. Advisory, Inc.**

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\$250,000,000
State of Connecticut
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2005 Series A

INTRODUCTION

This Official Statement (including the cover page and appendices) provides certain information in connection with the issuance by the State of Connecticut (the "State") of its \$250,000,000 Special Tax Obligation Bonds Transportation Infrastructure Purposes, 2005 Series A (the "2005 Series A Bonds"). The State has authorized the issuance of special tax obligation bonds for transportation infrastructure purposes pursuant to Public Act 84-254 of the General Assembly of the State of Connecticut, February Session of 1984, as amended, and other public and special acts adopted by the General Assembly (the "Act"). The State has heretofore authorized the issuance of special tax obligation bonds pursuant to the Act and pursuant to an Indenture of Trust entered into by the State and The Connecticut National Bank, as Trustee, dated as of September 15, 1984, as supplemented by the First through the Thirty-Sixth Supplemental Indentures entered into by the State and the Trustee and amended by the Special Tax Obligation Bonds Transportation Infrastructure Purposes Amendment No. 1 dated as of December 9, 1994 and entered into by the State and the Trustee (the foregoing herein collectively the "Senior Indenture"). U.S. Bank National Association, Hartford, Connecticut, is the successor trustee (the "Trustee") under the Senior Indenture. Bonds issued under the Senior Indenture are referred to herein as "Senior Bonds." The Act and the Senior Indenture further authorize the issuance of refunding bonds having equal rank and on a parity with the Senior Bonds. The 2005 Series A Bonds will be the fortieth series of Senior Bonds issued under the Senior Indenture.

The Senior Indenture constitutes a contract between the State and the holders of all bonds issued thereunder. Pursuant to the Senior Indenture, all bonds issued thereunder are equally and ratably secured by the pledges and covenants contained therein.

The State has also authorized and issued special tax obligation bonds (the "Second Lien Bonds") junior in right of payment of principal and interest to the Senior Bonds, pursuant to a Second Lien Indenture of Trust entered into by the State and The Connecticut National Bank, as Trustee, dated as of December 1, 1990, as supplemented by the First Supplemental Indenture of Trust, dated as of December 1, 1990, the Second Supplemental Indenture of Trust, dated as of September 1, 2000 and the Third Supplemental Indenture of Trust, dated as of January 1, 2003, entered into by the State and the Trustee and amended by the Second Lien Special Tax Obligation Bonds Transportation Infrastructure Purposes Amendment No. 1 dated as of December 9, 1994 and entered into by the State and the Trustee (the foregoing referred to collectively as the "Second Lien Indenture"). U.S. Bank National Association, Hartford, Connecticut is the successor trustee (the "Trustee") under the Second Lien Indenture. The Second Lien Indenture was established principally to facilitate the issuance of bonds bearing interest at a variable rate and the entry by the State into interest rate swap agreements in respect thereto.

The Second Lien Bonds, 2000 Series 1 represented the first issuance of variable rate bonds since the issuance of the Second Lien Series 1 Bonds in 1990 (the "Second Lien Bonds, 1990 Series 1") and served to vary the debt structure of a special fund of the State (the "Special Transportation Fund") through the issuance of variable rate bonds under the Second Lien Indenture. The State has interest rate swaps in effect with respect to the Second Lien Bonds, 1990 Series 1 and 2003 Series 1 and 2 (as hereinafter defined) which are currently outstanding in the aggregate amount of \$529,935,000. Although the Second Lien Bonds, 1990 Series 1 and 2003 Series 1 and 2 were issued as variable rate bonds, the interest rate swaps synthetically provide the practical effect of fixed rate bonds. The State did not obtain an interest rate swap with respect to the Second Lien Bonds, 2000 Series 1.

Special tax obligation bonds authorized by the State for issuance from time to time may be issued under either the Senior Indenture or the Second Lien Indenture upon the terms and subject to the conditions stated in such Indentures. The Senior Bonds and the Second Lien Bonds are herein called collectively the "Bonds," and the Senior Indenture and the Second Lien Indenture are herein called collectively the "Indentures."

There follows in this Official Statement a description of the transportation infrastructure program, the nature of the obligation and the security therefor, the terms of the 2005 Series A Bonds, the establishment and maintenance of the Special Transportation Fund, including the transportation related revenues of the State to be credited to the Special Transportation Fund and the method of accounting therefor, and the Department of Transportation (the "Department"), which is charged with the management of the transportation infrastructure program. Also included are summaries of certain provisions of the Indentures. All references herein to the Act and the Indentures are qualified in their entirety by reference to the complete text of each such Act and Indenture, copies of which are available from the State, and all references to the 2005 Series A Bonds are qualified in their entirety by reference to the definitive forms thereof and the information with respect thereto contained in the Senior Indenture.

THE TRANSPORTATION INFRASTRUCTURE PROGRAM

The Infrastructure Program was established in 1984 and is a continuous program which finances the ongoing requirements of the State for the planning, acquisition, removal, construction, equipping, reconstruction, repair, rehabilitation and improvement of, and acquisition of easements and rights-of-way with respect to, State highways and bridges, projects on the interstate highway system, alternate highway projects in the interstate highway substitution program (the "interstate trade-in program"), waterway facilities, mass transportation and transit facilities, aeronautic facilities (excluding Bradley International Airport), the highway safety program, maintenance garages and administrative facilities of the Department, payment of the State's share of the costs of the local bridge program established under the Act, and payment of State contributions to the local bridge revolving fund established under the Act (all such projects being collectively herein called the "Infrastructure Program"). The Infrastructure Program is administered by the Department. For a more detailed description of the Department and the Infrastructure Program, see "The Department of Transportation."

The cost of the Infrastructure Program for State fiscal years 1985-2010, which is to be met from federal, State, and local funds, is currently estimated at \$19.4 billion. The State's share of such cost, estimated at \$7.2 billion, is to be funded from transportation related taxes, fees and revenues deposited in the Special Transportation Fund, as described below, and from the proceeds of special tax obligation bonds. The portion of State program costs not financed by the Bonds is estimated at \$0.6 billion and includes the expenses of the Infrastructure Program which either are not sufficiently large or do not have a long enough life expectancy to justify the issuance of long-term bonds. Such expenses currently include liquid resurfacing, minor bridge repairs, highway maintenance activities, safety improvements, and other minor transportation improvements.

The State's share of the cost of the Infrastructure Program for State fiscal years 1985-2010 to be financed by the Bonds is currently estimated at \$6.6 billion. The issuance of such special tax obligation bonds has eliminated the need for the authorization of additional general obligation bonds of the State for transportation purposes. Special tax obligation bonds may also be issued for the purpose of refunding general obligation bonds of the State issued for transportation infrastructure purposes.

During fiscal years 1985-2006, \$16.2 billion of the total Infrastructure Program was approved. The remaining \$3.2 billion is required for fiscal years 2007-2010. The \$3.2 billion is comprised of \$1.19 billion from the anticipated issuance of new special tax obligation bonds, \$51.2 million in anticipated revenues, and \$1.97 billion in anticipated federal funds.

The aggregate of motor fuels taxes, motor vehicle receipts, motor vehicle related licenses, permits and fees, Oil Companies Tax Payments (as hereinafter defined), Sales Tax - DMV Payments (as hereinafter defined), motor vehicle related fines, penalties and other charges and other transportation related revenue sources, including enacted adjustments in all the foregoing sources, are intended to cover the cost of the State's share of the Infrastructure Program, including debt service requirements. After providing for debt service requirements, the balance of the receipts from such revenue sources may be applied to the payment of general obligation bonds of the State issued or previously authorized and to be issued for transportation purposes and for the payment of annually budgeted expenses of the Department and the Department of Motor Vehicles (the "DMV").

The State has established the Special Transportation Fund for the purpose of budgeting and accounting for all transportation related taxes, fees and revenues credited to such Fund and securing the Bonds. See "The Operations of the Special Transportation Fund." In addition, the State has established an Infrastructure Improvement Fund to account for the net proceeds of bonds and bond anticipation notes (the "Notes") issued under public and special acts adopted annually by the General Assembly authorizing such obligations. The 2005 Series A Bonds are neither payable from nor secured by the Infrastructure Improvement Fund.

During the June 30, 2003 Special Session of the State General Assembly, the General Assembly enacted Public Act 03-1 and Public Act 03-4 to implement certain recommendations of the State Transportation Strategy Board (the "TSB") relative to the financing of various transportation related projects and purposes. Public Act 05-4 of the June 2005 Special Session ("Public Act 05-4") repealed and modified various provisions of Public Act 03-4 (as amended by Public Act 04-182) and provides that annually, the Department, in consultation with the Secretary of the Office of Policy and Management, the State Treasurer and the TSB, is required to prepare financing plans which are to provide for the annual funding and financing of those projects and purposes identified in such annual financing plans (the "TSB Projects and Purposes") based upon funding available or anticipated to be available in the TSB projects account of the Special Transportation Fund (the "TSB projects account").

Upon approval of an annual financing plan by the Governor funding identified in the annual financing plan shall be paid within the fiscal year of such annual financing plan into the TSB projects account and shall be available to fund the TSB Projects and Purposes. See "2005 Legislative Changes." Any special tax obligation bonds issued to fund TSB Projects and Purposes shall be secured and paid in the same manner as special tax obligation bonds generally, that is by Pledged Revenues (as hereinafter defined) and other receipts, funds or moneys pledged therefor pursuant to the Act and the Indentures. See "THE TRANSPORTATION STRATEGY BOARD."

For purposes of the discussions and descriptions in this Official Statement, the TSB Projects and Purposes shall be deemed to be part of the Infrastructure Program.

NATURE OF OBLIGATION

Legal Authority - State Bond Commission

The State issues Bonds pursuant to the Act, the Indentures and special legislation enacted annually authorizing additional Bonds. Under the terms and provisions of the Act, the State Bond Commission (established pursuant to Section 3-20 of the General Statutes of Connecticut, as amended) is empowered to authorize special tax obligation bonds of the State for transportation infrastructure projects and uses, subject to the annual legislative authorizations (the "Special Acts"). The Act also authorizes the issuance of special tax obligation bonds to refund outstanding special tax obligation bonds and to refund certain general obligation bonds of the State issued for transportation purposes, and authorizes the execution of the Indentures as contracts of the State with the holders of the Bonds. The Act expressly provides that holders of Bonds may sue the State upon such express contract in the Connecticut Superior Court for the Judicial District of Hartford.

The State Bond Commission consists of the Governor, the Treasurer, the Comptroller, the Attorney General, the Secretary of the Office of Policy and Management, the Commissioner of the Department of Public Works of the State and the Co-chairpersons and the Ranking Minority Members of the Joint Standing Committee on Finance, Revenue and Bonding of the General Assembly. The Secretary of the Office of Policy and Management serves as secretary to the Commission.

Source of Payment

Special Transportation Fund

The Bonds are special obligations of the State and are payable solely from the revenues of the State pledged therefor as provided in the Act (the "Pledged Revenues") and other receipts, funds or moneys pledged therefor pursuant to the Act and the Indentures. Pursuant to the Act and under the Indentures, all Pledged Revenues received or collected are promptly credited to the Special Transportation Fund established pursuant to Public Act 83-30 of the June 1983 Special Session of the General Assembly, as amended. Pledged Revenues consist of taxes, fees, charges and other receipts, funds or moneys of the State credited to the Special Transportation Fund. These include motor fuels taxes; motor vehicle receipts; motor vehicle related licenses, permits and fees; Oil Companies Tax Payments (as hereinafter defined), Sales Tax - DMV Payments (as hereinafter defined); motor vehicle related fines, penalties and other charges more particularly defined in the Act, including enacted adjustments in all of the foregoing sources; and certain transportation related federal revenues of the State credited to the Fund. Other receipts, funds or moneys pledged under the Indentures include investment earnings and moneys in the funds and accounts established thereunder, subject to the application thereof as provided for in the Indentures.

The Act further provides that the Treasurer shall apply the resources in the Special Transportation Fund first to pay or to provide for the payment of debt service requirements (the "Debt Service Requirements") on the Bonds or on Notes in such amount or amounts and in such manner as required by the Indentures and then to pay from the TSB projects account certain amounts identified in approved annual financing plans for TSB Projects and Purposes. The Debt Service Account, the Note Repayment Account and the Reserve Account, which are accounted for as part of the Special Transportation Fund, are maintained and held in trust by the Trustee under the Senior Indenture and are the accounts from which payments of Principal and Interest Requirements on all Senior Bonds, and Interest Requirements on Senior Notes (as defined in the Senior Indenture), will be paid. The remaining resources of the Special Transportation Fund, pursuant to the proper appropriation thereof and subject to approval by the Governor of allotment thereof, are available for (i) payment of principal on Senior Notes, (ii) payment of amounts required to be deposited with the Trustee under the Second Lien Indenture, (iii) payment of the principal of and interest on "General Obligation Bonds of the State issued for Transportation Purposes," as defined in the Act, or any general obligations refunding the same, and (iv) payment of State budget appropriations for the Department and the DMV.

The Act provides that as part of the contract with bondholders, upon authorization of the issuance of the Bonds, all amounts necessary for the punctual payment of Debt Service Requirements are deemed appropriated from the Pledged Revenues and the Treasurer is required to pay such principal and interest as the same shall accrue, but only from the Pledged Revenues and other receipts, funds or moneys pledged to repay the Bonds. In the opinion of Bond Counsel, such amounts are validly deemed to be appropriated from such sources and such payment does not require further legislative approval.

The Act also provides that the obligation of the State to pay the Debt Service Requirements, in addition, will be secured by: (i) a first call upon the Pledged Revenues as they are received by the State and credited to the Special Transportation Fund (such a requirement whereby the Pledged Revenues are first applied to debt service is commonly referred to as a gross pledge); and (ii) a lien upon any and all amounts held to the credit of the Special Transportation Fund from time to time, provided such lien shall not extend to amounts credited to such Fund representing proceeds of (A) short term State notes or (B) transportation related federal revenues of the State. The Act provides that any pledge made by the State shall be valid and binding from the time when the pledge is made, and that any revenues or other receipts, funds or moneys so pledged or thereafter received by the State shall be subject immediately to the lien of such pledge without any physical delivery thereof or further act. In the opinion of Bond Counsel, the pledge in the Senior Indenture granting a first call on Pledged Revenues and a lien upon and security interest in amounts held to the credit of the Special Transportation Fund and other receipts, funds, or moneys pledged in the Senior Indenture, in the manner and to the extent set forth therein, is valid and binding upon the State and against all parties having claims of any kind in tort, contract, or otherwise against the State (including holders of general obligation debt of the State).

Effective October 1, 2003, Connecticut adopted changes to Article 9 of the Uniform Commercial Code concerning the creation and perfection of security interests in collateral created by the State or a governmental unit of the State. This legislation exempts the applicability of Article 9 of the Uniform Commercial Code to pledges, liens and other security interests granted by the State to the extent that another state statute, such as the Act, expressly governs the creation, perfection, priority or enforcement of a security interest created by the State. Accordingly, the most recent changes to Article 9 of the Uniform Commercial Code as adopted in Connecticut do not change the pledges, liens and security interests granted by the State to secure the Bonds, as described above.

Agreements of the State

Pursuant to the Act and under the Senior Indenture, the State has covenanted with the bondholders to impose, charge, raise, levy, collect and apply the Pledged Revenues and other receipts, funds or moneys pledged for the payment of Debt Service Requirements, in such amounts as may be necessary to pay the Debt Service Requirements in each year in which the Senior Bonds or Senior Notes are outstanding. In addition, the State has covenanted that it will not limit, or otherwise alter, the rights or obligations of the appropriate officers of the State with respect to the application of the Pledged Revenues or to impose, maintain, charge or collect the taxes, fees, charges and other receipts constituting the Pledged Revenues as may be necessary to fulfill the terms of the proceedings authorizing the issuance of the Senior Bonds, including the Pledged Revenue coverage requirement described below.

With respect to such Pledged Revenue coverage requirement, the Senior Indenture includes the covenant of the State to provide Pledged Revenues, in each fiscal year, after deducting payments out of Pledged Revenues for reserves required under the Senior Indenture, and computed as of the final business day of such fiscal year, in an amount equal to at least two (2) times the aggregate Principal and Interest Requirements on Senior Bonds and Interest Requirements on Senior Notes in such fiscal year.

The Senior Bonds are secured by a Reserve Account established and required to be maintained in an amount equal to the maximum Principal and Interest Requirements on Senior Bonds for the current or any future fiscal year (the “Debt Service Reserve Requirement”).

In the event the State does not meet the foregoing coverage requirement, such a failure does not constitute an event of default under the Senior Indenture unless the State shall not enact legislation such that the conditions contained in the Senior Indenture would be satisfied if Additional Bonds were then to be issued. See Events of Default subsection under “Summary of Certain Provisions of Senior Indenture” for a more detailed description.

In the opinion of Bond Counsel, the foregoing covenants are valid and enforceable covenants of the State, except as enforceability thereof may be limited by insolvency, moratorium and other laws affecting creditors’ rights generally heretofore or hereafter enacted and by law applicable to relief in equity and by the reserved police powers of the State; no opinion is expressed as to the availability of a right in equity to specific performance of any covenant requiring legislative action with respect to taxes not presently enacted when an adequate remedy at law for damages is available or another such limitation exists and is applied.

So long as Second Lien Bonds are outstanding under the Second Lien Indenture, the State is also obligated pursuant to the Second Lien Indenture to provide Pledged Revenues, in each fiscal year, after deducting payments out of Pledged Revenues for reserves required under the Indentures and computed as of the final business day of such fiscal year, in an amount equal to at least two (2) times the aggregate Principal and Interest Requirements on all Bonds and Notes outstanding in such fiscal year. For this purpose, Principal and Interest Requirements on Senior Bonds and Senior Notes issued under the Senior Indenture are calculated differently from Principal and Interest Requirements on Second Lien Bonds and Second Lien Notes issued under the Second Lien Indenture. See “Summary of Certain Provisions of the Second Lien Indenture.” So long as Second Lien Bonds are outstanding under the Second Lien Indenture, the effect of the Pledged Revenue coverage requirement under the Second Lien Indenture is to require the maintenance of greater Pledged Revenue coverage for Senior Bonds than is required under the Senior Indenture.

Pursuant to the Act, the Senior Indenture provides that the State may limit, modify, rescind, repeal or otherwise alter the character or amount of such Pledged Revenues or substitute like or different sources of taxes, fees, charges or other receipts as Pledged Revenues if, for the ensuing fiscal year of the State, the projected revenues meet or exceed the estimated expenses of the Special Transportation Fund, including accumulated deficits, if any, the Debt Service Requirements on the Senior Bonds and Senior Notes and such Pledged Revenue coverage requirement.

The State does not presently have a constitutional restriction on its power of taxation other than that the State may not tax to provide funds for private purposes as distinguished from public purposes.

Flow of Funds under Senior Indenture

All Pledged Revenues collected by the State or any officer thereof, along with other revenues of the State (such as sales tax revenues), are deposited in various bank accounts of the State throughout the State. The Pledged Revenues will be credited to the Special Transportation Fund held by the State, and, as provided by the Senior Indenture, will be transferred monthly to the extent required to meet Debt Service Requirements for the Senior Bonds and the Senior Notes to the credit of the following accounts or sub-accounts the following sums in the following order:

(i) to the credit of the Bond Service Sub-Account, the Note Repayment Account and the Redemption Sub-Account, respectively, such amounts thereof, if any (or the entire sum so withdrawn if less than the required amount, in which case such sum shall be allocated among the purposes set forth in this subparagraph on a pro rata basis), as may be required (A) to make the amount then held to the credit of the Bond Service Sub-Account equal to the sum of the aggregate unpaid principal accruing on outstanding serial bonds through the dates in the next ensuing month which are the respective anniversary dates of such bonds, assuming the principal of any serial bond accrues ratably over the twelve months preceding its maturity, plus the unpaid interest accruing on each of the Senior Bonds then outstanding through the dates in the next ensuing month which are the respective anniversary dates of such Senior Bonds, plus the amount accruing with respect to principal and interest pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal on Senior Bonds, plus one-twelfth (1/12) of the Principal and Interest Requirements on Senior Bonds for the next ensuing twelve (12) months; (B) to make the amount then held to the credit of the Note Repayment Account held for payment of interest equal to the unpaid interest on Senior Notes accruing through the end of the next ensuing month and unpaid interest accruing pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Senior Notes; and (C) to make the amount then held to the credit of the Redemption Sub-Account equal to the aggregate Amortization Requirements, if any, accruing through the respective anniversary dates of the Senior Bonds in the next ensuing month for each

of the term bonds then outstanding (plus a ratable portion of the premium, if any, which would be payable on principal amounts of term bonds equal to the amount of such Amortization Requirements if such principal amount of term bonds should be called for mandatory redemption); provided, however, that if the amount so deposited to the credit of the Redemption Sub-Account in any month shall be less than such amount, the requirement therefor shall nevertheless be cumulative and the amount of any deficiency in any month shall be added to the amount otherwise required to be deposited in each subsequent month thereafter until such time as such deficiency shall have been made up;

(ii) to the credit of the Reserve Account, out of any balance remaining after making the deposits under subparagraph (i) above (or the entire balance if less than the required amount), the amount, if any, necessary to maintain the Reserve Account at the Debt Service Reserve Requirement.

Following the monthly transfers described above, the Pledged Revenues of the Special Transportation Fund may be applied to the payment of principal on Senior Notes or other obligations of the State subordinate to the Senior Bonds, to the payment of amounts required to be deposited with the Trustee under the Second Lien Indenture and, subject to appropriation and allotment, payment of the debt service on general obligation bonds of the State issued for transportation purposes and to the payment of State budget appropriations for the Department and the DMV.

If at any time any amounts required to be paid to the Trustee under the Senior Indenture have not been so paid, no payments shall be made from the Special Transportation Fund except with respect to the Senior Bonds and Senior Notes and the Trustee shall be entitled to notify the Treasurer that such amounts are accrued and unpaid, whereupon any Pledged Revenues received by the State and credited to the Special Transportation Fund are required by the Act and Senior Indenture to be paid by the Treasurer forthwith to the Trustee, and shall not be diverted to any other purpose, until such accrued and unpaid amounts have been paid in full.

The Senior Indenture also provides that the State shall at all times do and perform all acts and things permitted by law and necessary to assure that the Pledged Revenues received by the State and credited to the Special Transportation Fund shall be applied first to the payment of Debt Service Requirements. Such covenant provides, among other things, assurance that, if necessary, the State will implement procedures for immediate segregation, upon collection, of Pledged Revenues from other cash receipts of the State.

Refunding Bonds

Refunding Bonds are authorized under the Act and the Senior Indenture to be issued by the State having equal rank and on a parity with the Senior Bonds heretofore issued. Refunding Bonds may be issued at any time and from time to time, in such amounts as the State Bond Commission may deem necessary for the purpose of refunding the principal of the bonds to be refunded, any unpaid interest thereon to the date of redemption thereof, any premium necessary to be paid in connection therewith, and the costs and expenses of issuing such Refunding Bonds. Refunding Bonds shall be issued under and pursuant to a supplemental indenture (or supplemental indentures).

Additional Bonds

Additional Bonds may be issued by the State having equal rank and on a parity with the Senior Bonds heretofore issued for the Infrastructure Program. Additional Bonds also may be issued junior in right of payment to the Senior Bonds and on a parity with the original \$250,000,000 Second Lien Bonds, 1990 Series 1, the original \$100,000,000 Second Lien Bonds, 2000 Series 1 and the original \$421,980,000 Second Lien Bonds, 2003 Series 1 and Series 2 (the "Second Lien Bonds, 2003 Series 1 and 2") heretofore issued under the Second Lien Indenture. The Public and Special Acts currently provide for the issuance of Bonds for the Infrastructure Program in principal amounts not exceeding in the aggregate \$6,031,364,104 of which \$384,713,352 will be unissued after the issuance of the 2005 Series A Bonds. Of such \$384,713,352 unissued amount, \$347,283,352 has also been authorized by the State Bond Commission (where such approval is necessary). It is anticipated that Additional Bonds will be authorized by public and special acts annually in an amount necessary to finance and to complete the Infrastructure Program. Subject to such statutory authorization, issuance of Additional Bonds requires compliance with the conditions contained in the Senior Indenture and, so long as Second Lien Bonds are outstanding, with the conditions contained in the Second Lien Indenture. The Senior Indenture provides that such Additional Bonds for the Infrastructure Program shall be issued under and pursuant to a supplemental indenture (or supplemental indentures) and subject to compliance with the following conditions:

(1) Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture, after deducting, for the applicable period, payments out of such Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture for reserves required by the Senior Indenture, actually paid into the Special Transportation Fund for any period of twelve consecutive calendar months of the immediately preceding eighteen calendar months were equal to at least two (2) times the aggregate Principal and Interest Requirements on Senior Bonds and Interest Requirements on Senior Notes for such period; provided however, that this condition shall be deemed to be satisfied if such test is satisfied after adjusting such Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture only to reflect any increase(s) or decrease(s) in taxes, fees or charges enacted to be in effect at the time of issuance of such Additional Bonds, and the Secretary of the Office of Policy and Management of the State shall deliver to the Trustee a certificate demonstrating such coverage; and

(2) Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture, after deducting, for the applicable period, payments out of such Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture for reserves required by the Senior Indenture, actually paid into the Special Transportation Fund for any period of twelve consecutive calendar months of the immediately preceding eighteen calendar months are equal to at least two (2) times the aggregate Principal and Interest Requirements on Senior Bonds with respect to the Senior Bonds, including the Additional Bonds to be issued, and Interest Requirements on Senior Notes not being refunded from the proceeds of such Additional Bonds, for the current and each succeeding State fiscal year, after adjusting such Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture only to reflect any increase(s) or decrease(s) in taxes, fees or charges enacted to be in effect for such current or such succeeding fiscal year, and the Secretary of the Office of Policy and Management of the State shall deliver to the Trustee a certificate demonstrating such coverage; and

(3) The State shall have received a letter from the Accountant appointed by the State (i) substantially to the effect that in connection with its examination of the Special Transportation Fund pursuant to Section 7.4 of the Senior Indenture nothing came to their attention that caused them to believe that the State was not then in compliance with the requirement of (1) above and (ii) reporting on the certificates delivered by the State pursuant to the requirement of (1) and (2) above without material qualification; and

(4) The State shall have determined that the principal amount of all Bonds, including the Additional Bonds to be issued, will not exceed any limitation imposed by law and that upon such issue, the amount credited to the Reserve Account will be not less than the Debt Service Reserve Requirement.

The Second Lien Indenture provides that the State may not issue Senior Bonds under the Senior Indenture unless such Senior Bonds could have been issued under the Second Lien Indenture. The conditions stated in the Second Lien Indenture are essentially similar to those in the Senior Indenture, except that the coverage tests referred to in (1) and (2) above must be met with respect to all Bonds and Notes outstanding. For this purpose, Principal and Interest Requirements on Second Lien Bonds and Second Lien Notes are calculated differently than for Senior Bonds and Senior Notes. See "Summary of Certain Provisions of the Second Lien Indenture."

In addition, issuance of Additional Bonds under the Senior Indenture is conditioned upon the State having made all monthly payments to the Trustee required to be made and having deposited in the Bond Service Sub-Account an amount equal to one-twelfth (1/12) of the Principal and Interest Requirements on such Additional Bonds for the ensuing twelve months in which such Senior Bonds are to be outstanding.

Bond Anticipation Notes and Subordinated Indebtedness

Pursuant to the Act and the Senior Indenture, interest on Senior Notes issued in accordance with the Senior Indenture and in anticipation of the receipt of the proceeds of Additional Bonds is payable on a parity with principal and interest on the Senior Bonds. See "Source of Payment-Flow of Funds." No such Senior Notes, under the terms of the Senior Indenture, shall be issued (i) unless the Senior Bonds in anticipation of which they are to be issued have been duly authorized in accordance with the Act and the Senior Indenture, and (ii) if the aggregate principal amount of all Senior Notes then outstanding and to be issued exceeds \$50,000,000, unless, as of the date of issuance of such Senior Notes, the State could have issued under the terms of the Senior Indenture an equivalent aggregate principal amount of serial bonds, maturing in equal annual installments of principal and interest, the last installment of which shall mature not later than thirty years after such date, and bearing interest at such rate as the State shall determine in its best judgment to be equivalent to the average interest rate which would have been paid had such Senior Bonds been issued at such time. Said Senior Notes shall be special obligations of the State payable solely from the proceeds of the Senior Bonds and, to the extent provided in the Senior Indenture or deemed necessary or desirable by the State, from the Special Transportation Fund. The Senior Indenture provides that any obligation of the State to pay the unrefunded principal of Senior Notes, including for this purpose any obligation of the State under a reimbursement agreement

entered into in connection with a credit facility providing for payment of the unrefunded principal of Senior Notes, shall be subordinate to any obligation of the State to pay the principal and interest with respect to the Senior Bonds or interest with respect to Senior Notes. The Senior Indenture further provides that the State may not enter into any contract with any noteholder inconsistent with the terms of the Senior Indenture. The full faith and credit of the State shall not be pledged to the repayment of such Senior Notes and the State shall not be obligated to make appropriations from its general fund for the repayment of such Senior Notes.

So long as the Second Lien Bonds are outstanding, the State has covenanted in the Second Lien Indenture not to issue Senior Notes.

Nothing in the Senior Indenture prohibits the State (i) from issuing other indebtedness for any use or purpose of the State payable as to principal and interest from the Special Transportation Fund subject and subordinate to the deposits and credits required to be made to the Debt Service Account, the Senior Note Repayment Account, or the Reserve Account, or (ii) from securing other indebtedness and the payment thereof by a call upon the Pledged Revenues and a lien on and pledge of the Special Transportation Fund junior and inferior to the first call on the Pledged Revenues and to the lien on and pledge of the Special Transportation Fund created in the Indenture for the payment and security of the Senior Bonds. The State may issue notes in anticipation of federal grants and, to the extent any such grants when received are credited to the Fund, the repayment obligation with respect to such notes will be subordinate to any obligation of the State to pay Debt Service Requirements on Senior Bonds and Senior Notes.

State General Taxing Power Not Pledged

Pursuant to the Act, the Bonds shall be special obligations of the State and shall not be payable from nor charged upon any funds other than the Pledged Revenues or other receipts, funds or moneys pledged therefor as provided in the Act, nor shall the State or any political subdivision thereof be subject to any liability thereon, except to the extent of the Pledged Revenues and such other receipts, funds or moneys pledged therefor. The issuance of the Bonds under the Act and Indentures shall not directly or indirectly or contingently obligate the State or any political subdivision thereof to levy or to pledge any form of taxation whatever therefor (except for taxes included in the Pledged Revenues), or to make any additional appropriation for their payment. The Bonds shall not constitute a charge, lien or encumbrance, legal or equitable, upon any property of the State or of any political subdivision thereof, other than the Pledged Revenues and other receipts, funds or moneys pledged therefor. The Bonds shall not be subject to any statutory limitation on the indebtedness of the State and, when issued, shall not be included in computing the aggregate indebtedness of the State with respect to and to the extent of any such limitation.

THE 2005 SERIES A BONDS

Purpose of the 2005 Series A Bonds – The Public and Special Acts

The Public and Special Acts currently provide for the issuance of \$6,031,364,104 in special tax obligation bonds, in one or more series, to fund, together with anticipated federal grants, a portion of the costs of various purposes of the Infrastructure Program. The 2005 Series A Bonds are issued under the authorized but unissued balance for Bonds of \$597,283,352 currently remaining pursuant to the Public and Special Acts and authorization by the State Bond Commission (where such authorization is necessary). It is expected that in each year special legislation will empower the State Bond Commission to authorize additional special tax obligation bonds to finance the Infrastructure Program.

On August 26, 2005, the State Bond Commission authorized the issuance and sale by the Treasurer of the 2005 Series A Bonds to fund a portion of the projects and uses authorized in the Public and Special Acts and the refunding of certain outstanding Senior Bonds as well as the execution of the Thirty-Sixth Supplemental Indenture by the Governor, the Treasurer, and the Comptroller, the Official Statement, a Continuing Disclosure Agreement and a Certificate of Determination executed by the Treasurer and filed with the Secretary of the State Bond Commission.

Description of the 2005 Series A Bonds

The 2005 Series A Bonds will be dated December 15, 2005, and will bear interest at the rates and mature on the dates and in the amounts set forth on the inside cover page of this Official Statement. Interest on the 2005 Series A Bonds is payable on January 1 and July 1 of each year, commencing July 1, 2006. The 2005 Series A Bonds are issuable as fully registered bonds in the denomination of \$5,000 or any integral multiple thereof.

Principal of and interest on the 2005 Series A Bonds will be paid directly to The Depository Trust Company (“DTC”) by U.S. Bank National Association, the Trustee under the Senior Indenture, as Paying Agent so long as DTC or its nominee, Cede & Co., is the Bondowner. (See “Book-Entry-Only System” herein.)

Optional Redemption

The 2005 Series A Bonds maturing on or after July 1, 2017 will be subject to redemption, at the election of the Treasurer, on or after July 1, 2016 at any time, in whole or in part and by lot within maturity, in such amounts as the Treasurer may determine, at the respective redemption prices (expressed as percentages of the principal amounts of the bonds to be redeemed) set forth in the following table, together with interest accrued and unpaid to the redemption date:

<u>Redemption Period</u>	<u>Redemption Price</u>
July 1, 2016 and thereafter	100%

Notice of Redemption

Notice of redemption shall be mailed not less than thirty (30) nor more than sixty (60) days prior to the redemption date, by registered mail, to the registered owner of such 2005 Series A Bonds at the address as it appears on the books of registry or at such address as such owner may have filed with the registrar for that purpose. So long as Cede & Co., as nominee of DTC, is the registered owner of the 2005 Series A Bonds, all notices of redemption will be sent only to DTC, and delivery of such notices of redemption to DTC’s Participants and Indirect Participants and Beneficial Owners of 2005 Series A Bonds will be governed by the customary practices and procedures of DTC and said Participants and Indirect Participants. 2005 Series A Bonds called for redemption shall, on the redemption date designated in the notice of redemption, become due and payable only if moneys for the payment of such 2005 Series A Bonds called for redemption together with the applicable redemption premium, if any, and the interest to accrue to the redemption date on such 2005 Series A Bonds are held for the purpose of payment by the Trustee or Paying Agent.

Sources and Uses of Funds

The proceeds to be derived from the sale of the 2005 Series A Bonds are estimated to be applied as follows:

Sources

Principal Amount of 2005 Series A Bonds.....	\$250,000,000
Original Issue Premium	\$12,484,098
Accrued Interest.....	<u>\$202,175</u>
Total.....	\$262,686,273

Uses

Deposit into Infrastructure Improvement Fund to pay a portion of the costs of the Infrastructure Program.....	\$253,297,463
Deposit into Debt Service Reserve Account.....	\$7,407,887
Underwriters’ Discount.....	\$902,223
Bond Insurance Premium.....	\$678,700
Cost of Issuance.....	<u>\$400,000</u>
Total.....	\$262,686,273

Accrued interest received upon the delivery of the 2005 Series A Bonds is to be deposited with the Trustee under the Senior Indenture in the Bond Service Sub-Account, and may be used to pay cost of issuance.

BOND INSURANCE

The MBIA Insurance Corporation Insurance Policy

Concurrently with the issuance of the 2005 Series A Bonds, MBIA Insurance Corporation (“MBIA”) will issue its Financial Guaranty Insurance Policy (the “Policy”) for the 2005 Series A Bonds. The Policy guarantees the scheduled payment of principal of and interest on the 2005 Series A Bonds when due as set forth in the form of the Policy included as Appendix F to this Official Statement. The following information has been furnished by MBIA for use in this Official

Statement and the State takes no responsibility for the accuracy thereof.

MBIA does not accept any responsibility for the accuracy or completeness of this Official Statement or any information or disclosure contained herein, or omitted herefrom, other than with respect to the accuracy of the information regarding the Policy, the form of which is set forth as Appendix F, and MBIA set forth under the heading "Bond Insurance". Additionally, MBIA makes no representation regarding the 2005 Series A Bonds or the advisability of investing in the 2005 Series A Bonds.

The MBIA Policy unconditionally and irrevocably guarantees the full and complete payment required to be made by or on behalf of the State to the Paying Agent or its successor of an amount equal to (i) the principal of (either at the stated maturity or by an advancement of maturity pursuant to a mandatory sinking fund payment) and interest on, the 2005 Series A Bonds as such payments shall become due but shall not be so paid (except that in the event of any acceleration of the due date of such principal by reason of mandatory or optional redemption or acceleration resulting from default or otherwise, other than any advancement of maturity pursuant to a mandatory sinking fund payment, the payments guaranteed by the MBIA Policy shall be made in such amounts and at such times as such payments of principal would have been due had there not been any such acceleration, unless MBIA elects in its sole discretion, to pay in whole or in part any principal due by reason of such acceleration); and (ii) the reimbursement of any such payment which is subsequently recovered from any Owner of the 2005 Series A Bonds pursuant to a final judgment by a court of competent jurisdiction that such payment constitutes an avoidable preference to such Owner within the meaning of any applicable bankruptcy law (a "Preference").

MBIA's Policy does not insure against loss of any prepayment premium which may at any time be payable with respect to any 2005 Series A Bonds. MBIA's Policy does not, under any circumstance, insure against loss relating to: (i) optional or mandatory redemptions (other than mandatory sinking fund redemptions); (ii) any payments to be made on an accelerated basis; (iii) payments of the purchase price of 2005 Series A Bonds upon tender by an owner thereof; or (iv) any Preference relating to (i) through (iii) above. MBIA's Policy also does not insure against nonpayment of principal of or interest on the 2005 Series A Bonds resulting from the insolvency, negligence or any other act or omission of the Paying Agent or any other paying agent for the 2005 Series A Bonds.

Upon receipt of telephonic or telegraphic notice, such notice subsequently confirmed in writing by registered or certified mail, or upon receipt of written notice by registered or certified mail, by MBIA from the Paying Agent or any owner of a 2005 Series A Bonds the payment of an insured amount for which is then due, that such required payment has not been made, MBIA on the due date of such payment or within one business day after receipt of notice of such nonpayment, whichever is later, will make a deposit of funds, in an account with U.S. Bank Trust National Association, in New York, New York, or its successor, sufficient for the payment of any such insured amounts which are then due. Upon presentment and surrender of such 2005 Series A Bonds or presentment of such other proof of ownership of the 2005 Series A Bonds, together with any appropriate instruments of assignment to evidence the assignment of the insured amounts due on the 2005 Series A Bonds as are paid by MBIA, and appropriate instruments to effect the appointment of MBIA as agent for such owners of the 2005 Series A Bonds in any legal proceeding related to payment of insured amounts on the 2005 Series A Bonds, such instruments being in a form satisfactory to U.S. Bank Trust National Association, U.S. Bank Trust National Association shall disburse to such owners or the Paying Agent payment of the insured amounts due on such 2005 Series A Bonds, less any amount held by the Paying Agent for the payment of such insured amounts and legally available therefor.

MBIA Insurance Corporation

MBIA is the principal operating subsidiary of MBIA Inc., a New York Stock Exchange listed company (the "Company"). The Company is not obligated to pay the debts of or claims against MBIA. MBIA is domiciled in the State of New York and licensed to do business in and subject to regulation under the laws of all 50 states, the District of Columbia, the Commonwealth of Puerto Rico, the Commonwealth of the Northern Mariana Islands, the Virgin Islands of the United States and the Territory of Guam. MBIA, either directly or through subsidiaries, is licensed to do business in the Republic of France, the United Kingdom and the Kingdom of Spain and is subject to regulation under the laws of those jurisdictions.

The principal executive offices of MBIA are located at 113 King Street, Armonk, New York 10504 and the main telephone number at that address is (914) 273-4545.

Regulation

As a financial guaranty insurance company licensed to do business in the State of New York, MBIA is subject to the New York Insurance Law which, among other things, prescribes minimum capital requirements and contingency reserves against liabilities for MBIA, limits the classes and concentrations of investments that are made by MBIA and requires the approval of policy rates and forms that are employed by MBIA. State law also regulates the amount of both the aggregate and individual risks that may be insured by MBIA, the payment of dividends by MBIA, changes in control with respect to MBIA and transactions among MBIA and its affiliates.

The Policy is not covered by the Property/Casualty Insurance Security Fund specified in Article 76 of the New York Insurance Law.

Financial Strength Ratings of MBIA

Moody's Investors Service, Inc. rates the financial strength of MBIA "Aaa."

Standard & Poor's, a division of The McGraw-Hill Companies, Inc. rates the financial strength of MBIA "AAA."

Fitch Ratings rates the financial strength of MBIA "AAA."

Each rating of MBIA should be evaluated independently. The ratings reflect the respective rating agency's current assessment of the creditworthiness of MBIA and its ability to pay claims on its policies of insurance. Any further explanation as to the significance of the above ratings may be obtained only from the applicable rating agency.

The above ratings are not recommendations to buy, sell or hold the 2005 Series A Bonds, and such ratings may be subject to revision or withdrawal at any time by the rating agencies. Any downward revision or withdrawal of any of the above ratings may have an adverse effect on the market price of the 2005 Series A Bonds. MBIA does not guaranty the market price of the 2005 Series A Bonds nor does it guaranty that the ratings on the 2005 Series A Bonds will not be revised or withdrawn.

MBIA Financial Information

As of December 31, 2004, MBIA had admitted assets of \$10.3 billion (unaudited and restated), total liabilities of \$7.0 billion (unaudited and restated), and total capital and surplus of \$3.2 billion (unaudited and restated) determined in accordance with statutory accounting practices prescribed or permitted by insurance regulatory authorities. As of September 30, 2005 MBIA had admitted assets of \$10.8 billion (unaudited), total liabilities of \$7.1 billion (unaudited), and total capital and surplus of \$3.7 billion (unaudited) determined in accordance with statutory accounting practices prescribed or permitted by insurance regulatory authorities.

For further information concerning MBIA, see the consolidated financial statements of MBIA and its subsidiaries as of December 31, 2004 and December 31, 2003 and for each of the three years in the period ended December 31, 2004, prepared in accordance with generally accepted accounting principles, included in the Annual Report on Form 10-K/A of the Company for the year ended December 31, 2004 and the consolidated financial statements of MBIA and its subsidiaries as of September 30, 2005 and for the nine month periods ended September 30, 2005 and September 30, 2004 included in the Quarterly Report on Form 10-Q of the Company for the period ended September 30, 2005, which are hereby incorporated by reference into this Official Statement and shall be deemed to be a part hereof.

Copies of the statutory financial statements filed by MBIA with the State of New York Insurance Department are available over the Internet at the Company's web site at <http://www.mbia.com> and at no cost, upon request to MBIA at its principal executive offices.

Incorporation of Certain Documents by Reference

The following documents filed by the Company with the Securities and Exchange Commission (the "SEC") are incorporated by reference into this Official Statement:

- (1) The Company's Annual Report on Form 10-K/A for the year ended December 31, 2004; and
- (2) The Company's Quarterly Report on Form 10-Q for the quarter ended September 30, 2005.

Any documents, including any financial statements of MBIA and its subsidiaries that are included therein or attached as exhibits thereto, filed by the Company pursuant to Sections 13(a), 13(c), 14 or 15(d) of the Exchange Act after the date of the Company's most recent Quarterly Report on Form 10-Q or Annual Report on Form 10-K/A, and prior to the termination of the offering of the 2005 Series A Bonds offered hereby shall be deemed to be incorporated by reference in this Official Statement and to be a part hereof from the respective dates of filing such documents. Any statement contained in a document incorporated or deemed to be incorporated by reference herein, or contained in this Official Statement, shall be deemed to be modified or superseded for purposes of this Official Statement to the extent that a statement contained herein or in any other subsequently filed document which also is or is deemed to be incorporated by reference herein modifies or supersedes such statement. Any such statement so modified or superseded shall not be deemed, except as so modified or superseded, to constitute a part of this Official Statement.

The Company files annual, quarterly and special reports, information statements and other information with the SEC under File No. 1-9583. Copies of the Company's SEC filings (including (1) the Company's Annual Report on Form 10-K/A for the year ended December 31, 2004, and (2) the Company's Quarterly Reports on Form 10-Q for the quarters ended March 31, 2005, June 30, 2005 (included as restated in third quarter 10-Q) and September 30, 2005) are available (i) over the Internet at the SEC's web site at <http://www.sec.gov>; (ii) at the SEC's public reference room in Washington D.C.; (iii) over the Internet at the Company's web site at <http://www.mbia.com>; and (iv) at no cost, upon request to MBIA at its principal executive offices.

This policy is not covered by the Connecticut Insurance Guaranty Association specified in Article 7 of the Connecticut Financial Guaranty Act.

BOOK-ENTRY-ONLY SYSTEM

The Depository Trust Company ("DTC"), New York, New York, will act as securities depository for the 2005 Series A Bonds (such 2005 Series A Bonds being referred to in this section as the "Securities"). The Securities will be issued as fully-registered bonds, without coupons, registered in the name of Cede & Co. (DTC's partnership nominee) or such other name as may be requested by an authorized representative of DTC. One fully-registered bond security certificate will be issued for each maturity (with the same interest rate) of the Securities in the aggregate principal amount of such maturity (with the same interest rate), and will be deposited with DTC.

DTC, the world's largest depository, is a limited-purpose trust company organized under the New York Banking Law, a "banking organization" within the meaning of the New York Banking Law, a member of the Federal Reserve System, a "clearing corporation" within the meaning of the New York Uniform Commercial Code, and a "clearing agency" registered pursuant to the provisions of Section 17A of the Securities Exchange Act of 1934. DTC holds and provides asset servicing for over 2.2 million issues of U.S. and non-U.S. equity, corporate and municipal debt issues, and money market instruments from over 100 countries that DTC's participants ("Direct Participants") deposit with DTC. DTC also facilitates the post-trade settlement among Direct Participants of sales and other securities transactions in deposited securities, through electronic computerized book-entry transfers and pledges between Direct Participants' accounts. This eliminates the need for physical movement of securities certificates. Direct Participants include both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, clearing corporations, and certain other organizations. DTC is a wholly-owned subsidiary of The Depository Trust & Clearing Corporation ("DTCC"). DTCC, in turn, is owned by a number of Direct Participants of DTC and Members of the National Securities Clearing Corporation, Fixed Income Clearing Corporation, and Emerging Markets Clearing Corporation (NSCC, GSCC, MBSCC, and EMCC, also subsidiaries of DTCC), as well as by the New York Stock Exchange, Inc., the American Stock Exchange LLC, and the National Association of Securities Dealers, Inc. Access to the DTC system is also available to others such as both U.S. and non-U.S. securities brokers and dealers, banks, trust companies, and clearing corporations that clear through or maintain a custodial relationship with a Direct Participant, either directly or indirectly ("Indirect Participants"). DTC has Standard & Poor's highest rating: AAA. The DTC Rules applicable to its Participants are on file with the Securities and Exchange Commission. More information about DTC can be found at www.dtcc.com and www.dtc.org.

Purchases of the Securities under the DTC system must be made by or through Direct Participants, which will receive a credit for the Securities on DTC's records. The ownership interest of each actual purchaser of each Security ("Beneficial Owner") is in turn to be recorded on the Direct and Indirect Participants' records. Beneficial Owners will not receive written confirmation from DTC of their purchase. Beneficial Owners are, however, expected to receive written confirmations providing details of the transaction, as well as periodic statements of their holdings, from the Direct or Indirect Participant through which the Beneficial Owner entered into the transaction. Transfers of ownership interests in the Securities are to be accomplished by entries made on the books of Direct and Indirect Participants acting on behalf of Beneficial Owners.

Beneficial Owners will not receive certificates representing their ownership interests in Securities, except in the event that use of the book-entry system for the Securities is discontinued.

