

Department of Transportation DOT57000

	Actual Expenditure FY 08	Estimated FY 09	Governor Recommended FY 10	Governor Recommended FY 11	Legislative FY 10	Legislative FY 11		
POSITION SUMMARY								
Permanent Full-Time - TF	3,171	3,426	3,398	3,398	3,398	3,398		
BUDGET SUMMARY								
Other Current Expenses								
Transportation Strategy Board	127,399	0	0	0	0	0		
Agency Total - General Fund	127,399	0	0	0	0	0		
Personal Services	151,631,385	152,558,519	156,673,268	157,561,922	156,859,684	157,723,930		
Other Expenses	55,449,461	46,788,056	53,959,180	54,002,480	43,426,685	43,426,685		
Equipment	2,051,448	2,126,926	2,001,945	1,911,500	2,001,945	1,911,500		
Minor Capital Projects	224,940	332,500	332,500	332,500	332,500	332,500		
Highway and Bridge Renewal-Equipment	9,370,430	8,000,000	8,000,000	8,000,000	6,000,000	6,000,000		
Highway Planning and Research	3,004,895	3,192,843	3,161,385	3,310,753	2,670,601	2,819,969		
Hospital Transit for Dialysis	43,598	95,000	0	0	0	0		
Rail Operations	94,364,226	115,878,770	121,871,785	131,962,904	117,635,208	127,726,327		
Bus Operations	111,889,785	116,365,218	122,282,712	128,020,182	125,318,445	132,955,915		
Highway and Bridge Renewal	10,730,329	12,576,141	12,576,141	12,576,141	12,402,843	12,402,843		
Tweed-New Haven Airport Grant	600,000	570,000	0	0	1,500,000	1,500,000		
ADA Para-transit Program	20,530,035	22,223,606	23,826,375	25,565,960	23,826,375	25,565,960		
Non-ADA Dial-A-Ride Program	564,200	576,361	576,361	576,361	576,361	576,361		
Southeast Tourism Transit System	0	2,850,000	0	0	0	0		
Non Bondable Bus Capital Projects	0	237,500	0	0	0	0		
Grant Payments to Local Governments								
Town Aid Road Grants - TF	30,000,000	22,000,000	22,000,000	22,000,000	0	0		
Elderly and Disabled Demand	2,290,000	0	0	0	0	0		
Agency Total - Special Transportation Fund	492,744,732	506,371,440	527,261,652	545,820,703	492,550,647	512,941,990		
Agency Total - Appropriated Funds	492,872,131	506,371,440	527,261,652	545,820,703	492,550,647	512,941,990		
Additional Funds Available								
Carry Forward Funding	0	0	0	0	2,903,925	0		
Carry Forward TF	0	0	0	0	10,766,703	0		
Agency Grand Total [1]	492,872,131	506,371,440	527,261,652	545,820,703	506,221,275	512,941,990		
	Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount
FY 09 Governor Estimated Expenditures - GF	0	0	0	0	0	0	0	0
FY 09 Governor Estimated Expenditures - TF	3,426	506,371,440	3,426	506,371,440	0	0	0	0
Inflation and Non-Program Changes								
Personal Services	0	5,314,749	0	6,203,403	0	0	0	0
Other Expenses	0	8,760,528	0	8,803,828	0	0	0	0
Equipment	0	-124,981	0	-215,426	0	0	0	0
Other Current Expenses	0	10,646,820	0	28,364,362	0	0	0	0
Total - Special Transportation Fund	0	24,597,116	0	43,156,167	0	0	0	0
Rail Freight Improvements								
The program provides a matching grant for rail improvements made by Rail Freight companies. No funding was expended for this purpose in FY 08 or FY 09 to date.								
-(Governor) Achieve savings by eliminating the Rail Preservation Improvement program.								
-(Legislative) Same as Governor.								
Rail Operations	0	-500,000	0	-500,000	0	0	0	0
Total - Special Transportation Fund	0	-500,000	0	-500,000	0	0	0	0

Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Eliminate Hospital Transit for Dialysis

Only one hospital has participated in this program since 2005.

-(Governor) Eliminate the subsidy for Hospital Transit for Dialysis Program.

-(Legislative) Same as Governor.

Hospital Transit for Dialysis	0	-95,000	0	-95,000	0	0	0	0
Total - Special Transportation Fund	0	-95,000	0	-95,000	0	0	0	0

Reduce Funding to Reflect the Rollout of the FY 09 Recisions

The Governor initiated four rounds of recisions in FY 09 totaling \$178.2 million in General Fund and \$31.4 million in Other Funds. The Governor's FY 10 - FY 11 Biennial Budget includes the rollout of some of these FY 09 recisions across various agencies.

-(Governor) Funding of \$35,000 is reduced in FY 10 and FY 11 to reflect the rollout of the Governor's FY 09 