To facilitate subsequent transfers, all Securities deposited by Direct Participants with DTC are registered in the name of DTC's partnership nominee, Cede & Co., or such other name as may be requested by an authorized representative of DTC. The deposit of Securities with DTC and their registration in the name of Cede & Co. or such other DTC nominee do not effect any change in beneficial ownership. DTC has no knowledge of the actual Beneficial Owners of the Securities; DTC's records reflect only the identity of the Direct Participants to whose accounts such Securities are credited, which may or may not be the Beneficial Owners. The Direct and Indirect Participants will remain responsible for keeping account of their holdings on behalf of their customers.

Conveyance of notices and other communications by DTC to Direct Participants, by Direct Participants to Indirect Participants, and by Direct Participants and Indirect Participants to Beneficial Owners will be governed by arrangements among them, subject to any statutory or regulatory requirements as may be in effect from time to time.

Redemption notices shall be sent to DTC. If less than all of the Securities within a maturity are being redeemed, DTC's practice is to determine by lot the amount of the interest of each Direct Participant in such maturity to be redeemed.

Neither DTC nor Cede & Co. (nor any other DTC nominee) will consent or vote with respect to the Securities unless authorized by a Direct Participant in accordance with DTC's Procedures. Under its usual procedures, DTC mails an Omnibus Proxy to the State as soon as possible after the record date. The Omnibus Proxy assigns Cede & Co.'s consenting or voting rights to those Direct Participants to whose accounts the Securities are credited on the record date (identified in a listing attached to the Omnibus Proxy).

Principal, premium, if any, and interest payments on the Securities will be made to Cede & Co., or such other nominee as may be requested by an authorized representative of DTC. DTC's practice is to credit Direct Participants' accounts upon DTC's receipt of funds and corresponding detail information from the State or the Paying Agent, on payable date in accordance with their respective holdings shown on DTC's records. Payments by Participants to Beneficial Owners will be governed by standing instructions and customary practices, as is the case with securities held for the accounts of customers in bearer form or registered in "street name," and will be the responsibility of such Participant and not of DTC, the Paying Agent, or the State, subject to any statutory or regulatory requirements as may be in effect from time to time. Payment of principal, premium, if any, and interest payments to Cede & Co. (or such other nominee as may be requested by an authorized representative of DTC) is the responsibility of the State or the Paying Agent, disbursement of such payments to Direct Participants will be the responsibility of DTC, and disbursement of such payments to the Beneficial Owners will be the responsibility of Direct and Indirect Participants.

DTC may discontinue providing its services as depository with respect to the Securities at any time by giving reasonable notice to the State or the Paying Agent. Under such circumstances, in the event that a successor securities depository is not obtained, Security certificates are required to be printed and delivered.

The State may decide to discontinue use of the system of book-entry transfers through DTC (or a successor securities depository). In that event, Security certificates will be printed and delivered.

The information in this section concerning DTC and DTC's book-entry system has been obtained from DTC. Neither the State, the Trustee nor any Underwriter has any responsibility or obligation to DTC's Participants or Indirect Participants or Beneficial Owners with respect to (1) the accuracy of any records maintained by DTC or its Participants or Indirect Participants, (2) the payments by DTC or its Participants or Indirect Participants with respect to the principal of or premium, if any, or interest on the 2005 Series A Bonds, (3) any notice which is permitted or required to be given to Bondowners, (4) any consent given by DTC or other action taken by DTC on behalf of Cede & Co. as Bondowner or (5) the selection by DTC or any of its Participants or any Indirect Participants or any Beneficial Owners to receive payment in the event of a partial redemption of the 2005 Series A Bonds.

For so long as Cede & Co. is the registered owner of the 2005 Series A Bonds, all references herein to the owner or owners of the 2005 Series A Bonds shall mean Cede & Co. and shall not mean any Beneficial Owner or Beneficial Owners of the 2005 Series A Bonds nor any DTC Participant or Indirect Participant, unless specific exception has been expressed herein.

TOTAL BONDS OUTSTANDING

The following table sets forth all Bonds outstanding as of the date of delivery of the 2005 Series A Bonds.

<u>Series</u>	<u>Amount Originally Issued</u>	<u>Original Issuance Amount Outstanding</u>	<u>Dated Date</u>	<u>True Interest Cost</u>
Senior Bonds:				
1988 Series B ⁽¹⁾	\$74,998,187	\$3,417,825	June 1, 1988 ⁽²⁾	7.328%
1990 Series A ⁽¹⁾	250,000,000	43,985,000	May 15, 1990	7.155%
1991 Series B ⁽¹⁾	266,000,000	77,655,000	September 15, 1991	6.553%
1992 Series B ⁽¹⁾	275,000,000	116,290,000	September 1, 1992	6.056%
1993 Series A (Refunding) ⁽¹⁾⁽³⁾	560,750,000	128,950,000	March 1, 1993	5.338%
1996 Series A ⁽¹⁾	150,000,000	7,065,000	June 1, 1996	5.705%
1996 Series B ⁽¹⁾	150,000,000	7,170,000	October 1, 1996	5.493%
1996 Series C (Refunding) ⁽³⁾	79,795,000	64,325,000	October 1, 1996	5.246%
1997 Series A ⁽¹⁾	150,000,000	13,875,000	October 15, 1997	5.098%
1997 Series B (Refunding) ⁽³⁾	65,415,000	24,320,000	October 15, 1997	4.711%
1998 Series A (Refunding) ⁽³⁾	197,500,000	196,695,000	April 15, 1998	4.831%
1998 Series B ⁽¹⁾	225,000,000	87,505,000	September 15, 1998	4.686%
1999 Series A ⁽¹⁾	150,000,000	40,635,000	November 15, 1999	5.461%
2000 Series A ⁽¹⁾	125,000,000	69,845,000	July 15, 2000	5.042%
2001 Series A ⁽¹⁾	175,000,000	54,205,000	September 15, 2001	4.706%
2001 Series B (Refunding) ⁽³⁾	533,335,000	431,510,000	September 15, 2001	4.086%
2002 Series A ⁽¹⁾	112,000,000	74,460,000	May 1, 2002	4.741%
2002 Series B ⁽¹⁾	215,000,000	159,350,000	November 1, 2002	4.230%
2003 Series A (Refunding) ⁽³⁾	338,610,000	155,075,000	July 1, 2003	2.134%
2003 Series B	200,000,000	193,640,000	November 15, 2003	4.221%
2004 Series A	200,000,000	194,685,000	November 15, 2004	4.159%
2004 Series B (Refunding) ⁽³⁾	89,725,000	89,725,000	November 15, 2004	3.852%
2005 Series A	250,000,000	250,000,000	December 15, 2005	4.326%
SENIOR LIEN BONDS SUB-TOTAL		\$2,484,382,825		
Second Lien Bonds:				
1990 Series 1	\$250,000,000	\$97,900,000	December 19, 1990	Variable ⁽⁴⁾
2000 Series 1	\$100,000,000	\$100,000,000	September 15, 2000	Variable
2003 Series 1 (Refunding) ⁽³⁾	\$220,385,000	\$217,245,000	January 23, 2003	Variable ⁽⁴⁾
2003 Series 2 (Refunding) ⁽³⁾	\$201,595,000	\$198,790,000	January 23, 2003	Variable ⁽⁴⁾
SECOND LIEN BONDS SUB-TOTAL		\$613,935,000		
TOTAL BONDS OUTSTANDING		\$3,098,317,825		

(1) Certain maturities of Bonds in this series have been refunded or defeased.

(2) June 15, 1988 with respect to Capital Appreciation Bonds.

(3) Refunding Bonds do not constitute Additional Bonds.

(4) The State entered into Qualified Swaps (see definition in "Summary of Certain Provisions of the Second Lien Indenture") at the time the 1990 Series 1 Bonds were delivered and effective upon delivery of the 2003 Series 1 and 2 Bonds. Pursuant to the Second Lien Indenture, Principal and Interest Requirements on Second Lien Bonds with respect to the 1990 Series 1 Bonds and the 2003 Series 1 and 2 Bonds are calculated based on the fixed interest rates payable by the State in connection with the Qualified Swaps.

SOURCE: Office of the State Treasurer

DEBT SERVICE ON OUTSTANDING BONDS

The following schedule sets forth the debt service payments to be made in each State fiscal year on the \$3,098,317,825 Bonds issued and outstanding as of the date of delivery of the 2005 Series A Bonds, excluding principal and interest on previously refunded Bonds and interest on any Capital Appreciation Bonds (prior to the year of maturity of such bonds). The anticipated issuance of Additional Bonds to finance the Infrastructure Program for State fiscal years 2006 - 2010 is reflected in Tables 7 and 8.

Fiscal Year Ending June 30th	Outstanding Bonds ^(a)			2005 Series A Bonds			Total Debt Service ^(d)
	Principal	Interest ^{(b)(c)}	Subtotal ^(d)	Principal	Interest	Subtotal ^(d)	
2006(e)	17,220,000	68,375,200	85,595,200	6,700,000	12,535,659	19,235,659	85,595,200
2007	259,263,825	136,131,392	395,395,217	7,895,000	11,665,150	19,560,150	414,630,876
2008	267,894,000	124,033,714	391,927,714	8,300,000	11,260,275	19,560,275	411,487,864
2009	265,975,000	105,419,670	371,394,670	8,725,000	10,834,650	19,559,650	390,954,945
2010	259,790,000	91,827,194	351,617,194	9,170,000	10,387,275	19,557,275	371,176,844
2011	229,220,000	78,363,087	307,583,087	9,640,000	9,917,025	19,557,025	327,140,362
2012	210,355,000	66,887,597	277,242,597	10,135,000	9,422,650	19,557,650	296,799,622
2013	242,025,000	55,324,398	297,349,398	10,655,000	8,902,900	19,557,900	316,907,048
2014	193,275,000	44,812,793	238,087,793	11,205,000	8,356,400	19,561,400	257,645,693
2015	155,500,000	37,003,848	192,503,848	11,775,000	7,781,900	19,556,900	212,065,248
2016	135,805,000	30,665,530	166,470,530	12,380,000	7,178,025	19,558,025	186,027,430
2017	109,085,000	25,557,385	134,642,385	13,015,000	6,543,150	19,558,150	154,200,410
2018	101,505,000	21,182,667	122,687,667	13,685,000	5,875,650	19,560,650	142,245,817
2019	94,730,000	16,941,331	111,671,331	14,350,000	5,210,650	19,560,650	131,231,981
2020	79,225,000	13,007,091	92,232,091	15,045,000	4,511,650	19,556,650	111,792,741
2021	77,615,000	9,365,429	86,980,429	15,820,000	3,740,025	19,560,025	106,537,079
2022	51,955,000	6,430,805	58,385,805	16,630,000	2,928,775	19,558,775	77,945,830
2023	52,960,000	3,849,990	56,809,990	17,460,000	2,098,350	19,558,350	76,368,765
2024	29,555,000	1,821,350	31,376,350	18,285,000	1,272,263	19,557,263	50,934,700
2025	15,365,000	370,550	15,735,550	19,130,000	430,425	19,560,425	35,292,813
Total(d)	\$2,848,317,825	\$937,371,020	\$3,785,688,845	\$250,000,000	\$140,852,847	\$390,852,847	\$4,176,541,692

(a) Outstanding Senior and Second Lien Bonds as of October 31, 2005 (debt service on the refunded bonds is not included).

(b) Does not reflect accretion of interest on the 1988 Series B Capital Appreciation Bonds, prior to the year of maturity of such bonds. The 1988 Series B Capital Appreciation Bonds mature in the years 2007-2008.

(c) The State entered into Qualified Swaps at the time the 1990 Series 1 Bonds were delivered and effective upon delivery of the 2003 Series 1 and 2 Bonds. Pursuant to the Second Lien Indenture, Principal and Interest Requirements on the 1990 Series 1 Bonds and 2003 Series 1 and 2 Bonds are calculated based on the fixed interest rates payable by the State in connection with the Qualified Swaps. Interest on the 1990 Series 1 Bonds and the 2003 Series 1 and 2 Bonds for purposes of this table is also calculated based on such fixed interest rates. Interest on the 2000 Series 1 Bonds for the purpose of this table is calculated based on projecting a 4.50% per annum interest rate for the remaining life of the issue. The actual rate of interest borne by the 2000 Series 1 Bonds over the life of the issue may be materially different from such projected interest rate.

(d) Principal and interest may not add to totals due to rounding.

(e) Reflects principal and interest payments on all Outstanding Bonds as of October 31, 2005 to the end of the current fiscal year.

SOURCE: Office of the State Treasurer

Accreted Interest on Outstanding Capital Appreciation Bonds

The following schedule sets forth the annual and cumulative accreted interest on outstanding capital appreciation bonds as of July 1, 2005. These Senior Bonds mature in fiscal years 2007 and 2008, and the cumulative accreted values are adjusted for such maturities. Amounts sufficient to pay the capital appreciation bonds are required to be deposited in the Bond Service Sub-Account during the 12-month period prior to their maturity.

<u>Interest Accreted During Fiscal Year Ended June 30</u>	<u>Annual Total</u>	<u>Cumulative Accreted Value</u>
2006	980,598	9,497,794
2007	1,058,068	4,818,869
2008	549,131	0

SOURCE: Office of the State Treasurer

THE OPERATIONS OF THE SPECIAL TRANSPORTATION FUND

Introduction

Pledged Revenues, which are credited to the Special Transportation Fund, consist of (i) the Motor Fuels Tax (which includes the gasoline tax and the special fuels tax, which formerly were levied as separate taxes, and the motor carrier road tax); (ii) Motor Vehicle Receipts (e.g., fee for registration of motor vehicles); (iii) License, Permit and Fee (“LPF”) Revenue (e.g., fee for license to sell or repair motor vehicles); (iv) specific amounts of the Petroleum Products Gross Earnings Tax beginning in fiscal year 1998-99 (such tax is commonly, and hereinafter, referred to as the “Oil Companies Tax” and such payments are hereinafter referred to as the “Oil Companies Tax Payments.” See “Oil Companies Tax Payments” for a more detailed discussion); (v) specific amounts of the tax imposed on casual sales of motor vehicles, vessels, snowmobiles and aircraft pursuant to Section 12-431 of the Connecticut General Statutes attributable to motor vehicles beginning for the fiscal year ending June 30, 2000 and all of such tax for the fiscal year beginning July 1, 2000 (such tax hereinafter referred to as the “Sales Tax - DMV” and such payments are hereinafter referred to as the “Sales Tax - DMV Payments.” See “Sales Tax - DMV Payments” for a more detailed discussion); (vi) moneys formerly received by the State from the Federal Transit Administration (“FTA”), pursuant to Section 9 of the Urban Mass Transportation Act of 1964 (the lien which secures payment of the Bonds does not extend to these transportation related federal revenues until such revenues are credited to the Special Transportation Fund and are available for payment of debt service on Bonds and Notes and program expenses); and (vii) other receipts, funds, and moneys credited to the Special Transportation Fund. See “Description of Revenue Sources of the Special Transportation Fund” for a more detailed discussion of these revenues. Other receipts, funds or moneys pledged under the Indentures include investment earnings and moneys in the funds and accounts established thereunder, subject to the application thereof as permitted by the Indentures.

The following table displays a four-year history of collections, as well as the projected collections, which include the tax, fee and charge adjustments enacted as shown on Table 2, for the Motor Fuels Tax, Motor Vehicle Receipts, and LPF Revenue:

TABLE 1
Historical Collections^(a)
(In Millions \$)

State Fiscal Year Ending June 30	Motor Fuels Tax	Motor Vehicle Receipts	LPF Revenue
2001.....	417.5	196.3	115.2
2002.....	430.3	200.7	130.7
2003.....	458.0	204.8	136.6
2004.....	464.5	219.2	155.1

Projected Collections at Current Rates^(b)
(In Millions \$)

State Fiscal Year Ending June 30	Motor Fuels Tax	Motor Vehicle Receipts	LPF Revenue
2005.....	483.8	233.9	155.1
2006.....	484.2	238.8	156.5
2007.....	486.6	243.6	158.1
2008.....	492.7	248.5	159.8
2009.....	498.9	253.5	161.4
2010.....	505.1	258.5	163.0

(a) Prior to refunds of taxes. For a discussion of the specific sources of collections and the underlying taxes, fees and charges, see "Description of Revenue Sources of the Special Transportation Fund."

(b) Prior to refunds of taxes. For a discussion of the assumptions and enacted tax, fee and charge adjustments underlying these projections, see "Discussion of Projected Pledged Revenues."

SOURCE: Office of Policy and Management

All Pledged Revenues, as collected by the State or any officer thereof, along with all other revenues of the State (such as sales tax revenues), are deposited in bank accounts maintained by the State in several banks throughout the State. The Pledged Revenues are promptly identified and credited to the Special Transportation Fund.

The Special Transportation Fund utilizes the following basis of accounting for budgetary purposes: the Motor Fuels Tax and the Oil Companies Tax Payments are recorded as revenue under the modified accrual method of accounting; Motor Vehicle Receipts, LPF Revenue, Sales Tax - DMV Payments and moneys received from FTA grants are recorded as revenue when received by the State; and interest income from investments held by the Trustee is recorded under the accrual method. Expenditures of the Special Transportation Fund are recorded when the obligation is paid. The foregoing basis of accounting is consistent with that utilized by other funds of the State.

Motor Vehicle Receipts and LPF Revenue received throughout the year as collections are dependent upon transactions, such as car registrations and new license requests. Distributors are required to pay the Motor Fuels Tax, however, on the twenty-fifth calendar day of each month (on the basis of gallons of fuel used or sold during the preceding month), thus providing a constant monthly stream of revenues to be credited to the Special Transportation Fund.

Discussion of Projected Pledged Revenues

The projections of Pledged Revenues provided herein reflect the adjusted taxes, fees and charges enacted in the Act and which have or will become effective during State fiscal years 2001-2010. The following table summarizes the tax, fee and charge adjustments in three categories of revenues which have been enacted in the Act, and which have been or will be credited to the Special Transportation Fund:

TABLE 2
Summary of Enacted Tax and Fee Adjustments

	State Fiscal Year Ended June 30 ^(a)									
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
Motor Fuels Tax (adj. per gallon) ^(b)	(7¢)	0¢	0¢	0¢	0¢	0¢	0¢	0¢	0¢	0¢
Motor Vehicle Receipts (% increase) ...	0	0	0	0	0	0	0	0	0	0
LPF Revenue (\$ increase)	0	0	0	0	0	0	0	0	0	0

(a) Except as noted in footnote (b), each tax, fee or charge adjustment were effective on the first day (July 1) of each State fiscal year.

(b) The Motor Fuels Tax on diesel fuels was increased from 18¢ to 26¢ effective on August 1, 2002. The Motor Fuels Tax on gasohol was increased from 24¢ to 25¢ effective on July 1, 2004.

SOURCE: Office of Policy and Management

In making the projections of the Motor Fuels Tax provided herein for fiscal years 2006-2010 (the “Projection Period”), the State considered a variety of sources of economic data, including economic forecasts prepared by the State and outside economic forecasting services. The projections of the Motor Fuels Tax are based on estimates of a variety of economic variables for the State and the nation as a whole, including real disposable income, employment and size of the fleet of commercial and passenger vehicles.

Other important variables used to determine the projections of the Motor Fuels Tax include the anticipated price of motor fuels, the fuel efficiency of commercial and passenger vehicle fleets, and economic activity as expressed by the United States index of industrial production. These variables are expected to have an overall favorable impact on motor fuel consumption.

The Motor Fuels Tax is projected to grow at the rate of 0.5% for fiscal years 2006 and 2007, rising to 1.25% for fiscal years 2008-2010. Motor Vehicle Receipts and LPF Revenue are projected to grow at the rate of 2.0% and 1.0% respectively per year during the Projection Period. Interest Income is projected as set forth in footnote (f) to Table 3.

While the State believes that the assumptions which underlie its projections are appropriate, actual achievement of amounts projected may be affected by less favorable economic conditions than those assumed, and is dependent upon the occurrence of future events. For example, political unrest or war and natural disasters in oil producing and refining regions could substantially reduce petroleum and motor fuels supplies and increase prices. Thus, actual results achieved may vary from the projections and such variations may be materially adverse. The accompanying projected financial information from 2006-2010 was prepared by the State and was not prepared with a view toward compliance with the published guidelines of the American Institute of Certified Public Accountants for the preparation and presentation of prospective financial information (the AICPA Audit and Accounting Guide for Prospective Financial Information). The prospective financial information is based on assumptions which the State believes to be reasonable; however, there is no assurance that the prospective financial information will prove to be accurate. There will usually be differences between forecasted or projected results and actual results, and those differences may be material. Neither the Special Transportation Fund’s independent auditors, nor any other independent accountants, have compiled or examined the prospective financial information. As such, no opinion or any other form of assurance has been expressed thereon and no responsibility for such prospective financial information has been assumed by the Special Transportation Fund’s independent auditors.

Historical collections, enacted tax, fee and charge adjustments and economic projections provide the basis for the projections of the major categories of Pledged Revenues that are to be credited to the Special Transportation Fund. The following table summarizes the level of revenue that each category of Pledged Revenues and other receipts is projected to produce through State fiscal year 2010, based upon enacted rates.

TABLE 3
Projected Pledged Revenues
Special Transportation Fund
(In Millions \$)

	Fiscal Year Ending June 30					
	<u>2005^(a)</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Motor Fuels Tax	483.8	484.2	486.6	492.7	498.9	505.1
Sales Tax - DMV ^(b)	69.7	73.7	77.9	82.4	87.1	92.1
Oil Companies Tax ^(c)	13.0	43.5	61.0	84.0	100.9	100.9
Motor Vehicle Receipts	233.9	238.8	243.6	248.5	253.5	258.5
LPF Revenue ^(d)	155.1	156.5	158.1	159.8	161.4	163.0
FTA Grants ^(e)	-	-	-	-	-	-
Interest Income ^(f)	32.7	34.0	34.0	34.0	33.0	33.0
Transfers to Other Funds ^(g)	(8.5)	(4.6)	(7.0)	(9.5)	(9.5)	(9.5)
Transfer to TSB Projects Account ^(h)	(28.7)	(25.3)	(20.3)	(15.3)	(15.3)	(15.3)
TOTAL	950.9	1,000.8	1033.9	1076.6	1110.0	1127.8
Refunds ⁽ⁱ⁾	<u>(11.1)</u>	<u>(11.5)</u>	<u>(11.7)</u>	<u>(11.9)</u>	<u>(12.1)</u>	<u>(12.3)</u>
TOTAL NET PLEDGED REVENUES	939.8	989.3	1022.2	1064.7	1097.9	1115.5
TSB Projects Account Pledged Revenues ^(j)	<u>28.7</u>	<u>25.3</u>	<u>20.3</u>	<u>15.3</u>	<u>15.3</u>	<u>15.3</u>
TOTAL PLEDGED REVENUES	968.5	1,014.6	1042.5	1080.0	1113.2	1130.8

- (a) Per the Comptroller's unaudited monthly report for the period ending June 30, 2005, as adjusted by the Office of Policy and Management.
- (b) Pursuant to C.G.S. § 13b-61b, the Commissioner of Motor Vehicles shall deposit all funds from the tax imposed under Section 12-431 of the Connecticut General Statutes attributable to motor vehicles to the Special Transportation Fund.
- (c) C.G.S. § 13b-61a specifies the amount of tax collected on Gross Earnings from the sale of petroleum products attributable to the sale of motor vehicle fuel to be transferred annually to the Special Transportation Fund. Section 36 of Public Act 03-02 suspended the \$20 million scheduled for transfer to the Special Transportation Fund in fiscal year 2003. In addition, Section 65 of Public Act 03-01 of the June 30 Special Session reduced the transfer from \$21 million to \$10.5 million in fiscal year 2004 and from \$21 million to \$13 million in fiscal year 2005. In section 41 of Public Act 05-4 of the June 2005 Special Session the scheduled transfers were increased to \$43.5 million in fiscal year 2006, \$61 million in fiscal year 2007, \$84 million in fiscal year 2008 and \$100.9 million annually in fiscal years 2009 through 2013. Beginning in fiscal year 2014, the annual transfer will be \$119.4 million.
- (d) Pursuant to Sections 1-12 of Public Act 04-128, effective July 1, 2004, certain fees were raised for a projected annual increase of approximately \$3.6 million.
- (e) The State does not expect to receive any further annual FTA grants due to actions at the federal level. The lien which secures payment of the Bonds did not extend to these transportation-related federal revenues, formerly approximately \$3.0 million to \$3.3 million each year, until such revenues were credited to the Special Transportation Fund. See "Description of Revenue Sources of the Special Transportation Fund-Other Revenues."
- (f) Amounts recorded as interest represent (i) expected investment earnings on the following amounts: (A) Bond proceeds held in the Infrastructure Improvement Fund and not applied for program costs or temporarily utilized for other State purposes, (B) amounts expected to be held by the Trustee in the Debt Service Account under the Senior Indenture and the trustee in the Debt Service Account under the Second Lien Indenture, and (C) balances in the Special Transportation Fund plus (ii) expected investment earnings on amounts held in the Reserve Account under the Senior Indenture and the Reserve Account under the Second Lien Indenture, plus (iii) accrued interest expected to be received upon the delivery of each series of Bonds.
- (g) C.G.S. § 12-460a specifies the annual transfer to the State's Conservation Fund. Section 118 of Public Act 03-01 of the June 30 Special Session directed that the transfer to the State's Conservation Fund be \$2 million for fiscal year 2004 and fiscal year 2005. Pursuant to C.G.S. § 14-164m effective July 1, 2001, an additional \$6.5 million will be transferred annually from the Special Transportation Fund to the Emission Enterprise Fund. Section 27 of Public Act 05-3 of the June 2005 Special Session reduced the transfer to the Emission Enterprise Fund by \$4.9 million in fiscal year 2006 and \$2.5 million in fiscal year 2007.
- (h) Public Act 03-04 of the June 30 Special Session provides that revenues which are attributable to increases in taxes or fees provided for in sections 1-1h, 14-35, 14-44i, 14-47, 14-48b, 14-49, 14-50, 14-66, 14-67 and 14-381 of the Connecticut General Statutes and revenue specified in sections 113 and 114 of Public Act 03-01 of the June 30 Special Session are defined as "Incremental Revenues" and are dedicated to fund the TSB Projects and Purposes by deposit into the TSB projects account which is a non-lapsing account within the Special Transportation Fund. Public Act 05-4 of the June 2005 Special Session, sections 43, 52 and 53, repeals the dedication of the Incremental Revenues and institutes a transfer from the resources of the Special Transportation Fund to the TSB projects account in the amount of \$25.3 million in fiscal year 2006, \$20.3 million in fiscal year 2007 and \$15.3 million in fiscal years 2008-2015. For fiscal year 2016 and thereafter, \$0.3 million shall be transferred to the TSB projects account.
- (i) Represents refunds for Motor Fuel Taxes and Motor Carrier Road Taxes when an overpayment of tax liability has been made. Per C.G.S. §§ 14-23 and 14-31, effective July 1, 2001 Refunds of Payments in the Special Transportation Fund will be funded with revenue similar to Refunds of Taxes.
- (j) TSB projects account revenues as described in footnote (h), are utilized for non-budgeted expenditures, are part of the Special Transportation Fund and constitute Pledged Revenues for special tax obligation bonds and are also included in the calculation of debt service coverage in Table 7.

SOURCE: Office of Policy and Management

Description of Revenue Sources of the Special Transportation Fund

The Special Transportation Fund receives its moneys from the three categories of transportation related revenues shown in Table 1, from Oil Companies Tax Payments, Sales Tax - DMV Payments, from FTA grants received by the State, and from other sources including investment earnings. The Act provides for periodic adjustments in the transportation related taxes, fees and charges, in the amounts and percentages previously described in Table 2 (see “Discussion of Projected Pledged Revenues”).

Motor Fuels Tax

The first category of transportation related revenues is the Motor Fuels Tax, which was credited to the Special Transportation Fund commencing July 1, 1984, and which consists of three taxes: the gasoline tax, the special fuels tax, and the motor carrier road tax. The ten year history of collections of the Motor Fuels Tax is shown in the following table.

TABLE 4
Ten-Year History of Motor Fuels Tax Collections

	State Fiscal Year Ended June 30									
	1996	1997	1998	1999	2000	2001	2002	2003	2004 ^(a)	2005 ^(a)
Totals										
Amount collected (millions \$) ..	504.7	550.6	530.6	499.9	506.4	417.5	430.3	458.0	464.5	483.8
Unit total (millions \$(b).....	15.807	15.753	16.095	16.870	17.123	17.586	18.047	18.289	18.456	19.223
Unit percentage growth (%).....	(1.19)	(0.35)	2.17	4.82	1.50	2.70	2.62	1.34	0.91	4.16
Gasoline Tax										
Amount collected (millions \$) ..	460.5	504.5	481.9	448.6	453.1	362.4	376.6	383.8	383.7	401.1
Unit total (millions \$(b).....	13.353	13.193	13.385	14.014	14.158	14.497	15.063	15.352	15.348	16.045
Unit percentage growth (%).....	(0.33)	(1.20)	1.46	4.74	1.00	2.40	3.91	1.92	(0.03)	4.54
Special Fuels Tax										
Amount collected (millions \$) ..	36.2	37.6	39.6	41.8	43.6	45.1	45.2	62.7	68.2	69.7
Unit total (millions \$(b).....	2.010	2.090	2.199	2.322	2.422	2.506	2.512	2.483	2.623	2.681
Unit percentage growth (%).....	(0.05)	3.98	5.22	5.60	4.31	3.40	0.24	(1.16)	5.64	2.20
Motor Carrier Road Tax										
Amount collected (millions \$) ..	8.0	8.5	9.2	9.5	9.8	10.0	8.5	11.5	12.6	12.9
Unit total (millions \$(b).....	0.444	0.470	0.511	0.529	0.543	0.556	0.472	0.454	0.485	0.498
Unit percentage growth (%).....	(24.62)	5.86	8.72	3.53	2.65	2.04	(15.11)	(3.82)	6.74	2.74

(a) Based upon unaudited financial statements.

(b) The unit total represents millions of dollars of revenue collected per penny of tax.

SOURCE: Office of Policy and Management

The motor fuel tax rate on gasoline and gasohol is 25¢ per gallon, and on diesel fuel is 26¢ per gallon.

The first two Motor Fuels Taxes are the gasoline tax and the special fuels tax, which are levied under Connecticut General Statutes (“C.G.S.”) Section 12-458 on gallons of fuel used or sold by distributors. The principal fuel subject to the tax is gasoline, but the taxes also are levied on any combustible gas or liquid, including diesel fuel and gasohol, which is used or is suitable for use to generate power for propelling motor vehicles. The distributors liable for these taxes are those entities which distribute fuel within the State, import fuel into the State for distribution within the State, or produce or refine fuels within the State.

There are only six types of transactions that are exempted from these taxes: (i) sales to the United States government and to the State; (ii) sales to a municipality for use by private contractors in the course of performing services for the municipality; (iii) sales (other than at retail outlets) to municipalities or State transit districts for use in vehicles owned by or leased to those governmental units; (iv) interdistributor sales; (v) transfers from a State storage site to an out-of-state site; and (vi) sales to a licensed exporter for transfer and sale outside the State.

The third Motor Fuels Tax is the motor carrier road tax imposed by C.G.S. Sections 12-479 and 12-483 upon gallons of fuel used by business entities (“motor carriers”) which operate any of the following vehicles in the State: (i) passenger vehicles seating more than nine persons; (ii) road tractors or tractor trucks; or (iii) trucks having a registered gross weight in excess of eighteen thousand (18,000) pounds. Such motor carriers pay the tax on the gallons of fuel which they use while

operating such vehicles in the State. The number of gallons subject to the tax is determined by multiplying the total number of gallons of fuel used by the motor carrier during each year by a fraction, the numerator of which is the total number of miles traveled by the motor carrier's vehicles within the State during the year, and the denominator of which is the total number of miles traveled by the motor carrier's vehicles both within and outside the State during the year.

Motor Vehicle Receipts

The second category of transportation related revenues credited to the Special Transportation Fund commencing July 1, 1984 is Motor Vehicle Receipts and the normalized collections are adjusted to that date. The Motor Vehicle Receipts category consists of most revenues collected by the Commissioner of Motor Vehicles under forty-eight (48) statutory sections which levy transportation related charges for licenses and services provided by the DMV. The ten-year history of collections of Motor Vehicle Receipts is shown in the following table.

**TABLE 5
Ten-Year History of Motor Vehicle Receipts**

	<u>State Fiscal Year Ending</u>									
	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004^(a)</u>	<u>2005^(a)</u>
Total Collections (millions \$).....	172.8	175.9	186.0	187.0	190.3	196.3	200.7	204.8	219.2	233.9
Adjustments (millions \$) ^(b)	(74.4)	(74.7)	(76.8)	(76.9)	(77.1)	(77.0)	(80.9)	(80.2)	(89.9)	(100.2)
Total Normalized Collections (millions \$) ^(c)	98.4	101.2	109.2	110.1	113.2	119.3	119.8	124.6	129.3	133.7
Percent Change In Normalized Collections (%)...	(0.1)	2.9	7.8	0.9	2.8	5.4	0.5	4.0	3.7	3.4

(a) Based upon unaudited financial statements.

(b) Adjusted for: (1) the elimination of the additional vanity plate renewal fees of \$30 effective July 1, 1994 under Public Act 93-74; (2) the transfer of safety plate fees from the General Fund effective July 1, 1995; (3) the collection of truck registration fees under the International Registration Plan commencing fiscal year 1997-98; and (4) the extension of driver's license duration from 4 years to 6 years.

(c) Total Normalized Collections for each State fiscal year equals Total Collections minus the amount of the Adjustments as described in footnote (b) for each such period. By subtracting the amount of such Adjustments from Total Collections it is possible to view more accurately the annual changes in Motor Vehicle Receipts during the period covered by the table.

SOURCE: Office of Policy and Management

License, Permit and Fee Revenue

The third category of transportation related revenues that is credited to the Special Transportation Fund is that of LPF Revenue. The following table sets forth the ten-year history of LPF Revenue and reflects both growth and the effect of increased fees and charges.

TABLE 6
Ten-Year History of License, Permit and Fee Revenue
(In Millions \$)

	State Fiscal Year Ending June 30									
	<u>1996</u>	<u>1997</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004^(a)</u>	<u>2005^(a)</u>
Motor vehicle fines, penalties and surcharges	25.9	26.1	28.3	27.6	30.8	28.4	31.5	30.4	28.5	28.2
Filing and reproduction fees	17.4	18.4	18.9	19.5	20.9	20.7	22.0	22.2	22.8	22.2
Royalties	9.1	9.0	10.0	9.1	10.2	11.3	11.9	11.4	11.7	10.5
Motor carrier permits	3.7	3.7	3.7	3.7	3.8	3.5	3.2	3.2	3.1	3.2
Operator license examination fee....	3.9	4.9	4.9	5.6	5.8	5.8	6.0	5.9	5.9	6.4
Vehicle inspection fee.....	5.2	5.8	6.2	6.8	3.0	3.1	3.6	3.6	3.8	3.6
Other ^(b)	<u>30.4</u>	<u>20.4</u>	<u>35.9</u>	<u>40.6</u>	<u>38.1</u>	<u>42.4</u>	<u>52.5</u>	<u>60.0</u>	<u>79.3</u>	<u>81.0</u>
Total.....	<u>95.6</u>	<u>88.3</u>	<u>107.9</u>	<u>112.9</u>	<u>112.6</u>	<u>115.2</u>	<u>130.7</u>	<u>136.7</u>	<u>155.1</u>	<u>155.1</u>

(a) Based upon unaudited financial statements.

(b) Amounts listed as "Other" LPF Revenue represent collections for (i) gasoline handling charges; (ii) fees for license plates, and for certificates or licenses to repair or sell motor vehicles, relocate site for selling motor vehicles, register new car dealers and repairers, sell gasoline, and locate site for selling fuels; (iii) special vehicle permits; (iv) rental of airport passenger terminals (other than at Bradley International Airport); (v) miscellaneous recoveries; (vi) miscellaneous rentals; (vii) searches for and copies of motor vehicle records; (viii) tolls on ferries; (ix) airport landing charges (other than at Bradley International Airport); (x) operator license information and licenses for drivers' education instructors; (xi) sales of excess State property; (xii) emission inspection late fee; (xiii) registration of weighing devices; (xiv) sale of commercial information; and (xv) clean air fee.

SOURCE: Office of Policy and Management

LPF Revenue consists of amounts levied for certain permits issued and services provided by the State for transportation purposes, for the right to use certain transportation related State property, and for certain traffic fines. The largest such source of LPF Revenue is motor vehicle related fines, penalties, or other charges. The Act requires that traffic fines levied under numerous statutory sections be credited to the Special Transportation Fund as LPF Revenue.

There are a large number of permits which generate LPF Revenue. For example, the fees charged for certification of bus routes (C.G.S. Section 14-49(v)) and for licensing of drivers' education instructors (C.G.S. Section 14-16a) are treated under the Act as LPF Revenue.

In addition to these permit and license fees, LPF Revenue includes what the Act terms Aeronautics, Waterways, and Other Fees and Charges. These are amounts received by the State in connection with the sale or lease of property controlled by the Commissioner of Transportation, including rights-of-way above or below State highways and properties at airports (other than at Bradley International Airport) owned or leased by the State, and charges for pilotage on State waterways.

Beginning in State fiscal year 1985, the Act began crediting to the Special Transportation Fund three other types of LPF Revenue: (i) fees for documents and services provided under C.G.S. Section 14-192(a); (ii) royalty payments for retail sales of gasoline pursuant to C.G.S. Section 13a-80; and (iii) gasoline handling charges which the Department receives from other State agencies for handling motor fuel consumed by State vehicles. All other LPF Revenue was credited to the Special Transportation Fund starting in fiscal year 1986. Commencing on July 1, 1997, per C.G.S. Sections 13b-61(7) through 13b-61(14), transportation related revenue such as the sale of commercial information by the DMV and from other user fees and licenses previously deposited in the General Fund, has been credited to the Special Transportation Fund as LPF Revenue.

Oil Companies Tax Payments

C.G.S. Section 13b-61a specifies the amount of Oil Companies Tax revenue received from the tax imposed on the gross earnings from the sale of petroleum products attributable to sales of motor vehicle fuel was to be deposited by the Commissioner of Revenue Services into the Special Transportation Fund. Section 36 of Public Act 03-02 suspended the \$20 million scheduled transfer to the Special Transportation Fund in fiscal year 2003. In addition, Section 65 of Public Act 03-01 of the June 30 Special Session reduced the transfer of Oil Companies Tax revenue from the General Fund from \$21 million to \$10.5 million in fiscal year 2004 and from \$21 million to \$13 million in fiscal year 2005. Section 41 of Public Act 05-4 of the June 2005 Special Session increased the scheduled transfers to: \$43.5 million in fiscal year 2006, \$61 million in fiscal year 2007, \$84 million in fiscal year 2008, \$100.9 million in fiscal years 2009-2013, and \$119.4 million annually thereafter. Each deposit is made over four equal installments. Through fiscal years 1997-1998, revenue from the Oil Companies Tax was

deposited exclusively in either the General Fund or the Underground Storage Tank (UST) Petroleum Clean Up Account pursuant to C.G.S. Section 22a-449b.

Prior to July 1, 2005, the Oil Companies Tax was levied, pursuant to C.G.S. Section 12-587, at a rate of five percent (5%) of the gross earnings from the sale of petroleum products in the State. Per Section 40 of Public Act 05-4 of the June 2005 Special Session the tax rates were increased as follows: five and eight-tenths percent effective July 1, 2005, six and three-tenths percent effective July 1, 2006, seven percent effective July 1, 2007, seven and one-half percent effective July 1, 2008, and eight and one-tenth percent effective July 1, 2013. The principal petroleum product subject to the tax is motor vehicle fuel, but the gross earnings tax is also levied on the sale of aviation fuel, kerosene, diesel fuel, crude oil, and derivatives of petroleum such as paint, fertilizers and asphalt. In the most recently completed 2004-2005 fiscal year, the Oil Companies Tax generated gross collections of \$179.1 million. The Office of Policy and Management estimates that for the 2005-2006 fiscal year, the Oil Companies Tax will generate gross collections of approximately \$239.8 million. It is assumed that the tax revenue received by the Commissioner of Revenue Services on the gross earnings from the sales of petroleum products attributable to sales of motor vehicle fuel will be sufficient to enable the Commissioner to make all required payments to the Special Transportation Fund when due. Public Act 05-4 of the June 2005 Special Session, section 41(b) states that if Oil Companies Tax receipts are insufficient to fund all required transfers, the Commissioner of Revenue Services shall certify to the Treasurer the amount of the shortfall, and the Treasurer shall then transfer the amount equal to the shortfall from the General Fund to the Special Transportation Fund.

Sales Tax – DMV Payments

Connecticut General Statutes Section 13-61b requires that the Commissioner of Motor Vehicles deposit into the Special Transportation Fund funds received by the State from the tax imposed on casual sales of motor vehicles, vessels, snowmobiles and aircraft pursuant to Section 12-431 of the Connecticut General Statutes attributable to motor vehicles.

Incremental Revenues

Public Act 03-4 of the June 30, 2003 Special Session, as amended by Public Act 04-182, provides that on or after July 1, 2003, and up to and including June 30, 2036, revenues which are attributable to increases in taxes or fees provided for in sections 1-1h, 14-16, 14-35, 14-41, 14-41a, 14-44i, 14-47, 14-48b, 14-49, 14-50, 14-50b, 14-65, 14-66, 14-67, 14-69, 14-73, 14-96q, 14-192, 14-381, 52-62, and 52-63 of the Connecticut General Statutes and revenue specified in sections 113 and 114 of Public Act 03-1 are defined as “Incremental Revenues” and have been available to fund TSB Projects and Purposes by deposit into the TSB projects account. Public Act 05-4 repeals the dedication of the Incremental Revenues and institutes a transfer from the resources of the Special Transportation Fund to the TSB projects account in the amounts of \$25.3 million in fiscal year 2006, \$20.3 million in fiscal year 2007, \$15.3 million in each of fiscal years 2008-2015, and \$0.3 million fiscal year 2016 and thereafter. See “2005 Legislative Changes” for a more detailed discussion.

Transportation Grants and Restricted Accounts Fund

Public Act 04-2 created the Transportation Grants and Restricted Accounts Fund to facilitate financial reporting under the State’s new financial management and human resources computer system called Core-CT (see “Financial Management and Reporting: Core-CT Update”). The Grants and Restricted Accounts Fund was created to isolate transportation related activities that are funded through restricted sources of receipts such as federal and private grants and intercepts from general revenue sources. Prior to the implementation of Core-CT these activities were accounted for and reported within the Special Transportation Fund. Because of the operational requirements of Core-CT, separating restricted receipts from other general revenue sources for transportation related activities facilitated financial reporting. The creation of the Transportation Grants and Restricted Accounts Fund was not intended to change the nature of Pledged Revenue within the Special Transportation Fund. It was created to better accommodate the administrative and operational requirements of Core-CT. While the TSB projects account will be reported within the Grants and Restricted Accounts Fund, pursuant to statutory requirements it will continue to constitute a part of Pledged Revenues within the Special Transportation Fund.

Other Revenues

In addition to the above categories of transportation related revenues, interest earnings also are credited to the Special Transportation Fund.

Interest earnings accruing on the funds and accounts created under the Indenture are to be credited to the Special Transportation Fund, with the exception of interest earnings accruing on amounts in the Note Repayment Account. The State expects to invest available amounts credited to the Special Transportation Fund from time to time in the Short Term Investment Fund of the State and other permitted investments. See “Appendix A-Cash Management and Investment Procedures.”

Due to changes at the federal level, the State is not expecting to receive further funding as operating assistance grants from the FTA, which were previously credited to the Special Transportation Fund. FTA operating assistance grants were included in Pledged Revenues upon receipt and were generally available for payment of debt service or program expenses. These grant funds were treated by the State as a reimbursement for mass transit operating expenses previously budgeted and generally paid from other available State cash. These funds which had previously been received as operating assistance grants, however, will likely continue to be received in the future, but as funds for capital improvements. (See also footnote (e) to Table 3.)

Debt Service Coverage

Under the Senior Indenture, the State has covenanted to provide Pledged Revenues in each fiscal year equal to two (2) times the aggregate Principal and Interest Requirements on Senior Bonds and Interest Requirements on Senior Notes in such fiscal year. So long as Second Lien Bonds are outstanding, the State also has covenanted in the Second Lien Indenture to provide Pledged Revenues in each fiscal year equal to two (2) times the aggregate Principal and Interest Requirements on all Bonds and Notes in such fiscal year. Principal and Interest Requirements on Second Lien Bonds are calculated according to the Second Lien Indenture. The following table indicates the actual and projected calculation of such coverage tests. The debt service requirements shown in Table 7 do not include several items that are included in Debt Service Requirements on the Bonds in Table 8, including estimated rebate, trustee fees and allowance for basis risk on the interest rate swap for the Second Lien Bonds, 1990 Series 1 and 2003 Series 1 and 2. (See Table 8, footnote f.)

TABLE 7
Actual and Projected Debt Service Coverage
(In Millions \$)

	State Fiscal Year Ending June 30									
	2001	2002	2003	2004	2005	2006	2007	2008 ^(a)	2009 ^(a)	2010 ^(a)
1. Actual and Projected Pledged Revenues ^(b)										
Special Transportation Fund Net Revenues	871.8	896.9	827.1	903.9	939.8	989.3	1022.2	1064.7	1097.9	1115.5
TSB Projects Account Pledged Revenues	-	-	-	22.8	28.7	25.3	20.3	15.3	15.3	15.3
New Haven Line Project Account Pledged Revenue ^(d)	-	-	-	-	-	-	-	10.0	20.0	20.0
Total Actual and Projected Pledged Revenues	871.8	896.9	827.1	926.7	968.5	1014.6	1042.5	1090.0	1133.2	1150.8
2. Principal and Interest Requirements for the 1984-2005 A Senior Bonds ^(e)	339.8	349.3	356.7	357.7	368.3	375.7	369.1	353.1	334.0	314.7
3. Actual and Projected Principal and Interest Coverage for the 1984-2005 A Senior Bonds ^(f)	2.6x	2.6x	2.3x	2.6x	2.6x	2.7x	2.8x	3.1x	3.4x	3.7x
4. Principal and Interest Requirements on the Outstanding Second Lien Bonds ^(g)	23.4	23.2	28.7	40.2	41.2	44.8	44.9	45.1	45.2	45.4
5. Actual and Projected Principal and Interest Coverage for All Outstanding Senior Bonds and Outstanding Second Lien Bonds ^(h)	2.4x	2.4x	2.1x	2.3x	2.4x	2.4x	2.5x	2.7x	3.0x	3.2x
6. Projected Principal and Interest Requirements for Additional Bonds ⁽ⁱ⁾	0.0	0.0	0.0	0.0	0.0	0.0	16.0	45.7	76.9	109.1
7. Actual and Projected Aggregate Debt Service Coverage for all Bonds ^(j)	2.4x	2.4x	2.1x	2.3x	2.4x	2.4x	2.4x	2.5x	2.5x	2.5x

Updated with biennial budget as of November 3, 2005.

For a discussion of the assumptions and enacted tax, fee, and charge adjustments underlying these projections, see "Discussion of Projected Pledged Revenues."

- (a) Fiscal years 2008-2010 values for projected pledged revenues are based on OPM projections of revenue which include value of additional revenue included in 2005 legislation (Public Act 05-4). The \$1 ticket surcharge revenue for the Metro North New Haven line is shown on a separate line.
- (b) These revenues are budgeted revenues.
- (c) TSB projects account revenues are utilized for non-budgeted expenditures and are part of the Special Transportation Fund and constitute Pledged Revenues for special tax obligation bonds.
- (d) The New Haven line revitalization account revenues are utilized for projects. These revenues are part of the Special Transportation Fund and constitute Pledged Revenue for special obligation bonds.
- (e) Reflects actual Principal and Interest Requirements on the Senior Bonds as paid to the Trustee on a one-sixth interest and one-twelfth principal monthly deposit basis. Does not reflect accretion of interest on the 1988 Series B Capital Appreciation Bonds or the 1989 Series B Capital Appreciation Bonds prior to the year of maturity of such bonds.
- (f) Line 1 divided by Line 2.
- (g) Reflects actual Principal and Interest Requirements on the Second Lien Bonds, 1990 Series 1 and 2003 Series 1 and 2 assuming the continuation of Qualified Swaps. Includes debt service on the Second Lien Bonds, 2000 Series 1 calculated at a projected interest rate of 4.5%. Does not include letter of credit or remarketing fees, but it does include an additional \$1.5 million per year basis risk assumption.
- (h) Line 1 divided by the sum of Lines 2 and 4.
- (i) Assumes issuance of Additional Bonds (whether under the Senior Indenture or the Second Lien Indenture) authorized and to be authorized by Special Acts, with level debt service, a twenty year final maturity and in the principal amounts and at the average net interest costs listed below for each of the following State fiscal years: 2007 – \$280.8 million at 6.5%; 2008 – \$319.4 million at 6.5%, and 2009-2010 – \$355 million each year at 6.5%. See "The Department of Transportation – Implementation of and Funding for the Infrastructure Program." Includes debt service on 2000 Series 1 Bonds calculated at a projected interest rate of 4.5%. Assumes no issuance of Notes.
- (j) Line 1 divided by the sum of Lines 2, 4 and 6.

SOURCE: Office of Policy and Management and Office of the State Treasurer

Expenses of the Special Transportation Fund

Moneys in the Special Transportation Fund not held by the Trustee or otherwise required to pay principal and interest on the Senior Bonds and interest on the Senior Notes may be used to pay (i) principal on Senior Notes, (ii) amounts required to be deposited with the Trustee under the Second Lien Indenture, (iii) debt service on transportation related general obligation bonds of the State, and (iv) the operating expenses of the Department, including both the annual budgeted expenses of the Department and the portion of the costs of the Infrastructure Program not financed by the Bonds but paid from current operations, and operating expenses of the DMV. See "The Transportation Infrastructure Program." The Special Transportation Fund appropriations included in the budget for the 2005-2006 and 2006-2007 fiscal years are set forth in Appendix B.

Under the provisions of Section 3 of PA 97-309, for fiscal years 1998-2000, the State Treasurer was required to use any year-end balance in the Special Transportation Fund that exceeded \$20 million dollars to decrease outstanding indebtedness or to pay debt service requirements of the State. In September 1997 the Treasurer's Office used \$84,855,654 from the Special Transportation Fund to cash defease \$80,810,000 of the 1991 Series A and 1991 Series B special tax obligation bonds. In May 1998 the Treasurer's Office used \$9,765,296 of the remaining surplus in the Special Transportation Fund from fiscal year 1997 to pay debt service on Bonds in fiscal year 1999. In December 1999, the Treasurer's Office used \$81.8 million of the combined surplus from fiscal years 1998 and 1999 to cash defease \$84.9 million in special tax obligation bonds, including some of the capital appreciation bonds. In June 2000, the Treasurer's Office directed that the remaining surplus in the Special Transportation Fund from fiscal year 1999 of \$1,530,937.48 be used to pay debt service on Bonds in fiscal year 2001. Section 13 of Public Act 00-170 repealed the provision that required balances in excess of \$20 million to be directed toward debt reduction or for the payment of debt service requirements on special tax obligation bonds, thereby allowing surplus balances to be carried forward as had been the practice prior to Public Act 97-309.

The Special Transportation Fund budget includes unallocated lapses to recognize that not all budget expenditures will be fully expended and will lapse for budget purposes. The unallocated lapse is reduced in a corresponding amount as agency lapses are identified within specific accounts.

2005 Legislative Changes

The 2005 Connecticut General Assembly approved a major Transportation infrastructure improvement plan. Public Act 05-4 authorizes the issuance of over \$830 million in special tax obligation bonds over the next ten years to replace the commuter rail fleet, purchase additional buses, and make improvements to State highways.

In order to pay for these improvements, Public Act 05-4 increased the scheduled General Fund transfers to the Special Transportation Fund from Oil Companies Tax revenue from \$21.0 million annually to \$43.5 million in fiscal year 2006, \$61 million in fiscal year 2007, \$84 million in fiscal year 2008, \$100.9 million in fiscal years 2009-2013, and \$119.4 million annually thereafter. To generate the additional revenue required for the transfers, the Oil Companies Tax rate has been increased. Prior to July 1, 2005, the Oil Companies Tax was levied at a rate of five percent (5%) of the gross earnings from the sale of petroleum products in the State. Per Section 40 of Public Act 05-4 the tax rates were increased as follows: five and eight-tenths percent effective July 1, 2005, six and three-tenths percent effective July 1, 2006, seven percent effective July 1, 2007, seven and one-half percent effective July 1, 2008, and eight and one-tenth percent effective July 1, 2013. For fiscal years 2006 and 2007, \$5 million of the scheduled revenue transferred will be used for the Dial-a-Ride Program. Public Act 05-4 further provides that if in any calendar quarter receipts from the Oil Companies Tax as described above are less than the amounts required to be transferred to the Special Transportation Fund as described above and any other transfers required by law, the Commissioner of Revenue Services shall certify to the Treasurer the amount of such shortfall and upon receipt of the certification the Treasurer shall transfer the amount of such shortfall from the General Fund into the Special Transportation Fund.

Public Act 05-4 also repealed the diversion of Incremental Revenues to the TSB projects account and establishes fixed transfers from the Special Transportation Fund to the account in the amounts of \$25.3 million in fiscal year 2006, \$20.3 million in fiscal year 2007 and \$15.3 million in each of fiscal years 2008-2015. For fiscal year 2016 and thereafter, \$0.3 million shall be transferred to the TSB projects account. Section 33 of Public Act 05-4 institutes a \$1.00 surcharge per trip on the Metro North New Haven line commuter rail (originating or terminating in Connecticut). The surcharge begins January 1, 2008 and ends June 30, 2015 and is anticipated to generate \$20 million a year in increased revenue. The additional revenue is not included in Table 8, as it will be deposited directly to a restricted capital project account, to be used solely for capital costs incurred as part of the New Haven line revitalization program.

In addition to the required revenue changes for the infrastructure improvement plan, Public Act 05-3 of the June 2005 Special Session (“Public Act 05-3”) reduced the transfer from the Special Transportation Fund to the Emissions Enterprise Fund from \$6.5 million in fiscal years 2006 and 2007 to \$1.6 million and \$4.0 million, respectively.

Significant expenditure changes in Public Act 05-251 (the Appropriations Act) include an increase to the Debt Service appropriation of \$2.7 million in fiscal year 2006 and \$9.3 million in fiscal year 2007 to pay for the additional bonds issued as part of the transportation infrastructure improvement plan. These costs are projected to rise to \$48.4 million by fiscal year 2010. Public Act 05-03 delayed the implementation of the vision screening program at the DMV for an aggregate savings of \$2 million over the 2005-2007 biennium. The license and identification card program was enhanced by \$700,000 in each year of the biennium to pay for new security technology to verify the background and identity documentation, including out-of-state licenses, immigration documentation and address information, of applicants of new licenses and identification cards. Table 8 includes only Special Transportation Fund appropriations; however, Public Act 05-251 includes a general fund surplus appropriation of \$16 million for Town Aid Roads, thereby increasing the available program funds by \$8 million annually during fiscal years 2005-2007 to a total of \$28 million per year.

The following table provides a summary of those legislative changes that are reflected in Table 8.

Summary of Recent Legislative Changes Included In Table 8
(In Millions of Dollars)

	State Fiscal Year Ending June 30				
	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
<u>Revenue Changes</u>					
Oil Companies Tax Transfer	\$ 17.5	\$ 35.0	\$ 63.0	\$ 79.9	\$ 79.9
Oil Companies Tax Transfer-Dial-a-Ride	5.0	5.0	-	-	-
Reduce Trfr for 2 Yrs. To Emission Enterp. Fund	4.9	2.5	-	-	-
Reduce Transfer to Transportation Strategy Board	<u>4.0</u>	<u>4.0</u>	<u>9.0</u>	<u>9.0</u>	<u>9.0</u>
Total Revenue Changes	\$ 31.4	\$ 46.5	\$ 72.0	\$ 88.9	\$ 88.9
<u>Expenditure Changes</u>					
Increase Debt Service for Infrastructure Improvement Plan	\$ 2.7	\$ 9.3	\$ 19.3	\$ 33.0	\$ 48.4
Defer Vision Screening Program for 2 Years	(1.0)	(1.0)	-	-	-
Enhance the License and ID Card Program	0.7	0.7	0.7	0.7	0.7
Other Other Miscellaneous Adjustments	<u>(4.9)</u>	<u>(10.4)</u>	<u>(5.0)</u>	<u>(5.0)</u>	<u>(5.1)</u>
Total Expenditure Changes	\$ (2.5)	\$ (1.4)	\$ 15.0	\$ 28.7	\$ 44.0
Net Impact on STF	\$ 33.9	\$ 47.9	\$ 57.0	\$ 60.2	\$ 44.9

SOURCE: Office of Policy and Management

Financial and Management Reporting: Core-CT Update

In July 2003, the State implemented the first phase of a new fully integrated, Internet based financial management and human resources system called Core-CT. The financial software modules (accounts payable, accounts receivable, commitment control, general ledger and reporting) came online first in July 2003, followed by the human resources and payroll applications (payroll, time and labor) in October 2003. Additional financial enhancements relating to asset management and inventory control, contracts and billing and project management are being implemented during fiscal years 2004-2005 and 2006-2007.

The new system provides a single point of entry for all State financial, human resources and payroll data. The implementation of Core-CT is the product of several years of work to improve the State’s financial reporting and management information systems. From an information technology perspective, Core-CT has allowed the State to standardize and

modernize its computer technology bringing uniformity to the computers, programming languages, and data base packages utilized by State government. Core-CT utilizes PeopleSoft ERP software.

Core-CT was implemented coincident with an unanticipated and significant downsizing of the State's workforce. In order to create budget stability, layoffs were implemented in 2002 followed by an early retirement incentive program in 2003. The layoffs and early retirements significantly reduced staffing levels in State agency business and financial offices. This left the State with the task of implementing the most ambitious upgrade to its financial systems in history with a smaller and less experienced workforce. In addition, as with the implementation of any large-scale information technology system, Core-CT experienced some initial difficulties. Software anomalies have been detected, certain application processing was slow, and some users did not fully understand new coding conventions and accounting entries required for system processing. These problems were aggravated by technical complications relating to an interface to Core-CT from a new revenue management system implemented in January 2004 at the Department of Revenue Services. While this system is not part of Core-CT, it must interface effectively with Core-CT applications.

Many of the initial Core-CT implementation problems outlined above have been resolved. A State team consisting of employees from the Office of the State Comptroller, the Office of Policy and Management, the Office of Information and Technology and the Department of Administrative Services has been working on an ongoing basis with State agencies, consultants and PeopleSoft representatives to resolve other outstanding system performance issues. The volume and seriousness of these issues have been diminishing over time.

As a result of these initial implementation problems, however, the preparation of certain financial statements and reports for the Special Transportation Fund for fiscal year 2004-2005 have been delayed. At present, it is difficult to quantify the amount of time that will be required to make the necessary corrections to accounting entries, to assemble the required financial statements, and to obtain an audit opinion. The Office of the State Comptroller is working diligently to finalize financial reporting for the Special Transportation Fund for fiscal year 2004-2005.

The Senior Indenture requires that the State's financial statements for the Special Transportation Fund be audited annually and an audit report be delivered to the State within 120 days after the close of each fiscal year. Last year, due to the implementation problems relating to Core-CT described above, the State experienced delays in completing the preparation of financial information for submission to the auditors in time to enable them to prepare the required audit report by October 28, 2004, the end of the 120 day period provided for in the Senior Indenture. The required audit report was completed on January 10, 2005.

This year, due to continued implementation problems relating to Core-CT described above, the State has again experienced delays in completing the preparation of financial information for submission to the auditors in time to enable them to prepare the required audit report by October 28, 2005, the end of the 120 days period provided for in the Senior Indenture. As indicated above, the State is working diligently to resolve all implementation problems.

At this time, the failure to submit the audit report by October 28, 2005 does not constitute an event of default under the Senior Indenture. An event of default can only occur if the audit report is not available within 90 days after written notice is given to the State by the Trustee (or by the holders of not less than 20% in principal amount of Senior Bonds then outstanding) specifying that the State has not provided the audit report and requiring the provision of such report. Even if the audit report is not available 90 days after such notice, it would not be an event of default if the failure is such that it could not be cured or corrected within such 90 day period and the State has instituted curative or corrective action within the 90 day period and is diligently pursuing the same until the audit report is provided.

TABLE 8
Actual and Projected Revenues, Debt Service and Expenditures of the Special Transportation Fund
(In Millions \$)

	State Fiscal Year Ending June 30									
	<u>2001^(a)</u>	<u>2002^(a)</u>	<u>2003^(a)</u>	<u>2004^(b)</u>	<u>2005^(b)</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>
Actual and Projected Revenues										
Motor Fuels Tax, Motor Vehicle										
Receipts, Licenses, Permits, Fees ^(c)	729.0	761.7	799.4	838.7	872.7	879.5	888.3	901.0	913.8	926.6
Sales Tax - DMV Payments ^(d)	60.1	65.2	65.5	70.4	69.7	73.7	77.9	82.4	87.1	92.1
Oil Companies Tax Payments ^(d)	46.0	46.0	-	10.5	13.0	43.5	61.0	84.0	100.9	100.9
Federal Transit Administration Grants ^(d) ..	3.3	3.3	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Interest Income ^(d)	43.9	40.5	27.4	24.5	32.7	34.0	34.0	34.0	33.0	33.0
Transfers – Other Funds	(3.0)	(9.5)	(60.5)	(8.5)	(8.5)	(4.6)	(7.0)	(9.5)	(9.5)	(9.5)
Transfers to Transportation										
Strategy Board ^(e)	-	-	-	(22.8)	(28.7)	(25.3)	(20.3)	(15.3)	(15.3)	(15.3)
Release from Reserve Account ^(f)	-	-	2.6	3.7	-	-	-	-	-	-
Total	<u>879.3</u>	<u>907.2</u>	<u>837.7</u>	<u>916.5</u>	<u>950.9</u>	<u>1,000.8</u>	<u>1,033.9</u>	<u>1,076.6</u>	<u>1,110.0</u>	<u>1,127.8</u>
Refunds of Taxes	(7.5)	(10.3)	(10.6)	(12.6)	(11.1)	(11.5)	(11.7)	(11.9)	(12.1)	(12.3)
Total Net Revenues	<u>871.8</u>	<u>896.9</u>	<u>827.1</u>	<u>903.9</u>	<u>939.8</u>	<u>989.3</u>	<u>1,022.2</u>	<u>1,064.7</u>	<u>1,097.9</u>	<u>1,115.5</u>
Actual and Projected Debt Service and Expenditures										
Debt Service Requirements on Bonds ^(g)	366.1	374.9	389.6	402.8	411.8	426.6	436.1	450.0	462.1	475.1
Debt Service on Transportation Related										
General Obligation Bonds ^(h)	29.2	21.1	17.3	13.8	4.5	3.8	3.5	3.1	2.0	1.0
DOT Budgeted Expenses ⁽ⁱ⁾	296.8	303.4	327.5	326.3	362.5	386.2	396.5	409.4	418.3	427.4
DMV Budgeted Expenses ⁽ⁱ⁾	49.6	51.5	49.7	63.2	49.5	54.6	55.8	58.3	59.6	60.9
Other Budget Expenses ^(k)	68.6	76.0	83.8	85.6	92.9	109.3	117.8	127.7	131.5	138.1
Program Costs Paid from Current										
Operations	16.0	16.0	15.9	15.9	15.9	16.2	16.4	16.7	17.0	17.3
Estimated Unallocated Lapses ^(l)	-	-	-	-	-	(10.4)	(8.1)	(8.1)	(8.1)	(8.0)
Total	<u>826.3</u>	<u>842.9</u>	<u>883.8</u>	<u>907.6</u>	<u>937.1</u>	<u>986.3</u>	<u>1,018.0</u>	<u>1,057.1</u>	<u>1,082.5</u>	<u>1,111.8</u>
Excess (Deficiency)	<u>45.5</u>	<u>54.0</u>	<u>(56.7)</u>	<u>(3.7)</u>	<u>2.7</u>	<u>3.0</u>	<u>4.2</u>	<u>7.6</u>	<u>15.4</u>	<u>3.7</u>
Revised Cumulative Excess (Deficiency)	<u>135.7</u>	<u>189.7</u>	<u>132.9</u>	<u>129.3</u>	<u>132.0</u>	<u>135.0</u>	<u>139.2</u>	<u>146.8</u>	<u>162.2</u>	<u>165.9</u>
Post Closing Balance	135.7	189.7	132.9	129.3	132.0	135.0	139.2	146.8	162.2	165.9

- (a) Actual per Comptroller's September 2001 through 2003 Reports, presented in a format to conform to budgetary categories.
- (b) Per the Comptroller's monthly report for the period ending June 30, 2004 and June 30, 2005, as adjusted by the Office of Policy & Management.
- (c) Motor Fuels Taxes, Motor Vehicle Receipts, and LPF Revenue. For a discussion of the assumptions and enacted tax, fee and charge increases underlying these revenue projections, see "Discussion of Projected Pledged Revenues."
- (d) See footnotes to Table 3.
- (e) Public Act 03-04 of the June 30 Special Session, as amended by Public Act 04-182, provides that on or after July 1, 2003, and up to and including June 30, 2036 revenues which are attributable to increases in taxes or fees provided for in Sections 1-1h, 14-16, 14-35, 14-41, 14-41a, 14-44i, 14-47, 14-48b, 14-49, 14-50, 14-50b, 14-65, 14-66, 14-67, 14-73, 124-192, 14-381, 52-62, 52-63 of the Connecticut General Statutes and revenue specified in Section 113 and 114 of Public Act 03-1 are defined as Incremental Revenues and have been dedicated to fund TSB Projects and Purposes by deposit into the TSB projects account, which is part of the Special Transportation Fund. Public Act 05-4, Sections 43, 52 and 53, repeals the dedication of the Incremental Revenues and institutes a transfer from the resources of the Special Transportation Fund to the TSB projects account in the amount of \$25.3 million in fiscal year 2006, \$20.3 million in fiscal year 2007 and \$15.3 million in each of fiscal years 2008-2015. For fiscal year 2016 and thereafter, \$0.3 million shall be transferred to the TSB projects account.
- (f) The amount in fiscal year 2003 and fiscal year 2004 reflects the release from the Reserve Account under the Senior Indenture resulting from the refunding of special tax obligation bonds.
- (g) These figures represent Principal and Interest Requirements on special tax obligation bonds, and letter of credit fees and remarketing fees for such Bonds, and include the Bonds listed in the table under "Debt Service On Outstanding Bonds" excluding Principal and Interest Requirements on the Refunded Bonds after the date of such refunding as adjusted for the carryforward of 1998 appropriated debt service into 1999 in the amount of \$15 million. These figures do not reflect accretion of interest on the portion of the 1988 Series B Bonds issued as Capital Appreciation Bonds or on the portion of the 1989 Series B Bonds issued as Capital Appreciation Bonds prior to the year of maturity of such bonds. Interest on 2000 Series 1 Bonds is calculated based on a projected rate of 4.5%. The figures also reflect the issuance of additional bonds with level debt service and a twenty year final maturity in the principal amount and at the average net interest costs listed below for each of the following State fiscal years: fiscal year 2007: \$280.8 million at 6.5%, fiscal year 2008: \$319.4 million at 6.5%, fiscal year 2009 and fiscal year 2010: \$355 million at 6.5%. See "The Department of Transportation Implementation of and Funding for the Infrastructure program." Includes actual and estimated rebate liability on the Bonds under the Code. Assumes no issuance of Notes.
- (h) Represents payment of that portion of debt service on outstanding general obligation bonds which bear the same ratio to all such debt services as the sum of the amount of bond authorization allocated to the Department by the State Bond Commission in each year that such bonds were issued bears to the total amount of general obligation bonds authorized by the State Bond Commission during all such years.

- (i) The major components of the Department's annual budgeted and projected expenses are payments for (i) the rail and bus subsidy; (ii) State highway maintenance costs; (iii) aid to towns for local highway and repair maintenance; (iv) salaries, data processing and other general administrative costs, aeronautics and waterways operations. Certain contingent liabilities arising from defective highway lawsuits are not included in the projected amounts of annual budgeted expenses. See "Litigation."
- (j) Section 33 of Public Act 04-216 as amended by Section 72 of Public Act 04-02 of the May 2004 Special Session transfers \$8.5 million from Debt Service and \$7.0 million from the Department of Transportation to the Department of Motor Vehicles in fiscal year 2004 for the upgrading of the registration & driver license data processing systems.
- (k) Represents the cost of fringe benefits, pension costs and salary adjustments for DMV and the Department, and for Highway Patrol in fiscal year 1999. Also, savings from the 1997 Early Retirement Incentive Program ("ERIP") in the amount of \$8.3 million each year. Includes \$6.3 million for the 27th payroll expenses in fiscal year 2000 and includes \$1.9 million transferred to various agencies for non-transportation purposes.
- (l) The Special Transportation Fund budget includes amounts for unallocated lapses to recognize that not all budget expenditures will be fully expended and will lapse for budget purposes. The unallocated lapse is reduced in a corresponding amount as agency lapses are identified within specific accounts.
For a discussion of the assumptions and enacted tax, fee and charge adjustments underlying these projections, see "Discussion of Projected Pledged Revenues."

SOURCES: Office of Policy and Management and Department of Transportation

THE TRANSPORTATION STRATEGY BOARD

The TSB was established under Public Act 01-5 of the June 2001 Special Session to propose a transportation strategy, an implementation cost estimate and funding approaches to the Governor and the General Assembly. The initial transportation strategy was presented on January 15, 2002. The Act also required that the first revised strategy be submitted by December 15, 2002. Implementation of the Board's December 2002 recommendations required actions by the General Assembly and the Governor. The TSB consists of fifteen members and five working groups. The TSB's five strategic goals are: 1) improve personal mobility within and through Connecticut; 2) improve the movement of goods and freight within and through Connecticut; 3) integrate transportation with economic, land use, environmental and quality of life issues; 4) develop policies and procedures that will integrate the State economy with regional, national and global economies; and 5) identify policies and sources that provide an adequate and reliable flow of funding necessary for a quality multi-modal transportation system. The General Assembly authorized approximately \$17 million from General Fund appropriated surplus and \$27 million in Special Transportation Fund Bond authorizations to implement the projects included in Section 16 of Public Act 01-5. On January 6, 2003, the TSB presented its recommendations to the Governor and the General Assembly.

Public Act 03-04 of the June 30 Special Session authorized the issuance of approximately \$265 million in bonding for a ten-year period backed by dedicated revenue to implement the strategy-related projects recommended by the TSB. It also approved the principles set forth in Section I of the transportation strategy submitted by the TSB to the legislature in January 2003.

Public Act 05-4 repealed the prior diversion of Incremental Revenues to the TSB projects account as well as the authorization for the issuance of the approximately \$265 million in special tax obligation bonding over ten years and establishes fixed transfers from the Special Transportation Fund to the TSB projects account in the amounts of \$25.3 million in fiscal year 2006, \$20.3 million in fiscal year 2007, \$15.3 million in each of fiscal years 2008-2015 and \$.3 million in fiscal year 2016 and thereafter. The Department, in consultation with the Secretary of the Office of Policy and Management, the State Treasurer and the TSB is required to prepare annual financing plans which are to provide for the annual funding and financing of those projects and purposes identified in such annual financing plans based upon funding available or anticipated to be available in the TSB projects account. Public Act 05-4 also authorizes the issuance of over \$830 million of special tax obligation bonds for the ten year period from 2005 to 2014 for rail, bus and highway acquisitions and improvements, many of which are TSB Projects and Purposes as described below. See also "THE TRANSPORTATION INFRASTRUCTURE PROGRAM" and "2005 Legislative Changes." TSB-recommended projects and programs designated for completion include but are not limited to: upgrading of the State highway infrastructure to improve traffic flow and safety on I-95, I-84, and I-395, and the expansion of capacity and passenger utilization of State rail services lines including the Metro North-New Haven line, Shoreline East, and the Danbury branch line. In addition to annual financing plans, the Department is required to prepare a 5-year financing plan that prioritizes projects and estimates funds to be credited to the TSB projects account, the anticipated use of cash funding, including funding mandated by Public Act 05-4, and federal revenue, grants or other transportation related financial assistance to fund TSB Projects and Purposes. The Department must update the five-year plan by August 1st annually at the same time it prepares the annual financing plan.

THE DEPARTMENT OF TRANSPORTATION

The State Transportation System

The State's transportation system includes approximately 20,040 miles of improved roads (of which approximately 3,732 are maintained by the Department); 5,436 state and local bridges; Bradley International Airport, which is New England's second largest airport, and five other State-owned airports together with numerous municipally and privately owned airports; rail commuter service between New Haven and New York City and related points, provided by Metro-North Commuter Railroad Company which operates 264 trains daily; Shore Line East Rail Commuter Service between New London and New Haven and on to Stamford, which operates 21 trains daily; and publicly and privately owned bus systems which operate 1,110 vehicles.

Organization and Responsibilities

The Department was established in 1969 and replaced the Connecticut Highway Department. The Department, as of October 28, 2005, had 2,993 employees. The Department's major responsibility is to provide transportation services and facilities to State residents.

The Department is headed by a Commissioner appointed by and directly responsible to the Governor. The Commissioner's office has 34 employees who perform communications, management and legislative services, and other related functions of that office.

The Commissioner exercises direct supervision of all Department activities. As head of the Department, the Commissioner acts as the executive officer of the Governor for achieving the Department's purposes and supervising the Department's activities. The Commissioner, in order to promote economy and efficiency, may organize the Department and any agency therein into such divisions, bureaus, or other units as necessary and may from time to time abolish, transfer, or consolidate such divisions, bureaus, or other units within the Department. Among other functions, the Commissioner has the power, duty, and responsibility (i) to provide for the planning and construction of capital facilities that may be required for the development and operation of a safe and efficient transportation system, (ii) to study the operations of existing transportation facilities to determine the need for changes in such facilities, (iii) to formulate and implement plans and programs to improve transportation facilities and services, and (iv) to report to the General Assembly on an annual basis regarding such matters.

On April 1, 2004, Stephen E. Korta II was appointed Commissioner of the Department of Transportation. Before his appointment, Mr. Korta served in the top position at Connecticut's Bradley International Airport as Administrator of one of the fastest-growing airports in the nation. He began his State service as Director of Leasing and Concession Revenues in DOT's Bureau of Aviation and Ports. For 18 years prior to his start in public service, Mr. Korta held key private sector management positions in the field of consulting, risk management and insurance.

Mr. Carl F. Bard was appointed Deputy Commissioner of the Department of Transportation on September 3, 2004. Mr. Bard has worked for the DOT since 1974 in various capacities including Engineering Administrator, Manager of Consultant Design, and Principal Engineer. As Deputy Commissioner, he is responsible for three operating Bureaus: the Bureau of Public Transportation, the Bureau of Engineering and Highway Operations, and the Bureau of Aviation and Ports.

Mr. Charles E. Urso was appointed Deputy Commissioner of the Department of Transportation on September 3, 2004. As Deputy Commissioner, he is responsible for two operating Bureaus: the Bureau of Finance and Administration and the Bureau of Policy and Planning. Mr. Urso is also coordinator of Homeland Security duties. Prior to his appointment, Mr. Urso worked for the Federal Bureau of Investigation as a Special Agent for 26 years.

The Department is currently composed of five Bureaus, each of which is directed by a Deputy Commissioner or a Bureau Chief.

Bureau of Engineering and Highway Operations

The Bureau of Engineering and Highway Operations has 2,437 employees and is the Department's largest bureau. Under the supervision of a Bureau Chief and the Chief Engineer, this bureau is responsible for the design of new and improved facilities, the acquisition of rights-of-way, the construction and reconstruction of roads and bridges, the maintenance of State highways and bridges, and all Department research and materials testing.

Bureau of Finance and Administration

The Bureau of Administration has 332 employees. This bureau provides administrative, service, personnel and support functions, which include budget preparation and control, auditing, purchasing, programming and control of the Department's capital program, external audit, information systems management and equal employment opportunity/affirmative action programs. This bureau provides the administration and oversight of the Infrastructure Program.

Bureau of Policy and Planning

The Bureau of Policy and Planning has 101 employees and is responsible for coordination of transportation policy, strategic planning, monitoring federal and State laws and regulations, maintaining all transportation statistics and estimates, project planning and environmental analysis for all modes of State transportation supervised by the Department, and systems analysis. This bureau has primary input in the determination of the major projects to be accomplished under the Infrastructure Program.

Other Bureaus

The other two bureaus of the Department are the Bureau of Public Transportation, which administers the operations of the State's bus services, rail commuter services, ridesharing programs, handicapped and elderly services and regulates taxi, livery and other transit activities; and the Bureau of Aviation and Ports, which is responsible for the operation and management of Bradley International Airport, the five other State-owned airports, regulation of the State's harbor masters and harbor pilots, Connecticut River ferries and the operation of the State Pier in New London.

Implementation of and Funding for the Infrastructure Program

The Infrastructure Program began on July 1, 1984. In the first sixteen (16) years (State fiscal years 1985 through 2000) \$11.4 billion was authorized, consisting of \$4.2 billion in Senior and Second Lien Bonds, \$482 million in State appropriations, \$6.6 billion in federal funds and \$111 million in other resources.

The following is a brief description of the components of the Infrastructure Program for State fiscal years 2001 through 2010. The sources of funding for this period of the program are set forth in Table 9 below. Actual annual funding amounts for the Infrastructure Program components can be expected to vary from the projected amounts because a major portion of the program is dependent upon the availability of federal funds. The federal figures presented in Table 9 for 2006 through 2010 are projections based upon the federal Safe, Accountable, Flexible, Efficient, Transportation Equity Act – a Legacy for Users (SAFETEA-LU).

Interstate

The Interstate Program provides for the maintenance and enhancement of the State's portion of the nationwide system of interstate highways. The Interstate Program is projected to cost approximately \$1.2 billion of which \$946.7 million is expected to be paid by federal funds and the remainder, or \$297.5 million, is expected to be paid by State funds.

Intrastate

The Intrastate Program provides for improvements to the State's primary and secondary roads. The costs of this program are estimated at \$2.3 billion. A portion of the program is eligible for federal funding, which is currently projected at \$1.8 billion. State funds are expected to pay for \$501.1 million of the Intrastate Program.

State Bridges

The State Bridge Restoration Program includes the cost of rehabilitating, reconstructing, repairing, or replacing the bridges on the State highway system which have been identified as being in poor or fair condition and in need of repair. The State Bridge Restoration Program is estimated to cost \$1.0 billion. The State's share of such costs is estimated to be \$200 million, with the balance of \$813.4 million to be met from federal funds.

Local Bridges

The State Local Bridge Program will assist municipalities throughout the State in undertaking the rehabilitation, restoration, replacement and reconstruction of local bridges. To finance the local bridge program, the State has legislated a

loan program and a grants-in-aid program that would provide an incentive to municipalities to complete repairs to their bridges. The loan program consists of a revolving fund established by the State for the purpose of providing below market rate loans to municipalities for up to fifty percent (50%) of the cost of the project. Loan repayments by municipalities will be returned to the revolving fund. None of the funds in the revolving fund will constitute security for the Bonds or be used to pay Debt Service Requirements on the Bonds or Notes. The grants-in-aid program provides grants to municipalities on the basis of their economic ability to pay. The grants are made on a sliding scale of ten percent (10%) to thirty-three percent (33%) of project costs. Revolving fund resources will finance new local bridge projects as there are no anticipated federal funds available.

Transit

The Transit Capital Program is a fiscally constrained plan which provides a detailed public transportation capital project listing. The plan forecasts and programs the capital needs associated with all bus and rail capital projects administered or approved by the Bureau of Public Transportation. This includes all capital projects necessary to support two commuter railroads, CT Transit operations in eight urban areas and thirteen active transit districts. Projects are programmed to ensure system safety, maintain the transportation infrastructure, and provide system improvements. The bus portion includes replacement of aged buses on all fixed-route systems, construction of new and rehabilitated bus maintenance and storage facilities, renovation and improvement of bus depots, and improvements within downtown areas to better accommodate bus service. The commuter rail portion of the Transit Capital Program is a continuation of the New Haven Line rail modernization program which was started in the early 1970's, and now includes the recently passed New Haven line revitalization program. The program costs reflect the cost sharing requirements between New York and Connecticut which resulted from arbitration rulings. The commuter rail program also includes investments in the Shore Line East passenger service. The total Transit Capital Program is estimated to cost \$1.5 billion of which \$982.2 million is estimated to be supported by federal funds, and \$566.2 million is estimated to be funded from State bond proceeds.

Aviation

The Aviation Program includes the costs of capital improvements to the major airport facilities in the State excluding Bradley International Airport. Capital projects have been scheduled for the five State-owned airports in Windham, Oxford, Groton, Danielson, and Hartford as well as improvements at municipal airports in New Haven, Meriden, Danbury, and Bridgeport. The Aviation Program is estimated to cost \$66.0 million and will require approximately \$20.0 million in State funds.

Resurfacing

The Resurfacing Program consists of resurfacing and restoring the State highway system. The Department currently anticipates resurfacing approximately 330 two-lane miles of highway per year. Over the period, the cost of the program is estimated to be \$850.5 million, of which \$490 million is expected to be paid from bond proceeds, \$10 million from other Department budget appropriations, and \$350.5 million from federal funds.

Department Facilities

This program includes the costs of renovating, repairing and expanding maintenance garages and other administrative facilities of the Department, and the costs of purchasing leased facilities. The total cost of this program is estimated at \$64.0 million, which will be completely borne by the State because no federal funds are available.

Other

The Infrastructure Program also provides funding for STP/Urban Systems, Hazardous Waste, Special Projects and Waterways. The estimated cost of these programs is \$601.4 million, of which \$237.1 million is expected to be paid from bond proceeds and \$364.3 million from federal funds.

Other components of the Infrastructure Program are not financed by proceeds of special tax obligation bonds and include safety programs and other road and bridge maintenance. The State's costs of these programs are funded from State budget appropriations for the Department.

The following table sets forth the actual and projected sources of funding, including legislative authorizations for Bonds, for various components of the Infrastructure Program over the ten-year period 1999-2008 and includes projections of amounts to be appropriated as current expenses of the Special Transportation Fund for such purposes:

TABLE 9
Sources of Funding for the Infrastructure Program*
(In Millions \$)

	State Fiscal Year Ending June 30										
	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	Total
Interstate											
Bonds	11.5	11.5	11.5	11.5	11.5	24.0	31.5	61.5	61.5	61.5	297.5
Federal	103.5	103.5	103.5	103.5	92.7	77.7	51.8	103.5	103.5	103.5	<u>946.7</u>
											1,244.2
Intrastate											
Bonds	31.5	31.5	31.5	63.0	39.0	32.5	52.6	48.5	85.5	85.5	501.1
Federal	177.3	152.7	126.0	479.4	205.0	101.1	134.9	142.0	142.0	142.0	<u>1,802.4</u>
											2,303.5
State Bridges											
Bonds	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	20.0	200.0
Federal	66.9	97.2	74.0	79.1	88.7	87.5	80.0	80.0	80.0	80.0	<u>813.4</u>
											1,013.4
Local Bridges											
Bonds	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Appropriations ^(a)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>
											0.0
Transit											
Bonds	34.0	34.0	34.0	34.0	34.0	64.5	70.3	83.4	89.0	89.0	566.2
Appropriations	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal	97.9	92.7	94.3	134.3	104.0	110.0	89.5	94.3	82.6	82.6	<u>982.2</u>
Other	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>
											1,548.3
Aviation ^(b)											
Bonds	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	20.0
Federal	2.0	5.6	5.1	6.2	7.8	1.0	4.6	5.5	4.0	4.0	<u>45.8</u>
Other	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	<u>0.2</u>
											66.0
Resurfacing											
Bonds	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	49.0	490.0
Appropriations	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	10.0	10.0
Federal	44.9	58.7	49.0	54.1	0.0	0.0	8.8	45.0	45.0	45.0	<u>350.5</u>
											850.5
Dept. Facilities											
Bonds	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	6.4	64.0
Safety											
Appropriations	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	1.2	12.0
Federal	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	9.0	<u>90.0</u>
											102.0
STP/Urban Systems											
Bonds	12.0	12.0	12.0	8.0	8.0	8.0	8.0	8.0	8.0	8.0	92.0
Appropriations	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Federal	48.0	48.0	48.0	32.0	30.4	32.0	29.9	32.0	32.0	32.0	<u>364.3</u>
Other ^(c)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	<u>0.0</u>
											456.3
Other Road and Bridge											
Appropriations	9.8	9.8	9.8	9.8	9.8	10.0	10.2	10.5	10.7	11.0	101.4
Federal	11.6	13.9	15.1	13.9	15.1	15.1	15.1	15.1	15.1	15.1	<u>145.1</u>
											246.5
Hazardous Waste											
Bonds	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0	60.0
Special Projects											
Bonds	0.0	12.0	15.0	45.0	0.0	0.0	0.0	0.0	0.0	0.0	72.0
Waterways											
Bonds	8.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	0.3	0.2	10.5
Totals											
Bonds	180.7	184.6	187.7	245.1	176.2	212.6	246.1	285.0	327.7	327.6	2,373.3
Appropriations	12.0	12.0	12.0	12.0	12.0	12.2	12.4	12.7	12.9	13.2	123.4
Federal	561.1	581.3	524.0	911.5	552.7	433.3	423.5	526.4	513.2	513.2	<u>5,540.3</u>
Other	0.0	0.0	0.0	0.1	0.1	0.0	0.0	0.0	0.0	0.0	<u>0.2</u>
											8,037.1
Issuance and Reserve	23.5	23.3	23.3	28.6	22.3	26.3	28.3	21.3	21.3	21.3	

* All line items in this Table captioned "Bonds" refer to legislative bond authorizations not bond issuances. Federal funding after September 30, 2002 is subject to Congressional action. For a discussion of the assumptions and enacted tax, fee and charge adjustments underlying these projections, see "Discussion of Projected Pledged Revenues."

- (a) Deposits to the Local Bridge Revolving Fund.
- (b) Excluding Bradley International Airport.
- (c) Local funds.

SOURCE: Department of Transportation

The following table sets forth the amount of special tax obligation bond proceeds used and projected to be required to finance capital program project commitments and the annual amount of special tax obligation bonds issued and estimated to be issued each year for Infrastructure Program expenditures and other expenses through fiscal year 2008.

TABLE 10
Program Project Commitments and Actual and Projected Annual Bond Issuances
(In Millions \$)

	State Fiscal Year Ending June 30											
	1985 - 2000^{(a)(d)(e)}	2001^(a)	2002^(a)	2003^(a)	2004^(a)	2005^(a)	2006	2007	2008	2009	2010	Total
Program Project Commitments	4,202.0	180.7	184.6	187.7	245.1	176.2	212.55	246.1	285.0	327.7	327.6	6,575.3
Issuance and Reserve Authority	495.1	23.5	23.3	23.3	28.6	22.3	26.3	28.3	21.3	21.3	21.3	734.6
Actual Projected and Annual Issuances ^{(b)(c)}	4,269.7	225.0	287.0	215.0	200.0	200.0	250.0	280.0	319.4	355.0	355.0	6,956.1

(a) Actual authorized program commitments and bonds issued.

(b) Actual and projected annual issuances of special tax obligation bonds do not include any special tax obligation bonds which have or may be issued to refund special tax obligation bonds or general obligation bonds of the State issued for transportation purposes.

(c) After 2010 additional special tax obligation bonds in an amount estimated at \$384.7 million are expected to be issued to pay the balance of the costs of program commitments through 2010 and to fund reserves, if necessary.

(d) Does not include \$21.1 million in previously authorized general obligation transportation related bond authority used in fiscal year 1996.

(e) Does not include \$39.9 million in previously authorized general obligation transportation related bond authority.

SOURCES: Office of Policy and Management and Department of Transportation

The annual projected issuances of special tax obligation bonds for any future fiscal year may vary from amounts expected to be required to fund program project commitments in each fiscal year. This results primarily from estimates of the timing of the Department's capital cash flow needs and because a portion of the special tax obligation bond proceeds in each fiscal year are expected to fund Reserve Accounts and issuance costs.

Financial Controls

The Infrastructure Program is administered by the Department and is subject to the standard control procedures of the State and the Department.

In accordance with federal budgeting procedures, the Department has developed annual projections of federal aid for the next three years for the Infrastructure Program, consistent with other capital programs, and an annual program for implementing the Infrastructure Program in accordance with the availability of State and federal funds.

The primary project control mechanisms within the Department are quarterly schedules for awarding construction contracts, monthly project status review meetings to coordinate the activities of various areas, and project cost controls to monitor cost estimates and expenditures against available funds.

The following discussion outlines the manner in which the Department accounts for State and federal funds to insure the proper disbursement thereof.

State Funds

Following the allocation of funds by the State Bond Commission, subject to approval by the Governor of allotment thereof, work orders with respect to each project are prepared by the operational units of the Department and reviewed by the fiscal services office of the Department to insure that amounts requested are within the allocated amounts.

If a project, or a portion of a project, is to be accomplished with Department staff, the staff is required to keep account of the time spent on each project and to fill out requisitions for materials and equipment used on such project. Controls are in place and are designed to insure that payments are not authorized if the requested amount is in excess of that approved for the project.

If the project is to be designed by an outside consultant, the selection process is in accordance with statutory requirements, and the cost is negotiated by the Department. Proposed contracts are subject to review by the Office of Policy

and Management and the Attorney General. In addition, proposed contracts for projects other than highways are subject to review by the State Properties Review Board. Except in emergencies, construction contracts above a certain size are awarded as a result of sealed bids. The Department is usually billed monthly by outside contractors and to insure proper progress of the project, Department liaisons make site checks. The Department's office of fiscal services must approve all outside bills and verify billed amounts against internal payment lists to insure that expenditures are within the amount of the contract. The Comptroller, after review and upon a warrant to the Treasurer, then disburses the appropriate funds.

Federal Funds

The Department expects to receive approximately \$9.9 billion in federal funds with respect to the Infrastructure Program projects that have been approved by the State Bond Commission. An additional \$257.0 million in federal funds is expected to be received for projects to be paid from approved State appropriations for the Department.

Most of such federal funds are expected to be received from the Federal Highway Administration (the "FHWA"). Upon notification from FHWA of the annual apportionment of federal highway funds, the Department provides FHWA with an annual program of projects. The Department may update the program during the fiscal year, but requested changes must be approved by FHWA. After FHWA approval is granted, a federal-aid receivable account is established by the Comptroller. Once the State and federal funds are approved, a project initiation memorandum is circulated to notify the operating units within the Department that work on the project may commence. The Department has an extensive cost accounting system for accumulating expenditures by project. The Department bills the FHWA for the federal share of project costs every two weeks through the Concurrent Audit Billing System, an automated system which has been used to bill the FHWA since the early 1970's. Within a few days of such billing, reimbursement is received by the Department through an electronic transfer process.

The Department also expects to receive project capital grants for the Infrastructure Program from the FTA and project capital grants for rail freight projects from the Federal Railroad Administration. As with FHWA grants, all capital FTA billing requests also are processed through the Concurrent Audit Billing System.

In addition to processing reimbursement requests, the billing system has built-in controls to assure compliance with federal cost limits and other federal requirements. The system also produces various reports, such as listings of all active projects and detailed summaries of expenditures.

The Division of Internal Audits of the Department regularly monitors the billing system to verify the validity of reimbursement requests. A primary purpose of the billing system audits is to maximize federal cost participation by identifying coding errors or other mistakes that misstate reimbursable costs and by insuring that corrective action is taken.

Only federal transportation related operating assistance grants (currently comprised only of FTA operating assistance grants) are credited to the Special Transportation Fund. Federal transportation related capital grants are credited to the Infrastructure Improvement Fund.

SUMMARY OF CERTAIN PROVISIONS OF THE SENIOR INDENTURE

The following statements are summaries of certain provisions of the Senior Indenture. All such summary statements do not purport to be complete and are subject to and qualified in their entirety by reference to the Senior Indenture.

Definitions

The following are definitions of certain terms as used in the Senior Indenture:

"Accountant" means the independent accountant or firm of independent accountants appointed by the State pursuant to Section 7.4 of the Senior Indenture.

"Act" means collectively, Public Act No. 84-254, Special Act No. 84-52 and any other action of the General Assembly of the State, authorizing Senior Bonds to be issued under the Senior Indenture, as the same may be amended from time to time.

“Additional Bonds” means one or more series of additional Bonds, other than the Bonds initially issued under the Senior Indenture in 1984, authorized and issued by the State pursuant to the Senior Indenture, provided that the term “Additional Bonds” does not include Refunding Bonds issued pursuant to Section 2.5 of the Senior Indenture.

“Amortization Requirement” for any period (as applied to term bonds issued under the provisions of Sections 2.2, 2.4 and 2.5 of the Senior Indenture), means the respective amount of principal of term bonds to be amortized in such period with respect to such Senior Bonds as fixed by resolution of the State Bond Commission prior to the delivery of such Senior Bonds. Such Amortization Requirement shall be accrued ratably over the period for which such Amortization Requirement was fixed, and the Amortization Requirement on term bonds of any series accruing for any period other than that for which the State Bond Commission shall have fixed an Amortization Requirement shall be the total of the Amortization Requirement for term bonds of such series accruing in such period. The aggregate amount of such Amortization Requirements for the term bonds of any series shall be equal to the principal amount of the term bonds of such series. The Amortization Requirements for the term bonds of any series shall begin in such year as the State Bond Commission shall determine and shall not end later than the year immediately preceding the maturity of such term bonds.

“Debt Service Requirements” means for any period, the sum of (A) the principal and interest accruing during such period with respect to Senior Bonds, the interest accruing during such period with respect to Senior Notes and the unrefunded principal accruing during such period with respect to Senior Notes, (B) the purchase price of Senior Bonds and Senior Notes which are subject to purchase or redemption at the option of the holder of such Senior Bond or Senior Note, (C) the amounts, if any, required during such period to establish or maintain the funds or accounts existing under the Senior Indenture at the respective levels required to be established or maintained as provided in the Senior Indenture, (D) expenses of issuance and administration with respect to Senior Bonds and Senior Notes, as determined by the State Treasurer, (E) the amounts, if any, becoming due and payable under a reimbursement agreement or similar agreement entered into pursuant to the proceedings authorizing the issuance of Senior Bonds or Senior Notes and (F) any other costs or expenses deemed by the State Treasurer to be necessary or proper to be paid in connection with the Senior Bonds and Senior Notes, including, without limitation, the cost of any credit facility, including but not limited to a letter of credit or policy of bond insurance, issued by a financial institution pursuant to an agreement approved by the proceedings authorizing the issuance of Senior Bonds or Senior Notes.

“Debt Service Reserve Requirement” means an amount equal to the maximum Principal and Interest Requirements on Senior Bonds for the current or any succeeding Fiscal Year on account of all Senior Bonds then outstanding.

“Fiscal Year” means the fiscal year of the State, as it may be established by the State from time to time and initially beginning on July 1 and ending June 30 in each year.

“Infrastructure Improvement Fund” means the Infrastructure Improvement Fund of the State, as provided in Section 5.8 of the Senior Indenture.

“Interest Requirements on Senior Notes,” for any period, means the sum of (i) the amount of interest on all Senior Notes accruing in such period; plus (ii) the amount required to pay interest accruing in such period pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Senior Notes. In computing the interest payable in any future period on any Senior Note bearing interest at a variable rate, the interest shall be calculated on the basis of the interest rate actually borne by such Senior Note at the time of calculation.

“Pledged Revenues” means the taxes, fees, charges and other receipts of the State credited to the Special Transportation Fund pursuant to Section 13b-61 of the General Statutes of the State, as amended from time to time.

“Principal and Interest Requirements on Senior Bonds,” for any period, as applied to Senior Bonds of any series, means the sum of:

- (i) the amount of interest accruing on all Senior Bonds of such series in such period; plus
- (ii) the amount of principal accruing in such period with respect to all serial bonds of such series then outstanding, assuming the principal of any serial bond accrues ratably over the year preceding the maturity of such serial bond; plus
- (iii) the Amortization Requirement accruing for the term bonds of such series for such period; plus
- (iv) any other amortization or accrual of original issue discount or principal with respect to Senior Bonds of such series required to be made for such period pursuant to the proceedings authorizing Senior Bonds of such series; plus

(v) the amount accruing with respect to principal and interest pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Senior Bonds.

In computing the Principal and Interest Requirements on Senior Bonds for any period for the Senior Bonds of any series, the Trustee assumes that an amount of the term bonds (if any) of such series equal to the Amortization Requirement for the term bonds of such series for such period will be retired by purchase or redemption on or before the last day of such period. In computing the interest payable in any future period on any Senior Bond bearing interest at a variable rate, the interest shall be calculated on the basis of the interest rate actually borne by such Senior Bond at the time of calculation.

“Refunding Bonds” means any one or more series of Senior Bonds authorized and issued by the State pursuant to Section 2.5 of the Senior Indenture.

“Senior Bond” means any bond issued pursuant to the Senior Indenture.

“Senior Note” means any note issued in anticipation of Senior Bonds pursuant to Section 2.6 of the Indenture, including any renewal and replacement Senior Notes.

“Special Transportation Fund” means the Special Transportation Fund of the State created under Section 1 of Public Act No. 83-30 of the State, as amended.

“Supplemental Indenture” means any indenture entered into by the Trustee and the State pursuant to and in compliance with the provisions of Article X of the Senior Indenture providing for the issuance of Additional Bonds or Refunding Bonds, and also means any other indenture between the same parties entered into pursuant to and in compliance with the provisions of Article X of the Senior Indenture amending or supplementing the provisions of the Senior Indenture as originally executed or as theretofore amended or supplemented.

“Trustee” means U.S. Bank National Association successor to The Connecticut National Bank, original trustee, and its successor or successors hereafter appointed in the manner provided in the Senior Indenture.

Pledge of Trust Estate

To secure the payment of the Debt Service Requirements on the Senior Bonds and Senior Notes, and all other amounts due in connection therewith and the performance and observance by the State of all the covenants expressed or implied in the Senior Indenture and in the Senior Bonds and Senior Notes, the State, in the Senior Indenture, has granted to the Trustee a first call on Pledged Revenues as they are received by the State and credited to the Special Transportation Fund, and has granted to the Trustee a lien upon and a security interest in (1) any and all amounts held to the credit of the Special Transportation Fund from time to time, exclusive of amounts held to the credit of such Special Transportation Fund which represent (a) amounts borrowed by the Treasurer of the State in anticipation of revenues pursuant to Section 3-16 of the General Statutes of Connecticut, and (b) transportation related federal revenues of the State, and (2) any and all amounts held by the Trustee to the credit of any fund or account created under the Senior Indenture (collectively, the “Trust Estate”).

The Senior Bonds, including the principal thereof and interest and premium, if any, thereon, are payable solely from the Pledged Revenues or other receipts, funds or moneys pledged therefor pursuant to the Senior Indenture. The Senior Bonds shall be equally and ratably secured under the Senior Indenture by the assignments, pledges and charges made or created in the Senior Indenture of or on the properties of the Trust Estate for the payment and security of the Senior Bonds and by a co-equal lien thereon. The aforesaid lien and charge of the Senior Bonds shall constitute a prior and paramount lien and charge on the Special Transportation Fund and the other receipts, funds and moneys pledged to the payment of the Senior Bonds and from time to time held under the Senior Indenture, subject only to the provisions of the Senior Indenture permitting the application of moneys in the Special Transportation Fund and such other receipts, funds and moneys for the purposes and on the terms and conditions thereof, over and ahead of any parties having claims of any kind in tort, contract or otherwise against the State, irrespective of whether such parties have notice of the foregoing lien and charge and over and ahead of all other indebtedness payable from or secured by the Pledged Revenues and such other receipts, funds and moneys which may there after be created or incurred. The pledges, liens, charges and assignments to the Trustee of the Trust Estate made in the Senior Indenture are to be valid and binding from the time of the delivery of and payment for the first series of Senior Bonds issued under the Senior Indenture and the moneys representing the Pledged Revenues and other receipts, funds or moneys so pledged received by the State are to be subject immediately to the lien of such pledge, upon receipt thereof by the State or the Trustee or a Paying Agent under the Senior Indenture without any physical delivery thereof or further act.

The Senior Bonds and Senior Notes are special obligations of the State and are not payable from nor charged upon any funds other than the Pledged Revenues or other receipts, funds or moneys pledged therefor pursuant to the Senior Indenture. Neither the State nor any political subdivision thereof is subject to any liability on the Senior Bonds and Senior Notes except to the extent of the Pledged Revenues, or other receipts, funds and moneys pledged under the Senior Indenture to secure the same. See “Nature of Obligation-State General Taxing Power Not Pledged” above.

Funds and Accounts

Under the Senior Indenture, the following funds and accounts are to be administered as follows:

1. *Special Transportation Fund.* On or before the last day of each month in which Senior Bonds are outstanding, the State shall withdraw from moneys held by it to the credit of the Special Transportation Fund, and deposit with the Trustee to the credit of the following accounts or sub-accounts the following sums in the following order:

(i) to the credit of the Bond Service Sub-Account, the Note Repayment Account and the Redemption Sub-Account, respectively, such amounts thereof, if any (or the entire sum so withdrawn if less than the required amount, in which case such sum shall be allocated among the purposes set forth in this subparagraph on a pro rata basis), as may be required (A) to make the amount then held to the credit of the Bond Service Sub-Account equal to the sum of the aggregate unpaid principal accruing on outstanding serial bonds through the dates in the next ensuing month which are the respective anniversary dates of such bonds, assuming the principal of any serial bond accrues ratably over the twelve months preceding its maturity, plus the unpaid interest accruing on each of the Senior Bonds then outstanding through the dates in the next ensuing month which are the respective anniversary dates of such Senior Bonds, plus the amount accruing with respect to principal and interest pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal on Senior Bonds, plus one-twelfth (1/12) of the Principal and Interest Requirements on Senior Bonds for the next ensuing twelve (12) months; (B) to make the amount then held to the credit of the Note Repayment Account held for payment of interest equal to the unpaid interest on Senior Notes accruing through the end of the next ensuing month and unpaid interest accruing pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Senior Notes; and (C) to make the amount then held to the credit of the Redemption Sub-Account equal to the aggregate Amortization Requirements, if any, accruing through the respective anniversary dates of the Senior Bonds in the next ensuing month for each of the term bonds then outstanding (plus a ratable portion of the premium, if any, which would be payable on principal amounts of term bonds equal to the amount of such Amortization Requirements if such principal amount of term bonds should be called for mandatory redemption); provided, however, that if the amount so deposited to the credit of the Redemption Sub-Account in any month shall be less than such amount, the requirement therefor shall nevertheless be cumulative and the amount of any deficiency in any month shall be added to the amount otherwise required to be deposited in each subsequent month thereafter until such time as such deficiency shall have been made up; and

(ii) to the credit of the Reserve Account, out of any balance remaining after making the deposits under subparagraph (i) above (or the entire balance if less than the required amount), the amount, if any, necessary to maintain the Reserve Account at the Debt Service Reserve Requirement.

To the extent not required from time to time for the foregoing purposes, amounts held to the credit of the Special Transportation Fund may be used by the State for any proper purpose, including deposits to the Unrefunded Note Sub-Account from time to time.

2. *Note Repayment Account.* Proceeds of Additional Bonds in respect of which Senior Notes have been issued, proceeds of renewal or replacement Senior Notes issued pursuant to the Senior Indenture, and the monthly deposit described above, shall be deposited by the Trustee to the credit of the Note Repayment Account in the amounts specified in Sections 2.3(a), 2.4(c)(1), 2.6(a) and 5.1(a) of the Senior Indenture. Moneys held to the credit of the Note Repayment Account are to be used by the Trustee for the purpose of paying the interest on outstanding Senior Notes, interest pursuant to any reimbursement agreement entered into with respect to a credit facility for the payment of principal of Senior Notes, and principal on refunded Senior Notes. Upon such deposit to the credit of the Note Repayment Account of amounts to refund Senior Notes, the principal of Senior Notes in respect of which such deposit is made shall be deemed refunded, and until such a deposit is made to the credit of the Note Repayment Account in respect of a Senior Note the principal of such Senior Note shall be deemed for purposes of the Senior Indenture to be unrefunded. Any moneys remaining in the Note Repayment Account after the last maturity date of such outstanding Senior Notes in excess of the amount of principal due and payable thereon are to be transferred to the credit of the Special Transportation Fund. All proceeds realized from the investment of moneys held to the credit of the Note Repayment Account are to remain therein.

3. *Debt Service Account.* Within the Debt Service Account are three separate sub-accounts known as the “Bond Service Sub-Account,” the “Redemption Sub-Account” and the “Unrefunded Note Sub-Account.” Moneys held to the credit of the Bond Service Sub-Account, the Redemption Sub-Account, and the Unrefunded Note Sub-Account are to be held in trust and disbursed by the Trustee, as more particularly described below, for (a) the payment of the interest on Senior Bonds as such interest becomes due, (b) the payment of principal on Senior Bonds at their respective maturities, (c) the payment of the purchase or redemption price of the Senior Bonds before maturity, (d) the payment of the unrefunded principal on Notes at their respective maturities, or (e) the payment of principal and interest pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Senior Bonds, and interest pursuant to such a reimbursement agreement entered into with respect to payment of principal of Senior Notes, and under the Senior Indenture such moneys are pledged to and charged with such payments as follows:

a. *Bond Service Sub-Account.* The Trustee, from time to time as required, is to withdraw from the Bond Service Sub-Account and, if necessary, from the Reserve Account and the Unrefunded Note Sub-Account, and is to deposit in trust with the Paying Agent sufficient moneys for paying the principal of and the interest on the Senior Bonds as the same shall become due, and shall pay principal and interest pursuant to any reimbursement agreement entered into with respect to payment of principal of Senior Bonds. To the extent necessary to comply with Section 7.6 of the Senior Indenture, the Bond Service Sub-Account is to be depleted, and in order to comply with this requirement, the Trustee, from time to time, is to withdraw such moneys as may be necessary from the Bond Service Sub-Account and deposit said moneys to the credit of the Special Transportation Fund. Accrued interest deposited to the Bond Service Sub-Account on the sale of Senior Bonds may be used to pay costs of issuance of such Senior Bonds as directed by the Treasurer.

b. *Redemption Sub-Account.* Moneys held to the credit of the Redemption Sub-Account are to be applied to the retirement of Senior Bonds issued under the provisions of the Indenture as follows:

(1) Subject to the provisions of (3) below, the Trustee is to endeavor to purchase Senior Bonds secured by the Senior Indenture and then outstanding, whether or not such Senior Bonds are subject to redemption, at the most advantageous price obtainable with reasonable diligence, having regard to the interest rate and price, such price, including brokerage expenses, not to exceed the principal of such Senior Bonds plus the amount of the premium, if any, which would be payable on the next redemption date to the holders of such Senior Bonds under the provisions of Article IV of the Senior Indenture if such Senior Bonds should be called for redemption on such date. The Trustee is to pay the interest accrued on such Senior Bonds to the date of delivery thereof from the Bond Service Sub-Account and the purchase price from the Redemption Sub-Account, but no such purchase shall be made within the period of forty-five (45) days next preceding any interest payment date on which such Senior Bonds are subject to call for redemption under the provisions of the Senior Indenture except from moneys in excess of the amounts set aside or deposited for the redemption of Senior Bonds.

(2) Subject to the provisions of (3) below, the Trustee is to call for redemption on each interest payment date on which Senior Bonds are subject to redemption from moneys in the Debt Service Account such amount of Senior Bonds then subject to redemption as, with the redemption premium, if any, will exhaust the Redemption Sub-Account as nearly as may be; provided, however, that not less than One Hundred Thousand Dollars (\$100,000.00) in principal amount of Senior Bonds are to be called for redemption at any one time. Such redemption is to be made pursuant to Article IV of the Senior Indenture. Not less than five (5) days before the redemption date the Trustee shall withdraw from the Bond Service Sub-Account and from the Redemption Sub-Account and set aside in separate accounts on deposit with the Paying Agents the respective amounts required for paying the interest on the Senior Bonds so called for redemption and the principal of, and the premium on, such Senior Bonds.

(3) Moneys in the Redemption Sub-Account are to be applied to the purchase or redemption of Senior Bonds in the following order: (a) term bonds of each series, if any, issued under the Senior Indenture, in the order of maturity as the State shall determine, to the extent of the Amortization Requirement, if any, fixed for the then current period for such term bonds and any deficiency in preceding periods in the purchase or redemption of such term bonds; provided, however, that if none of the term bonds of a series is subject to redemption from moneys in the Debt Service Account and if the Trustee is at any time unable to exhaust the moneys applicable to the Senior Bonds of such series in the purchase of such Bonds, such moneys or the balance of such moneys, as the case may be, is to be retained and, as soon as feasible, applied to the retirement of the Senior Bonds of such series; (b) to the purchase of any Senior Bonds secured by the Senior Indenture and then outstanding whether or not such Senior Bonds are subject to redemption; (c) to the redemption of the term bonds of each series in proportion (as nearly as practicable) to the aggregate principal amount of the Senior Bonds of such series originally issued; and (d) after the retirement of all term bonds, to the redemption of the serial bonds issued under the provisions of the Senior Indenture in the manner provided therein or in the Supplemental Indenture providing for the issuance of such serial bonds, and to the extent that serial bonds of different series mature on the same date, in proportion (as nearly as practicable) to the principal amount of each series maturing on such date.

c. *Unrefunded Note Sub-Account.* The State shall withdraw from moneys held by it to the credit of the Special Transportation Fund and deposit with the Trustee to the credit of the Unrefunded Note Sub-Account any and all amounts required from time to time to pay unrefunded principal of Senior Notes becoming due and payable; provided, however, that no such withdrawal and credit shall be made unless all amounts required to be deposited by the State to the Debt Service, Reserve and Note Repayment Accounts have been so deposited. Moneys held to the credit to the Unrefunded Note Sub-Account will be used by the Trustee for the purpose of paying the unrefunded principal on outstanding Senior Notes becoming due and payable from time to time; provided, however, that no such application shall be made unless all amounts required to be deposited by the State to the Debt Service, Reserve and Note Repayment Accounts have been so deposited. Any moneys remaining in the Unrefunded Note Sub-Account after the last maturity date of outstanding Senior Notes will be transferred to the credit of the Special Transportation Fund.

4. *Reserve Account.* Moneys held to the credit of the Reserve Account are to be used for the purpose of paying the principal and interest on the Senior Bonds and meeting the Amortization Requirements for any term bonds whenever and to the extent that the moneys held to the credit of the Bond Service Sub-Account and the Redemption Sub-Account, respectively, are insufficient for such purposes. To the extent that moneys held to the credit of the Reserve Account exceed the Debt Service Reserve Requirement, the Trustee shall withdraw such excess from the Reserve Account and deposit it with the State to the credit of the Special Transportation Fund. To the extent necessary to comply with Section 7.6 of the Senior Indenture, if at any time the moneys held for the credit of the Reserve Account (as calculated pursuant to the Senior Indenture) exceed fifteen percent (15%) of the original proceeds of the Senior Bonds then outstanding, then at the option of the State Treasurer either such excess is to be withdrawn by the Trustee from the Reserve Account and deposited to the credit of the Special Transportation Fund, or invested at restricted yield.

In lieu of any deposit required to be made to the Reserve Account by the terms of any provisions of the Senior Indenture, the State will be entitled to substitute a bond of insurance or indemnity in favor of the Trustee in like amount and issued by an insurer under the supervision of an agency of the United States or any State whose outstanding bonds of insurance or indemnity are rated "AA" or better by a nationally recognized rating agency at the time of issuance of such bonds of insurance or indemnity.

5. *Infrastructure Improvement Fund.* The proceeds of Senior Bonds and Senior Notes, to the extent required by the Senior Indenture, are to be deposited in this fund held and administered by the State. The moneys so deposited are to be applied by the State to the purposes for which the Bonds giving rise to such deposits were issued, as provided by applicable law and, pending such application, are not to be subject to any lien or pledge in favor of the holders of Bonds.

Application of Proceeds of Bonds and Notes

Issuance of Senior Bonds. From the net proceeds of the sale of the Senior Bonds received by or on behalf of the State, including the interest accrued thereon from the date thereof to the date of delivery thereof and payment therefor, and after any permitted payment of issuance costs, there will be deposited:

(a) to the credit of the Note Repayment Account an amount sufficient, when adjusted for investment earnings, and taking into account any other funds available or to be available for such purpose, to pay, when due, the principal and interest on all Senior Notes then outstanding and issued in anticipation of such Senior Bonds;

(b) to the credit of the Reserve Account that amount, if any, which when added to the amount then held for the credit of the Reserve Account, will make the total amount held for the credit of the Reserve Account equal to the Debt Service Reserve Requirement;

(c) with the Treasurer, an amount sufficient, when adjusted for investment earnings, and taking into account any other funds available or to be available for such purpose, to pay, when due, the principal and interest on general obligation bonds of the State issued for transportation purposes, for the refunding of which such Senior Bonds were issued;

(d) to the credit of such other Funds or accounts, such deposits or credits, if any, as shall be specified in the Supplemental Indenture providing for the issuance of such series of Senior Bonds; and

(e) any balance of such proceeds to the credit of the Infrastructure Improvement Fund.

The amount received as accrued interest is to be deposited to the credit of the Bond Service Sub-Account.

Issuance of Senior Notes and Application of Note Proceeds. The Senior Indenture authorizes the issuance of one or more series of Senior Notes to provide temporary financing for transportation purposes pending the issuance of Senior Bonds. No Senior Notes shall be issued (i) unless the Senior Bonds in anticipation of which they are to be issued have been duly authorized in accordance with the Act and the Senior Indenture, and (ii) if the aggregate principal amount of all Senior Notes then outstanding and to be issued exceeds fifty million dollars (\$50,000,000), unless, as of the date of issuance of such Senior Notes, the State could have issued under the terms of the Senior Indenture an equivalent aggregate principal amount of serial bonds, coming due in equal annual installments of principal and interest, the last installment of which shall be due not later than thirty years after such date, and bearing interest at such rate as the State shall determine in its best judgment to be equivalent to the average interest rate which would have been paid had such Senior Bonds been issued at such time.

Said Senior Notes shall be special obligations of the State payable solely from the proceeds of the Senior Bonds issued under the Senior Indenture and, to the extent provided in the Senior Indenture or deemed necessary or desirable by the State, from the Special Transportation Fund. Any obligation of the State to pay the unrefunded principal of Senior Notes, including for this purpose any obligation of the State under a reimbursement agreement entered into in connection with a credit facility providing for payment of the unrefunded principal of Senior Notes, shall be subordinate to any obligation of the State to pay principal and interest with respect to Senior Bonds or interest with respect to Senior Notes. The Senior Indenture further provides that the State may not enter into any contract with any Senior Noteholder inconsistent with the terms of the Senior Indenture. The full faith and credit of the State will not be pledged to the repayment of such Senior Notes and the State will not be obligated to make appropriations from its general fund for the repayment of such Senior Notes. Such Senior Notes may be renewed and refunded from time to time as may be determined by the Treasurer. Said Senior Notes may be made redeemable. The proceeds of the sale of any issue of Senior Notes is to be applied as follows:

(a) There will be deposited to the credit of the Note Repayment Account an amount sufficient, when adjusted for investment earnings as provided below, and taking into account any other funds available or to be available for such purpose, to pay when due, the principal of and the interest on all Senior Notes then outstanding which are to be renewed or refunded by the present issue. Any deposit made to the Note Repayment Account pursuant to this paragraph shall be adjusted to take into account the income, if any, which may be earned from investment of said deposit between the date of deposit and the maturity date of the Senior Notes then outstanding which are to be renewed or refunded.

(b) There will be made such other deposits or credits, if any, as specified in the proceedings under which such Senior Notes are issued.

(c) The balance of said proceeds will be deposited to the credit of the Infrastructure Improvement Fund.

Depositories of Moneys/Investments

All moneys held by the State under the provisions of the Senior Indenture are to be deposited in the name of the State in one or more funds and accounts with such depository or depositories as the State Treasurer shall designate, except that the Note Repayment Account, the Debt Service Account and the Reserve Account are to be held only by the Trustee. All moneys deposited under the provisions of the Senior Indenture with any depository, or held in a special trust fund prior to payment to the Trustee as aforesaid, are to be trust funds under the terms of the Senior Indenture and are not to the full extent permitted by law to be subject to any lien or attachment by any creditor of the State. Such moneys are to be held in trust and applied in accordance with the terms of the Senior Indenture.

Moneys on deposit in the Note Repayment Account, the Debt Service Account, and the Reserve Account and the sub-accounts in such accounts are to be invested and reinvested by the Trustee, at the direction of the State, to the extent reasonable and practicable in Investment Securities maturing in the amounts and at the times as determined by the State so that the payment required to be made from such funds and accounts may be made when due. In the absence of any direction from the State, the Trustee is to invest and reinvest moneys on deposit in the Note Repayment Account, the Debt Service Account, and the Reserve Account and the sub-accounts in such accounts in Investment Securities maturing in such amounts and at such times as the Trustee determines so that payments required to be made from such funds and accounts may be made when due.

Investment Securities include (i) such obligations, securities and investments as are set forth in subsection (f) of Section 3-20 of the Connecticut General Statutes, as the same may be amended from time to time, including without limitation, obligations of, or guaranteed by, the State or the United States, or agencies or instrumentalities of the United States, or in certificates of deposit, commercial paper, savings accounts and bank acceptances, and (ii) participation certificates in the short-term investment fund created and existing under Section 3-27a of the Connecticut General Statutes as amended.

Junior Lien Obligations

Nothing contained in the Senior Indenture shall prohibit or prevent, or be deemed or construed to prohibit or prevent, the State from issuing bonds, notes, certificates, warrants or other evidences of indebtedness for any use or purpose of the State payable as to principal and interest from the Special Transportation Fund subject and subordinate to the deposits and credits required to be made to the Debt Service Account, Note Repayment Account, or the Reserve Account or from securing such bonds, notes, certificates, warrants or other evidences of indebtedness and the payment thereof by a call upon the Pledged Revenues and a lien on and pledge of the Special Transportation Fund junior and inferior to the first call on the Pledged Revenues and to the lien on and pledge of the Special Transportation Fund created in the Indenture for the payment and security of the Senior Bonds.

Covenants

The State covenants with the purchasers and holders of all Senior Bonds, among other things:

(1) *Amount of Pledged Revenues.* To impose, charge, raise, levy, collect and apply the Pledged Revenues and other receipts, funds or moneys pledged for the payment of Debt Service Requirements, in such amounts as may be necessary to pay such Debt Service Requirements in each year in which Senior Bonds or Senior Notes are outstanding;

(2) *Coverage Requirements.* To provide Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture in each Fiscal Year beginning in the first full Fiscal Year after the issuance of Senior Bonds, after deducting payments out of Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture for reserves required in the Senior Indenture, computed as of the final business day of such Fiscal Year, in an amount equal to at least two (2) times the aggregate Principal and Interest Requirements on all Senior Bonds outstanding in such Fiscal Year and the Interest Requirements on Senior Notes in such Fiscal Year.

(3) *First Call on Pledged Revenues.* (a) Unless at such time any and all amounts required to be paid from the Special Transportation Fund to the Trustee or any Bondholder pursuant to the terms of the Senior Indenture shall have been made, the State will not make any payments from the Special Transportation Fund on account of any obligation whatsoever other than the Senior Bonds and Senior Notes, except from amounts held to the credit of the Special Transportation Fund which represent amounts borrowed by the Treasurer of the State in anticipation of revenues pursuant to Section 3-16 of the Connecticut General Statutes. If at any time any such amounts required to be paid to the Trustee have not been so paid, the Trustee is entitled to notify the Treasurer that such amounts are accrued and unpaid, whereupon any Pledged Revenues received by the State and credited to the Special Transportation Fund will be paid by the Treasurer forthwith to the Trustee, and will not be diverted to any other purpose, until such accrued and unpaid amounts have been paid in full.

(b) At all times to do and perform all acts and things permitted by law and necessary to assure that the Pledged Revenues received by the State and credited to the Special Transportation Fund are applied first to the payment of Debt Service Requirements, including, but not limited to, procedures for immediate segregation of Pledged Revenues, upon collection, from other cash receipts of the State, if and to the extent requested by the Trustee or required by any Supplemental Indenture.

(4) *Payment of Principal of and Premium and Interest on Senior Bonds.* To duly and punctually pay, or cause to be paid, but solely from the Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture, the principal of and interest and premium, if any, on each and every Senior Note and Senior Bond at the place, on the dates and in the manner provided in the Senior Indenture and in such Senior Notes and Senior Bonds according to the true intent and meaning of such Senior Notes and Senior Bonds and the Senior Indenture.

(5) *Books and Accounts; Audits.* To maintain and keep (or cause to be maintained and kept) proper books, records and accounts in which complete and correct entries shall be made of all dealings and transactions relating to the Special Transportation Fund and the Infrastructure Improvement Fund. Such accounts are to show the amount of Pledged Revenues available for the purposes of the Senior Indenture and the application of such Pledged Revenues and amounts in the Infrastructure Improvement Fund to the purposes specified in the Indenture and the Act.

The State is to prepare balance sheets and statements of revenues, expenditures and changes in fund balances for each of the above specified funds and is to cause the Special Transportation Fund to be audited by the Accountant, with such restrictions on audit procedures performed by the Accountant with respect to operating expenses and program costs of the Department as the State may request, provided the State shall cause such operating expenses and program costs to be subject to the customary audit procedures of the State Auditor. Such Accountant is to be selected with special reference to his general

knowledge, skill and experience in auditing books and accounts. Such audit is to be made annually and the audit report of the Accountant is to be delivered to the State within one hundred twenty (120) days after the close of each Fiscal Year. A copy of each such annual audit is to be open for public inspection, and is to be mailed to any holder of Senior Bonds filing with the State Treasurer a request for the same. The Trustee is to cooperate fully with the Accountant in completing such audit, and is to make available all books and accounts in its possession pertaining to the Senior Bonds for this purpose.

At the time of delivery of each audit report, the Accountant is also to deliver to the Trustee and the State a letter as to compliance with the coverage covenant described in (2) above.

(6) *Prosecution and Defense of Suits.* To defend, or cause to be defended, against every suit, action or proceeding at any time brought against any Bondholder by a person other than the State upon any claim arising out of the receipt, application or disbursement of any of the Pledged Revenues or any other moneys received, applied or disbursed under the Senior Indenture, or involving the rights of any Bondholder under the Senior Indenture and to indemnify and save harmless all Bondholders against any and all liability claimed or asserted by any person whomsoever, arising out of such receipt, application or disbursement or involving the Pledged Revenues; provided, however, that any Bondholder at his election may appear in and defend any suit, action or proceeding. This covenant is to remain in full force and effect even though the Senior Bonds are no longer outstanding and all indebtedness and obligations secured by the Senior Indenture may have been fully paid and satisfied and the lien, pledge and charge of the Senior Indenture may have been released and discharged.

(7) *State Taxation.* To keep principal and interest of the Senior Notes and Senior Bonds at all times free from taxation, except for estate and gift taxes, imposed by the State or by any political subdivision thereof, provided that interest paid on the Senior Notes or Senior Bonds shall be included in the definition of "gross income" for purposes of the Corporation Business Tax imposed by Chapter 208 of the Connecticut General Statutes. See "Tax Exemption."

In addition, the State covenants:

(1) not to limit or alter the duties imposed on the Treasurer and other officers of the State by the Act and by the proceedings authorizing the issuance of Senior Bonds with respect to application of Pledged Revenues or other receipts, funds or moneys pledged for the payment of Debt Service Requirements as provided in the Senior Indenture and in the Act;

(2) not to issue any bonds, notes or other evidences of indebtedness, other than the Senior Bonds or Senior Notes, having any rights arising out of the Act or secured by any pledge of, or other lien or charge on, the Pledged Revenues or other receipts, funds or moneys pledged for the payment of Senior Bonds or Senior Notes;

(3) not to create or cause to be created any lien or charge on such pledged amounts, other than a lien or pledge created thereon pursuant to the Act, provided nothing in the Senior Indenture prevents the State from issuing evidences of indebtedness (i) which are secured by a pledge or lien which is and shall on the face thereof be expressly subordinate and junior in all respects to every lien and pledge created by or pursuant to the Act; or (ii) for which the full faith and credit of the State is pledged and which are not expressly secured by any specific lien or charge on such pledged amounts or (iii) which are secured by a pledge of or lien on moneys or funds derived on or after such date as every pledge or lien thereon created by or pursuant to the Act shall be discharged and satisfied;

(4) to carry out and perform, or cause to be carried out and performed, each and every promise, covenant, agreement or contract made or entered into by the State or on its behalf with the holders of any Senior Bonds or Senior Notes;

(5) not to in any way impair the rights, exemptions or remedies of the holders of any Senior Bonds or Senior Notes; and

(6) not to limit, modify, rescind, repeal or otherwise alter the rights or obligations of the appropriate officers of the State to impose, maintain, charge or collect the taxes, fees, charges and other receipts constituting the Pledged Revenues as may be necessary to produce sufficient revenues to fulfill the terms of the proceedings authorizing the issuance of the Senior Bonds, including Pledged Revenue coverage requirements set forth in Section 2.4 of the Senior Indenture, and provided nothing in the Indenture precludes the State from exercising its power through a change in law, to limit, modify, rescind, repeal or otherwise alter the character or amount of such Pledged Revenues or to substitute like or different sources of taxes, fees, charges or other receipts as Pledged Revenues if, for the ensuing Fiscal Year, as evidenced by the proposed or adopted budget of the State with respect to the Special Transportation Fund, the projected revenues meet or exceed the estimated expenses of the Special Transportation Fund including accumulated deficits, if any, Debt Service Requirements, and any Pledged Revenue coverage requirement set forth in Section 2.4 of the Senior Indenture.

Events of Default

Each of the following constitutes an Event of Default under the Senior Indenture:

- (a) the State fails to pay the principal of any Senior Bonds when the same becomes due and payable, either at maturity or by proceedings for redemption; or
- (b) the State fails to pay any installment of interest on Senior Bonds when the same becomes due and payable or within thirty (30) days thereafter; or
- (c) the State defaults in the due and punctual performance of any other covenants, conditions, agreements and provisions contained in the Senior Bonds, the Senior Indenture or any Supplemental Indenture on the part of the State to be performed, other than required deposits to the Debt Service Account, and such default continues for ninety (90) days after written notice specifying such failure and requiring the same to be remedied has been given to the State by the Trustee or by the holders of not less than twenty percent (20%) in principal amount of the Senior Bonds then outstanding; provided that if any such failure is such that it cannot be cured or corrected within such ninety (90) day period, it does not constitute an Event of Default if curative or corrective action is instituted within such period and diligently pursued until the failure of performance is cured or corrected; and provided further, that no failure to observe the covenant as to the amount of Pledged Revenues shall constitute an Event of Default unless within one year after written notice by the Trustee of such failure the State shall not have enacted legislation such that the conditions contained in the Senior Indenture could have been satisfied if Additional Bonds were then to be issued; or
- (d) the State is adjudged insolvent by a court of competent jurisdiction; or
- (e) any proceedings are instituted with the consent or acquiescence of the State for the purpose of effecting a composition between the State and its creditors and if the claim of such creditors is in any circumstance payable from the Pledged Revenues or any other moneys or assets pledged and charged in the Senior Indenture, or for the purpose of adjusting the claims of such creditors, pursuant to any Federal or State statute now or hereafter enacted; or
- (f) the State is for any reason rendered incapable of fulfilling its obligations under the Indenture.

Remedies for Defaults

Upon the happening and continuance of any of the Events of Default, and in addition to other remedies provided in the Senior Indenture, the Trustee, for and on behalf of the holders of the Senior Bonds (A) shall have the same rights under the Senior Indenture which are possessed by any of the holders of the Senior Bonds; (B) is authorized to proceed in its own name and as trustee of an express trust; (C) may and, upon the written request of the holders of not less than ten percent (10%) in aggregate principal amount of the Senior Bonds then outstanding, is required to pursue any available remedy by action at law or suit in equity to enforce the payment of the principal of interest and premium, if any, on the Senior Bonds; and (D) may file such proofs of claim and other papers or documents as may be necessary or advisable in order to have the claims of the Trustee and of the holders of the Senior Bonds allowed in any judicial proceeding relative to the State, or its creditors, its property, or the Senior Bonds.

Defeasance

The obligations of the State under the Senior Indenture and the liens, pledges, charges, trusts and assignments, covenants and agreements of the State therein made or provided for, are to be fully discharged and satisfied as to any Senior Bond and such Senior Bond is no longer to be deemed to be outstanding and will be deemed to have been paid for all purposes of Section 11.2 of the Senior Indenture:

- (i) when such Senior Bond is canceled, or surrendered for cancellation and is subject to cancellation, or has been purchased by the Trustee from moneys in the Debt Service Account held by it under the Senior Indenture; or
- (ii) as to any Senior Bond not canceled or surrendered for cancellation or subject to cancellation or so purchased, when payment of the principal of and the applicable redemption premium, if any (or the applicable redemption price) on such Senior Bond, plus interest on such principal to the due date thereof (whether such due date be by reason of maturity or upon redemption or prepayment, or otherwise), either (A) has been made or caused to be made in accordance with the terms of the Senior Indenture, or (B) has been provided by irrevocably depositing with the Trustee or Paying Agent for such Senior Bond, in trust, and irrevocably appropriated and set aside exclusively for such payment, either (1) moneys sufficient to make such

payment or (2) Governmental Obligations, as defined in the Senior Indenture, maturing as to principal and interest in such amounts and at such times as will insure the availability of sufficient moneys to make such payment, or (3) a combination of both such moneys and such Governmental Obligations, whichever the State deems to be in its best interest, and all necessary and proper fees, compensation and expenses of the Trustee and the Paying Agents for the Senior Bond with respect to which such deposit is made have been paid or the payment thereof provided for to the satisfaction of the Trustee and such Paying Agent; provided, however, that nothing shall require or be deemed to require the State to redeem term bonds in accordance with any optional fund installment schedule specified in the Senior Indenture or any Supplemental Indenture authorizing the issuance of Senior Bonds.

At such time as a Senior Bond is deemed to be no longer outstanding, such Senior Bond shall cease to draw interest from the due date thereof (whether such due date be by reason of maturity, or upon redemption or prepayment, or otherwise) and, except for the purpose of any payment from such moneys or Governmental Obligations, shall no longer be secured by or entitled to the benefits of the Senior Indenture.

Supplemental Indentures

The Trustee and the State, from time to time and at any time and without the consent or concurrence of any holder of any Senior Bond, may enter into Supplemental Indentures (i) for the purpose of providing for the issuance of Additional Bonds and Refunding Bonds, (ii) to make any changes to or modifications of the Senior Indenture, or amendments, additions or deletions to the Senior Indenture which may be required to permit the Senior Indenture to be qualified under the Trust Indenture Act of 1939, as amended, (iii) to provide for the issuance of Senior Bonds or any series of Senior Bonds in book-entry form, in coupon form or registered as to principal only, and (iv) if the provisions of such Supplemental Indenture do not adversely affect the rights of the holders of Senior Bonds then outstanding, for any one or more of the purposes enumerated in Section 10.1 of the Senior Indenture. Except for Supplemental Indentures of the type referred to in (i) to (iii) above, the State and the Trustee will not enter into any Supplemental Indenture authorized by the above unless (A) in the opinion of counsel, the adoption of such Supplemental Indenture is permitted by the foregoing provisions, (B) the provisions of such Supplemental Indenture do not adversely affect the rights of the holders of the Senior Bonds then outstanding, and (C) except for a Supplemental Indenture which has no effect as to any Senior Bond or Senior Bonds then outstanding, the provisions of such Supplemental Indenture are not contrary to or inconsistent with the covenants or agreements of the State contained in the Senior Indenture as originally executed by the State and the Trustee or as amended or supplemented with the consent of the holders of the Senior Bonds.

The Senior Indenture may be amended, by the State and the Trustee, upon the consent of not less than sixty percent (60%) of the Senior Bonds then outstanding in aggregate principal amount, for the purpose of adding any provisions to, or changing in any manner or eliminating any of the provisions of, the Senior Indenture, or modifying or amending the rights and obligations of the State and the Trustee thereunder, or modifying in any manner the rights of the holders of the Senior Bonds then outstanding; provided, however, that, without the specific consent of the holder of each such Senior Bond which would be affected thereby, no such Supplemental Indenture amending or supplementing the provisions of the Senior Indenture may: (1) change the fixed maturity date for the payment of the principal of any Senior Bond or the dates for the payment of interest thereon or the terms of the redemption thereof, or reduce the principal amount of any Senior Bond or the rate of interest thereon or the redemption premium payable upon the redemption or prepayment thereof; or (2) reduce the aforesaid percentage of Senior Bonds, the holders of which are required to consent to any such Supplemental Indenture amending or supplementing the provisions of the Senior Indenture; or (3) give to any Senior Bond or Senior Bonds any preference over any other Senior Bond or Senior Bonds; or (4) authorize the creation of any pledge or prior call on the moneys and other assets of the Trust Estate or any lien or charge thereof prior, superior or equal to the pledge of and lien and charge thereon created in the Indenture for the payment of the Senior Bonds; or (5) deprive any holder of the Senior Bonds of the security afforded by the Senior Indenture.

SUMMARY OF CERTAIN PROVISIONS OF THE SECOND LIEN INDENTURE

The provisions of the Senior Indenture are established by the State for the benefit of the Senior Bonds. The Senior Indenture permits the State to issue additional special tax obligation bonds junior in right of payment of principal and interest to the Senior Bonds. As permitted thereby, the State has established the Second Lien Indenture and issued bonds junior in right of payment to the Senior Bonds. While the provisions of the Second Lien Indenture are entered into by the State for the benefit of the Second Lien Bonds, so long as any such Second Lien Bonds are outstanding, holders of Senior Bonds are indirectly benefited thereby.

The following statements are summaries of certain provisions of the Second Lien Indenture. Such summary statements do not purport to be complete and are subject to and qualified in their entirety by reference to the Second Lien Indenture.

Definitions

The following are definitions of certain terms used in the Second Lien Indenture.

“Base Interest Rate” means, with respect to any series of Second Lien Notes or Second Lien Bonds bearing interest at a variable rate, the average interest rate borne by such series of Second Lien Notes or Second Lien Bonds for the twelve full calendar months (or such lesser number of full calendar months as such series of Second Lien Notes or Second Lien Bonds shall be outstanding) preceding the date of calculation.

“Debt Service Requirements” means for any period, the sum of (A) the principal and interest accruing during such period with respect to Second Lien Bonds, the interest accruing during such period with respect to Second Lien Notes and the unrefunded principal accruing during such period with respect to Second Lien Notes, (B) the purchase price of Second Lien Bonds and Second Lien Notes which are subject to purchase or redemption at the option of the holder of such Second Lien Bond or Second Lien Note, (C) the amounts, if any, required during such period to establish or maintain the funds or accounts existing under the Second Lien Indenture at the respective levels required to be established or maintained as provided in the Second Lien Indenture, (D) expenses of issuance and administration with respect to Second Lien Bonds and Second Lien Notes, as determined by the State Treasury, (E) the amounts, if any, becoming due and payable under a reimbursement agreement or similar agreement entered into pursuant to the proceeding authorizing the issuance of Second Lien Bonds or Second Lien Notes and (F) any other costs or expenses deemed by the State Treasurer to be necessary or proper to be paid in connection with the Second Lien Bonds and Second Lien Notes, including, without limitation, the cost of any credit facility, including but not limited to a letter of credit or policy of bond insurance, issued by a financial institution pursuant to an agreement approved by the proceedings authorizing the issuance of Second Lien Bonds or Second Lien Notes.

“Debt Service Reserve Requirement” means an amount equal to (A) the maximum for the current or any succeeding Fiscal Year, of the sum of (i) “Principal and Interest Requirements on Senior Bonds” under the Senior Indenture and (ii) Principal and Interest Requirements on Second Lien Bonds under the Second Lien Indenture for such Fiscal Year, less (B) the amount on deposit in the “Reserve Account” established under the Senior Indenture. For purposes of this definition only, Principal and Interest Requirements on Second Lien Bonds for Second Lien Bonds bearing interest at a variable rate shall be established or reestablished (i) at the date of issuance of such Second Lien Bonds on the basis of the initial interest rate borne by such Second Lien Bonds, (ii) at the date a Qualified Swap is entered into with respect to such Second Lien Bonds on the basis of the fixed rate payable by the State under such Qualified Swap, (iii) at the date a Qualified Swap is no longer in effect with respect to such Second Lien Bonds on the basis of the Base Interest Rate for such Second Lien Bonds, and shall remain in effect until so reestablished, and shall otherwise not be recalculated from time to time.

“Interest Requirements on Second Lien Notes,” for any period means the sum of (i) the amount required to pay interest on all Notes which is payable in such period, plus (ii) the amount required to be paid pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal of Second Lien Notes. In computing the interest payable in providing any future period on any Second Lien Notes bearing interest at a variable rate, the interest shall be calculated on the basis of the initial interest rate for such Second Lien Notes.

“Principal and Interest Requirements on Second Lien Bonds,” for any period, as applied to Second Lien Bonds of any series, means the sum of:

- (i) the amount of interest payable on all Second Lien Bonds of such series within such period; plus
- (ii) the amount of principal payable within such period with respect to all serial bonds of such series then outstanding; plus
- (iii) the Amortization Requirement established for the term bonds of such series for a period ending within such period; plus
- (iv) any other amortization or accrual of interest, original issue discount or principal with respect to Second Lien Bonds of such series required to be made for such period pursuant to the proceedings authorizing Second Lien Bonds of such series; plus

(v) the amount accruing with respect to principal and interest pursuant to any reimbursement agreement entered into with respect to a credit facility providing for payment of the principal, purchase price, or interest on Second Lien Bonds.

In computing Principal and Interest Requirements on Second Lien Bonds for any period for the Second Lien Bonds of any series, the Trustee shall assume that an amount of the term bonds (if any) of such series equal to the Amortization Requirement for the term bonds of such series for such period will be retired by purchase or redemption on or before the last day of such period. If any amount is or has been included for any period under clause (iv) above, such amount shall not be included under clause (i), (ii), or (iii) above for any subsequent period. In computing the interest payable in any future period on any Second Lien Bond bearing interest at a variable rate the interest shall be calculated on the basis of the Base Interest Rate of such Second Lien Bond except that if the State shall have entered into one or more Qualified Swaps with respect to such series of Second Lien Bonds for such period, then the Second Lien Bonds of such series in a principal amount equal to the Swap Amount shall be treated for purposes of this definition as bearing interest for such period at the fixed rate payable by the State under such Qualified Swap.

“Principal and Interest Requirements on Senior Bonds” for any period, shall mean the “Principal and Interest Requirements on Senior Bonds,” as defined in the Senior Indenture, with respect to all Senior Bonds.

“Qualified Swap” shall mean any financial arrangement (i) that is entered into by the State with an entity that is a Qualified Swap Provider at the time the arrangement is entered into; (ii) which provides that the State shall pay to such entity an amount based on the interest accruing at a fixed rate on an amount (the “Swap Amount”) equal to all or part of the outstanding principal amount of a series of Second Lien Bonds issued hereunder, and that such entity shall pay to the State an amount based on the interest accruing on such principal amount at a variable rate of interest computed according to a formula set forth in such arrangement (which need not be the same as the actual rate of interest borne by such series of Second Lien Bonds), or that one shall pay to the other any net amounts due under such arrangement; and (iii) which has been designated in writing to the Trustee by an Authorized Officer as a Qualified Swap with respect to a series of Second Lien Bonds.

“Qualified Swap Provider” shall mean a financial institution whose long term debt obligations, or whose obligations under a Qualified Swap are guaranteed by a financial institution whose long term debt obligations, are rated at least as high by at least two nationally recognized rating agencies as the greater of (i) the State’s general obligation debt and (ii) A3, in the case of Moody’s Investors Service; A-, in the case of Standard & Poor’s Corporation, or the equivalent thereto in the case of any other rating agency.

Covenants

The State covenants with the purchasers and holders of all Second Lien Bonds, among other things:

(1) *Amount of Pledged Revenues.* To impose, charge, raise, levy, collect and apply the Pledged Revenues and other receipts, funds or moneys pledged for the payment of Debt Service Requirements, in such amounts as may be necessary to pay such Debt Service Requirements in each year in which Second Lien Bonds or Second Lien Notes are outstanding.

(2) *Coverage Requirements.* To provide Pledged Revenues and other receipts, funds or moneys pledged under the Second Lien Indenture in each Fiscal Year beginning in the first full Fiscal Year after the issuance of Second Lien Bonds or Second Lien Notes, after deducting payments out of Pledged Revenues and other receipts, funds or moneys pledged under the Second Lien Indenture for reserves required in the Indenture, computed as of the final business day of such Fiscal Year, in an amount equal to at least two (2) times the aggregate Principal and Interest Requirements on Senior Bonds for all Senior Bonds outstanding in such Fiscal Year, Principal and Interest Requirements on Second Lien Bonds for all Second Lien Bonds outstanding in such Fiscal Year and Interest Requirements on Second Lien Notes in such Fiscal Year.

(3) *Issuance of Prior Bonds.* To not issue Senior Bonds under the Senior Indenture unless Second Lien Bonds could have been issued under the Second Lien Indenture upon the same terms and in the same principal amount.

LITIGATION

The State, its officers and employees are defendants in numerous lawsuits relating to the operations of the Department. The Attorney General's office has reviewed the status of pending lawsuits in which a financial judgment adverse to the State would be payable from the Special Transportation Fund. Any amounts payable from the Fund to meet such financial judgments are subject to the prior lien of the Bondholders granted under the Act and the Indenture. It is the opinion of the Attorney General that such pending litigation will not be finally determined so as to result individually or in the aggregate in a final judgment against the State which would materially adversely affect the financial condition of the Special Transportation Fund, except that in the cases described below under the headings "Eminent Domain Lawsuits" and "Defective Highway Lawsuits" adverse judgments in a number of such cases could, in the aggregate and in certain circumstances, have a significant fiscal impact. The fiscal impact of adverse judgments in the cases described below under the heading "Other Lawsuits" is not determinable at this time but might be significant. The cases described under "Other Lawsuits" generally do not include any individual case where the fiscal impact of an adverse judgment is expected to be less than \$10 million.

Eminent Domain Lawsuits

There are 103 eminent domain appeals affecting real estate pending in the State courts. In each case there is the exposure to a monetary award in excess of the State's original condemnation amount. In budgeting and appropriating funds for the respective Department projects, the Department takes into account a reasonable exposure value.

Defective Highway Lawsuits

State statutes permit lawsuits against the Commissioner of Transportation for alleged highway defects. The State carries insurance for these matters, and for each pending lawsuit, defense counsel are retained by the insurance carrier providing coverage.

There are approximately 500 defective highway lawsuits presently pending in State courts. It is not possible to evaluate each individual case to determine if there is a real exposure over and above the insurance policy limits, nor can such an evaluation be made in the aggregate.

Other Lawsuits

With regard to any other pending litigation, the most notable matter involves the White Oak Corp., which has brought demands for arbitration against the Department, pursuant to Section 4-61 of the Connecticut General Statutes, alleging breaches of contract in connection with both the Tomlinson Bridge construction project in New Haven and a separate construction project in Bridgeport. In late December 2004, the American Arbitration Association ruled against White Oak in the Tomlinson Bridge construction project rejecting its claim for \$90 million and instead awarded DOT damages in the amount of \$1.6 million. White Oak has appealed that ruling which appeal is still pending. The Bridgeport project arbitration is ongoing and in that proceeding White Oak claims damages of \$50 million.

DOCUMENTS ACCOMPANYING DELIVERY OF THE BONDS

Continuing Disclosure Agreement

The State will enter into a Continuing Disclosure Agreement with respect to the 2005 Series A Bonds, substantially in the form attached as Appendix E to this Official Statement (the "Continuing Disclosure Agreement"), to provide or cause to be provided, in accordance with the requirements of SEC Rule 15c2-12 (the "Rule"), (i) annual financial information and operating data, (ii) timely notice of the occurrence of certain material events with respect to the 2005 Series A Bonds and (iii) timely notice of a failure by the State to provide the required annual financial information and operating data on or before the date specified in the Continuing Disclosure Agreement. The underwriters' obligation to purchase the 2005 Series A Bonds shall be conditioned upon their receiving, at or prior to the delivery of the 2005 Series A Bonds, an executed copy of the Continuing Disclosure Agreement.

Under the Rule, the State must undertake to provide the required annual financial information and operating data commencing with its fiscal year ending June 30, 2005. The State has never failed to comply in all material respects with any previous undertaking made by the State pursuant to the Rule relating to the issuance of Bonds.

Absence of Litigation

Upon delivery of the 2005 Series A Bonds, the State shall furnish a certificate of the Attorney General of the State, dated the date of delivery of the 2005 Series A Bonds, to the effect that there is no controversy or litigation of any nature pending or threatened seeking to prohibit, restrain or enjoin the issuance, sale, execution or delivery of the 2005 Series A Bonds, or the levy or collection of the Pledged Revenues or other receipts, funds or monies pledged for the security of the 2005 Series A Bonds under the Act, the Special Acts and the Indentures, or the pledge thereof, or in any way contesting or affecting the validity or enforceability of the 2005 Series A Bonds or any of the proceedings taken with respect to the issuance and sale thereof or the application of monies to the payment of the 2005 Series A Bonds. In addition, such certificate shall state that there is no controversy or litigation of any nature now pending or threatened by or against the State wherein an adverse judgment or ruling could materially adversely affect the power of the State to levy, collect and enforce the collection of the Pledged Revenues and other receipts, funds or monies pledged for the security of the 2005 Series A Bonds under the Act, the Special Acts and the Indentures which has not been disclosed in this Official Statement.

Certain Legal Matters

Legal matters related to the authorization, issuance and delivery of the 2005 Series A Bonds are subject to the approval of Updike, Kelly & Spellacy, P.C., Hartford, Connecticut, Bond Counsel and Lewis & Munday, A Professional Corporation, Detroit, Michigan, Co-Bond Counsel. The opinions of Bond Counsel and Co-Bond Counsel will be attached to the Bonds in substantially the form included in this Official Statement as Appendix D.

Certificate of State Officials

The purchasers of the 2005 Series A Bonds shall receive a certificate, dated the date of delivery of the 2005 Series A Bonds, of the State Treasurer, the Secretary of the Office of Policy and Management and the Commissioner of the Department of Transportation, or their duly authorized deputies, stating that the Official Statement, as of its date, and as of the date of the certificate, does not contain any untrue statement of a material fact or omit to state any material fact necessary to make the statements therein, in light of the circumstances under which they were made, not misleading and that there has been no material adverse change (not in the ordinary course of the operations of the State) in the financial condition of the State from that set forth in or contemplated by the Official Statement.

LEGALITY FOR INVESTMENT

The Act provides that the Bonds shall be legal investments for funds in the hands of all public officers and public bodies of the State and its political subdivisions, all insurance companies, credit unions, building and loan associations, investment companies, banking associations, trust companies, executors, administrators, trustees and other fiduciaries and pension, profit-sharing and retirement funds in the State. Such Bonds may properly and legally be deposited with and received by any state or municipal officer or any agency or political subdivision of the State for any purpose for which the deposit of bonds or obligations of the State is now, or may hereafter be, authorized by law.

TAX EXEMPTION

The Internal Revenue Code of 1986, as amended (the "Code"), establishes certain requirements which must be met subsequent to delivery of the 2005 Series A Bonds in order that interest on the 2005 Series A Bonds be excludable from gross income of the owners thereof for Federal income tax purposes. Failure to comply with such continuing requirements may cause interest on the 2005 Series A Bonds to be includable in gross income for Federal income tax purposes retroactively to the date of their issuance irrespective of the date on which noncompliance occurs. The Tax Regulatory Agreement of the State which will be delivered concurrently with the delivery of the 2005 Series A Bonds will contain representations, covenants and procedures relating to compliance with such requirements of the Code. Pursuant to Section 13b-76 of the Connecticut General Statutes, the State agrees and covenants that it shall at all times perform all acts and things necessary or appropriate under any valid provision of law in order to ensure that interest on the 2005 Series A Bonds shall be excludable from the gross income of the owners thereof for Federal income tax purposes under the Code.

In the opinion of Bond Counsel and Co-Bond Counsel, under existing law, interest on the 2005 Series A Bonds is excludable from gross income of the owners thereof for Federal income tax purposes, and, under existing law, interest on the 2005 Series A Bonds is not treated as a preference item in calculating the Federal alternative minimum tax that may be imposed on individuals and corporations. Interest on the 2005 Series A Bonds, however, is includable in the adjusted current earnings of certain corporations for purposes of computing the Federal alternative minimum tax imposed on such corporations. In rendering the foregoing opinions, Bond Counsel and Co-Bond Counsel have assumed compliance by the State with the Tax Regulatory Agreement. For other Federal tax information, see “Original Issue Discount,” “Original Issue Premium” and “Certain Additional Tax Information”.

Further, in the opinion of Bond Counsel and Co-Bond Counsel under existing statutes, interest on the 2005 Series A Bonds is excludable from Connecticut taxable income for purposes of the Connecticut income tax on individuals, trusts and estates and is excludable from amounts on which the net Connecticut minimum tax is based in the case of individuals, trusts and estates required to pay the Federal alternative minimum tax. Owners of the 2005 Series A Bonds should consult their tax advisors with respect to other applicable state and local tax consequences of ownership of the 2005 Series A Bonds and the disposition of the 2005 Series A Bonds. Notwithstanding any past covenants of the State relating to the exclusion of interest on any previously issued special tax obligation bonds from gross income for purposes of the Corporation Business Tax imposed by Chapter 208 of the Connecticut General Statutes, Public Act 95-2 specifically requires the inclusion of interest on any State obligation, including the 2005 Series A Bonds, in gross income for purposes of the Corporation Business Tax.

Original Issue Discount

With respect to any of the 2005 Series A Bonds where the initial public offering price of such 2005 Series A Bonds is less than the amount payable on those 2005 Series A Bonds at maturity (the “Discount Bonds”), the difference between the initial public offering price to the public (excluding bond houses, brokers or similar persons or organizations acting in the capacity of underwriters or wholesalers) at which a substantial amount of the Discount Bonds of any maturity are sold and the amount payable on such Discount Bonds at maturity constitutes original issue discount. Accrued original issue discount is excludable from gross income for Federal income tax purposes if interest on the Discount Bonds is excluded therefrom. Accrued original issue discount on a Discount Bond is also excludable from Connecticut taxable income for purposes of the Connecticut income tax on individuals, trusts and estates and is excludable from amounts on which the net Connecticut minimum tax is based in the case of individuals, trusts and estates required to pay the Federal alternative minimum tax.

Under Section 1288 of the Code, the amount of original issue discount treated as having accrued with respect to any bond during each day it is owned is added to the adjusted basis of such owner for purposes of determining gain or loss upon the sale or other disposition of such bonds by such owner. Original issue discount on any bond is treated as accruing on the basis of economic accrual, computed by a constant semiannual compounding method using the yield to maturity on such bond, and the adjusted basis of such Discount Bond acquired at such initial offering price by an initial purchaser thereof will be increased by the amount of such accrued original issue discount. A portion of such increase that accrues to the owners of Discount Bonds in each year, as described above, is, however, included in the calculation for determining a corporation’s alternative minimum tax and may result in collateral Federal income tax consequences for certain owners referenced above in the year of accrual. Consequently, corporate owners of Discount Bonds should be aware that the accrual of original issue discount in each year may result in an alternative minimum tax liability or other collateral Federal income tax consequences although the owner may not have received cash in such year. Owners of the Discount Bonds are advised to consult with their tax advisors with respect to the Federal, state and local tax consequences of owning the Discount Bonds.

Original Issue Premium

With respect to any of the 2005 Series A Bonds where the initial public offering price of such 2005 Series A Bonds is greater than the amount payable on those Bonds at maturity (the “Premium Bonds”), the excess of the price paid by the first owner of a Premium Bond over the principal amount payable at the maturity or the earlier call date, if any, of such Premium Bond constitutes original issue premium. Original issue premium on any bond is treated as amortizing on the basis of the taxpayer’s yield to maturity using the taxpayer’s adjusted basis and a constant semiannual compounding method. The portion of such premium amortizing over the period the Premium Bond is held by the owner does not reduce taxable income for purposes of either the Federal income tax or the Connecticut income tax on individuals, trusts and estates and does not reduce amounts on which the net Connecticut minimum tax is based in the case of individuals, trusts and estates required to pay the Federal alternative minimum tax, but it does reduce the owner’s adjusted basis in the Premium Bond for purposes of determining gain or loss on its disposition. Owners of Premium Bonds are advised to consult with their tax advisors with respect to the Federal, state and local tax consequences of owning the Premium Bonds.

Certain Additional Tax Information

The following is a brief discussion of certain Federal income tax matters under existing statutes. It does not purport to deal with all aspects of Federal taxation that may be relevant to particular Beneficial Owners. Prospective investors, particularly those who may be subject to special rules, are advised to consult their own tax advisors regarding the Federal tax consequences of owning and disposing of the 2005 Series A Bonds, as well as any tax consequences arising under the laws of any state or other taxing jurisdiction.

The Code imposes an alternative minimum tax with respect to individuals and corporations on alternative minimum taxable income. Interest on the 2005 Series A Bonds is not treated as a preference item in calculating alternative minimum taxable income. The Code provides, however, that a portion of the adjusted current earnings of certain corporations not otherwise included in alternative minimum taxable income would be included for purposes of calculating the alternative minimum tax. The adjusted current earnings of a corporation includes the amount of any income accrued that is otherwise exempt from taxes, such as interest on the 2005 Series A Bonds.

Ownership of the 2005 Series A Bonds may result in collateral Federal income tax consequences to various categories of persons such as corporations (including S corporations and foreign corporations), financial institutions, property and casualty and life insurance companies, individual recipients of Social Security and railroad retirement benefits, and individuals otherwise eligible for the earned income credit, and to taxpayers deemed to have incurred or continued indebtedness to purchase or carry obligations the interest on which is not included in gross income for Federal income tax purposes. The foregoing is not intended to be an exhaustive list of potential tax consequences.

Legislation affecting municipal bonds is regularly under consideration by the United States Congress. There can be no assurance that legislation enacted or proposed after the date of issuance of the 2005 Series A Bonds will not have an adverse effect on the tax-exempt status or market price of the 2005 Series A Bonds.

Bond Counsel and Co-Bond Counsel have not undertaken to advise in the future whether any events after the date of issuance of the 2005 Series A Bonds may affect the tax status of interest on the 2005 Series A Bonds. No assurance can be given that future legislation, or amendments to the State income tax law, if enacted into law, will not contain provisions which could, directly or indirectly, reduce the benefit of the exclusion of the interest on the 2005 Series A Bonds or any gain made on the sale or exchange thereof from Connecticut taxable income for purposes of the Connecticut income tax on individuals, trusts and estates.

Bond Counsel and Co-Bond Counsel express no opinion regarding any State or Federal tax consequences of ownership or disposition of the 2005 Series A Bonds not specifically described herein.

RATINGS

Moody's Investors Service ("Moody's"), Standard & Poor's Ratings Services ("S&P") and Fitch Ratings ("Fitch") have assigned their municipal bond ratings of "Aaa" "AAA" and "AAA", respectively, to the 2005 Series A Bonds, with the understanding that upon delivery of the 2005 Series A Bonds, a financial guaranty insurance policy will be issued by MBIA Insurance Corporation. Each such rating reflects only the views of the respective rating agency, and an explanation of the significance of such rating should be obtained from such rating agency, at the following addresses: Moody's Investors Service, 99 Church Street, New York, New York 10007; Standard & Poor's Ratings Services, 55 Water Street, New York, New York, 10041; Fitch Ratings, One State Street Plaza, New York, New York 10004. Generally, a rating agency bases its rating on the information and materials furnished to it and on investigations, studies and assumptions of its own. The above ratings are not recommendations to buy, sell or hold the 2005 Series A Bonds. There is no assurance such ratings will continue for any given period of time or that such ratings will not be revised downward or withdrawn entirely by the rating agencies, if in the judgment of such rating agencies, circumstances so warrant. Any such downward revision or withdrawal of such ratings may have an adverse effect on the market price of the 2005 Series A Bonds.

FINANCIAL ADVISORS

The State has appointed Public Resources Advisory Group and A.C. Advisory, Inc. to serve as co-financial advisors to assist it in the issuance of the 2005 Series A Bonds.

MISCELLANEOUS

The State has furnished the information in this Official Statement.

Information with respect to the Infrastructure Program may be obtained from Stephen E. Korta, II, Commissioner of the Department of Transportation of the State of Connecticut, located at 2800 Berlin Turnpike, Newington, Connecticut 06131-7546, (860) 594-3002. Copies of the Indentures and information with respect to the State may be obtained upon request from the office of the State Treasurer, Honorable Denise L. Nappier, Treasurer, Attn.: Catherine Boone, Assistant Treasurer, 55 Elm Street, Hartford, Connecticut 06106, (860) 702-3127.

This Official Statement is submitted in connection with the sale of the 2005 Series A Bonds and may not be reproduced or used as a whole or in part, for any other purpose. This Official Statement has been duly authorized and approved by the State and duly executed and delivered on its behalf by the officials signing below. DiSanto, Bertoline & Company, P.C. (“DiSanto, Bertoline”), the State’s former independent auditors who prepared the Independent Auditors’ Report dated January 10, 2005 which is Appendix C to this Official Statement, was acquired by Carlin, Charron & Rosen, LLP, the State’s present independent auditors for the Special Transportation Fund, and surrendered its permit to practice as certified public accounts effective October 1, 2005. Accordingly, DiSanto, Bertoline has advised the State that it is unable to now consent to the inclusion of its opinion on the financial statements of the State Special Transportation Fund as of and for the year ended June 30, 2004 in the preliminary and final Official Statements for the Bonds. Alfred W. Bertoline, on behalf of DiSanto, Bertoline, further advised the State that DiSanto, Bertoline has issued similar consent letters in the past and to the best of his knowledge and belief there is no reason that DiSanto, Bertoline would not continue to accept an engagement to provide the subject consent letter, except for the surrender of its permit to practice as certified public accountants.

Any statements in this Official Statement involving matters of opinion, projections or estimates, whether or not expressly so stated, are intended as such and not as representations of fact. No representation is made that any of such statements will be realized. The agreements of the State are fully set forth in the Indentures in accordance with the Act and this Official Statement is not to be construed as a contract or agreement between the State and the purchasers or owners of any of the 2005 Series A Bonds.

STATE OF CONNECTICUT

By: s/ Denise L. Nappier
Hon. Denise L. Nappier
Treasurer of the
State of Connecticut

By: s/ Robert L. Genuario
Hon. Robert L. Genuario
Secretary of the
Office of Policy and Management

By: s/ Stephen E. Korta, II
Hon. Stephen E. Korta, II
Commissioner of the
Department of Transportation

Dated at Hartford, Connecticut
This 9th day of December, 2005

STATE OF CONNECTICUT

There follows in this Appendix A a brief description of the State of Connecticut (the “State” or “Connecticut”), together with certain information concerning its governmental organization, its economy and a description of certain State financial procedures. The description and information were compiled February 1, 2005, and have not been updated except in limited respects.

GOVERNMENTAL ORGANIZATION AND SERVICES

Introduction

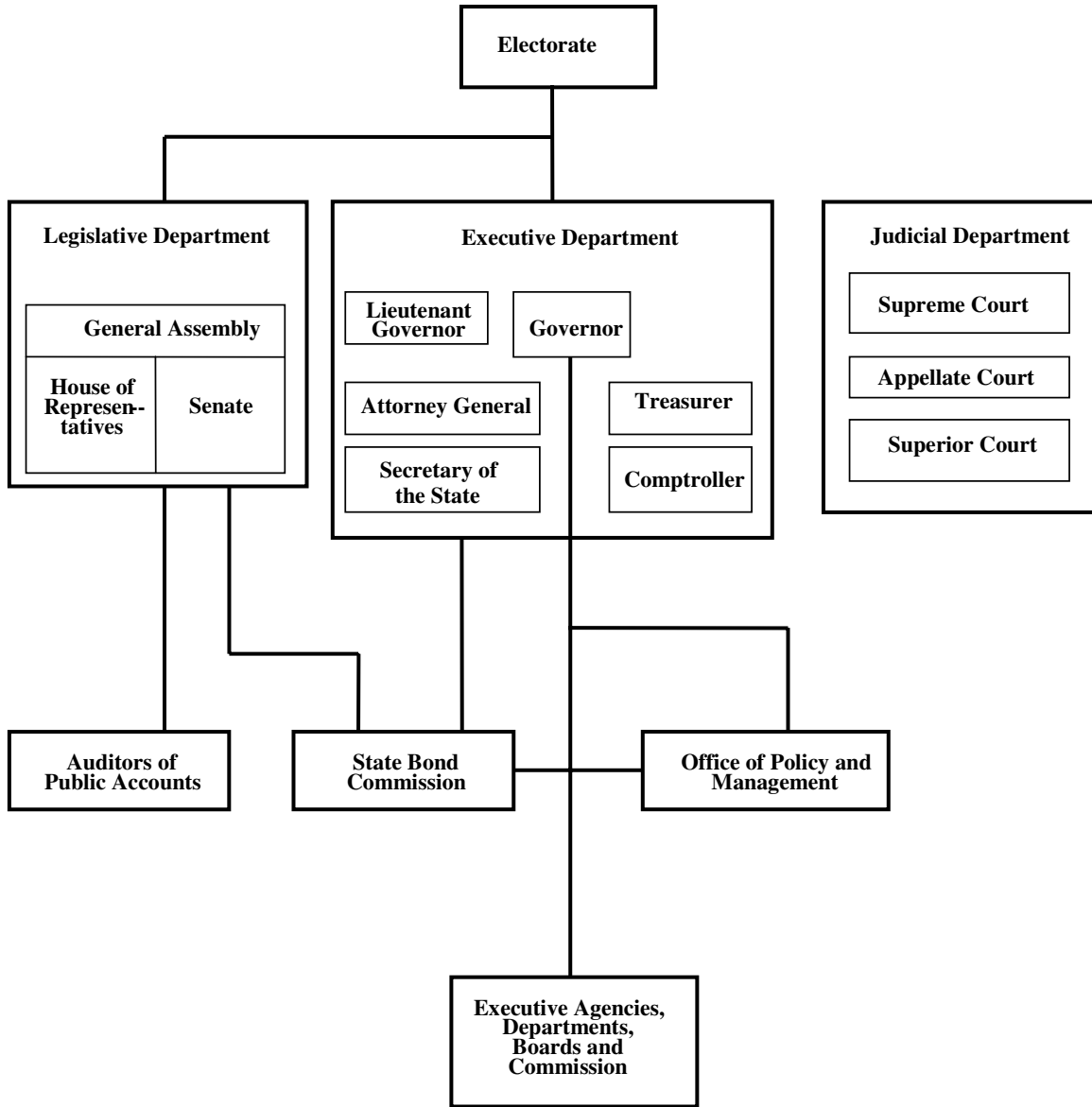
The components and structure of State governmental organization are laid out in the State’s Constitution and the General Statutes of Connecticut. A number of State-wide and regional authorities and similar bodies are also created or provided for in the General Statutes or by Special Act of the General Assembly. County government was functionally abolished in Connecticut in 1960. Local governmental functions are generally performed by the 169 cities and towns, or by special purpose authorities, districts and similar bodies located within the cities and towns. A number of regional bodies exist to perform governmental functions that would otherwise be performed at the local level. Most of the State’s 169 cities and towns were established or incorporated during the 18th and 19th centuries, and many are still governed under charters enacted by the General Assembly by Special Act. The State’s Constitution grants home rule powers to cities and towns, within certain limitations. A large number of smaller municipalities lack charters, and the components and structure of these municipalities are determined directly by the General Statutes. The General Statutes also contain a variety of provisions pertaining to the organization and operation of all units of local government, including both those with charters and those without. In addition to the 169 cities and towns that are the basic units of local government in Connecticut, the General Statutes provide procedures for the creation of many types of local special purpose authorities, districts and similar bodies. These include, among others, local housing authorities, regional school districts, and a variety of special tax and service districts.

Under Connecticut law, all municipal governmental bodies have only the powers specifically granted to them by the State and the ancillary powers that are necessarily implied by powers explicitly granted. Municipalities which have the power to tax and to issue debt are explicitly denied the power by statute to file petitions to become debtors under Chapter Nine of Title 11 of the Federal Bankruptcy Code without the prior written consent of the Governor.

State Government Organization

Under the State Constitution, the legislative, executive and judicial functions and powers of State government are divided among three distinct branches referred to in the Constitution as “departments”: the legislative department, the executive department and the judicial department. The following table shows the structure of the three departments.

TABLE A-1
Structure of State Government



Legislative Department. Legislative power is vested in the General Assembly, composed of the Senate and House of Representatives. Currently the Senate consists of 36 members, each representing a single senatorial district, and the House of Representatives consists of 151 members, each representing a single assembly district. Both the number of members and the boundaries of the legislative districts may vary in accordance with the requirements of the State's Constitution. The General Assembly is assisted by a full-time staff. General Assembly employees are included under the legislative function in **Tables A-2** and **A-3** below.

General Assembly members are elected biennially at the general election in November in even numbered years and take office in the January following their election. Elections for the General Assembly were held in November 2004, and the new members took office in January 2005.

A regular session of the General Assembly is held each year. These sessions run from January through June in odd-numbered years and February through May in even-numbered years. The General Assembly reconvenes for special sessions in general only in emergencies or to consider bills or appropriations vetoed by the Governor. Even-year sessions are supposed to be limited to budgetary, revenue and financial matters, bills and resolutions raised by committees of the General Assembly and certified emergencies.

Two Auditors of Public Accounts, who cannot be of the same political party, are appointed by the General Assembly to four-year terms. The State Auditors are required to make an annual audit of the accounts of the Treasurer and the Comptroller and, biennially or as frequently as they deem necessary, to audit the accounts of each officer, department, commission, board and court of the State government authorized to expend State appropriations. The Auditors are required to report unauthorized, illegal, irregular or unsafe handling or expenditure of State funds or any actual or contemplated breakdown in the safeguarding of any resources of the State promptly upon discovery to the Governor, the State Comptroller, the Attorney General and appropriate legislative agencies. Each budgeted agency of the State must keep its accounts in such form and by such methods as to exhibit facts required by the State Auditors. A full-time staff assists the State Auditors. Employees of the State Auditors are included under the legislative function in **Tables A-2** and **A-3** below.

Executive Department. The Governor, Lieutenant Governor, Secretary of the State, Treasurer, Comptroller and Attorney General, whose offices are mandated by the State's Constitution, were elected at the general election in November 2002 for terms beginning in January 2003. Elections for all of these offices are held every four years. The Governor and Lieutenant Governor are elected as a unit. On June 21, 2004, Governor John G. Rowland announced that he would resign as Governor of the State, effective on July 1, 2004. Under Article Fourth, Section 18 of the State Constitution, when Governor Rowland's resignation took effect the Lieutenant-Governor, M. Jodi Rell, became Governor of the State to serve as Governor until a governor is chosen at the next regular election for governor and is duly qualified. The new Governor is a member of the same party as the previous Governor and was elected on the same slate at the last regular election. Under Article Fourth, Section 19 of the State Constitution, the President Pro Tempore of the Senate, Kevin B. Sullivan, succeeded to the Office of the Lieutenant-Governor. There is an ongoing federal investigation of the Rowland administration regarding alleged improprieties with contract awards. In connection with that investigation, federal authorities are also reviewing gifts given to the former Governor. On December 23, 2004, former Governor John G. Rowland pleaded guilty to one federal charge of conspiracy to commit honest services mail fraud and tax fraud. Sentencing occurred on March 18, 2005.

The supreme executive power of the State is vested in the Governor. The Governor has the constitutional responsibility for ensuring that the laws are faithfully executed, giving the General Assembly information on the state of the government, and recommending to the General Assembly such measures as the Governor may deem expedient. The Governor is empowered to veto bills and line items in appropriations bills, but the General Assembly may reconsider and repass such matters upon a two-thirds vote of each house, whereupon such bills or appropriations become law. Broad appointive and investigative powers are conferred upon the Governor by statute. The Lieutenant Governor serves as President of the Senate and becomes Governor in case of the inability of the Governor to exercise the powers and perform the duties of the office.

The Treasurer is primarily responsible for receiving and disbursing all monies belonging to the State, superintending the collection of State taxes and revenues and the investment of State funds, administering certain State trust funds and managing State property. Subject to the approval of the Governor, the Treasurer is authorized, when necessary, to make temporary borrowings evidenced by State obligations. In addition, the State Bond Commission may delegate to the Treasurer the responsibility for determining the terms and conditions and carrying out the issuance of State debt.

The Secretary of the State administers elections, has custody of all public records and documents, and certifies to the Treasurer and the Comptroller the amount and purpose of each appropriation made by the General Assembly.

The Comptroller's primary duties include adjusting and settling public accounts and demands and prescribing the method of keeping and rendering all public accounts. All warrants and orders for the disbursement of public money are registered with the Comptroller. The Comptroller also has authority to require reports from State agencies upon any matter of property or finance and to inspect all records in any public office, and is responsible for examining the amount of all debts and credits of the State. The Comptroller is required to issue monthly reports on the financial condition of the State, which are prepared on a modified cash basis and are not audited.

The Attorney General has general supervision over all legal matters in which the State is an interested party except those legal matters over which prosecuting officers have discretion. The duties of the office include giving advice and on request rendering legal opinions to the legislative and executive departments as to questions of law. Among the Attorney General's statutory duties concerning State financial matters are membership on the State Bond Commission, the approval of all State contracts or leases and appearing before any committee of the General Assembly to represent the State's best interests when any measure affecting the State Treasury is pending.

In addition to the constitutionally mandated offices, the General Statutes provide for a number of executive branch agencies, departments and commissions, each of which generally has its own agency head appointed by the Governor, in most cases with the advice and consent of one or both houses of the General Assembly. Of these statutorily established offices, the one most directly related to the fiscal operation and condition of the State is the Office of Policy and Management. The Secretary of the Office of Policy and Management is directly responsible to the Governor for policy development in four major areas: budget and financial management, policy development and planning, management and program evaluation, and intergovernmental policy. The Office of Policy and Management has significant responsibility in preparing the State budget, in assisting the Governor in policy development and in representing the State in most collective bargaining negotiations. It is the duty of the Office of Policy and Management to prepare and furnish to the General Assembly and Comptroller financial and accounting statements relating to the State's financial condition and general accounts, and to examine and assist in the organization, management and policies of departments and institutions supported by the State in order to improve their effectiveness. The Secretary of the Office of Policy and Management, like the Comptroller, is empowered to inspect the financial records and to require reports of State agencies.

Employees of the executive department are included in **Tables A-2** and **A-3** below under all function headings except the legislative and judicial functions. A list of the major executive branch agencies, departments and commissions, by function headings, is found in **Table A-5**.

Judicial Department. The State's judicial department consists of three principal trial and appellate courts: the Superior Court, the Appellate Court, and the Supreme Court.

The Superior Court is vested with original trial court jurisdiction over all civil and criminal matters. There are approximately 179 sitting Superior Court judges, each nominated by the Governor and appointed by the General Assembly to eight-year terms.

On July 1, 1983, the Appellate Court was created and the appellate session of the Superior Court was dissolved. The Appellate Court hears appeals from decisions of the Superior Court except for certain matters which

are directly appealable to the Supreme Court. There are ten Appellate Court judges nominated by the Governor and appointed by the General Assembly to eight-year terms.

The Connecticut Supreme Court reviews decisions of the Appellate Court and, in certain cases, of the Superior Court. Except in cases where original jurisdiction exists in the Supreme Court, there is no right of review in the Supreme Court unless specifically provided by statute. The Supreme Court consists of seven Justices (one Chief Justice and six Associate Justices) nominated by the Governor and appointed by the General Assembly to eight-year terms.

In addition to the principal trial and appellate courts, there is a Court of Probate in each of 123 probate districts situated throughout the State.

Employees of the judicial department are shown in **Tables A-2** and **A-3** under the judicial function heading.

Quasi-Public Agencies. In addition to the budgeted components of State government provided for in the State’s Constitution and the General Statutes, important State-wide governmental functions are performed by quasi-public agencies, authorities and similar bodies created under the General Statutes. A number of these entities receive significant funding from the State, although they are not budgeted agencies of the State. Each of these entities is governed by a board of directors chosen in accordance with its respective enabling statute. These boards generally include legislative appointees, gubernatorial appointees and ex officio directors holding certain executive branch offices.

State Employees

Employment Statistics. Statistics regarding approximate filled permanent full-time positions within budgeted components of State government are shown on the following two tables.

TABLE A-2
State Employees^(a)
By Function of Government

<u>Function Headings^(b)</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>2004^(c)</u>
Legislative	434	447	509	502	
General Government	3,910	3,910	3,909	3,261	
Regulation and Protection	4,550	4,592	4,620	3,950	
Conservation and Development	1,463	1,457	1,496	1,261	
Health and Hospitals	8,747	8,635	8,710	7,330	
Transportation	3,643	3,626	3,631	2,918	
Human Services.....	2,375	2,332	2,315	1,847	
Education.....	14,357	14,921	15,331	14,384	
Corrections	10,027	9,956	10,168	9,485	
Judicial	<u>3,224</u>	<u>3,342</u>	<u>3,369</u>	<u>3,769</u>	
Total.....	52,730	53,218	54,058	48,707	51,449

(a) Table shows approximate filled full-time positions as of June 30 in each of the listed years.

(b) A breakdown of the agencies, boards, commissions and similar bodies included in each of the listed government function headings is shown in **Table A-5**.

(c) Total for 2004 represents approximate filled full-time positions. Breakdowns could not be determined at this time because of difficulties in obtaining the appropriate reports from the State’s Core-CT System.

SOURCE: Office of Policy and Management

TABLE A-3
State Employees as of June 30, 2003^{(a)(b)}
By Function of Government and Fund Categories

<u>Function Headings</u>	<u>General Fund</u>	<u>Special Transportation Fund</u>	<u>Other Appropriated Funds</u>	<u>Special Funds – Non-Appropriated</u>	<u>Federal Funds</u>	<u>Private Contributions</u>	<u>TOTALS</u>
Legislative	502						502
General Government	2,560	9	8	348	24	312	3,261
Regulation and Protection	1,949	549	478	183	781	10	3,950
Conservation and Development	522		7	336	284	112	1,261
Health and Hospitals	6,874			60	347	49	7,330
Transportation		2,806		112			2,918
Human Services	1,548		12		276	11	1,847
Education	9,010			5,218	156		14,384
Corrections	9,326			85	74		9,485
Judicial	3,725			12	32		3,769
Total	36,016	3,364	505	6,354	1,974	494	48,707

(a) Table shows approximate filled full-time positions.

(b) Breakdown for 2004 could not be determined at this time because of difficulties in obtaining the appropriate reports from the State's Core-CT System. There are approximately 51,449 filled full-time positions as of June 30, 2004.

SOURCE: Office of Policy and Management

Collective Bargaining Units and Process. The General Statutes guaranty State employees, other than elected or appointed officials and certain management employees and others with access to confidential information used in collective bargaining, the right to organize and participate in collective bargaining units. There are presently 32 such bargaining units representing State employees.

The General Statutes establish the general parameters of the collective bargaining process with respect to bargaining units representing State employees. At any given point in time, there are generally a number of collective bargaining units with agreements under negotiation. All collective bargaining agreements require approval of the General Assembly. The General Assembly may approve any such agreement as a whole by a majority vote of each house or may reject any such agreement as a whole by a majority vote of either house. An arbitration award may be rejected in whole by a two-thirds vote of either house of the General Assembly upon a determination that there are insufficient funds for full implementation of the award.

The General Statutes deny State employees the right to strike. Questions concerning employment or bargaining practices prohibited by the sections of the General Statutes governing collective bargaining with regard to State employees may generally be brought before the State Board of Labor Relations.

Information regarding employees participating in collective bargaining units and employees not covered by collective bargaining is shown on the following table:

TABLE A-4
Full-Time Work Force
Collective Bargaining Units and
Those Not Covered by Collective Bargaining

<u>Bargaining Unit/Status Group</u>	<u>Percentage of State Employees Represented^(a)</u>	<u>Contract Status, if any</u>
<u>Covered by Collective Bargaining</u>		
Correction Officers	9.19%	Contract in place through 6/30/2008
Administrative Clerical	8.55%	Contract in place through 6/30/2006
Maintenance and Service	7.54%	Contract in place through 6/30/2005 ^(b)
Health Care Non-Professionals	7.34%	Contract in place through 6/30/2009
Social and Human Services	7.19%	Contract in place through 6/30/2006
Administrative and Residual	5.63%	Contract in place through 6/30/2007
Health Care Professionals	5.52%	Contract in place through 6/30/2009
Engineering, Scientific and Technical	4.61%	Contract in place through 6/30/2005 ^(b)
University Health Professionals (University of Connecticut Health Center)	3.13%	Contract in place through 6/30/2006
University of Connecticut Professional Employee Association	2.86%	Contract in place through 6/30/2007
University of Connecticut Faculty	2.83%	Contract in place through 6/30/2007
Judicial Employees	2.63%	Contract in place through 6/30/2006
Connecticut State University Faculty	2.50%	Contract in place through 8/24/2007
Congress of Connecticut Community Colleges	2.43%	Contract in place through 6/30/2007
Vocational Technical School Teachers	2.31%	Contract in place through 8/31/2007
State Police	2.17%	Contract in place through 6/30/2007
Judicial Professionals	2.09%	Contract in place through 6/30/2006
Protective Services	1.62%	Contract in place through 6/30/2008
Education Professionals (Institutions)	1.58%	Contract in place through 6/30/2005 ^(b)
Other Bargaining Units (13 units)	6.24%	Varies by Unit
Total Covered by Collective Bargaining	87.97%	
<u>Not Covered by Collective Bargaining</u>		
Auditors of Public Accounts	0.20%	Not Applicable
Other Employees	11.83%	Not Applicable
Total Not Covered by Collective Bargaining	12.03%	
Total Full-Time Work Force	100.00%	

(a) Percentage expressed reflects approximately 51,360 filled full-time positions as of June 30, 2005.

(b) The State and the bargaining unit are currently in arbitration for a successor contract.

SOURCE: Office of Policy and Management

Governmental Services

Services provided by the State or financed by State appropriations are classified under one of ten major government function headings or are classified as “non-functional”. These function headings are used for the State’s General Fund and for other funds of the State used to account for appropriated moneys. State agencies, boards, commissions and other bodies are each assigned to one of the function headings for budgeting purposes. The following table shows a breakdown of the government function headings according to the major agencies, boards, commissions and other bodies assigned to them.

TABLE A-5
Function of Government Headings ^{(a)(b)}

<p><u>Legislative</u> Legislative Management Auditors of Public Accounts Commission on the Status of Women Commission on Children Latino and Puerto Rican Affairs Commission African-American Affairs Commission</p> <p><u>General Government</u> Governor’s Office Secretary of the State Lieutenant Governor’s Office Elections Enforcement Commission Ethics Commission Freedom of Information Commission Judicial Selection Commission State Properties Review Board State Treasurer State Comptroller Department of Revenue Services Division of Special Revenue State Insurance and Risk Management Board Gaming Policy Board Office of Policy and Management Department of Veterans’ Affairs Office of Workforce Competitiveness Department of Administrative Services Department of Information Technology Department of Public Works Attorney General Office of the Claims Commissioner Division of Criminal Justice Criminal Justice Commission State Marshal Commission</p>	<p><u>Regulation and Protection</u> Department of Public Safety Police Officer Standards and Training Council Board of Firearms Permit Examiners Department of Motor Vehicles Military Department Commission on Fire Prevention and Control Department of Banking Insurance Department Office of Consumer Counsel Department of Public Utility Control Office of Managed Care Ombudsman Department of Consumer Protection Department of Labor Office of Victim Advocate Commission on Human Rights and Opportunities Office of Protection and Advocacy for Persons with Disabilities Office of the Child Advocate Workers’ Compensation Commission</p> <p><u>Conservation and Development</u> Department of Agriculture Department of Environmental Protection Council on Environmental Quality Commission on Culture and Tourism Department of Economic and Community Development Agricultural Experiment Station</p> <p><u>Health and Hospitals</u> Department of Public Health Office of Health Care Access Office of the Chief Medical Examiner Department of Mental Retardation Department of Mental Health and Addiction Services Psychiatric Security Review Board</p>	<p><u>Transportation</u> Department of Transportation</p> <p><u>Human Services</u> Department of Social Services Soldiers’, Sailors’, and Marines’ Fund</p> <p><u>Education, Libraries and Museums</u> Department of Education Board of Education and Services for the Blind Commission on the Deaf and Hearing Impaired State Library Department of Higher Education University of Connecticut University of Connecticut Health Center Charter Oak State College Teachers’ Retirement Board Regional Community-Technical Colleges Connecticut State University</p> <p><u>Corrections</u> Department of Correction Department of Children and Families Council to Administer the Children’s Trust Fund</p> <p><u>Judicial</u> Judicial Department Public Defender Services Commission</p>
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- (a) In addition to the ten listed government function headings, the State also employs a “non-functional” heading under which are grouped various miscellaneous accounts including debt service and State employee fringe benefit accounts.
- (b) Listing of agencies, boards, commissions and similar bodies is as of July 1, 2004.

SOURCE: Office of Policy and Management.

In addition to services provided directly by the State, various State-wide and regional quasi-public agencies, authorities and similar bodies also provide services. Such entities principally assist in the financing of various types of facilities and projects. In addition to their own budgetary resources and the proceeds of their borrowings, a number of such entities have received substantial funding from the State, which the entities generally use to provide financial assistance to the general public and the private and nonprofit sectors.

Because Connecticut does not have an intermediate county level of government between State and local government, local entities provide all governmental services not provided by the State and quasi-public agencies. Such services are financed principally from property tax revenues, State funding of various types and federal funding.

STATE ECONOMY

Connecticut is a highly developed and urbanized state. It is situated directly between the financial centers of Boston and New York. Connecticut is located on the northeast coast and is the southernmost of the New England States. It is bordered by Long Island Sound, New York, Massachusetts and Rhode Island. More than one quarter of the total population of the United States and more than 50% of the Canadian population live within 500 miles of the State.

Economic Resources

Population Characteristics. Connecticut had a population count of 3,405,565 in April 2000, an increase of 118,449, or 3.6%, from the 3,287,116 figure of 1990. The State's population growth rate, which exceeded the United States' rate of population growth during the period 1940 to 1970, slowed substantially and trailed the national average markedly during the past three decades. The following table presents the population trends of Connecticut, New England and the United States since 1940. Connecticut's population increased 3.6% from 1990 to 2000 versus 5.4% in New England. Within New England, only Vermont and New Hampshire experienced growth significantly higher than the region. The mid-2004 population in Connecticut was estimated at 3,503,604 up 0.5% from a year ago, compared to increases of 0.3% and 1.0% for New England and the United States, respectively.

TABLE A-6

**Population
(In Thousands)**

<u>Calendar Year</u>	<u>Connecticut</u>		<u>New England</u>		<u>United States</u>	
	<u>Total</u>	<u>% Change</u>	<u>Total</u>	<u>% Change</u>	<u>Total</u>	<u>% Change</u>
1940 Census	1,709	%	8,437	%	132,165	%
1950 Census	2,007	17.4	9,314	10.4	151,326	14.5
1960 Census	2,535	26.3	10,509	12.8	179,323	18.5
1970 Census	3,032	19.6	11,847	12.7	203,302	13.4
1980 Census	3,108	2.5	12,349	4.2	226,542	11.4
1990 Census	3,287	5.8	13,207	6.9	248,710	9.8
2000 Census	3,406	3.6	13,923	5.4	281,422	13.2
1995....	3,324	0.2	13,473	0.6	266,278	1.2
1996....	3,337	0.4	13,555	0.6	269,394	1.2
1997....	3,349	0.4	13,642	0.6	272,647	1.2
1998....	3,365	0.5	13,734	0.7	275,854	1.2
1999....	3,386	0.6	13,838	0.8	279,040	1.2
2000....	3,412	0.8	13,953	0.8	282,192	1.1
2001....	3,433	0.6	14,046	0.7	285,102	1.0
2002....	3,459	0.8	14,130	0.6	287,941	1.0
2003....	3,487	0.8	14,201	0.5	290,789	1.0
2004....	3,504	0.5	14,239	0.3	293,655	1.0

Note: 1940-2000, April 1 Census. Figures are for census comparison purposes.
1995-2004, Mid-year estimates.

SOURCE: United States Department of Commerce, Bureau of the Census

The State is highly urbanized with a 2004 population density of 723 persons per square mile, as compared with 83 for the United States as a whole and 227 for the New England region. Of the 8 counties in the State, 75% of the population resides within Fairfield (26%), Hartford (25%), and New Haven (24%) counties.

Transportation. Connecticut has an extensive network of expressways and major arterial highways which provide easy access to local and regional markets. Bradley International Airport, in Windsor Locks, is well situated for overseas air freight operations and is accessible from all areas of the State and Western Massachusetts.

Railroad freight service is provided to most major towns and cities in the State, and connections are provided with major eastern railroads as well as direct access to Canadian markets. In addition, Connecticut's proximity to the ports of New York and Boston provides it with access to European and South American export markets. The State's harbors at Bridgeport, New Haven and New London can accommodate deep draft vessels.

Connecticut provides financial assistance for all of the urban and rural bus services operating in the State. In addition, the State supports commuter express bus operations, Americans with Disabilities Act and paratransit services, and ridesharing programs. Rail commuter service operates between New Haven and New York City and related points. Also, rail commuter service operates between New London and Stamford.

Connecticut initiated a transportation infrastructure renewal program in 1984 and continues that program today. It has resulted in the restoration and enhancement of the major components of the transportation system and provides for the continued maintenance of these systems.

Utility Services. The power grid that supplies electricity to the entire State is owned and operated by both private and municipal electric companies. Transmission lines connect Connecticut with New York, New England and Canada. These interconnections allow the companies serving Connecticut to meet large or unexpected electric load requirements from resources located outside of Connecticut's boundaries. All electric utilities in the State are members of the New England Power Pool and operate as part of the regional bulk power system. An independent system operator, ISO New England, Inc., operates this regional system.

Legislation passed in 1998 provided for the restructuring of the electric industry in Connecticut. As of July 2000, most consumers in Connecticut can choose an independent electric supplier as their provider of electricity. The electricity is still delivered to the consumer over the wires of the regulated distribution companies (Connecticut Light & Power Company and The United Illuminating Company). Electric suppliers are not subject to rate regulation by the State Department of Public Utility Control (DPUC), but must receive a license issued by the DPUC before commencing service to consumers. In general, Connecticut consumers located in a municipally owned electric service territory are not subject to the 1998 restructuring legislation. These consumers continue to purchase and receive their electrical needs from the municipal electric company.

The restructuring legislation mandated a 10 percent rate reduction (from 1996 levels) subject to specific adjustments during the period of 2000 to 2003. This "standard offer" service was available to all consumers except those who had already entered into special contracts with the electric companies. The legislation also provided a procedure allowing for the recovery of utility's stranded costs, including the issuance of revenue bonds.

Legislation passed in 2003 extended the "standard offer" service, which was set to expire on January 1, 2004. During the period of 2004 to 2007, a new "transitional standard offer" service will be available to all consumers except those who have already entered into special contracts with the electric companies. The total rates charged under the "transitional standard offer" shall not exceed the 1996 base rates, excluding specific rate reductions made in September 2002. The 2003 legislation also provides that proceeds from rate reduction revenue bonds may be used to sustain funding of conservation and load management and renewable energy investment programs by substituting disbursements to the General Fund from such proceeds for disbursements from the Energy Conservation and Load Management Fund and from the Renewable Energy Investment Fund.

Natural gas service is provided to parts of the State through one municipal and three private gas distribution companies, including Yankee Gas Services Company, Connecticut Natural Gas Company, and Southern Connecticut Gas Company. Over the past few years, Energy East Corp. has acquired both Connecticut Natural Gas and Southern Connecticut Gas. Energy East is a New York-based regional utility holding company. Yankee Gas has also been recently acquired by Northeast Utilities.

Since 1996 the DPUC has allowed some competitive market forces to enter the natural gas industry in Connecticut. Commercial and industrial gas consumers can choose non-regulated suppliers for their natural gas requirements. The gas is delivered to the consumer using the local distribution company's mains and pipelines. This competitive market is not yet available to the residential consumer.

In addition to the electric and natural gas industries, telecommunications services are also in the process of being opened to competition. Local exchange telephone service is provided in the State by local exchange carriers (LECs) and competitive local exchange carriers (CLECs). Two LECs currently offer local telephone services in Connecticut. They are SBC Communications, Inc., which acquired The Southern New England Telephone Company (SNET) in 1997, and Verizon New York, Inc. Connecticut also has approximately 139 CLECs certified to provide local exchange services including Comcast, Cox Connecticut Telecommunication, LLC and Connecticut Telephone and Communications Systems, Inc.

Connecticut is dependent upon oil, including imported oil, for a portion of its energy requirements. This dependence is greatest in the transportation sector. Connecticut also relies on heating oils in both the residential and commercial sectors, and is reliant on residual oils and diesel fuels for the production of electricity. This petroleum dependence can make Connecticut particularly affected by developments in the oil commodity markets. Events that

affect the international or domestic production of oil, the domestic and international refining capabilities, or the transportation of petroleum products within the United States or into the New England region can affect Connecticut's local oil markets.

Economic Performance

Personal Income. Connecticut has a high level of personal income. Historically, the State's average per capita income has been among the highest in the nation. The high per capita income is due to the State's concentration of relatively high paying manufacturing jobs along with a higher portion of residents working in the non-manufacturing sector in such areas as finance, insurance and real estate, as well as educational services. A concentration of major corporate headquarters located within the State also contributes to the high level of income. The following table shows total and per capita personal income for Connecticut residents during the period from 1994 to 2003 and compares Connecticut per capita personal income as a percentage of both New England and the United States.

TABLE A-7

Connecticut Personal Income by Place of Residence

<u>Calendar Year</u>	<u>Connecticut</u>		<u>Connecticut Per Capita as % of</u>	
	<u>Total</u> (Millions of Dollars)	<u>Per Capita</u> (Dollars)	<u>New England</u>	<u>United States</u>
1994.....	98,467	29,695	115.6	133.7
1995.....	103,199	31,047	115.7	134.5
1996.....	108,189	32,421	115.0	134.1
1997.....	115,134	34,379	115.8	135.7
1998	123,918	36,826	116.3	137.0
1999.....	129,807	38,336	115.7	137.2
2000.....	141,570	41,492	114.9	139.0
2001.....	147,323	42,914	114.9	140.3
2002	147,856	42,745	114.2	138.8
2003	150,801	43,292	113.7	137.6

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

The following table indicates the annual growth rate of personal income, on a current and constant dollar basis, of Connecticut, New England and the United States.

TABLE A-8

Annual Growth Rates in Personal Income By Place of Residence

<u>Calendar Year</u>	<u>Conn.</u> <u>(Current)</u>	<u>New England</u> <u>(Current)</u>	<u>U.S.</u> <u>(Current)</u>	<u>Conn.</u> <u>(Constant)</u>	<u>New England</u> <u>(Constant)</u>	<u>U.S.</u> <u>(Constant)</u>
1994	2.7%	4.3%	5.0%	0.6%	2.1%	2.8%
1995	4.8%	5.1%	5.3%	2.7%	2.9%	3.2%
1996	4.8%	5.7%	6.0%	2.9%	3.7%	4.0%
1997	6.4%	6.0%	6.1%	4.7%	4.2%	4.3%
1998	7.6%	7.4%	7.4%	6.4%	6.2%	6.2%
1999	4.8%	5.4%	5.1%	3.3%	3.9%	3.6%
2000	9.1%	9.9%	8.0%	6.7%	7.6%	5.7%
2001	4.1%	3.6%	3.5%	1.6%	1.2%	1.1%
2002	0.4%	1.2%	1.7%	(1.3%)	(0.4%)	0.1%
2003	2.0%	2.7%	3.2%	0.2%	0.8%	1.3%

Note—Constant dollars are adjusted for inflation using the GDP deflator.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

The following table indicates the sources of personal income by place of residence for the State and the United States in 2003.

TABLE A-9

**Sources of Personal Income By Place of Residence
Calendar 2003
(In Millions)**

	<u>Conn.</u>	<u>Percent of Total</u>	<u>U.S.</u>	<u>Percent of Total</u>
Wages in Non-manufacturing	\$ 73,545	48.77%	\$4,434,814	48.41%
Property Income (Div., Rents & Int.)	24,543	16.28%	1,476,508	16.12%
Wages in Manufacturing	12,219	8.10%	668,753	7.30%
Transfer Payments less Social Insurance Paid.....	4,998	3.31%	562,133	6.14%
Other Labor Income	18,933	12.55%	1,185,458	12.94%
Proprietor's Income.....	<u>16,563</u>	<u>10.98%</u>	<u>834,100</u>	<u>9.10%</u>
Personal Income—Total.....	\$150,801	100.0%	\$9,161,766	100.0%

Note—Columns may not add due to rounding.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

Gross State Product. The State and the region's economic vitality is evidenced in the rate of growth of its Gross State Product. Gross State Product is the current market value of all final goods and services produced by labor and property located within the State.

In 2002, the State produced \$165.7 billion worth of goods and services and \$158.9 billion worth of goods and services in 2000 chained dollars.

The following table shows the Gross State Product in current dollars for Connecticut, New England and the United States.

TABLE A-10
Gross State Product
(In Millions of Dollars*)

<u>Year</u>	<u>Connecticut</u>		<u>New England^(a)</u>		<u>United States^(b)</u>	
	<u>\$</u>	<u>% Growth</u>	<u>\$</u>	<u>% Growth</u>	<u>\$</u>	<u>% Growth</u>
1998	143,232		495,753		8,679,658	
1999	148,251	3.5	523,099	5.5	9,201,138	6.0
2000	157,988	6.6	564,534	7.9	9,749,105	6.0
2001	162,411	2.8	579,858	2.7	10,031,393	2.9
2002	165,744	2.1	595,910	2.8	10,407,141	3.7

(a) Sum of the New England States' Gross State Products.

(b) Denotes the Gross Domestic Product, which is the total market value of all final goods and services produced in the U.S.

* The system for these calculations was converted from SIC Codes to the NAICS system for years 1998 and later and therefore prior year figures are not included.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

The following table shows the Gross State Product in 2000 chained dollars.

TABLE A-11
Gross State Product
(In Millions of 2000 Chained Dollars*)

<u>Year</u>	<u>Connecticut</u>		<u>New England</u>		<u>United States</u>	
	<u>\$</u>	<u>% Growth</u>	<u>\$</u>	<u>% Growth</u>	<u>\$</u>	<u>% Growth</u>
1998	148,276		508,805		9,004,664	
1999	151,013	1.8	530,553	4.3	9,404,246	4.4
2000	157,988	4.6	564,534	6.4	9,749,105	3.7
2001	158,810	0.5	569,384	0.9	9,809,501	0.6
2002	158,902	0.1	574,116	0.8	10,014,936	2.1

* 2000 chained dollar series are calculated as the product of the chain-type quantity index and the 2000 current-dollar value of the corresponding series, divided by 100. The system for these calculations was converted from SIC Codes to the NAICS system for years 1998 and later and therefore prior year figures are not included.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

The table below shows the contribution to Connecticut's Gross State Product of the manufacturing and non-manufacturing sectors in the State's economy. The table shows that, in 2002, Connecticut's production concentrated in two areas: finance, insurance and real estate (FIRE) and manufacturing. Production in these two industries accounted for 42.1% of total production in Connecticut compared to 33.4% for the nation and was little changed from 42.6% in 1998. This demonstrates that Connecticut's economy is more heavily concentrated in a few industries than the nation as a whole and this concentration has changed little in recent years.

The output contribution of manufacturing, however, has been declining over time as the contributions of FIRE and services have been rapidly increasing. The share of production from the manufacturing sector decreased, caused by increased competition with foreign countries and other states as well as generally declining and only recently rising defense expenditures during this period. The broadly defined services in the private sector, which includes industries in information, professional and technical services, health care and education, FIRE and other services, have increased to 62.8% of the total GSP in 2002 from 61.0% in 1998. During this period, the shift toward services in Connecticut has been occurring at a slightly slower rate than the rate for the nation as a whole. The share of service production increased 2.1 percentage points (3.6%) in Connecticut versus 2.5 percentage points (5.2%) for the nation. The increasing share of service production may help smooth the business cycle, reducing the span and depth of recessions and prolonging the length of expansions. Normally, activities in service sectors relative to manufacturing are less susceptible to pent-up demand, less subject to inventory-induced swings, less intensive in capital requirements, and somewhat less vulnerable to foreign competition. Therefore, this shift to the service sectors may serve to smooth output fluctuations.

TABLE A-12
Gross State Product by Industry in Connecticut
(In Millions of Dollars*)

<u>Sector</u>	<u>1998</u>	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>
Manufacturing	\$21,401	\$20,360	\$20,832	\$21,313	\$20,807
Construction ^(a)	4,469	4,760	5,115	5,389	5,355
Agriculture ^(b)	319	328	365	358	327
Utilities ^(c)	10,352	11,110	11,261	11,348	11,219
Wholesale Trade	8,507	8,686	8,669	8,936	9,079
Retail Trade	8,740	9,293	10,229	9,979	11,004
Finance ^(d)	39,656	41,567	46,451	47,532	48,925
Services ^(e)	37,372	39,348	41,377	43,145	43,937
Government	<u>12,416</u>	<u>12,799</u>	<u>13,689</u>	<u>14,411</u>	<u>15,091</u>
Total GSP	\$143,232	\$148,251	\$157,988	\$162,411	\$165,744

Note—Columns may not add due to rounding.

(a) Includes mining.

(b) Includes forestry and fisheries.

(c) Includes transportation, communications, electric, gas and sanitary services.

(d) Includes finance, insurance and real estate.

(e) Covers a variety of activities, including professional, business and personal services.

* The system for these calculations was converted from SIC Codes to the NAICS system for years 1998 and later and therefore prior year figures are not included.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis

Employment

Non-agricultural employment includes all persons employed except federal military personnel, the self-employed, proprietors, unpaid workers, farm and household domestic workers. The following table compares non-agricultural establishment employment for Connecticut, New England and the United States between 1994 and 2003. In Connecticut, approximately 55% of total personal income is derived from wages and salaries earned by workers classified in the non-agricultural employment sector. Therefore the non-agricultural employment figure is a valuable indicator of economic activity. Connecticut's nonagricultural employment reached its decade-long high in the first quarter of 1989 with 1,676,740 persons employed, but began declining with the onset of the recession in the early 1990s. It was not until 1994 that the State's economy started to gain momentum, adding tens of thousands of new workers. In the first quarter of 2000, nonagricultural employment surpassed the previous peak with a total employment of 1,686,330. Total nonagricultural employment declined in 2001 as the economy softened beginning with the fourth quarter of 2000.

TABLE A-13
Non-agricultural Employment^(a)
(In Thousands)

Calendar Year	Connecticut		New England		United States	
	Employment	Percent Growth	Employment	Percent Growth	Employment	Percent Growth
1994	1,543.7	0.82	6,200.0	1.97	114,282	3.11
1995	1,561.6	1.16	6,326.6	2.04	117,306	2.65
1996	1,583.6	1.41	6,431.8	1.66	119,699	2.04
1997	1,612.5	1.82	6,575.2	2.23	122,767	2.56
1998	1,643.5	1.92	6,723.5	2.26	125,934	2.58
1999	1,669.2	1.56	6,855.1	1.96	128,992	2.43
2000	1,693.2	1.44	7,017.1	2.36	131,791	2.17
2001	1,681.2	(0.71)	7,026.4	0.13	131,837	0.03
2002	1,665.0	(0.96)	6,918.1	(1.54)	130,343	(1.13)
2003	1,643.5	(1.29)	6,835.4	(1.20)	129,937	(0.31)

(a) Non-agricultural employment excludes agricultural workers, proprietors, self-employed individuals, domestic workers, family workers and members of the armed forces.

SOURCE: United States Department of Labor, Bureau of Labor Statistics

Composition of Employment. The following table shows the distribution of non-agricultural employment in Connecticut and the United States in 2003. The table shows that Connecticut has a larger share of employment in services, manufacturing and finance than the nation as a whole.

TABLE A-14
Connecticut Non-agricultural Employment, 2003
(In Thousands)

	<u>Connecticut</u>		<u>United States</u>	
	<u>Total</u>	<u>%</u>	<u>Total</u>	<u>%</u>
Services ^(a)	647.5	39.40	50,091	38.55
Trade ^(b)	305.3	18.58	25,283	19.46
Manufacturing	199.5	12.14	14,524	11.18
Government	246.3	14.99	21,574	16.60
Finance ^(c)	143.3	8.72	7,974	6.14
Utilities ^(d)	39.5	2.40	3,198	2.46
Construction ^(e)	<u>62.1</u>	<u>3.79</u>	<u>7,293</u>	<u>5.61</u>
	1,643.5	100.00	129,937	100.00

(a) Covers a considerable variety of activities, including professional, business and personal services.

(b) Includes wholesale and retail trade, transportation, communication, electricity and gas.

(c) Includes finance, insurance, and real estate.

(d) Includes publishing, broadcasting, telecommunications, internet providers and data processing.

(e) Includes mining.

SOURCE: United States Department of Labor, Bureau of Labor Statistics

Recent trends in the State's non-agricultural employment are reflected in the following table. Throughout the last four decades, while manufacturing employment in Connecticut has been steadily declining, employment in non-manufacturing industries has surged. In calendar 2003, approximately 88% of the State's workforce was employed in non-manufacturing jobs, up from roughly 50% in the early 1950s.

TABLE A-15

**Connecticut Non-agricultural Employment
(Annual Averages In Thousands)**

<u>Year</u>	<u>Manufacturing</u>	<u>Trade^(a)</u>	<u>Services^(b)</u>	<u>Government</u>	<u>Finance^(c)</u>	<u>Information^(d)</u>	<u>Construction^(e)</u>	<u>Total Non-agricultural Employment^(f)</u>
1994	253.43	290.71	556.39	217.17	135.63	40.38	49.97	1,543.68
1995	248.51	294.84	572.37	220.84	132.38	41.49	51.16	1,561.59
1996	245.33	299.12	591.32	222.80	128.58	43.28	53.20	1,583.63
1997	245.38	302.53	607.73	225.72	130.12	44.49	56.54	1,612.51
1998	247.87	308.59	618.60	227.83	136.98	44.28	59.32	1,643.47
1999	240.24	312.18	634.48	235.14	140.83	44.67	61.64	1,669.18
2000	235.71	317.50	643.31	241.88	143.05	46.42	65.37	1,693.24
2001	226.71	312.18	644.11	244.47	142.95	44.68	66.09	1,681.19
2002	211.18	309.25	647.39	249.30	142.63	41.02	64.18	1,664.95
2003	199.53	305.30	647.45	246.24	143.33	39.52	62.13	1,643.50

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- (a) Includes wholesale and retail trade, transportation, communication, electricity and gas.
 - (b) Covers a considerable variety of activities, including professional, business and personal services.
 - (c) Includes finance, insurance and real estate.
 - (d) Includes publishing, broadcasting, telecommunications, internet providers and data processing.
 - (e) Includes mining.
 - (f) Totals may not equal sum of individual categories due to rounding.

SOURCE: United States Department of Labor, Bureau of Labor Statistics, Connecticut Labor Department

Manufacturing

The manufacturing industry, despite its continuing downward employment trend over the past five decades, has traditionally served as an economic base industry and has been of prime economic importance to Connecticut. Based on the level of personal income derived from this sector, Connecticut ranks seventeenth in the nation for its dependency on manufacturing in fiscal 2003. Manufacturing has traditionally been of prime economic importance to Connecticut but has continued to trend down during the last decade. The following table provides a ten-year historical picture of manufacturing employment in Connecticut, the New England region and the United States. This downward movement in employment levels is also reflected in the New England region and the nation. The transformation in the State's manufacturing base confirms that the State's employment share in the manufacturing sector is converging to the national average. Thus, Connecticut has been successful in diversifying itself away from dependence on just one type of industry. In calendar 2003, approximately 12% of the State's workforce, versus 11% for the nation, was employed in the manufacturing industry, down from roughly 50% in the early 1950s.

TABLE A-16

**Manufacturing Employment
(In Thousands)**

Calendar Year	Connecticut		New England		United States	
	Number	% Growth	Number	% Growth	Number	% Growth
1994	253.4	(3.10)	972.6	(1.14)	17,024	1.47
1995	248.5	(1.93)	967.8	(0.49)	17,244	1.29
1996	245.3	(1.29)	961.4	(0.66)	17,236	(0.05)
1997	245.4	0.04	965.1	0.38	17,418	1.06
1998	247.9	1.02	970.1	0.52	17,560	0.82
1999	240.2	(3.11)	944.8	(2.61)	17,323	(1.35)
2000	235.7	(1.87)	943.2	(0.17)	17,266	(0.33)
2001	226.7	(3.82)	900.7	(4.51)	16,441	(4.78)
2002	211.2	(6.84)	815.8	(9.43)	15,257	(7.20)
2003	199.5	(5.54)	766.1	(6.09)	14,524	(4.80)

SOURCE: United States Department of Labor, Bureau of Labor Statistics, Connecticut State Labor Department.

Connecticut has a diverse manufacturing sector, with the construction of transportation equipment (primarily aircraft engines and submarines) being the dominant industry. The State is also a leading producer of military and civilian helicopters. Employment in the transportation equipment sector is followed by fabricated metals, computer and electronics, and machinery for the total number employed in 2003.

TABLE A-17
Manufacturing Employment
By Industry
(In Thousands)

Calendar Year	Transportation Equipment	Fabricated Metals	Computer & Electronics	Machinery	Other^(a)	Total Manufacturing Employment
1994	59.94	49.19	36.45	24.98	82.87	253.43
1995	55.50	50.20	35.95	24.84	82.02	248.51
1996	53.66	50.71	35.82	24.71	80.43	245.33
1997	51.49	50.70	37.20	25.46	80.53	245.38
1998	52.27	51.86	37.61	25.42	80.71	247.87
1999	49.86	50.27	35.34	23.98	80.79	240.24
2000	46.92	49.75	35.41	23.72	79.91	235.71
2001	46.86	46.99	33.68	22.41	76.77	226.71
2002	45.33	43.21	29.25	20.27	73.12	211.18
2003	43.33	41.10	26.54	18.54	70.02	199.53

(a) Includes other industries such as wood products, furniture, glass/stone, primary metals and instruments in the durable sector, as well as all industries such as chemicals, paper and plastics in the nondurable sector.

SOURCE: United States Department of Labor, Bureau of Labor Statistics.

During the past ten years, Connecticut's manufacturing employment was at its highest in 1994 at 253,430 workers. Since that year, employment in manufacturing was on a downward trend with only a slight increase in 1997 and 1998. A number of factors, such as heightened foreign competition, outsourcing to offshore locations, and improved productivity played a significant role in affecting the overall level of manufacturing employment. Total manufacturing jobs in Connecticut continued to decline to a recent low of 199,530 in 2003, after a rebound to 247,870 in 1998. The total number of manufacturing jobs dropped 53,900, or 21.3% for the ten year period since 1994.

Exports. In Connecticut, the export sector of manufacturing has assumed an important role in overall economic growth. According to figures published by the United States Department of Commerce, which were adjusted and enhanced by the University of Massachusetts (MISER), exports of manufacturing products registered at \$8.1 billion in 2003, accounting for 4.8% of Gross State Product. From 1999 to 2003, the State's export of goods grew at an average annual rate of 3.2%. The following table shows the growth in exports of manufacturing products.

TABLE A-18
Exports Originating in Connecticut
(In Millions)

	<u>1999</u>	<u>2000</u>	<u>2001</u>	<u>2002</u>	<u>2003</u>	<u>% of 2003 Total</u>	<u>Average % Growth 1999-2003</u>
A. Manufacturing Products							
Transportation Equipment	\$2,599.0	\$3,168.5	\$3,988.3	\$4,098.7	\$3,298.1	40.5%	7.8%
Computer & Electronics	877.6	904.5	804.4	760.0	789.5	9.7	(2.4)
Machinery, Except Electronics	755.7	1,005.2	898.0	669.8	784.4	9.6	3.5
Fabricated Metal Production	328.5	369.8	391.5	427.4	440.5	5.4	7.7
Chemicals	547.7	612.8	567.3	499.9	749.0	9.2	10.6
Misc. Manufacturing	581.5	395.1	430.4	393.6	486.4	6.0	(2.0)
Electrical Equipment	242.9	292.9	259.8	316.3	336.1	4.1	9.3
Plastics & Rubber	153.1	144.5	152.0	141.2	137.6	1.7	(2.5)
Paper	139.6	150.8	139.5	174.9	188.6	2.3	8.4
Primary Metal Mfg.	191.1	247.0	210.1	167.6	203.1	2.5	3.8
Others	<u>814.5</u>	<u>755.7</u>	<u>769.1</u>	<u>664.0</u>	<u>723.1</u>	<u>8.9</u>	<u>(2.6)</u>
Total	\$7,231.2	\$8,046.8	\$8,610.4	\$8,313.4	\$8,136.4	100.0%	3.2%
% Growth	(0.9%)	11.3%	7.0%	(3.4%)	(2.1%)		
B. Gross State Product^(a)	\$148,251	\$157,988	\$162,411	\$165,744	\$168,751		
Mfg Exports as a % of GSP	4.9%	5.1%	5.3%	5.0%	4.8%		

(a) In millions.

(b) Gross State Product for 2003 is estimated by the Office of Policy and Management and is assumed to grow at the same rate as income derived from wages and salary, which is estimated by the United States Department of Commerce, Bureau of Economic Analysis.

SOURCE: United States Department of Commerce, Bureau of Economic Analysis
Massachusetts Institute for Social and Economic Research, University of Massachusetts (MISER)

Defense Industry. One important component of the manufacturing sector in Connecticut is the defense industry. Approximately one quarter of the State's manufacturing employees are employed in defense related business. Nonetheless, this sector's significance in the State's economy has declined considerably since the early 1980s. Connecticut has witnessed a marked reduction in the amount of federal spending earmarked for defense related industries in the State. In federal fiscal year 2003, Connecticut received \$8.1 billion of prime contract awards. These total awards accounted for 4.2% of national total awards and ranked 5th in total defense dollars awarded and 2nd in per capita dollars awarded among the 50 states. In fiscal year 2003, Connecticut had \$2,315 in per capita defense awards, compared to the national average of \$658. As measured by a three year moving average of defense contract awards as a percent of Gross State Product, awards to Connecticut based firms have increased to 3.6% of Gross State Product in fiscal year 2003, up from 2.5% of Gross State Product in fiscal year 1994. Recent increases were primarily due to the procurement of helicopters and submarines.

Connecticut is a leading producer of aircraft engines and parts, submarines, and helicopters. The largest employers in these industries are United Technologies Corporation, including its Pratt and Whitney Aircraft Division

with headquarters in East Hartford, and Sikorsky Aircraft Corporation in Stratford, as well as General Dynamics Corporation's Electric Boat Division in Groton.

The following table provides a historical perspective of defense contract awards for the past ten fiscal years. Defense contracts are awarded in their entirety and multi-year awards are credited in the year they are awarded, thus giving rise to some of the fluctuation.

TABLE A-19
Defense Contract Awards

Federal Fiscal Year	Connecticut Total Contract Award (Thousands)	Connecticut Rank Among States Total Awards	% Change from Prior Year	
			Connecticut	U.S.
1993-94	\$2,450,069	14th	(15.4)	(3.4)
1994-95	\$2,718,021	12th	10.9	(1.2)
1995-96	\$2,638,260	13th	(2.9)	0.4
1996-97	\$2,535,981	13th	(3.9)	(2.6)
1997-98	\$3,408,719	9th	34.4	2.7
1998-99	\$3,169,394	12th	(7.0)	5.0
1999-00	\$2,177,462	17th	(31.3)	7.3
2000-01	\$4,269,536	10th	96.1	9.7
2001-02	\$5,638,582	9th	32.1	17.4
2002-03	\$8,064,809	5th	43.0	20.5

SOURCE: United States Department of Defense

Non-manufacturing. The non-manufacturing sector is comprised of industries that primarily provide services. Services differ significantly from manufactured goods in that the output is generally intangible, it is produced and consumed concurrently and it cannot be inventoried. Consumer demand for services is not as postponable as the purchase of goods, making the flow of demand for services more stable. An economy will therefore generally become more stable as it becomes more service oriented. Over the past several decades the non-manufacturing sector of the State's economy has risen in economic importance, from just over 50% of total State employment in 1950 to approximately 88% by 2003. This trend has decreased the State's dependence on manufacturing. Over the course of the last ten years, there were approximately 153,800 jobs created in this sector, an increase of 11.9%. Moreover, this sector has more than compensated for the loss in manufacturing jobs, fueling the recovery in nonagricultural employment since 1994.

The table below provides a ten year profile of non-manufacturing employment in Connecticut, New England and the United States.

TABLE A-20
Non-manufacturing Employment
(In Thousands)

Calendar Year	Connecticut		New England		United States	
	Number	% Growth	Number	% Growth	Number	% Growth
1994	1,290.2	1.62	5,227.4	2.57	97,258	3.40
1995	1,313.1	1.77	5,358.8	2.51	100,062	2.88
1996	1,338.3	1.92	5,470.4	2.08	102,462	2.40
1997	1,367.1	2.15	5,610.2	2.56	105,349	2.82
1998	1,395.6	2.08	5,753.3	2.55	108,363	2.86
1999	1,428.9	2.39	5,910.3	2.73	111,668	3.05
2000	1,457.5	2.00	6,073.9	2.77	114,526	2.56
2001	1,454.5	(0.21)	6,125.7	0.85	115,396	0.76
2002	1,453.8	(0.05)	6,102.2	(0.38)	115,086	(0.27)
2003	1,444.0	(0.67)	6,069.3	(0.54)	115,413	0.28

SOURCE: United States Department of Labor, Bureau of Labor Statistics
Connecticut State Labor Department

Services, retail and wholesale trade, state and local government, as well as finance, insurance and real estate (FIRE) collectively comprise approximately 90% of the State's employment in the non-manufacturing sector. Connecticut non-manufacturing employment for 1994, 2001, 2002 and 2003 is shown in the table below. Total non-manufacturing employment has been broken down by industry. Percent changes over the fiscal year and over the decade are also provided. Between 1994 and 2003, service industry employment expanded by 91,060 workers, adding more than one out of every two jobs statewide, which registered an increase of 153,730 jobs. State and local governments expanded by 32,310 jobs. The increase in this line item over the ten-year period can be attributed to the Federal Government's decision to categorize all workers employed on Indian Reservations as state and local government employees. There are approximately 22,500 employees working at the State's two tribal casinos.

TABLE A-21
Connecticut Non-manufacturing Employment By Industry
(In Thousands)

<u>Industry</u>	<u>Calendar 1994</u>	<u>Calendar 2001</u>	<u>Calendar 2002</u>	<u>Calendar 2003</u>	<u>Percent Change 2002-03</u>	<u>Percent Change 1994-03</u>
Construction ^(a)	49.97	66.09	64.18	62.13	(3.19)	24.33
Information	40.38	44.68	41.02	39.52	(3.66)	(2.13)
Transportation, Warehousing & Utilities	49.30	50.26	48.95	48.56	(0.80)	(1.50)
Wholesale Trade	62.53	67.39	66.03	65.47	(0.85)	4.70
Retail Trade	178.88	194.53	194.27	191.27	(1.54)	6.93
Finance, Insurance & Real Estate Services ^(b)	135.63	142.95	142.63	143.33	0.49	5.68
Federal Government	556.39	644.11	647.39	647.45	0.01	16.37
State and Local Government	24.16	21.61	21.23	20.93	(1.41)	(13.37)
	<u>193.00</u>	<u>222.86</u>	<u>228.07</u>	<u>225.31</u>	<u>(1.21)</u>	<u>16.74</u>
Total Non-manufacturing Employment ^(c)	1,290.24	1,454.48	1,453.77	1,443.97	(0.67)	11.91

(a) Includes mining.

(b) Covers a considerable variety of activities, including professional and business services.

(c) Totals may not agree with detail due to rounding.

SOURCE: Connecticut State Labor Department

Retail Trade. Personal spending on goods and services generally accounts for two-thirds of the Gross Domestic Product. Approximately half of personal spending is generally done through retail stores. At the State level, retail trade therefore constitutes approximately one third of the State's economic activity, measured as Gross State Product. During the last decade, variations in retail trade closely matched variations in Gross State Product growth, making retail trade an important barometer of economic health.

The following table shows the major group in each SIC code as well as the State's retail trade history for the past five fiscal years. It demonstrates the fluctuating pattern of retail sales in Connecticut. Connecticut retail trade in fiscal 2003 totaled \$45.2 billion, an increase of 2.8% from fiscal 2002. This increase reflects the sales improvement in those industries such as general merchandise, hardware stores and food products.

TABLE A-22
Retail Trade In Connecticut
(In Millions)

	Fiscal Year <u>1999</u>	Fiscal Year <u>2000</u>	Fiscal Year <u>2001</u>	Fiscal Year <u>2002</u>	Fiscal Year <u>2003</u>	% Of Fiscal Year <u>2003 Total</u>	Average % Growth Fiscal Year <u>1999-2003</u>
SIC52 Hardware Stores	\$2,320	\$2,418	\$2,376	\$2,751	\$2,736	6.1%	4.4%
SIC53 General Merchandise	3,742	3,744	3,024	4,002	4,191	9.3	4.5
SIC54 Food Products	6,922	7,139	7,521	8,127	8,142	18.0	4.2
SIC55 Automotive Products	7,963	8,712	8,531	8,605	8,688	19.2	2.3
SIC56 Apparel & Accessory	2,047	2,195	2,237	2,274	2,105	4.7	0.8
SIC57 Furniture & Appliances	4,011	4,299	3,971	3,629	3,518	7.8	(3.0)
SIC58 Eating & Drinking	2,966	3,148	3,327	3,374	3,461	7.7	3.9
SIC59 Misc. Shopping Stores	<u>9,865</u>	<u>10,975</u>	<u>11,247</u>	<u>11,161</u>	<u>12,329</u>	<u>27.3</u>	5.9
Total^(a)	\$39,836	\$42,630	\$42,234	\$43,924	\$45,169	100.0%	3.2%
% Change from Previous Year	5.1	7.0	(0.9)	4.0	2.8		
Durables (SIC 52,55,57)	\$14,294	\$15,429	\$14,878	\$14,986	\$14,941	33.1%	1.2
% Change from Previous Year	5.9	7.9	(3.6)	(0.7)	(0.3)		
Non Durables (all other SICs)	\$25,542	\$27,201	\$27,356	\$28,939	\$30,228	66.9%	4.3
% Change from Previous Year	4.7	6.5	0.6	5.8	4.5		

(a) Totals may not agree with detail due to rounding.

SOURCE: Connecticut Department of Revenue Services

Unemployment Rates. The unemployment rate is the proportion of persons in the civilian labor force who do not have jobs but are actively looking for work. Unemployment rates tend to be high during economic slowdowns and low when the economy is expanding. The rate is widely utilized as a proxy for consumer confidence. In general, when the unemployment rate is high consumer spending is lower and vice versa.

After enjoying an extraordinary boom during the mid-1980s, Connecticut, as well as the rest of the Northeast, experienced an economic slowdown during the recession of the early 1990s. The unemployment rate in the State rose to a high of 5.7% in 1996, which was higher than the New England average of 4.8% and the national average of 5.4%. Through calendar 2000, Connecticut's unemployment rate generally declined and mostly remained below the New England and the national average. Connecticut's unemployment rate of 4.7% for the first six months of 2004 is below the New England and national average of 4.9% and 5.6%, respectively, for the same period.

The following table compares the unemployment rate averages of Connecticut, New England and the United States between 1994 and the first half of 2004.

TABLE A-23
Unemployment Rate

<u>Year</u>	<u>Unemployment Rate</u>		
	<u>Connecticut</u>	<u>New England</u>	<u>United States</u>
1994	5.6	5.9	6.1
1995	5.5	5.4	5.6
1996	5.7	4.8	5.4
1997	5.1	4.4	4.9
1998	3.4	3.5	4.5
1999	3.2	3.3	4.2
2000	2.2	2.8	4.0
2001	3.3	3.7	4.8
2002	4.3	4.8	5.8
2003	5.5	5.4	6.0
2004	4.9	4.8	5.5
2005 ^(a)	5.0	4.6	5.2

(a) Reflects average for the first six months.

SOURCE: Connecticut State Labor Department
Federal Reserve Bank of Boston
United States Department of Labor, Bureau of Labor Statistics

FINANCIAL PROCEDURES

The Budgetary Process

Balanced Budget Requirement. In November 1992, electors approved an amendment to the State Constitution providing that the amount of general budget expenditures authorized for any fiscal year shall not exceed the estimated amount of revenue for such fiscal year. This amendment also provides a framework for a cap on budget expenditures. The General Assembly is precluded from authorizing an increase in general budget expenditures for any fiscal year above the amount of general budget expenditures authorized for the previous fiscal year by a percentage which exceeds the greater of the percentage increase in personal income or the percentage increase in inflation, unless the Governor declares an emergency or the existence of extraordinary circumstances and at least three-fifths of the members of each house of the General Assembly vote to exceed such limit for the purposes of such emergency or extraordinary circumstances. The constitutional limitation on general budget expenditures does not include expenditures for the payment of bonds, notes or other evidences of indebtedness. There is no statutory or constitutional prohibition against bonding for general budget expenditures.

The Supreme Court has ruled that the provisions of the constitutional budget cap require the passage of additional legislation by a three-fifths majority in each house of the General Assembly, which has not yet occurred. In the interim, the General Assembly has been following a provision of the General Statutes, which contains the same budget cap as the constitutional amendment. In addition to the exclusion of debt service from the budget cap, this statute also excludes statutory grants to distressed municipalities, expenditures to implement federal mandates and court orders in the first fiscal year in which such expenditures are authorized, and payments from surplus for certain debt retirement and additional state employee pension contributions.

Biennium Budget. The State's fiscal year begins on July 1 and ends June 30. The General Statutes require that the budgetary process be on a biennium basis. The Governor is required to transmit a budget document to the General Assembly in February of each odd-numbered year setting forth the financial program for the ensuing biennium with a separate budget for each of the two fiscal years and a report which sets forth estimated revenues and expenditures for the three fiscal years after the biennium to which the budget document relates. In each even-numbered year, the Governor must prepare a report on the status of the budget enacted in the previous year with any recommendations for adjustments and revisions, and a report, with revisions, if any, which sets forth estimated revenues and expenditures for the three fiscal years after the biennium in progress.

Budget Document. By statute, the budget document consists of four parts. Part I is the Governor's budget message, and contains his program for meeting the expenditure needs of the State as well as financial statements detailing the condition of State debt, the financial position of all major State operating funds, recommended appropriations and State revenues on an actual basis for the last completed fiscal year and on an estimated basis for the fiscal year in progress and the fiscal years to which the budget relates. If a budget deficit or surplus is projected, the Governor will recommend the manner in which the deficit will be met or surplus used. The Governor's recommended appropriations from the General Fund and all special and agency funds comprise Part II of the budget document. Appropriations are set forth for meeting the cost of each major function and program. An accounting of federal funds and recommendations for the capital program are also included. Part III of the budget document consists of drafts of appropriations and revenue bills to carry out the Governor's budget recommendations. In Part IV of the budget, the Governor makes recommendations concerning the State's economy and analyzes the impact on the economy of the proposed spending and revenue programs.

Preparation of the Budget. Formulation of the budget document commences with the preparation of estimates of expenditure requirements for each fiscal year of the next biennium by the administrative head of each budgeted agency. These estimates are submitted on or before September 1 of each even-numbered year to the Office of Policy and Management ("OPM") and to the joint legislative standing committee on appropriations and the committee having cognizance of matters relating to such budgeted agency. In odd-numbered years, each agency submits its recommended adjustments or revisions of such estimates. A detailed statement showing revenue and

estimated revenue for the current fiscal year and estimated revenue for the next fiscal year, and in the even-numbered year, for the next biennium, must also be submitted by such agency heads to OPM on or before September 1 and the joint legislative standing committee on finance on or before November 15. Upon receipt of such agency reports, it is OPM's practice to prepare a preliminary budget report.

Adoption of the Budget. The budget document, as finally developed by the Governor with the assistance of OPM, is published and transmitted to the General Assembly in February of each odd-numbered year. A report summarizing recommended adjustments or revisions is submitted by the Governor to the General Assembly in even-numbered years. The Governor or a representative then appears before the appropriate committee of the General Assembly to explain and address questions concerning the budget document or reports. Prior to June 30 of each odd-numbered year, the General Assembly generally enacts one bill making all appropriations for the next two fiscal years and setting forth revenue estimates for those years. Subsequent appropriations or revenue bills are occasionally passed.

Line Item Veto. Under the State Constitution, the Governor has the power to veto any line of any itemized appropriations bill while at the same time approving the remainder of the bill. A statement identifying the items so disapproved and explaining the reasons therefor must be transmitted with the bill to the Secretary of the State and, when in session, the General Assembly. The General Assembly may separately reconsider and repass such disapproved appropriation items by a two-thirds vote of each house.

Financial Controls

Expenditures. The financial control procedures utilized by the State in the expenditure of State funds are described below and may be generally summarized as follows: initially, the legislature appropriates funds for a particular purpose; such funds must then be allotted for such purpose by the Governor; and thereafter such funds are encumbered by the Comptroller upon the request of the responsible State agency. Once this appropriation, allotment and encumbrance procedure (which may be modified as described below) has been completed, State funds are paid by the Treasurer only upon a warrant, draft or order of the Comptroller drawn at the request of the responsible agency. Certain receivables from the federal government or other sources do not require allotment by the Governor.

Governor's Role. Before an appropriation for a budgeted agency becomes available for expenditure the agency must submit to the Governor through the Secretary of OPM, not less than 20 days before the beginning of the fiscal year for which the appropriation is made, a requisition for the allotment of funds needed for each quarter of the fiscal year. Appropriations for capital outlays may be allotted in any manner the Governor deems advisable. The Governor may reduce the budget allotment request by not more than three percent of the total appropriation from any fund or not more than five percent of any appropriation under certain circumstances. Such allotments are subject to further modification by the Governor throughout the course of the fiscal year if conditions warrant. The Governor is not authorized to reduce allotment requisitions or allotments in force concerning aid to municipalities.

Comptroller's Role. The Comptroller is responsible for keeping an account in connection with each appropriation. No warrant, draft or order may be issued by the Comptroller in excess of the available balance of the applicable account unless the General Assembly has passed a deficiency bill for the purpose or unless such appropriation has been increased by the Governor in the limited circumstances of emergency expenditures or allotment modifications as authorized by statute. The Comptroller is required to issue cumulative monthly financial reports concerning the State General Fund.

Treasurer's Role. Each warrant, draft or order upon the Treasurer must specify the particular appropriation against which it is drawn, and no money may be paid by the Treasurer absent such specification. The Treasurer is required to honor all warrants, drafts and orders properly drawn by the Comptroller. The Treasurer also has primary responsibility for the investment of State funds and the issuance of debt of the State.

By statute, the Treasurer may not pay compensation, expenses or fees or otherwise enter into contractual arrangements with any firm providing legal services, investment banking services, investment advisory services,

underwriting services, financial advisory services or brokerage firm services if such firm, through its political committee or certain managerial level officers or employees, makes or solicits contributions to any committee established by a candidate for nomination or election to the Office of Treasurer of the State. The statute also prohibits the making or solicitation of contributions by such firms.

Use of Appropriations. No appropriation or part thereof may be used for any purpose other than for the purpose for which it was made, except with respect to certain transfers and revisions of appropriations permitted to be made by the Governor with the concurrence of the Finance Advisory Committee, composed of members of the executive and legislative departments. Civil sanctions may be imposed pursuant to statute upon persons who willfully expend or authorize the expenditure of State funds for any purpose in excess of the amount specifically appropriated for such purpose.

Unexpended Appropriations. All unexpended balances of appropriations for each fiscal year lapse on the last day of such fiscal year and revert to the unappropriated surplus of the fund from which the appropriations were made, except for certain continuing appropriations. Such continuing appropriations include those continued for a one-month period in the case of programs which were not renewed the succeeding year, those continued for the entire succeeding year in the case of highway and other capital construction projects, and limited amounts for certain special programs.

Unappropriated Surplus. The State Constitution provides that any resulting unappropriated surplus shall be used to fund a budget reserve fund, to reduce bonded indebtedness or for any other purpose authorized by at least three-fifths of each house of the General Assembly. The General Statutes provide that the Treasurer shall transfer any unappropriated surplus in the General Fund to a budget reserve fund, unless otherwise directed by law. When the amount in the budget reserve fund in any fiscal year equals 10 % of the net General Fund appropriations, no further transfers shall be made by the Treasurer.

As of June 30, 2004, there was a zero balance (unaudited) in the budget reserve fund. However, fiscal year 2003-04 did end with an estimated surplus of \$302 million. That amount has been credited to the Budget Reserve Fund. In the past, moneys in the budget reserve fund were applied to partially offset a general fund deficit and surplus moneys in excess of amounts transferred to the budget reserve fund have been held or applied to provide for the retirement of outstanding indebtedness or for debt avoidance.

Revenues. The Treasurer superintends the collection and receipt of all taxes and revenues belonging to the State, and is authorized to deposit the same in any qualified public depository as defined by statute. Each State department, institution, board, commission or other State agency and any official or employee thereof that receives any money for revenue of the State must, within 24 hours of its receipt or within seven days of receipt for amounts less than \$500, account for and pay the same to the Treasurer or, with the approval of the Treasurer and the Comptroller, deposit the same in an account in a qualified public depository in the name of the State or in the name of the public official as such official. The Treasurer is authorized to make exceptions to the limitations on amounts and timing of payments or deposits of receipts provided the Treasurer files a written statement of such exception with the Comptroller and the State's Auditors of Public Accounts. Any public official who deposits funds or moneys in an account in the name of the State or in such official's name must submit a list of all such accounts as of the preceding June 30 to the Treasurer and the Comptroller not later than September 1 of each year.

Accounting Procedures

Financial statements of the State are prepared annually on a modified cash basis of accounting for all civil list funds. The Comptroller prepares the statements for submission to the Governor by September 1 of each year, unless extended by State law. The State's Auditors of Public Accounts must audit the books and accounts of the Treasurer and the Comptroller at least annually and have discretion to audit them at more frequent intervals.

At the present time the State is not required to prepare financial statements in accordance with generally accepted accounting principles ("GAAP") and does not prepare GAAP statements on an interim basis. However,

since 1988 the State has issued comprehensive annual financial reports in accordance with the guidelines established by the Governmental Accounting Standards Board (“GASB”). These reports include audited annual financial statements prepared in accordance with GAAP. A 1993 statute authorized OPM to implement the use of GAAP with respect to the preparation of the annual budget effective with the fiscal year commencing July 1, 1995, and provided for the amortization of the GAAP-based deficit commencing with the fiscal year ending June 30, 1997. Subsequent legislation has extended the implementation date to July 1, 2005 and the amortization date to June 30, 2007. The General Assembly passed a bill postponing the implementation date for the preparation of the State’s financial statements in accordance with GAAP to July 1, 2007 and the amortization of deferred charges beginning with the fiscal year ending June 30, 2009.

As specifically permitted by statute, the only present modifications from the cash basis in recording revenues under the modified cash method are: (1) the accrual of sales and use taxes to be received for the calendar quarter ending at the close of such fiscal year as estimated by the Secretary of OPM; (2) the accrual of cigarette tax revenue received by the Commissioner of Revenue Services no later than the last day of July immediately following the end of such fiscal year; (3) the accrual of alcoholic beverage tax revenue received by the Commissioner of Revenue Services no later than the last day of July immediately following the end of such fiscal year; (4) the accrual of motor fuels tax revenue and motor carrier road tax revenue on all fuel sold or used prior to the end of such fiscal year and received by letter postmarked no later than the last day of July immediately following the end of such fiscal year; (5) the accrual of utility company tax revenue and tax revenue on gross earnings from the sale of petroleum products which is received by letter postmarked no later than the last day of July immediately following the end of such fiscal year; (6) the accrual of corporation business tax revenue received by the Department of Revenue Services no later than the fifteenth day of August immediately following the end of such fiscal year; (7) the accrual of income tax revenue received by the Commissioner of Revenue Services from employers no later than the last day of July immediately following the end of such fiscal year; (8) the accrual of payments received from any Indian tribe, pursuant to a memorandum of understanding, received by the Treasurer no later than the last day of July immediately following the end of such fiscal year; (9) the accrual of real estate conveyance tax revenue received by the Commissioner of Revenue Services no later than the last day of July immediately following the end of such fiscal year; and (10) the recording as grants receivable of certain amounts of restricted grants for which the State has the contractual right to be reimbursed by the federal government or other parties.

Expenditures are recorded on a cash basis in the fiscal year in which they are made. Such expenditures are so recorded by the Comptroller when the Comptroller draws and serves a warrant on the Treasurer. Those instances in which warrants are drawn at the close of a fiscal year can, because of required processing time, result in disbursements made after the beginning of the following fiscal year. Certain appropriations which have not lapsed are reflected in the balance sheet through a reserve for continuing appropriations.

The modified cash basis of accounting used for statutory financial reporting and the modified accrual basis used for GAAP financial reporting are different and, as a result, often produce varying financial results, primarily because of differences in the recognition of revenues and expenditures. For example, for statutory reporting purposes, the State’s bi-weekly payroll expenditures are recognized in the fiscal year in which employees are paid, while for GAAP purposes they are recognized in the fiscal year in which the services are performed, resulting in GAAP accrual of expenditures for work performed through June 30 but not paid until the following fiscal year. Similarly, the modified accrual basis used for GAAP financial reporting recognizes additional federal and other grant moneys as revenues which are not so recognized in the modified cash basis of accounting.

The Treasurer is required to submit to the Governor and the Investment Advisory Council, by October 15 of each year, audited financial statements of the State’s combined investment funds, and financial statements of the Short Term Investment Fund, the Second Injury Fund, and the Tax Exempt Proceeds Fund for the prior fiscal year.

In July 2003, the State implemented the first phase of a new, fully integrated, Internet based, financial management and human resources system called Core-CT. The financial software modules (accounts payable, accounts receivable, commitment control, general ledger and reporting) came online first in July 2003, followed by the human resources and payroll applications (payroll, time and labor) in October 2003. Additional financial

enhancements relating to asset management and inventory control, contracts and billing and project management are expected to go online during fiscal years 2004-05 and 2005-06.

The new system provides a single point of entry for all State financial, human resources and payroll data. The implementation of Core-CT is the product of several years of work to improve the State's financial reporting and management information systems. From an information technology perspective, Core-CT has allowed the State to standardize and modernize its computer technology bringing uniformity to the computers, programming languages, and data base packages utilized by State government. Core-CT utilizes PeopleSoft ERP software.

Core-CT was implemented coincident with an unanticipated and significant downsizing of the State's workforce. In order to create budget stability, layoffs were implemented in 2002 followed by an early retirement incentive program in 2003. The layoffs and early retirements significantly reduced staffing levels in State agency business and financial offices. This left the State with the task of implementing the most ambitious upgrade to its financial systems in history with a smaller and less experienced workforce. In addition, as with the implementation of any large-scale information technology system, Core-CT experienced some initial difficulties. Software anomalies were detected, certain application processing was slow, and some users did not fully understand the new coding conventions and accounting entries required for system processing. These problems were aggravated by technical complications relating to an interface to Core-CT from a new revenue management system implemented in January 2004 at the Department of Revenue Services. While this system is not part of Core-CT, it must interface effectively with Core-CT applications.

Many of the initial Core-CT implementation problems outlined above have been resolved. A State team consisting of employees from the Office of the State Comptroller, the Office of Policy and Management, the Office of Information and Technology and the Department of Administrative Services has been working on an ongoing basis with State agencies, consultants and PeopleSoft representatives to resolve other outstanding system performance issues. The volume and seriousness of these issues has been diminishing over time.

Because of the initial implementation problems with the CORE-CT financial management software system, the preparation of financial statements and reports for fiscal year 2003-04 were delayed. The Comptroller's Office has completed the unaudited legal accounting basis (modified cash) financial statements for the State's General Fund for the fiscal year ending June 30, 2004. The Comptroller's Office currently plans to complete the legal accounting basis (modified cash) unaudited financial statements for the remaining minor funds for the fiscal year 2003-2004 by the end of October 2005, and currently plans to complete the unaudited statements prepared in accordance with generally accepted accounting principles (GAAP) for the fiscal year 2003-2004 by mid November 2005. The delay in completing the financial statements has also resulted in a delay in completing the audit of both the legal accounting basis (modified cash) and the GAAP financial statements for the fiscal year 2003-2004 which is now planned for completion by mid December 2005. The delay has also resulted in the delay of the State's submission to the U.S. Department of Health & Human Services of its Single Audit for the fiscal year ending June 30, 2004 pursuant to OMB Circular No. A-133 (the "Single Audit Act"). The State has received an extension until December 31, 2005 to complete the requirements under the Single Audit Act. It is likely that the final preparation and subsequent audit of the financial statements for fiscal year 2004-05 will be delayed due to the delay in completing the 2003-04 financial statements.

Investment and Cash Management

Treasurer's Role. The Treasurer has the investment responsibility for all funds of the State and functions as the trustee of all State pension, retirement and trust funds. The Treasurer is authorized to invest or reinvest funds under the control of the Treasurer in United States government or agency obligations, shares or interests in an investment company or trust registered under the Investment Company Act of 1940, whose portfolio is limited to obligations of the United States, its agencies or instrumentalities, or repurchase agreements fully collateralized by such obligations, United States postal service obligations, certificates of deposit, commercial paper, savings accounts and bank acceptances. The Treasurer may also invest funds, excluding civil list funds, in the sale or acquisition of securities or obligations which the Treasurer is authorized to sell or acquire for purposes of any combined investment

fund, subject to repurchase agreements with any securities dealer or bank included in the list of primary dealers prepared by the Federal Reserve Bank of New York. The Treasurer is also authorized to invest all or any part of any sinking fund in bonds in which savings banks may legally invest, provided such bonds mature prior to maturity of the bonds of the State which are outstanding. The Treasurer is required to report by October 15 annually to the Governor and the Investment Advisory Council as to the activities of the Office of the Treasurer for the preceding fiscal year.

Investment Advisory Council. All trust fund investments by the Treasurer are reviewed by the Investment Advisory Council, comprised of the Treasurer and the Secretary of OPM as ex officio members, five members of the public with experience in investment matters, three representatives of the teachers' union and two representatives of the State employees' unions. The Treasurer, with the approval of the Council, adopts an investment policy statement for trust funds. The Governor may direct the Treasurer to change any investments when in the judgment of the Council such action is in the best interest of the State. At the close of each fiscal year a report is submitted to the Governor on the value of all security investments of the State.

Short Term Investment Fund. Cash management and the investment by the Treasurer of all State monies is based on the concept of a common cash pool. The Short Term Investment Fund ("STIF") is a combined investment pool of high quality, short term money market instruments which is the primary investment vehicle for the temporarily surplus cash of all funds of which the Treasurer is custodian and/or trustee, except certain bond funds, State pension funds and selected trust funds. All agencies, instrumentalities and political subdivisions of the State are permitted to invest in STIF. The State is responsible to these governmental entities to manage their deposits and accumulated earnings in a prudent manner. Individual participants in STIF can add or withdraw monies on a daily basis with interest earned from date of deposit to date of withdrawal. The primary investment objectives of STIF are the preservation of principal and the provision of liquidity to meet participants' daily cash flow needs, while seeking to earn competitive yields. STIF is managed in accordance with the investment guidelines established by the Treasurer. These investment guidelines prohibit investment in derivative securities other than floating rate securities which vary in the same direction as individual short term money market indices, and limit the ability to enter into reverse repurchase agreements to amounts not to exceed five percent (5%) of the STIF's net assets at the time of execution. Shares of the Short Term Investment Fund are rated "AAAm" by Standard & Poor's.

Medium Term Investment Fund. A 1997 statute created the Medium-Term Investment Fund. The Treasurer may purchase participation units of the fund for all trusts and other funds for which the Treasurer has investment responsibility. The Treasurer may sell participation units in the Medium-Term Investment Fund to all agencies, authorities, instrumentalities and political subdivisions of the State. The Treasurer is authorized to invest and reinvest funds of the Medium-Term Investment Fund in obligations of the United States government and its agencies and instrumentalities, certificates of deposit, commercial paper, corporate debt securities, savings accounts and bankers' acceptances, repurchase agreements collateralized by such securities, and investment funds or pools comprised of securities in which the Medium-Term Investment Fund may directly invest. To date, the Medium Term Investment Fund has not been implemented.

Tax Exempt Proceeds Fund. Under the terms of the General Statutes, the Treasurer has facilitated the establishment of the Tax Exempt Proceeds Fund, Inc. ("TEPF"), a diversified, open-end management investment company, registered under the Investment Company Act of 1940, whose investment objectives are to provide its investors with high current interest income exempt from federal income taxes, preservation of capital and maintenance of liquidity. TEPF will only invest in securities that qualify as an investment in "tax-exempt bonds" as defined in Section 150(a)(6) of the Internal Revenue Code of 1986, as amended (the "Code") and amplified in Treasury Department Regulations. Therefore, shareholders of TEPF that are tax-exempt bond issuers are expected to be exempt from the arbitrage rebate provisions of the Code. TEPF seeks to achieve its objectives by investing primarily in a liquid money market portfolio of short-term, high quality, tax-exempt, fixed rate and variable rate obligations issued by states, municipal governments and by public authorities, and in participation interests therein issued by banks, insurance companies or other financial institutions that meet this federal income tax definition. The TEPF seeks to maintain a constant net asset value of \$1.00 per share. TEPF's investment policies were developed for the particular federal income tax needs of entities that are issuers of tax-exempt state and local bonds, such as states and municipalities and their authorities, agencies, instrumentalities and subdivisions. All recipients of any grant or

loan monies of the State funded from Connecticut tax-exempt bond proceeds must invest such monies in TEPF, unless the Treasurer waives this requirement upon a determination that a waiver will not adversely affect the tax-exempt status of State bonds, notes or other evidences of indebtedness. The State may, from time to time, deposit bond proceeds of the State in TEPF. Reich & Tang Asset Management, LLC acts as investment manager of TEPF and a Board of Directors is responsible for TEPF's overall management and supervision.

Investment of Pension Funds. Seven investment funds serve as the investment medium for the various pension, retirement and trust funds of which the Treasurer is the trustee. They are the Cash Reserve Account, the Mutual Equity Fund, the Mutual Fixed Income Fund, the Commercial Mortgage Fund, the Real Estate Fund, the International Stock Fund and the Private Investment Fund. The pension, retirement and trust funds acquire units, in varying proportions depending on the investment policies of the funds, in one or more of the seven investment funds. By statute no more than 60% of any of the State's trust funds may be invested in common stock and if market fluctuations cause this limit to be exceeded, after six months no more than 65% of the State's trust funds may remain invested in common stock. Other than these limits, the statutes of the State permit investment in securities under the "Prudent Investor" rule. See also **PENSION AND RETIREMENT SYSTEMS** herein.

Investment of Bond Proceeds. Proceeds of bonds are accounted for in various general obligation bond funds. All invested assets of the bond funds are invested in STIF or TEPF. Bond proceeds are expended in accordance with the authorization and allotment procedure of the State Bond Commission and the Governor, respectively. Assets of the bond funds may from time to time be released temporarily to the common cash pool in accordance with the State's overall cash flow needs. Under the State's accounting system, release of the assets of the bond funds to the common cash pool is reflected in the accounts of the bond funds as an uninvested cash balance. That accounting balance can be reduced only when an approved payment for an expenditure is charged to the bond funds. In no case does the release of bond fund assets to the common cash pool alter the timing or the extent of expenditures for the purposes for which the bonds were issued.

Cash Management. It is the practice of the State to treat all civil list funds (including monies in the General Fund, various bond funds, and the Special Transportation Fund) as common cash, with amounts released from the various funds to the common cash pool in accordance with the State's overall cash flow needs. All banks holding major account balances for the State Treasury report these balances daily, enabling the Treasurer to maintain adequate cash to meet anticipated demands and to keep unneeded balances fully invested.

Interest Rate Risk Management. The Treasurer, with the authorization of the State Bond Commission, has the power to enter into reimbursement and similar agreements in connection with liquidity or credit facilities and to pledge the full faith and credit of the State or other collateral to secure the State's payment obligations under any such agreement. The Treasurer, with the authorization of the State Bond Commission, has the power to enter into contracts to place the obligation of the State as represented by bonds or notes of the State, on such interest rate or cash flow basis as the Treasurer may determine, including swap agreements and other arrangements to manage interest rate risk. The counter party to any arrangement must have a rating on its unsecured long-term obligations which is the same as or higher than the underlying rating of the State on the applicable bonds. The State Bond Commission may authorize the Treasurer to pledge the full faith and credit of the State and any other collateral pledged to secure the applicable bonds to also secure the State's payment obligations under any such contract.

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**BUDGET APPROPRIATIONS OF THE STATE SPECIAL TRANSPORTATION FUND FOR
FISCAL YEARS 2005-2006 AND 2006-2007**

APPROPRIATIONS	2005-2006	2006-2007
I. DEPARTMENT OF TRANSPORTATION		
A. Personal Services	135,289,547	136,184,396
B. Other Expenses	35,823,560	34,661,205
C. Equipment	2,125,000	1,425,000
D. Highway Planning and Research	2,558,988	2,715,206
E. Minor Capital Projects	350,000	350,000
F. Highway and Bridge Renewal Equipment	4,000,000	4,000,000
G. Handicapped Access Program	14,879,804	16,271,378
H. Hospital Transit for Dialysis	100,000	100,000
I. Rail Operations	81,241,201	88,080,198
J. Bus Operations	87,080,164	93,575,221
K. Highway and Bridge Renewal	12,194,055	12,421,593
L. Payments to Local Governments - Town Aid	20,000,000	20,000,000
M. Tweed New Haven Airport	600,000	600,000
N. Dial-A-Ride	2,500,000	2,500,000
AGENCY TOTAL TRANSPORTATION FUND	398,742,319	412,884,197
II. MOTOR VEHICLE DEPARTMENT		
A. Personal Services	38,310,451	39,016,542
B. Other Expenses	14,761,603	14,870,420
C. Equipment	637,250	996,425
D. Insurance Enforcement	654,481	659,785
E. CVISN	283,000	283,000
AGENCY TOTAL	54,646,785	55,826,172
III. STATE INSURANCE AND RISK MANAGEMENT BOARD		
Other Expenses	2,635,000	2,770,000
AGENCY TOTAL	2,635,000	2,770,000
IV. NON-FUNCTIONAL		
DEBT SERVICE-STATE TREASURER		
Debt Service - State Treasurer	431,009,118	442,499,286
RESERVE FOR SALARY ADJUSTMENT		
Reserve for Salary Adjustment	250,100	500,100
DEPARTMENT OF ADMINISTRATIVE SERVICES		
Worker's Compensation Claims	4,119,838	4,210,474
APPROPRIATIONS ADMINISTERED BY THE COMPTROLLER		
Unemployment Compensation	291,000	306,000
STATE EMPLOYEES RETIREMENT CONTRIBUTIONS		
Other Expenses	60,055,000	63,819,000
INSURANCE - GROUP LIFE		
Other Expenses	207,000	211,000
EMPLOYERS SOCIAL SECURITY TAX		
Other Expenses	13,894,000	14,699,000
STATE EMPLOYEES HEALTH SERVICE COST		
Other Expenses	27,788,000	31,264,000
TOTAL NON-FUNCTIONAL	537,614,056	557,508,860
TOTAL - Special Transportation Fund	993,638,160	1,028,989,229
Less: Estimated Lapse	(11,000,000)	(11,000,000)
NET- SPECIAL TRANSPORTATION FUND	982,638,160	1,017,989,229

SOURCES: Office of Policy and Management
Department of Transportation

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**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND**

**FINANCIAL STATEMENTS
AS OF JUNE 30, 2004**

**TOGETHER WITH
INDEPENDENT AUDITORS' REPORT**

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
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JUNE 30, 2004**

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**INDEPENDENT AUDITORS' REPORT
ON THE FINANCIAL STATEMENTS**

Paul E. DiSanto, CPA
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INDEPENDENT AUDITORS' REPORT

To the Honorable M. Jodi Rell
Governor of the State of Connecticut

We have audited the accompanying financial statements of each major fund of the Special Transportation Fund (the "Fund") of the State of Connecticut (the "State"), as of and for the year ended June 30, 2004, as listed in the accompanying table of contents. These financial statements are the responsibility of the State of Connecticut's management. Our responsibility is to express opinions on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States of America. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and disclosures in the financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall financial statement presentation. We believe that our audit provides a reasonable basis for our opinions.

As discussed in Note 1, the financial statements of the Special Transportation Fund of the State of Connecticut, are intended to present the financial position, and the changes in financial position of only that portion of each major fund and the aggregate remaining fund information of the State that is attributable to the transactions of the Special Transportation Fund. They do not purport to, and do not, present fairly the financial position of the State as of June 30, 2004, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of each major fund of the Special Transportation Fund of the State of Connecticut, as of June 30, 2004, and the respective changes in financial position thereof and the respective budgetary comparison for the Special Revenue Fund for the year then ended in conformity with accounting principles generally accepted in the United States of America.

DiSanto Bertoline & Company, P.C.

Glastonbury, Connecticut
January 10, 2005

FINANCIAL STATEMENTS

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
BALANCE SHEET
GOVERNMENTAL FUNDS
JUNE 30, 2004
(Amounts Expressed in Thousands)**

ASSETS	<u>Special Revenue Fund</u>	<u>Debt Service Fund</u>	<u>Restricted Grants Fund</u>	<u>Total</u>
Cash and cash equivalents	\$ 119,842	\$ -	\$ 25,840	\$ 145,682
Restricted investments held by Trustee	-	634,596	-	634,596
Receivables:				
Taxes	45,443	-	-	45,443
Accounts, net of allowance for doubtful accounts of \$1,593	10,922	-	-	10,922
Interest	170	4,488	-	4,658
Restricted federal grants	-	-	9,529	9,529
Restricted non-federal grants	-	-	5,676	5,676
Due from other funds of the State	5,964	1,083	-	7,047
Inventories	13,069	-	-	13,069
Total assets	<u>\$ 195,410</u>	<u>\$ 640,167</u>	<u>\$ 41,045</u>	<u>\$ 876,622</u>
 LIABILITIES AND FUND BALANCES				
LIABILITIES				
Accounts payable and accrued liabilities	\$ 22,483	\$ -	\$ 5,307	\$ 27,790
Deferred revenue	10,339	-	-	10,339
Due to other funds of the State	534	4,488	2,802	7,824
Total liabilities	<u>33,356</u>	<u>4,488</u>	<u>8,109</u>	<u>45,953</u>
 FUND BALANCES				
Reserved for:				
Inventories	13,069	-	-	13,069
Continuing appropriations	34,166	-	-	34,166
Restricted grants	-	-	32,936	32,936
Debt service	-	635,679	-	635,679
Unreserved	114,819	-	-	114,819
Total fund balances	<u>162,054</u>	<u>635,679</u>	<u>32,936</u>	<u>830,669</u>
Total liabilities and fund balances	<u>\$ 195,410</u>	<u>\$ 640,167</u>	<u>\$ 41,045</u>	<u>\$ 876,622</u>

The accompanying notes are an integral part of these financial statements.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES
GOVERNMENTAL FUNDS
FOR THE YEAR ENDED JUNE 30, 2004
(Amounts Expressed in Thousands)**

	Special Revenue Fund	Debt Service Fund	Restricted Grants Fund	Total
REVENUES				
Motor fuel taxes	\$ 465,058	\$ -	\$ -	\$ 465,058
Sales taxes	70,412	-	-	70,412
License, permit and fee revenues	310,810	-	-	310,810
Investment income	2,534	12,305	-	14,839
Intergovernmental grants	-	-	77,612	77,612
Fines and rents	27,138	-	-	27,138
Sales and other services	31,905	-	-	31,905
Miscellaneous	5,787	-	4,972	10,759
Total revenues	<u>913,644</u>	<u>12,305</u>	<u>82,584</u>	<u>1,008,533</u>
EXPENDITURES				
Current:				
General government	1,582	-	91	1,673
Regulation and protection	68,934	-	441	69,375
Transportation	414,997	-	80,363	495,360
Debt service:				
Principal retirement	4,035	236,300	-	240,335
Interest and fiscal charges	13,125	147,583	626	161,334
Total expenditures	<u>502,673</u>	<u>383,883</u>	<u>81,521</u>	<u>968,077</u>
Excess (deficiency) of revenues over expenditures	410,971	(371,578)	1,063	40,456
OTHER FINANCING SOURCES (USES)				
Refunding bonds issued	-	338,610	-	338,610
Payment to refunded bond escrow agent	-	(356,005)	-	(356,005)
Premium on bonds issued	-	19,135	-	19,135
Transfers from other state funds	26,906	408,865	33,349	469,120
Transfers to other state funds	(440,789)	(25,430)	(1,476)	(467,695)
Total other financing sources (uses)	<u>(413,883)</u>	<u>385,175</u>	<u>31,873</u>	<u>3,165</u>
Net change in fund balances	(2,912)	13,597	32,936	43,621
FUND BALANCE, beginning of year, as adjusted	164,977	622,082	-	787,059
CHANGE IN RESERVE FOR INVENTORIES	<u>(11)</u>	<u>-</u>	<u>-</u>	<u>(11)</u>
FUND BALANCE, end of year	<u>\$ 162,054</u>	<u>\$ 635,679</u>	<u>\$ 32,936</u>	<u>\$ 830,669</u>

The accompanying notes are an integral part of these financial statements.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
STATEMENT OF REVENUES, EXPENDITURES AND
CHANGES IN FUND BALANCES - BUDGET AND ACTUAL -
NON-GAAP BUDGETARY BASIS - SPECIAL REVENUE FUND
FOR THE YEAR ENDED JUNE 30, 2004
(Amounts Expressed in Thousands)**

	Budgeted Amounts		Actual Amounts	Variance with Final Budget Over (Under)
	Original	Final		
REVENUES				
Budgeted:				
Taxes, net of refunds	\$ 535,400	\$ 538,500	\$ 535,298	\$ (3,202)
License, permit, and fee revenue	353,400	370,900	374,233	3,333
Other	30,700	27,800	28,254	454
Federal grants	3,300	-	-	-
Refunds of payments	(2,800)	(2,500)	(2,507)	(7)
Operating transfers out	(8,500)	(8,500)	(8,500)	-
Transfers out - Transportation Strategy Board	(10,000)	(23,000)	(22,850)	150
Total revenues	<u>901,500</u>	<u>903,200</u>	<u>903,928</u>	<u>728</u>
EXPENDITURES				
Budgeted:				
General government	2,250	2,250	1,589	(661)
Regulation and protection	55,932	56,406	48,690	(7,716)
Transportation	361,462	361,613	340,996	(20,617)
Non-functional	519,852	519,226	502,032	(17,194)
Total expenditures	<u>939,496</u>	<u>939,495</u>	<u>893,307</u>	<u>(46,188)</u>
Appropriations lapsed	<u>22,064</u>	<u>10,675</u>	<u>-</u>	<u>(10,675)</u>
Excess (deficiency) of revenues over expenditures	(15,932)	(25,620)	10,621	36,241
OTHER FINANCING SOURCES (USES)				
Prior year appropriations carried forward	19,866	19,866	19,866	-
Appropriations continued to fiscal year 2004-2005	-	-	(34,166)	(34,166)
Miscellaneous adjustments	-	-	4	4
Total other financing sources (uses)	<u>19,866</u>	<u>19,866</u>	<u>(14,296)</u>	<u>(34,162)</u>
Net change in fund balance	<u>\$ 3,934</u>	<u>\$ (5,754)</u>	<u>(3,675)</u>	<u>\$ 2,079</u>
BUDGETARY FUND BALANCE, beginning of year			356,314	
CHANGE IN RESERVE FOR CONTINUING APPROPRIATIONS			<u>(189,200)</u>	
BUDGETARY FUND BALANCE, end of year			<u>\$ 163,439</u>	

The accompanying notes are an integral part of these financial statements.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS
JUNE 30, 2004**

NOTE 1 - SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements of the Special Transportation Fund of the State of Connecticut (the "Fund") have been prepared in conformity with accounting principles generally accepted in the United States of America as prescribed in pronouncements of the Governmental Accounting Standards Board ("GASB"). Following is a summary of significant accounting policies of the Fund:

REPORTING ENTITY

The Special Transportation Fund of the State of Connecticut was established pursuant to Public Act 83-30 (the "Act") of the June 1983 Special Session of the General Assembly of the State of Connecticut (the "State"), as amended to date, to account for the transportation related taxes, revenues and fees pledged for payment of special tax obligation bonds (the "Bonds") issued by the State for transportation infrastructure purposes.

After providing for debt service requirements of the Bonds, the balance of the revenues and other financing sources of the Fund will be used for the payment of debt service on general obligation bonds of the State issued for transportation infrastructure purposes, for the payment of certain expenditures of the State Department of Motor Vehicles, and for the payment of expenditures of the State Department of Transportation, including both the annually budgeted operating expenditures and the State's share of infrastructure improvement program costs not financed separately by other sources.

The financial position and changes in financial position of the Fund are subject to legislative actions enacted by the General Assembly of the State of Connecticut. During 2004, Public Act 04-182 provided for an appropriation related to the transfer of incremental revenues of up to \$23 million from the Special Revenue Fund to the Transportation Strategy Board (TSB) for projects accounted for in the Restricted Grants Fund. These funds are to be used for TSB projects and related transportation initiatives. Incremental revenues are defined as revenues attributable to the increase in taxes or fees. Actual transfers from the Special Revenue Fund to the Restricted Grants Fund for TSB projects totaled \$22.8 million for the year ended June 30, 2004.

The Fund is included in the basic financial statements of the State of Connecticut as a major governmental fund. The financial statements of the Special Transportation Fund of the State of Connecticut, are intended to present the financial position, and the changes in financial position of only that portion of each major fund and the aggregate remaining fund information of the State that is attributable to the transactions of the Special Transportation Fund. They do not purport to, and do not, present fairly the financial position of the State as of June 30, 2004, and the changes in its financial position for the year then ended in conformity with accounting principles generally accepted in the United States of America.

The Fund has not presented a management's discussion and analysis ("MD&A") in accordance with GASB Statement No. 34 and GASB Statement No. 37, *Basic Financial Statements - and Management's Discussion and Analysis - for State and Local Governments: Omnibus* because the focus of an MD&A is on a primary government. The State of Connecticut, the primary government, will provide an MD&A in its annual report that will include analysis of the Fund.

STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

BASIS OF PRESENTATION

Fund Financial Statements

Fund financial statements are provided for governmental funds. Major individual governmental funds are reported as separate columns in the fund financial statements.

The financial activities of the Fund are accounted for in individual funds, each of which is a fiscal and accounting entity with a self-balancing set of accounts. Funds are utilized for the purpose of carrying on specific activities or attaining certain objectives in accordance with special regulations, restrictions or limitations.

The financial activities of the Fund are reported in the following major governmental funds in the accompanying fund financial statements:

- **Special Revenue Fund** - This fund is used to account for motor vehicle taxes, and other receipts collected for the payment of debt service requirements of special tax obligation bonds and transportation related general obligation bonds issued by the State for transportation infrastructure purposes, for the payment of certain expenditures of the State Department of Motor Vehicles, and for the payment of budgeted appropriations made by the State Department of Transportation. The State Department of Transportation is responsible for all aspects of the planning, development, maintenance, and improvement of transportation in the State of Connecticut.
- **Debt Service Fund** - This fund is used to account for the accumulation of resources for, and the payment of, principal and interest on special tax obligation bonds and transportation related general obligation bonds issued by the State for transportation infrastructure purposes.
- **Restricted Grants Fund** - This fund is used to account for transportation related restricted federal and non-federal grant revenues and expenditures.

MEASUREMENT FOCUS AND BASIS OF ACCOUNTING

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. Revenues are recognized as soon as they are susceptible to accrual, that is, when they are both measurable and available. Revenues are considered to be available if they are collected within the current period or soon enough thereafter to pay liabilities of the current period. For this purpose, the Fund considers revenues to be available if they are collected within 60 days of the end of the current period. Significant revenue sources that are considered to be susceptible to accrual include motor fuel taxes and sales taxes. Revenue recognition policies are as follows:

- **Motor Fuel Taxes and Sales Taxes** - Motor fuel taxes and sales taxes are recognized as revenue in the period when the underlying exchange has occurred and when the resources are available. Resources received in advance are reported as deferred revenue.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

MEASUREMENT FOCUS AND BASIS OF ACCOUNTING (Continued)

- Intergovernmental Grants and Similar Items - Intergovernmental grants and similar items are recognized as revenue in the period when all applicable eligibility requirements imposed by funding sources have been met and when the resources are available. Resources received in advance are reported as deferred revenue.
- Investment income - Investment income from restricted funds held by the Trustee in the bond service account and the debt service reserve account, and from other investments is recognized when earned.
- Licenses, Permits, and Fees and Other Revenues - Licenses, permits and fees and all other revenues are recognized as revenue when received because they are considered to be measurable and available only when the cash is actually received.

When both restricted and unrestricted resources are available for use, it is the Fund's policy to use restricted resources first, then unrestricted resources as they are needed.

Expenditures are recorded when the related fund liability is incurred, except for debt service expenditures and expenditures related to compensated absences and claims and judgments, which are recorded as expenditures when payment is due.

CASH AND CASH EQUIVALENTS (amounts expressed in thousands)

Cash and cash equivalents include short-term, highly liquid investments with original maturities of three months or less when purchased, exclusive of restricted investments held by the Trustee. As of June 30, 2004, cash equivalents total \$129,903 and consist of investments in the State Treasurer's Short-Term Investment Fund. The State Treasurer's Short-Term Investment Fund is an investment pool managed by the State Treasurer's Office. The fair value of the Fund's position in the pool is the same as the value of the pool shares.

INVESTMENTS

In accordance with Governmental Accounting Standards Board Statement No. 31, *Accounting and Financial Reporting for Certain Investments and for External Investment Pools*, the Fund presents all investments at fair value. The fair value of investments traded on public markets is determined using quoted market prices.

There were no significant investment losses for the year ended June 30, 2004.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 1 - SIGNIFICANT ACCOUNTING POLICIES (Continued)

INVENTORIES

Inventories are reported at cost using the first-in first-out (FIFO) method. Inventories consist of expendable supplies held for consumption whose cost was recorded as an expenditure at the time the individual inventory items were purchased. Reported inventories are offset by a fund balance reserve to indicate that they are unavailable for appropriation.

DEFERRED REVENUE

Deferred revenue consists of funds received from local governments and other sources to fund their share of specific program costs which have not yet been incurred, and accounts and other receivables which are not available to pay liabilities of the current period.

COMPENSATED ABSENCES

Employees hired on or before June 30, 1977, and managers regardless of date hired can accumulate up to a maximum of 120 vacation days. Employees hired after that date can accumulate up to a maximum of 60 days. Upon termination or death, the employee is entitled to be paid for the full amount of vacation days owed. No limit is placed on the number of sick days that an employee can accumulate. However, the employee is entitled to payment for accumulated sick time only upon retirement, or after ten years of service upon death, for an amount equal to one-fourth of his or her accrued sick leave up to a maximum payment equivalent to sixty days.

Pursuant to Public Act No. 03-02 the General Assembly enacted an Early Retirement Incentive Program in order to mitigate the deficit of the General Fund of the State of Connecticut. Under the provisions of this program, any employee participating in the program shall be eligible for payment of accrued sick days and for the balance of unused vacation leave in accordance with the existing rules as stated above, with the one modification. The modification provides that the balance of any compensated absences shall be paid in three equal installments beginning in fiscal year ending June 30, 2006. The State may, at its option, make the payment in one installment on or before July 2005 if the amount of the payment is less than \$2,000.

INTEREST RATE SWAP AGREEMENTS

The Fund entered into interest rate swap agreements to modify interest rates on the 1990 Series 1, 2003 Series 1 and 2003 Series 2 variable rate bonds (*see Note 6*). Other than the net interest expenditures resulting from these agreements, no amounts are recorded in the financial statements.

USE OF ESTIMATES

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts and disclosures in the financial statements. Actual results could differ from those estimates.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 2 - BUDGETARY INFORMATION AND LEGAL COMPLIANCE

By statute, the Governor of the State of Connecticut must submit the State budget to the General Assembly in February of every other year. Prior to June 30, the General Assembly enacts the budget through the passage of appropriation acts for the next two fiscal years and sets forth revenue estimates for the same period for several funds of the State, including the Special Transportation Fund.

Budgetary control is maintained at the individual appropriation account level by agency as established in authorized appropriation bills and is reported in the Annual Report of the State Comptroller. A separate document demonstrating compliance with the legally adopted budget is necessary because the legal level of control is more detailed than reflected in the accompanying statement of revenues, expenditures and changes in fund balances - budget and actual. Before an agency can utilize amounts appropriated for a particular purpose, such amounts must be allotted for the specific purpose by the Governor and encumbered by the State Comptroller upon request by the agency. Such amounts can then be expended by the State Treasurer only upon a warrant, draft or order of the State Comptroller drawn at the request of the responsible agency. The allotment process maintains expenditure control over amounts that are not budgeted as part of the annual appropriation act.

The Governor has the power under Connecticut statute to modify budgetary allotment requests for the administration, operation and maintenance of a budgeted agency. However, the modification cannot exceed 3 percent of the fund or 5 percent of the appropriation amount. Modifications beyond those limits, but not in excess of 5 percent of the total funds, require the approval of the Finance Advisory Committee. The Finance Advisory Committee is comprised of the Governor, the Lieutenant Governor, the Treasurer, the Comptroller, two senate members, not of the same political party, and three house members, not more than two of the same political party. Additional modifications of appropriations of more than 5 percent of the total appropriated fund can be made only with the approval of the General Assembly.

All funds of the State use encumbrance accounting. Under this method of accounting, purchase orders, contracts, and other commitments for expenditures of the fund are recorded in order to reserve that portion of the applicable appropriation. All encumbrances lapse at year-end and, generally, all appropriations lapse at year-end except for certain continuing appropriations (continuing appropriations are defined as carry forwards of spending authority from one fiscal budget into a subsequent budget). The continuing appropriations include: appropriations continued for a one-month period after year-end which are part of a program that was not renewed the succeeding year; appropriations continued the entire succeeding year, as in the case of highway and other capital construction projects; and appropriations continued for specified amounts for certain special programs. Continuing appropriations are reported as reservations of fund balance in the fund financial statements.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 2 - BUDGETARY INFORMATION AND LEGAL COMPLIANCE (Continued)

The Special Revenue Fund of the Special Transportation Fund is the only fund for which a budget is legally adopted. The budget is prepared on a "modified cash" basis of accounting under which revenues are recognized when received, except for certain taxes and federal and other restricted grant revenues which are recognized when earned. Under the modified cash basis, expenditures are recognized when paid. A comparison of actual results of operations recorded on this basis and the final adopted budget is presented in the accompanying statement of revenues, expenditures and changes in fund balances - budget and actual.

A reconciliation between budgetary amounts and GAAP amounts for the Special Revenue Fund is as follows (amounts expressed in thousands):

	<u>Special Revenue Fund</u>
Net change in fund balance - budgetary basis	\$ (3,675)
Decrease in receivables	(396)
Increase in accounts payable	(1,551)
Increase in salaries and wages payable and other liabilities	(1,564)
Transfer of restricted resources	(10,026)
Increase in continuing appropriations	<u>14,300</u>
Net change in fund balance - GAAP basis	<u>\$ (2,912)</u>

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 3 - RESTRICTION OF FUND REVENUES

Under the terms and provisions of special acts of the General Assembly of the State of Connecticut, the State Bond Commission is empowered to authorize the issuance of special tax obligation bonds in one or more series to fund a portion of the costs of the State's infrastructure improvement projects. The bonds issued to date are described more fully in Note 6. The bonds are payable solely from, and secured by, a first pledge on the revenues of the Fund pursuant to the Act and the Indenture of Trust dated September 15, 1984, as supplemented, and the Indenture of Trust dated December 1, 1990, as supplemented (the "Indentures").

Included in intergovernmental revenues are certain restricted grants. These grants represent amounts received from federal and local governments and other sources specifically to fund their share of certain program costs incurred. These revenues totaled \$78 million for the year ended June 30, 2004 and are not available for debt service.

NOTE 4 - CASH DEPOSITS

The Fund's cash deposits are commingled with those of other funds of the State of Connecticut. The State's cash deposits are categorized pursuant to Statement No. 3 of the Governmental Accounting Standards Board, *Deposits with Financial Institutions, Investments, and Repurchase Agreements*. Category 1 includes amounts which are insured or collateralized with securities held by the State or by its agent in the State's name. Category 2 includes amounts which are collateralized with securities held by the pledging financial institution's trust department or agent in the State's name. Category 3 includes amounts which are uninsured and uncollateralized, including any bank balance that is collateralized with securities held by the pledging financial institution, or by its trust department or agent, but not in the State's name.

The carrying value of the Fund's cash deposits totaled \$15.8 million as of June 30, 2004. Because the Fund's cash deposits are commingled with those of other funds of the State, the categorization of the Fund's cash deposits in accordance with GASB Statement No. 3 is not readily determinable as of June 30, 2004.

Investments in the Short-Term Investment Fund totaling \$129.9 million are included in cash and cash equivalents in the accompanying balance sheet. Such investments are not required to be categorized by risk category in accordance with GASB Statement No. 3.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 5 - RESTRICTED INVESTMENTS HELD BY TRUSTEE

Restricted investments held by the Trustee in the bond service account and the debt service reserve account are invested by the Trustee pursuant to the terms of the Indentures. Connecticut General Statutes permit the Fund to invest in bonds or obligations of, or guaranteed by, the State or the United States, or agencies or instrumentalities of the United States, commercial paper, banker's acceptances, certificates of deposit, savings accounts, highly rated obligations of any state of the United States or any political subdivision, authority or agency thereof, highly rated obligations of any regional school district, municipality or metropolitan district of the State of Connecticut or any money market fund which invests in United States government obligations or the State of Connecticut Short-Term Investment Fund.

In accordance with the provisions of Statement No. 3 of the Governmental Accounting Standards Board, the Fund's investments must be categorized to give an indication of the level of risk assumed at year-end. Category 1 includes securities that are insured or registered in the Fund's name or are held by the Fund or by its agent in the Fund's name. Category 2 includes uninsured and unregistered securities, which are held by the counterparty's trust department or by its agent in the Fund's name. Category 3 includes uninsured and unregistered securities, which are held by the counterparty, its trust department or its agent, but not held in the Fund's name. A summary of restricted investments held by Trustee as of June 30, 2004 is as follows (amounts expressed in thousands):

	Risk Category	Accreted Value	Fair Value
Bond service account:			
Short-Term Investment Fund	*	\$ 109,747	\$ 109,747
Guaranteed Investment contract	*	127,261	127,261
Total bond service account		<u>237,008</u>	<u>237,008</u>
Debt service reserve account:			
Short-Term Investment Fund	*	15,209	15,209
Municipal bonds maturing through 2006, various rates from 6.10% to 7.07%	1	2,751	2,877
Federal Home Loan Bank Securities	1	382,266	379,502
Total debt service reserve account		<u>400,226</u>	<u>397,588</u>
Total restricted investments		<u>\$ 637,234</u>	<u>\$ 634,596</u>

* Not required to be categorized by risk category.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS

A summary of special tax obligation bonds issued, pursuant to the State Bond Commission's authorization, and the outstanding principal balances as of June 30, 2004 is as follows:

Issue	Interest Rates	Dated Date	Maturing Through Fiscal Year	Amount of Original Issue	Principal Balance at June 30, 2004
1988B Bonds	5.10% - 7.75%	June 1, 1988	2008	\$74,998,187	\$ 3,417,825
1990A Bonds	6.10% - 7.75%	May 15, 1990	2010	250,000,000	43,985,000
1990 I Bonds	1.06%**	December 19, 1990	2011	250,000,000	128,900,000
1991B Bonds	5.00% - 6.50%	September 15, 1991	2013	266,000,000	77,655,000
1992B Bonds	3.00% - 6.15%	September 1, 1992	2013	275,000,000	116,290,000
1993A Bonds*	2.65% - 5.40%	March 1, 1993	2011	560,750,000	128,950,000
1995A Bonds	5.10% - 5.60%	May 15, 1995	2015	125,000,000	5,875,000
1995B Bonds	3.60% - 5.63%	September 1, 1995	2016	175,000,000	7,945,000
1995C Bonds*	3.60% - 5.63%	September 1, 1995	2006	160,630,000	23,010,000
1996A Bonds	4.13% - 6.00%	June 1, 1996	2016	150,000,000	7,065,000
1996B Bonds	4.25% - 6.00%	October 1, 1996	2016	150,000,000	20,285,000
1996C Bonds*	4.00% - 6.00%	October 1, 1996	2009	79,795,000	79,420,000
1997A Bonds	4.00% - 6.00%	October 15, 1997	2018	150,000,000	52,790,000
1997B Bonds*	4.00% - 5.50%	October 15, 1997	2018	65,415,000	55,380,000
1998A Bonds*	4.25% - 5.50%	April 15, 1998	2015	197,500,000	196,695,000
1998B Bonds	4.00% - 5.50%	September 15, 1998	2019	225,000,000	101,600,000
1999A Bonds	4.10% - 5.50%	November 15, 1999	2020	150,000,000	44,995,000
2000A Bonds	4.35% - 5.625%	July 15, 2000	2015	125,000,000	85,535,000
2000 I Bonds	1.06%**	September 15, 2000	2021	100,000,000	100,000,000
2001A Bonds	2.00% - 5.375%	September 15, 2001	2022	175,000,000	68,615,000
2001B Bonds*	3.25% - 5.375%	September 15, 2001	2016	533,335,000	519,705,000
2002A Bonds	3.00% - 5.375%	May 1, 2002	2022	112,000,000	108,530,000
2002B Bonds	3.00% - 5.250%	November 1, 2002	2023	215,000,000	207,745,000
2003 I Bonds*	1.08%**	January 23, 2003	2022	220,385,000	218,845,000
2003 2 Bonds*	1.08%**	January 23, 2003	2022	201,595,000	200,215,000
2003A Bonds*	2.00%-5.00%	July 1, 2003	2010	338,610,000	338,610,000
2003B Bonds	2.00%-5.00%	November 15, 2003	2024	200,000,000	200,000,000
					<u>\$3,142,057,825</u>

* Represents refunding bonds that were not issued against the State Bond Commission's authorization.

** Represents the variable interest rate in effect as of June 30, 2004. These variable rate bonds bear interest at a weekly variable rate determined by the Fund's remarketing agent on Tuesday of each week, and become effective on the following Wednesday.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

Proceeds from the sale of special tax obligation bonds were used to fund restricted investments held by the trustee (*see Note 5*), with the remainder deposited into the State's Infrastructure Improvement Fund. The Infrastructure Improvement Fund was established by the State to account for the net bond proceeds to be used for infrastructure improvement projects and is a separate capital project fund of the State and is not part of the Special Transportation Fund.

Revenues are credited to the Fund and transferred to the Fund's debt service reserve account to the extent required to meet debt service requirements as provided by the Indentures. In addition, the Fund is required to maintain the reserve account at a level equal to the maximum annual principal and interest requirements on the Bonds as defined in the Indentures, for the current or any fiscal year.

The 1988B outstanding bonds consist of capital appreciation bonds that are not subject to redemption prior to their respective maturities.

The 1990A Bonds, maturing on June 1, 2007, are subject to partial redemption on June 1 of each of the years 2005-2007 by payment of principal plus accrued interest on the date of redemption. The 1990A Bonds maturing on June 1, 2010 are subject to partial redemption on each June 1 in each of the years 2008-2010 by payment of principal plus accrued interest on the date of redemption. In addition, the 1990A Bonds maturing on any date on or after June 1 in each of the years 2002-2004, both inclusive, and on July 1, 2007, may be redeemed in whole or in part prior to their maturity on any interest payment due date on or after June 1, 2001, at the option of the State, in the inverse order of maturity and pursuant to the Indentures. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 1 percent of principal. All callable bonds were called and redeemed on June 1, 2001.

The 1990 Series 1 Bonds (variable rate issue) are subject to partial redemption at any interest payment date at the redemption price unless the interest rate thereof has been converted to a fixed interest rate. These bonds may be redeemed at the option of the State, by payment and accrued interest thereon, with no premium. Bonds that are converted to a fixed interest rate are subject to redemption at any interest payment date, subject to the requirement that on the day of conversion the remaining term of the last maturity be at least five years. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 2 percent of principal.

The 1991B Bonds, maturing on or after October 1, 2002 (other than the 1991B Bonds maturing on or after October 1, 2007 and October 1 in each of the years 2010-2012), may be redeemed prior to their respective maturities, at the option of the State, in whole or in part, on any interest payment date not earlier than October 1, 2001, in the inverse order of their maturities and lot within a maturity. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 2 percent of principal. All callable bonds were called and redeemed on October 1, 2001.

STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

The 1992B Bonds, maturing on September 1, 2012, are subject to partial redemption on September 1 in each of the years 2010-2012 by payment of principal plus accrued interest on the date of redemption. In addition, the 1992B Bonds maturing on September 1 in each of the years 2003, 2004, and 2007 may be redeemed in whole or in part prior to their maturity on any interest payment date on or after September 1, 2002, at the option of the State, in any order as the State shall determine and pursuant to the Indentures. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 2 percent of principal. All callable bonds were called and redeemed on September 1, 2002.

The 1993A Bonds, maturing on and after September 1, 2004, except for the bonds maturing in 2007 and 2008, may be redeemed in whole or in part prior to their maturity on any interest payment date on or after September 1, 2003, at the option of the State, in any order as the State shall determine and pursuant to the Indentures. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 2 percent of principal.

The 1995A Bonds maturing on or after June 1, 2006, may be redeemed at any time, in whole or in part, prior to their maturity on or after October 1, 2005. These bonds may be redeemed by payment of principal, accrued interest thereon, and a premium not to exceed 1 percent of principal.

The 1995B Bonds, maturing on or after October 1, 2005, may be subject to redemption, in whole or in part, on or after October 1, 2004 at the option of the State. The bonds may be redeemed by payment of principal, accrued interest thereon, and a premium. The premium is not to exceed 1 percent for the time period from October 1, 2004 through September 30, 2005 and ½ percent for the time period from October 1, 2005 through September 30, 2006.

The 1995C Bonds, maturing on or after October 1, 2005, may be subject to redemption, in whole or in part, on or after October 1, 2004 at the option of the State. The bonds may be redeemed by payment of principal, accrued interest thereon, and a premium. The premium is not to exceed 1 percent for the time period from October 1, 2004 through September 30, 2005 and ½ percent for the time period from October 1, 2005 through September 30, 2006.

The 1996A Bonds maturing on or after June 1, 2007 may be subject to redemption, in whole or in part, on or after June 1, 2006 at the option of the State. The bonds may be redeemed by the payment of principal, accrued interest thereon and a premium. The premium is not to exceed 1 percent through May 31, 2007.

The 1996B Bonds maturing on or after October 1, 2007 may be subject to redemption, in whole or in part, on or after October 1, 2006 at the option of the State. The bonds may be redeemed by the payment of principal, accrued interest thereon and a premium. The premium is not to exceed 1 percent for the time period from October 1, 2006 through September 30, 2007 and ½ percent for the time period from October 1, 2007 through September 30, 2008.

STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

The 1996C Bonds are not subject to redemption prior to maturity.

The 1997A Bonds maturing on or after November 1, 2008 will be subject to redemption, at the election of the State, on or after November 1, 2007, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent for the time period from November 1, 2007 through October 31, 2008 and ½ percent for the time period November 1, 2008 through October 31, 2009.

The 1997B Bonds maturing on or after November 1, 2008 will be subject to redemption, at the election of the State, on or after November 1, 2007, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent for the time period from November 1, 2007 through October 31, 2008 and ½ percent for the time period November 1, 2008 through October 31, 2009.

The 1998A Bonds maturing on October 1, 2014 will be subject to redemption, at the option of the State, on or after October 1, 2008, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent of the principal for the time period from October 1, 2008 through September 30, 2009 and ½ percent for the time period October 1, 2009 through September 30, 2010.

The 1998B Bonds maturing on or after November 1, 2014 will be subject to redemption, at the election of the State, on or after November 1, 2008, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent of the principal for the time period from November 1, 2008 through October 31, 2009 and ½ percent for the time period November 1, 2009 through October 31, 2010.

The 1999A Bonds maturing on or after December 1, 2010 will be subject to redemption, at the election of the State, on or after December 1, 2009, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent of the principal for the time period from December 1, 2009 through November 30, 2010.

The 2000A Bonds maturing on or after September 1, 2011 will be subject to redemption, at the election of the State, on or after September 1, 2010, at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. These bonds may be redeemed by the payment of principal, accrued interest thereon and a premium not to exceed 1 percent of the principal for the time period from September 1, 2010 through August 31, 2011.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS *(Continued)*
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS *(Continued)*

The 2000 Series 1 Bonds (variable rate issue) are subject to optional redemption prior to maturity at the election of the State, in whole on any business day or in part on the first business day of any calendar month; at a redemption price equal to 100 percent of the principal amount of the 2000 Series 1 Bonds being redeemed, together with accrued and unpaid interest to the date fixed for redemption but without premium.

The 2001 Series A and B Bonds maturing on or after October 1, 2012 will be subject to redemption, at the election of the State, on or after October 1, 2011 at any time, in whole or in part by lot within a maturity, in such amounts as the State may determine. The bonds may be redeemed by the payment of principal and accrued interest thereon at a redemption price equal to 100 percent of the principal amount outstanding on October 1, 2011 and thereafter.

The 2002 Series A Bonds maturing on or after July 1, 2013 will be subject to redemption, at the election of the State, on or after July 1, 2012 at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. The bonds may be redeemed by the payment of principal and accrued interest thereon at a redemption price equal to 100 percent of the principal amount outstanding on July 1, 2012 and thereafter.

The 2002 Series B Bonds maturing on or after December 1, 2013 will be subject to redemption, at the election of the State, on or after December 1, 2012 at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. The bonds may be redeemed by the payment of principal and accrued interest thereon at a redemption price equal to 100 percent of the principal amount outstanding December, 2012 and thereafter.

The 2003 Series 1 and 2 Bonds (variable rate issue) are subject to optional redemption prior to maturity at the election of the State, in whole on any business day or in part on the first business day of any calendar month; at a redemption price equal to 100 percent of the principal amount of the 2003 Series 1 and 2 Bonds being redeemed, together with accrued and unpaid interest to the date fixed for redemption but without premium.

The 2003 Series A Bonds are not subject to redemption prior to maturity.

The 2003 Series B Bonds maturing on or after January 1, 2015 will be subject to redemption, at the election of the State, on or after January 1, 2014 at any time, in whole or in part and by lot within a maturity, in such amounts as the State may determine. The bonds may be redeemed by the payment of principal and accrued interest thereon at a redemption price equal to 100 percent of the principal amount outstanding on January 1, 2014 and thereafter.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

The aggregate principal and interest maturities on the bonds (scheduled payments to bondholders) are as follows (amounts expressed in thousands):

<u>Year ending June 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2005	\$ 239,535	\$ 145,580	\$ 385,115
2006	265,105	133,750	398,855
2007	252,609	127,566	380,175
2008	261,089	115,616	376,705
2009	258,920	97,184	356,104
2010-2014	1,093,255	299,826	1,393,081
2015-2019	546,145	104,179	650,324
2020-2024	225,400	22,195	247,595
	<u>\$ 3,142,058</u>	<u>\$ 1,045,896</u>	<u>\$ 4,187,954</u>

DEBT REFUNDINGS (amounts expressed in thousands)

During the year ended June 30, 2004, the State issued \$338,610 of special tax obligation refunding bonds with an average interest rate of 3.14% to advance refund \$346,370 of special tax obligation revenue bonds with an average interest rate of 5.09%.

The proceeds of the refunding bonds were used to purchase U.S. Government securities which were deposited into an irrevocable trust with an escrow agent to provide for all future payments on the refunded bonds. Thus, the refunded bonds are considered defeased.

The State advance refunded these bonds to reduce its total debt service payments over the next seven years by \$23,222 and to obtain an economic gain (difference between the present values of the debt service payments of the old and new bonds) of \$21,491. As of June 30, 2004, \$944,008 of outstanding special tax obligation revenue bonds, including prior year's refundings, are considered defeased.

BONDS AUTHORIZED BUT NOT ISSUED

As of June 30, 2004, the State Bond Commission has authorized but not issued \$446.3 million of special tax obligation bonds. These bonds would be payable from the revenues of the Fund if issued.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

DEMAND BONDS

Included in special tax obligation bonds are variable rate demand bonds as follows:

<u>Issue</u>	<u>Dated Date</u>	<u>Amount of Original Issue</u>	<u>Principal Balance at June 30, 2004</u>
1990 Series 1 Bonds	December 19, 1990	\$ 250,000,000	\$ 128,900,000
2000 Series 1 Bonds	September 15, 2000	100,000,000	100,000,000
2003 Series 1 Bonds	January 23, 2003	220,385,000	218,845,000
2003 Series 2 Bonds	January 23, 2003	201,595,000	200,215,000

In connection with the issuance of these bonds, the Fund executed various agreements including remarketing agreements with broker/dealer firms as well as standby bond purchase agreements with banks. The terms of each of these agreements are summarized below.

Initially the bonds bear interest at a weekly variable rate as determined by the remarketing agent which will be the lowest rate of interest which, in the reasonable judgment of the remarketing agent, would enable it to sell such bonds at a price equal to the principal amount thereof plus accrued interest thereon, under prevailing market conditions as of the date of determination. From time to time, at the option of the Fund, bonds may be converted to other variable rates to be in effect for different periods of time or to fixed rates. The Fund also has the option to convert to a different variable rate period at the end of the particular period. The remarketing agent determines the weekly or other applicable variable rate during the respective period and the fixed rate upon conversion to a fixed rate.

Bonds bearing interest at the weekly rate are subject to purchase at the option of the holder at a purchase price equal to principal and accrued interest, if any, on a minimum of seven days' notice and delivery to the Fund's fiscal agent. In addition, bonds are subject to mandatory purchase, in certain cases with the right to retain, upon (1) conversion to certain variable rates, (2) the end of certain rate periods, and (3) termination, or expiration of the applicable standby bond purchase agreement and (4) in certain of the bond issues, a new provider of a liquidity facility. The Fund's remarketing agent is responsible for using its best efforts to remarket the bonds properly tendered for purchase.

The Fund is required to pay the remarketing agent, in quarterly installments, an annual fee equal to 5 basis points of the bonds outstanding on January 1, or the weighted average of the principal outstanding of each three month period during the term of the agreement which terminates upon final payment or conversion of the bonds. In addition to the annual fee, the Fund is liable for all expenses in connection with delivering the remarketed bonds as well as any reasonable fees and expenses incurred by the remarketing agent during the period in which the bonds are converted to an interest rate calculation other than the weekly rate. Remarketing fees paid to the remarketing agents totaled \$331,924 for the year ended June 30, 2004.

STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

DEMAND BONDS (Continued)

The Fund entered into a municipal bond insurance policy for each demand bond issue to provide credit enhancement to the particular issue. The policies are valid until final payment. The standby bond purchase agreement for each demand bond issue provides liquidity for the particular issue. Should the remarketing agent be unable to resell the bonds and the Fund or the trustee is then unable to pay the bondholders, then standby bond purchase agreements provide payment to the bondholders equal to the face amount of principal and interest on the bonds that is unpaid by the Fund or trustee.

In connection with the 1990 Series 1 bonds, the Fund also entered into a standby bond purchase agreement with a bank which requires the bank to purchase bonds tendered and not remarketed in an amount not to exceed the principal on the bonds plus accrued interest up to 59 days at an annual interest rate not to exceed 12 percent for bonds bearing interest at the weekly rate. Under this agreement, the Fund is required to pay the bank in quarterly installments a facility fee in the amount of 13 basis points of the initial commitment. The initial commitment under the agreement was set at \$145.7 million but is subject to adjustment from time to time in accordance with the provisions of the agreement. If bond ratings were to be downgraded, then the fees are subject to an increase of 2 basis points for each letter downgrade made by the rating agency. If the bonds are downgraded below investment grade, withdrawn or suspended, or if there is a bond insurer event of default, then the fees are subject to an increase of 100 basis points. The agreement expires in 2005 and may be extended at the option of the Fund for a period not to exceed 5 years from the date of extension. Fees paid by the Fund in connection with the standby bond purchase agreement and municipal bond insurance policy totaled \$179,065 for the year ended June 30, 2004.

In connection with the 2000 Series 1 bonds, the Fund also entered into a standby bond purchase agreement with a bank which requires the bank to purchase bonds tendered and not remarketed in an amount not to exceed the principal on the bonds plus accrued interest up to 35 days at an annual interest rate not to exceed 9 percent for bonds bearing interest at the weekly rate. Under this agreement, the Fund is required to pay the bank in quarterly installments a facility fee in the amount of 12.5 basis points of the initial commitment. The initial commitment under the agreement was set at \$100.9 million but is subject to adjustment from time to time in accordance with the provisions of the agreement. The agreement expires in 2014 and may be extended at the option of the Fund for a period not to exceed 7 years from the date of extension. Fees paid by the Fund in connection with the standby bond purchase agreement and municipal bond insurance policy totaled \$128,180 for the year ended June 30, 2004.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS *(Continued)*
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS *(Continued)*

DEMAND BONDS *(Continued)*

In connection with the 2003 Series 1 bonds, the Fund also entered into a standby bond purchase agreement with a bank which requires the bank to purchase bonds tendered and not remarketed in an amount not to exceed the principal on the bonds plus accrued interest up to 35 days at an annual interest rate not to exceed 9 percent for bonds bearing interest at the weekly rate. Under this agreement, the Fund is required to pay the bank in quarterly installments a facility fee in the amount of 18.5 basis points of the initial commitment. The initial commitment under the agreement was set at \$222.3 million but is subject to adjustment from time to time in accordance with the provisions of the agreement. If bond ratings were to be downgraded, then the fees are subject to an increase of 25 basis points for each letter downgrade made by the rating agency. If the bonds are downgraded below investment grade, withdrawn or suspended, or if there is a bond insurer event of default, then the fees are subject to an increase of 100 basis points. The agreement expires in 2008 and may be extended at the option of the Fund for a period not to exceed 5 years from the date of extension. Fees paid by the Fund in connection with the standby bond purchase agreement and municipal bond insurance policy totaled \$417,606 for the year ended June 30, 2004.

In connection with the 2003 Series 2 bonds, the Fund also entered into a standby bond purchase agreement with two banks which requires each bank to purchase its respective proportion of bonds tendered and not remarketed in an amount not to exceed the principal on the bonds plus accrued interest up to 35 days at an annual interest rate not to exceed 9 percent for bonds bearing interest at the weekly rate. Under this agreement, the Fund is required to pay the banks in quarterly installments a facility fee in the amount of 20 basis points of the initial commitment. The initial commitment under the agreement was set at \$203.3 million but is subject to adjustment from time to time in accordance with the provisions of the agreement. If bond ratings were to be downgraded, then the fees are subject to an increase of 5 basis points for each letter downgrade made by the rating agency. If the bonds are downgraded below investment grade, withdrawn or suspended, or if there is a bond insurer event of default, then the fees are subject to an increase of 100 basis points. The agreement expires in 2008 and may be extended at the option of the Fund for a period not to exceed 5 years from the date of extension. Fees paid by the Fund in connection with the standby bond purchase agreement and municipal bond insurance policy totaled \$412,983 for the year ended June 30, 2004.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

INTEREST RATE SWAP AGREEMENTS

Objective of the Swaps

As a means to lower its borrowing costs, when compared against fixed-rate bonds at the time of issuance, the Fund has entered into five separate pay-fixed, receive-variable interest rate swaps at a cost less than what the Fund would have paid to issue fixed-rate debt. Two of the swaps were executed in December 1990, and the other three were executed in January 2003.

The terms, including the fair values and credit ratings of the outstanding swaps as of June 30, 2004, are as follows.

Terms of the Swap Agreements

Associated Bond Issue	Notional Amounts	Effective Date	Fixed Rate Paid	Variable Rate Received
1990 Jr Lien A	\$77,400,000	December 19, 1990	5.746%	65% of LIBOR ⁽¹⁾
1990 Jr Lien B	51,500,000	December 19, 1990	5.709%	65% of LIBOR ⁽¹⁾
2003 Series 1A	119,530,000	January 23, 2003	3.293%	BMA ⁽²⁾ monthly weighted avg less 10bp (through 1/3/07); 55% of LIBOR ⁽¹⁾ plus 50bp thereafter
2003 Series 1B	99,315,000	January 23, 2003	3.288%	BMA ⁽²⁾ monthly weighted avg less 10bp (through 1/3/07); 55% of LIBOR ⁽¹⁾ plus 50bp thereafter
2003 Series 2	200,215,000	January 23, 2003	3.284%	BMA ⁽²⁾ monthly weighted avg less 10bp (through 1/3/07); 55% of LIBOR ⁽¹⁾ plus 50bp thereafter
Total	<u>\$547,960,000</u>			

Associated Bond Issue	Fair Values	Swap Termination Date	Counterparty Credit Rating
1990 Jr Lien A	(\$8,158,550)	December 1, 2010	Aaa/AAA/AAA
1990 Jr Lien B	(5,345,746)	December 1, 2010	A3/BBB
2003 Series 1A	429,934	February 1, 2022	Aa1/AA-/AA
2003 Series 1B	397,246	February 1, 2022	Aa1/AA/AA+
2003 Series 2	913,991	February 1, 2022	Aa2/AA+/AA+
	<u>(\$11,763,125)</u>		

(1) London Interbank Offered Rate

(2) The Bond Market Association Municipal Swap Index.

The notional amount of the swaps match the principal amounts of the associated debt. The Fund's swap agreements contain scheduled reductions to outstanding notional amounts that are expected to approximately follow scheduled or anticipated reductions to the associated bond issue's outstanding balance.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

INTEREST RATE SWAP AGREEMENTS (Continued)

Fair Values and Credit Risk

Because interest rates have declined since 1990, the two swaps related to the 1990 Series have a negative fair value as of June 30, 2004. The remaining three swaps reflect positive fair values as interest rates have increased since January 2003. The fair values were estimated using the zero-coupon method. This method calculates the future net settlement payments required by the swap, assuming that the current forward rates implied by the yield curve correctly anticipate future spot interest rates. These payments are then discounted using the spot rates implied by the current yield curve for hypothetical zero-coupon bonds due on the date of each future net settlement on the swaps.

As of June 30, 2004, the Fund was not exposed to credit risk on its outstanding swaps related to the 1990 issues because the swaps had negative fair values. The Fund was exposed to modest credit risk on the remaining swaps as the swaps have positive fair values.

The swap agreements contain varying collateral agreements with the counterparties. All three of the swap agreements executed in 2003 require collateralization of the fair value of the swap in cash or government securities should the counterparty's credit rating fall below Aa3 as issued by Moody's Investors Service or AA- as issued by Standard & Poor's Ratings or Fitch Ratings. One of the swaps executed in 1990 requires collateral of cash or securities if the counterparty credit rating falls below A1/A+. The other 1990 swap agreement does not have any provisions for posting of collateral. No collateral was required to be posted for any of the swaps as of June 30, 2004. The State is not required to post collateral in connection with any of the swap agreements.

Because the Fund has not entered into more than one derivative transaction with any one counterparty, master netting agreements have not been needed.

All five of the swaps are executed with different counterparties. The largest, approximately 37 percent of the notional amount of swaps outstanding, is held with one counterparty, rated Aa2/AA+. The smallest, approximately 9 percent of the notional amount of swaps outstanding, is held with the lowest rated counterparty, rated A3/BBB. All other swaps are held with separate counterparties who are rated Aa1/AA or better.

Basis Risk

The Fund's variable-rate bond coupon payments are based on actual weekly remarketing rates which roughly track the BMA index rate. For those swaps for which the Fund receives a variable-rate payment other than BMA, the Fund is exposed to basis risk should the relationship between LIBOR and BMA converge. If a change occurs that results in the rates' moving to convergence, the expected cost savings may not be realized. As of June 30, 2004, the BMA rate was 1.06 percent, whereas 65 percent of LIBOR was 0.721 percent. The Fund recognizes this basis risk by including an amount for basis risk in its debt service budget. For fiscal 2004, the Fund budgeted \$1,500,000 in basis risk for all five swap agreements.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 6 - SPECIAL TAX OBLIGATION BONDS (Continued)

INTEREST RATE SWAP AGREEMENTS (Continued)

Termination Risk

The Fund or the counterparty may terminate any of the swaps if the other party fails to perform under the terms of the contract. If any of the swap agreements is terminated, the associated variable-rate bonds would no longer carry synthetic fixed interest rates. Also, if at the time of termination the swap has a negative fair value, the Fund would be liable to the counterparty for a payment approximately equal to the swap's fair value. Under the 2003 swap agreements, the Fund has up to 270 days to fund any required termination payment. Under the 1990 swap agreements, the Fund may fund any required termination payment over a five-year period.

Rollover Risk

Because all of the swap agreements terminate when the associated debt is fully paid, the Fund is only exposed to rollover risk if an early termination occurs. Upon an early termination, the Fund will not realize the synthetic rate offered by the swaps on the underlying debt issues.

Swap Payments and Associated Debt (amounts expressed in thousands)

Using rates as of June 30, 2004, debt service requirements of the Fund's outstanding variable-rate debt and net swap payments are as follows. As rates vary, variable-rate bond interest payments and net swap payments will vary.

Fiscal Year Ending June 30	Variable Rate Bonds		Interest Rate Swaps, Net	Total
	Principal	Interest		
2005	\$ 18,025	\$ 5,786	\$ 15,735	\$ 39,546
2006	19,135	5,588	14,883	39,606
2007	20,350	5,377	13,723	39,450
2008	21,665	5,152	12,403	39,220
2009	22,985	4,914	11,377	39,276
2010 - 2014	156,295	20,786	43,062	220,143
2015 - 2019	258,185	8,040	16,211	282,436
2020 - 2022	31,320	363	732	32,415
	<u>\$ 547,960</u>	<u>\$ 56,006</u>	<u>\$ 128,126</u>	<u>\$ 732,092</u>

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 7 - TRANSPORTATION RELATED GENERAL OBLIGATION BONDS

Public Act 84-254 of the General Assembly of the State of Connecticut requires the principal and interest payments of the transportation related general obligation bonds outstanding to be paid from the revenues of the Fund. However, the transportation related general obligation bonds remain the liability of the State. These bonds mature in various amounts through fiscal year 2009 and bear interest at rates from 4.80% to 7.53%.

The aggregate principal and interest maturities on the transportation related general obligation bonds are as follows (amounts expressed in thousands):

<u>Year ending June 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2005	\$ 530	\$ 126	\$ 656
2006	530	99	629
2007	609	288	897
2008	604	266	870
2009	724	652	1,376
	<u>\$ 2,997</u>	<u>\$ 1,431</u>	<u>\$ 4,428</u>

The above table does not include amounts for debt service that the State will charge the Fund for various non-transportation related general obligation refunding bonds and cash defeasements. The proceeds of these bonds were used to refund or defease transportation related general obligation bonds. Aggregate principal and interest maturities related to the non-transportation related general obligation refunding bonds used to retire transportation related general obligation bonds are as follows (amounts expressed in thousands):

<u>Year ending June 30:</u>	<u>Principal</u>	<u>Interest</u>	<u>Total</u>
2005	\$ 2,793	\$ 866	\$ 3,659
2006	2,654	743	3,397
2007	2	579	581
2008	157	526	683
2009	122	518	640
2010-2014	8,502	1,817	10,319
2015-2019	2,096	219	2,315
	<u>\$ 16,326</u>	<u>\$ 5,268</u>	<u>\$ 21,594</u>

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 8 - CHANGES IN LONG TERM OBLIGATIONS (amounts expressed in thousands)

Although the Fund does pay certain long-term obligations, these obligations have not been reported in the accompanying fund financial statements in accordance with GASB Statement No. 34. A summary of changes in long-term obligations of the Fund for the year ended June 30, 2004 is as follows (amounts expressed in thousands):

Description	Balance, July 1, 2003	Additions	Reductions	Balance, June 30, 2004
Special tax obligation bonds	\$ 3,186,118	\$ 538,610	\$ 582,670	\$ 3,142,058
General obligation bonds	11,727	-	8,730	2,997
General obligation refunding bonds	19,764	8,224	11,662	16,326
Compensated absences	43,227	556	-	43,783
Arbitrage liability	7,612	1,692	3,246	6,058
Claims and judgments	-	7,125	-	7,125
	<u>\$ 3,268,448</u>	<u>\$ 556,207</u>	<u>\$ 606,308</u>	<u>\$ 3,218,347</u>

Included in the June 30, 2004 balance for compensated absences is \$8,945 and \$684 of compensated absences and related payroll taxes payable, respectively, earned by employees of the Fund that took advantage of the Early Retirement Incentive program, as discussed in Note 1. The total liability will be paid in three equal annual installments of \$3,210 beginning in fiscal year ended June 30, 2006 and ending in June 30, 2008.

NOTE 9 - ACCOUNTS PAYABLE AND ACCRUED LIABILITIES

Accounts payable and accrued liabilities consist of the following as of June 30, 2004 (amounts expressed in thousands):

	Special Revenue Fund	Restricted Grants Fund	Total
Accounts payable	\$ 12,683	\$ 4,851	17,534
Salaries and wages payable	7,959	456	8,415
Contracts payable - retainage	1,841	-	1,841
	<u>\$ 22,483</u>	<u>\$ 5,307</u>	<u>\$ 27,790</u>

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 10 - INTERFUND BALANCES

INTERFUND RECEIVABLES AND PAYABLES

A summary of interfund receivables and payables as of June 30, 2004 is as follows (amounts expressed in thousands):

<u>Receivable Fund</u>	<u>Payable Fund</u>	<u>Amount</u>
Special Revenue Fund	Debt Service Fund	\$ 4,488
	Restricted Grants Fund	1,476
		<u>\$ 5,964</u>
Debt Service Fund	Restricted Grants Fund	<u>\$ 1,083</u>
Other funds of the State	Special Revenue Fund	\$ 534
	Restricted Grants Fund	243
		<u>\$ 777</u>

INTERFUND TRANSFERS

A summary of interfund transfers for the year ended June 30, 2004 is as follows (amounts expressed in thousands):

<u>Transfer In</u>	<u>Transfer Out</u>	<u>Amount</u>
Special Revenue Fund	Debt Service Fund	\$ 25,430
	Restricted Grants Fund	1,476
		<u>\$ 26,906</u>
Debt Service Fund	Special Revenue Fund	\$ 399,413
	Other funds of the State	9,452
		<u>\$ 408,865</u>
Restricted Grants Fund	Special Revenue Fund	\$ 32,876
	Other funds of the State	473
		<u>\$ 33,349</u>
Other funds of the State	Special Revenue Fund	<u>\$ 8,500</u>

Transfers are used primarily to (1) move revenues from the fund that statute or budget requires to collect them to the fund that statute or budget requires to expend them, and (2) move receipts restricted to debt service from the funds collecting the receipts to the Debt Service Fund as debt service payments become due.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 11 - COMMITMENTS AND CONTINGENCIES

LITIGATION

The State, its officers and employees are defendants in numerous lawsuits relating to the operations of the Fund. The State of Connecticut, Office of the Attorney General (the "Attorney General") has reviewed the status of pending lawsuits in which a financial judgment adverse to the State may be paid from the Fund, subject to a prior lien in favor of the Bonds.

With regard to litigation, the most notable cases are as described below. The first case is White Oak Corporation v. State of Connecticut, Department of Transportation ("DOT") in which the plaintiff is seeking approximately \$100 million in damages for a wrongful termination action in connection with the reconstruction of the Tomlinson Bridge. The plaintiff filed a demand for arbitration, hearings on the merits have concluded and the arbitrators rendered a decision denying the plaintiff's claim in its entirety and awarded the DOT \$1.2 million in damages. A lengthy appeals process is expected, with the plaintiff seeking to vacate the decision and have it overturned. The second case is White Oak Corporation v. State of Connecticut, Department of Transportation in which the plaintiff is seeking approximately \$50 million in damages for alleged delays and other damages in connection with an I-95 bridge project in Bridgeport, Connecticut. The plaintiff filed a demand for arbitration and hearings on the merits are ongoing. It is the opinion of the Attorney General that these cases and other pending litigation will not be finally determined so as to result individually or in the aggregate in a final judgment against the State which would materially and adversely affect the operations of the Fund.

ARBITRAGE REBATE REQUIREMENTS (amounts expressed in thousands)

Section 148 of the Internal Revenue Code, as enacted by the Tax Reform Act of 1986, requires that 90% of the earnings from the investment of tax-exempt bond proceeds that exceed the yield on tax-exempt bonds be remitted to the federal government. In accordance with this regulation, the Fund is required to rebate a portion of its investment earnings on the proceeds of the Bonds to the federal government. Rebate payments of \$2,523 were made during the year ended June 30, 2004. The total estimated liability for arbitrage rebate totaled \$6,058 as of June 30, 2004.

CONTRACTUAL COMMITMENTS

The State entered into a contractual agreement with H.N.S. Management Company, Inc. ("HNS") to manage and operate bus transportation for the State. The State shall pay all expenditures of the system including all past, present and future pension plan liabilities of the personnel employed by the system and any other fees, as agreed upon. Upon termination of the agreement, the State shall assume all of the existing obligations of HNS, including all pension liabilities described above. Although the Fund has no liability related to these costs, payments may be made by the Fund if so directed by the State.

In addition, the Fund has other contractual commitments for various transportation related operating and project costs.

As of June 30, 2004, the aggregate contractual commitments totaled approximately \$122.8 million. Funding of these expenditures is expected to be received from federal and other grants and other revenues to be received by the Fund.

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS (Continued)
JUNE 30, 2004**

NOTE 11 - COMMITMENTS AND CONTINGENCIES (Continued)

PENSIONS

Certain employees of the Fund participate in the State Employees' Retirement System ("SERS") which is administered by the State Employees' Retirement Commission. The Fund has no liability for these pension costs other than the annual contribution, pursuant to Public Act 83-30 of the June 1983 Special Session of the General Assembly of the State of Connecticut as amended to date. In addition, the actuarial study was performed on the SERS as a whole and does not provide separate information for employees of the Fund. Therefore, certain pension disclosures cannot be provided. Information on the total SERS funding status and progress, required contributions and trend information can be found in the State of Connecticut's Comprehensive Annual Financial Report.

The Fund's contribution is determined by applying a State mandated percentage to eligible salaries and wages. The contribution made by the Fund totaled \$44.8 million for the year ended June 30, 2004.

NOTE 12 - RELATED PARTY TRANSACTIONS

The Fund is one of many funds within the State of Connecticut financial reporting entity. As a result, certain transactions of the Fund, including operating transfers and certain allocations of expenses among funds, are under the direction of management of the State.

ALLOCATION OF BANK CHARGES

The Fund invests in the State Treasurer's Short-Term Investment Fund, which is a money market investment pool administered by the State Treasurer. In addition, the Fund's cash balances are managed by the State of Connecticut, Office of the Treasurer. Bank charges allocated to the Fund totaled \$514,287 for the year ended June 30, 2004.

RISK MANAGEMENT

The State of Connecticut, through its State Insurance and Risk Management Board, is responsible for risk management of the Fund's activities through the use of commercial and self-insurance.

NOTE 13 - ADJUSTMENT (amounts expressed in thousands)

Fund balance of the Special Revenue Fund as of July 1, 2003 has been adjusted as follows:

Fund balance, beginning of year, as originally reported	\$ 154,951
Adjustment - overstatement of deferred grant revenue	10,026
Fund balance, beginning of year, as adjusted	<u>\$ 164,977</u>

The effect of the adjustment on the change in net assets for the year ended June 30, 2003 was an increase of \$10,026 from (\$61,148) to (\$51,122).

**STATE OF CONNECTICUT
SPECIAL TRANSPORTATION FUND
NOTES TO FINANCIAL STATEMENTS *(Continued)*
JUNE 30, 2004**

NOTE 14 - SUBSEQUENT EVENTS

In October 2004, a proposed settlement that is substantially less than the original claim was reached between the State of Connecticut, Department of Transportation and George Campbell Painting Corporation in connection with ongoing litigation. The litigation involved George Campbell Painting Corporation vs. State of Connecticut in which the plaintiff was seeking approximately \$40 million in damages for delay and other claims arising out of a major bridge rehabilitation project. Management anticipates that the settlement may be paid from the Fund within the next year.

On November 13, 2004 the State issued \$289,725,000 in special tax obligation bonds, including refunding bonds of \$89,725,000, at interest rates ranging from 2.125% to 5.25% maturing through fiscal year 2020.

FORM OF OPINION OF
UPDIKE, KELLY & SPELLACY, P.C.
Bond Counsel
and
LEWIS & MUNDAY, A PROFESSIONAL CORPORATION
Co-Bond Counsel

[Date of Closing]

Honorable Denise L. Nappier
Treasurer, State of Connecticut
Hartford, Connecticut

Dear Madam Treasurer:

We have examined (i) the Constitution and laws of the State of Connecticut, including Public Act No. 84-254 of the February 1984 Session of the General Assembly, as amended (the “Act”), (ii) an Indenture of Trust, by and between the State of Connecticut (the “State”) and The Connecticut National Bank (successor trustee is now U.S. Bank National Association), as Trustee, dated September 15, 1984, as amended by the Special Tax Obligation Bonds Transportation Infrastructure Purposes Amendment No. 1 dated as of December 9, 1994 by and between the State of Connecticut and Shawmut Bank Connecticut, National Association (successor trustee is now U.S. Bank National Association), as Trustee, as supplemented by the Thirty-Sixth Supplemental Indenture by and between the State of Connecticut and U.S. Bank National Association, as Trustee, dated as of December 15, 2005 (the “Senior Indenture”) and (iii) a record of proceedings relative to the issuance of \$250,000,000 State of Connecticut Special Tax Obligation Bonds Transportation Infrastructure Purposes, 2005 Series A (the “2005 Series A Bonds”). Capitalized terms used herein and not otherwise defined shall have the meaning ascribed to them in the Senior Indenture.

The 2005 Series A Bonds mature on July 1 in each of the years and in the principal amounts and bear interest payable semiannually on January 1 and July 1 in each year, commencing July 1, 2006, until maturity at the respective rates per annum, as follows:

<u>Year</u>	<u>Principal Amount</u>	<u>Interest Rate Per Annum</u>	<u>Year</u>	<u>Principal Amount</u>	<u>Interest Rate Per Annum</u>
2006	\$6,700,000	4.000%	2016	\$12,380,000	5.000%
2007	7,895,000	5.000	2017	13,015,000	5.000
2008	8,300,000	5.000	2018	13,685,000	5.000
2009	8,725,000	5.000	2019	14,350,000	4.500
2010	9,170,000	5.000	2020	15,045,000	5.000
2011	9,640,000	5.000	2021	15,820,000	5.000
2012	10,135,000	5.000	2022	16,630,000	5.000
2013	10,655,000	5.000	2023	17,460,000	4.750
2014	11,205,000	5.000	2024	18,285,000	4.500
2015	11,775,000	5.000	2025	19,130,000	4.500

The 2005 Series A Bonds are issuable as fully registered bonds in the denomination of \$5,000, or any integral multiple thereof. Principal of the 2005 Series A Bonds will be payable at the principal corporate office of U.S. Bank National Association, Trustee. Interest on the 2005 Series A Bonds is payable to the registered owner as of the close of business on the fifteenth day of June and December in each year beginning in June, 2006 or the preceding business day if such fifteenth day is not a business day, by check mailed to the registered owner at such address as appears on the registration books of the State kept for such purpose under the Senior Indenture.

The 2005 Series A Bonds are subject to redemption prior to maturity in the manner and upon the terms and conditions set forth in the Senior Indenture.

The 2005 Series A Bonds including the principal thereof and interest and premium, if any, thereon are payable solely from the Pledged Revenues (as defined in the Act and in the Senior Indenture) and other receipts, funds or moneys pledged therefor and credited to the Special Transportation Fund of the State pursuant to the Act and the Senior Indenture.

From such examination we are of the opinion that:

1. The Act is valid, and the State has the legal right and power to authorize, and has duly authorized, executed and delivered the Senior Indenture, and the Senior Indenture is a legal, valid and binding obligation of the State enforceable in accordance with its terms.

2. The 2005 Series A Bonds have been duly authorized and issued under the Constitution and laws of the State, particularly the Act, and under proceedings duly had and taken in conformity therewith.

3. The 2005 Series A Bonds are valid and binding special obligations of the State payable from the Pledged Revenues and other receipts, funds or moneys pledged therefor

under the Act and the Senior Indenture and are entitled to the equal benefit, protection and security of the provisions, covenants and agreements of the Senior Indenture.

4. The 2005 Series A Bonds are secured in the manner and to the extent set forth in the Act and the Senior Indenture. Pursuant to the Act, the Senior Indenture creates a valid first call upon Pledged Revenues and lien upon any and all amounts held to the credit of said Special Transportation Fund from time to time, to the extent set forth in the Senior Indenture, including moneys and securities held by the Trustee in the Debt Service Account and Reserve Account established thereunder, which the Senior Indenture purports to create, subject only to the provisions of the Senior Indenture permitting the application thereunder for or to the purposes and on the terms and conditions set forth in the Senior Indenture. Such first call and lien are valid and binding against all parties having claims of any kind in tort, contract or otherwise against the State (including holders of general obligation debt of the State). All amounts necessary for the punctual payment of the Debt Service Requirements (as defined in the Act) with respect to the 2005 Series A Bonds are validly deemed to be appropriated by the Act from the Pledged Revenues and other receipts, funds or moneys pledged therefor and the Treasurer is required under the Act to pay such Debt Service Requirements as the same shall accrue, but only from such sources. Such payment by the Treasurer does not require further legislative approval.

5. The State is not obligated to pay the principal of, and interest and premium, if any, on the 2005 Series A Bonds except from Pledged Revenues and other receipts, funds or moneys pledged therefor under the Act and the Senior Indenture and neither the full faith and credit of the State or any political subdivision thereof is pledged to the payment of the principal of and interest and premium, if any, on the 2005 Series A Bonds.

6. Pursuant to the Act, the Senior Indenture validly incorporates the valid and enforceable covenants of the State to impose, charge, raise, levy, collect and apply the Pledged Revenues and other receipts, funds or moneys pledged for the payment of Debt Service Requirements in such amounts as may be necessary to pay such requirements in each year and not to limit or alter the duties imposed on the Treasurer or other officers of the State by the Act and the Senior Indenture with respect to the application of such Pledged Revenues and other such pledged receipts, funds or moneys.

7. Pursuant to the Act, the covenant of the State contained in the Senior Indenture to provide Pledged Revenues and other receipts, funds or moneys pledged under the Senior Indenture in an amount at least equal to two times the aggregate Principal and Interest Requirements on Bonds and Interest Requirements on Notes in each Fiscal Year (as such terms are defined in the Senior Indenture) is valid and enforceable. Such covenant is subject to the right of the State to exercise its power, through a change in law, to limit, modify, rescind, repeal or otherwise alter the character or amount of such Pledged Revenues or to substitute like or different sources of taxes, fees, charges or other receipts as Pledged Revenues if, for the ensuing Fiscal Year as evidenced by the proposed or adopted budget of the State with respect to the Special Transportation Fund, the projected revenues meet or exceed the estimated expenses of the Special Transportation Fund including accumulated

deficits, if any, Debt Service Requirements, and any Pledged Revenue coverage requirement set forth in Section 2.4 of the Senior Indenture.

8. Under existing law, (i) interest on the 2005 Series A Bonds is excludable from the gross income of the owners thereof for Federal income tax purposes pursuant to the Internal Revenue Code of 1986, as amended (the “Code”), and (ii) such interest will not be treated as a preference item for purposes of calculating the Federal alternative minimum tax for individuals or corporations; such interest is, however, includable in the adjusted current earnings of certain corporations for purposes of computing the Federal alternative minimum tax imposed on such corporations. We express no opinion regarding other Federal income tax consequences caused by ownership of, or receipt of interest on, the 2005 Series A Bonds.

9. Under existing law, interest on the 2005 Series A Bonds is excludable from Connecticut taxable income for purposes of the Connecticut income tax on individuals, trust and estates and is excludable from amounts on which the net Connecticut minimum tax is based in the case of individuals, trusts and estates required to pay the Federal alternative minimum tax.

The Code establishes certain requirements that must be met subsequent to the issuance and delivery of the 2005 Series A Bonds in order that interest on the 2005 Series A Bonds be excludable from gross income under the Code. The State has covenanted in a Tax Regulatory Agreement (the “Tax Regulatory Agreement”) that it will at all times perform all acts and things necessary or appropriate under any valid provision of law to ensure that interest on the 2005 Series A Bonds shall be excludable from the gross income of the owners thereof for Federal income tax purposes under the Code.

In rendering the foregoing opinions regarding the Federal income tax treatment of interest on the 2005 Series A Bonds, we have relied upon and assumed (i) the material accuracy of the representations, statements of intention and reasonable expectations, and certifications of fact contained in the Tax Regulatory Agreement, and (ii) compliance by the State with covenants set forth in the Tax Regulatory Agreement as to such matters.

In rendering this opinion, we further advise you that the enforceability of rights and remedies with respect to the 2005 Series A Bonds may be limited by insolvency, moratorium and other laws affecting creditor’s rights generally heretofore or hereafter enacted and by law applicable to relief in equity and by the reserved police powers of the State; no opinion is expressed as to the availability of a right in equity to specific performance of any covenant requiring legislative action with respect to taxes not presently enacted when an adequate remedy at law for damages is available or another such limitation exists and is applied.

We have examined the bond (or bonds, as may be the case) of each maturity and, in our opinion, the form of said bond or bonds, and its or their execution, are regular and proper.

Respectfully submitted,

FORM OF CONTINUING DISCLOSURE AGREEMENT

In accordance with the requirements of Rule 15c2-12 promulgated by the Securities and Exchange Commission, the State of Connecticut (the "State") will agree, pursuant to a Continuing Disclosure Agreement for the 2005 Series A Bonds to be executed by the State substantially in the following form, to provide, or cause to be provided, (i) certain annual financial information and operating data, (ii) timely notice of the occurrence of certain material events with respect to the 2005 Series A Bonds and (iii) timely notice of a failure by the State to provide the required annual financial information on or before the date specified in the Continuing Disclosure Agreement for the 2005 Series A Bonds.

Continuing Disclosure Agreement

This Continuing Disclosure Agreement ("Agreement") is made as of the 21st day of December, 2005 by the State of Connecticut (the "State") acting by its undersigned officer, duly authorized, in connection with the issuance of \$250,000,000 Special Tax Obligation Bonds, Transportation Infrastructure Purposes, 2005 Series A, dated December 15, 2005 (the "Bonds"), and U.S. Bank National Association, as Trustee for the Bonds (the "Trustee") under the Indenture (as hereinafter defined), for the benefit of the beneficial owners from time to time of the Bonds.

Section 1. Definitions. For purposes of this Agreement, the following capitalized terms shall have the following meanings:

"Final Official Statement" means the official statement of the State dated December 9, 2005 prepared in connection with the Bonds.

"Indenture" means the Indenture of Trust entered into by the State and the Trustee, dated as of September 15, 1984, as supplemented and amended to date as the same may be further supplemented and amended from time to time.

"MSRB" means the Municipal Securities Rulemaking Board established under the Securities Exchange Act of 1934 as amended, or any successor thereto.

"NRMSIR" means any nationally recognized municipal securities information repository recognized by the SEC from time to time. As of the date of this Agreement the NRMSIRs are:

Bloomberg Municipal Repository
100 Business Park Drive
Skillman, NJ 08558
Phone: (609) 279-3225
Fax: (609) 279-5962
<http://www.bloomberg.com/markets/rates/municontacts.html>
Email: Munis@Bloomberg.com

DPC Data Inc.
One Executive Drive
Fort Lee, NJ 07024
Phone: (201) 346-0701
Fax: (201) 947-0107
<http://www.dpcdata.com>
Email: nrmsir@dpcdata.com

FT Interactive Data
Attn: NRMSIR
100 William Street, 15th Floor
New York, NY 10038
Phone: (212) 771-6999
Fax: (212) 771-7390
<http://www.ftid.com>
Email: NRMSIR@interactive.com

Standard & Poor's Securities Evaluations, Inc.
55 Water Street - 45th Floor
New York, NY 10041
Phone: (212) 438-4595
Fax: (212) 438-3975
www.jjkenny.com/jjkenny/pser_decrip_data_rep.html
Email: nrmsir_repository@sandp.com

"Rule" means rule 15c2-12 under the Securities Exchange Act of 1934, as of the date of this Agreement.

"SEC" means the Securities and Exchange Commission of the United States, or any successor thereto.

"SID" means any state information depository established or designated by the State of Connecticut and recognized by the SEC from time to time. As of the date of this Agreement, no SID has been established or designated by the State of Connecticut.

Section 2. Annual Financial Information.

(a) The State agrees to provide or cause to be provided to each NRMSIR and any SID, in accordance with the provisions of the Rule and of this Agreement, annual financial information and operating data (commencing with information and data for the fiscal year ending June 30, 2005 as follows:

(i) Financial statements of the State's Special Transportation Fund for the prior fiscal year, which statements shall be prepared in accordance with generally accepted accounting principles or mandated state statutory principles as in effect from time to time. As of the date of this Agreement, the State is required to prepare financial statements of its various funds and accounts on a budgeted basis (i.e., on the basis of the modified cash method of accounting as described in Appendix A to the Final Official Statement, under the caption **FINANCIAL PROCEDURES** - "Accounting Procedures"). As of the date of this Agreement, the State also prepares financial statements for the Special Transportation Fund in accordance with generally accepted accounting principles but is not required to do so. The financial statements will be audited.

(ii) To the extent not included in the financial statements described in (i) above, the financial information and operating data within the meaning of the Rule included in the material under the headings "TOTAL BONDS OUTSTANDING," "DEBT SERVICE ON OUTSTANDING BONDS," "THE OPERATIONS OF THE SPECIAL TRANSPORTATION FUND" and "THE DEPARTMENT OF TRANSPORTATION" and Appendices B and C in the Final Official Statement; provided, however, that reference to such headings in the Final Official Statement for the Bonds as a means of identifying such financial information and operating data shall not prevent the State from reorganizing such material in subsequent official statements.

(b) The financial statements and other financial information and operating data described above will be provided on or before the date eight months after the close of the fiscal year for which such information is being provided. The State's fiscal year currently ends on June 30.

(c) Annual financial information and operating data may be provided in whole or in part by cross-reference to other documents previously provided to each NRMSIR, any SID, or the SEC. If the document to be

cross-referenced is a final official statement, it must be available from the MSRB. All or a portion of the financial information and operating data may be provided in the form of a comprehensive annual financial report or an annual information statement of the State.

(d) The State reserves the right (i) to provide financial statements which are not audited if no longer required by law, (ii) to modify from time to time the format of the presentation of such information or data, and (iii) to modify the accounting principles it follows to the extent required by law, by changes in generally accepted accounting principles, or by changes in mandated state statutory principles as in effect from time to time, provided that the State agrees that the exercise of any such right will be done in a manner consistent with the Rule.

Section 3. Material Events.

The State agrees to provide or cause to be provided, in a timely manner, to (i) each NRMSIR or the MSRB and (ii) any SID, notice of the occurrence of any of the following events with respect to the Bonds, if material:

- (a) principal and interest payment delinquencies;
- (b) non-payment related defaults;
- (c) unscheduled draws on debt service reserves reflecting financial difficulties;
- (d) unscheduled draws on credit enhancements reflecting financial difficulties;
- (e) substitution of credit or liquidity providers, or their failure to perform;
- (f) adverse tax opinions or events affecting the tax-exempt status of the Bonds;
- (g) modifications to rights of holders of the Bonds;
- (h) Bond calls;
- (i) Bond defeasances;
- (j) release, substitution, or sale of property securing repayment of the Bonds; and
- (k) rating changes.

In order to assist the State in complying with its undertaking in this Section 3, the Trustee agrees to use its best efforts promptly to notify the State in writing of the occurrence of any of the events listed in (a) - (k) above as to which any officer in the Corporate Trust Administration Department of the Trustee obtains actual knowledge in the course of the performance of the duties of the Trustee under the Indenture; provided, however, that the determination of whether any such occurrence is material shall be a determination to be made by the State and not the Trustee pursuant to its responsibilities under this Agreement.

Section 4. Notice of Failure to Provide Annual Financial Information.

The State agrees to provide or cause to be provided, in a timely manner, to (i) each NRMSIR or the MSRB and (ii) any SID, notice of any failure by the State to provide annual financial information as set forth in Section 2(a) hereof on or before the date set forth in Section 2(b) hereof.

Section 5. Use of Agents.

Annual financial information and operating data and notices to be provided pursuant to this Agreement may be provided by the State or by any agents which may be employed by the State for such purpose from time to time.

Section 6. Termination.

The obligations of the State under this Agreement shall terminate upon the earlier of (i) payment or legal defeasance, at maturity or otherwise, of all of the Bonds, or (ii) such time as the State ceases to be an obligated person with respect to the Bonds within the meaning of the Rule.

Section 7. Enforcement.

The State acknowledges that its undertakings set forth in this Agreement are intended to be for the benefit of, and enforceable by, the beneficial owners from time to time of the Bonds. In the event the State shall fail to perform its duties hereunder, the State shall have the option to cure such failure within a reasonable time (but not exceeding 30 days with respect to the undertakings set forth in Section 2 of this Agreement or five business days with respect to the undertakings set forth in Sections 3 and 4 of this Agreement) from the time the State's Assistant Treasurer for Debt Management, or a successor, receives written notice from any beneficial owner of the Bonds of such failure. The present address of the Assistant Treasurer for Debt Management is 55 Elm Street, 6th Floor, Hartford, Connecticut 06106.

In the event the State does not cure such failure within the time specified above, the beneficial owner of any Bonds shall be entitled only to the remedy of specific performance. The State expressly acknowledges and the beneficial owners are hereby deemed to expressly agree that no monetary damages shall arise or be payable hereunder nor shall any failure to comply with this Agreement constitute an event of default with respect to the Bonds, including, without limitation, an Event of Default under the Indenture, or a breach of any duty or obligation of the Trustee under the Indenture.

Section 8. Miscellaneous.

(a) The State and the Trustee shall have no obligation to provide any information, data or notices other than as set forth in this Agreement; provided however, nothing in this Agreement shall be construed as prohibiting the State from providing such additional information, data or notices from time to time as it deems appropriate in connection with the Bonds. If the State elects to provide any such additional information, data or notices, the State shall have no obligation under this Agreement to update or continue to provide further additional information, data or notices of the type so provided.

(b) This Agreement shall be governed by the laws of the State of Connecticut.

(c) Notwithstanding any other provision of this Agreement, the State may amend this Agreement, and any provision of this Agreement may be waived, if (i) such amendment or waiver is made in connection with a change of circumstances that arises from a change in legal requirements, a change in law, or a change in the identity, nature or status of the State, (ii) the Agreement as so amended or waived would have complied with the requirements of the Rule as of the date of the Agreement, taking into account any amendments or interpretations of the Rule as well as any changes in circumstances, and (iii) such amendment or waiver is supported by either an opinion of counsel expert in federal securities laws to the effect that such amendment or waiver would not materially adversely affect the beneficial owners of the Bonds or an approving vote by the holders of not less than 60% of the aggregate principal amount of the Bonds then outstanding pursuant to the terms of the Indenture. A copy of any such amendment or waiver will be filed in a timely manner with (i) each NRMSIR or the MSRB and (ii) any SID. The annual financial information provided on the first date following adoption of any such amendment or waiver will explain, in narrative form, the reasons for the amendment or waiver.

(d) This Agreement may be executed in any number of counterparts, each of which shall be deemed an original, but such counterparts shall together constitute but one and the same instrument.

(e) Any filing under this Agreement may be made solely by transmitting such filing to the Texas Municipal Advisory Council (the "MAC") as provided at <http://www.disclosureusa.org> unless the SEC has withdrawn the interpretive advice in its letter to the MAC dated September 7, 2004.

STATE OF CONNECTICUT

By: _____
Denise L. Nappier
Treasurer

U.S. BANK NATIONAL ASSOCIATION, as Trustee

By: _____
Authorized Officer

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FINANCIAL GUARANTY INSURANCE POLICY

MBIA Insurance Corporation
Armonk, New York 10504

Policy No. [NUMBER]

MBIA Insurance Corporation (the "Insurer"), in consideration of the payment of the premium and subject to the terms of this policy, hereby unconditionally and irrevocably guarantees to any owner, as hereinafter defined, of the following described obligations, the full and complete payment required to be made by or on behalf of the Issuer to [PAYING AGENT/TRUSTEE] or its successor (the "Paying Agent") of an amount equal to (i) the principal of (either at the stated maturity or by any advancement of maturity pursuant to a mandatory sinking fund payment) and interest on, the Obligations (as that term is defined below) as such payments shall become due but shall not be so paid (except that in the event of any acceleration of the due date of such principal by reason of mandatory or optional redemption or acceleration resulting from default or otherwise, other than any advancement of maturity pursuant to a mandatory sinking fund payment, the payments guaranteed hereby shall be made in such amounts and at such times as such payments of principal would have been due had there not been any such acceleration, unless the Insurer elects in its sole discretion, to pay in whole or in part any principal due by reason of such acceleration); and (ii) the reimbursement of any such payment which is subsequently recovered from any owner pursuant to a final judgment by a court of competent jurisdiction that such payment constitutes an avoidable preference to such owner within the meaning of any applicable bankruptcy law. The amounts referred to in clauses (i) and (ii) of the preceding sentence shall be referred to herein collectively as the "Insured Amounts." "Obligations" shall mean:

[PAR]
[LEGAL NAME OF ISSUE]

Upon receipt of telephonic or telegraphic notice, such notice subsequently confirmed in writing by registered or certified mail, or upon receipt of written notice by registered or certified mail, by the Insurer from the Paying Agent or any owner of an Obligation the payment of an Insured Amount for which is then due, that such required payment has not been made, the Insurer on the due date of such payment or within one business day after receipt of notice of such nonpayment, whichever is later, will make a deposit of funds, in an account with U.S. Bank Trust National Association, in New York, New York, or its successor, sufficient for the payment of any such Insured Amounts which are then due. Upon presentment and surrender of such Obligations or presentment of such other proof of ownership of the Obligations, together with any appropriate instruments of assignment to evidence the assignment of the Insured Amounts due on the Obligations as are paid by the Insurer, and appropriate instruments to effect the appointment of the Insurer as agent for such owners of the Obligations in any legal proceeding related to payment of Insured Amounts on the Obligations, such instruments being in a form satisfactory to U.S. Bank Trust National Association, U.S. Bank Trust National Association shall disburse to such owners, or the Paying Agent payment of the Insured Amounts due on such Obligations, less any amount held by the Paying Agent for the payment of such Insured Amounts and legally available therefor. This policy does not insure against loss of any prepayment premium which may at any time be payable with respect to any Obligation.

As used herein, the term "owner" shall mean the registered owner of any Obligation as indicated in the books maintained by the Paying Agent, the Issuer, or any designee of the Issuer for such purpose. The term owner shall not include the Issuer or any party whose agreement with the Issuer constitutes the underlying security for the Obligations.

Any service of process on the Insurer may be made to the Insurer at its offices located at 113 King Street, Armonk, New York 10504 and such service of process shall be valid and binding.

This policy is non-cancellable for any reason. The premium on this policy is not refundable for any reason including the payment prior to maturity of the Obligations.

This policy is not covered by the Connecticut Insurance Guaranty Association specified in Section 7 of the Connecticut Financial Guaranty Act.

IN WITNESS WHEREOF, the Insurer has caused this policy to be executed in facsimile on its behalf by its duly authorized officers, this [DAY] day of [MONTH, YEAR].

MBIA Insurance Corporation

President

Attest:

Assistant Secretary

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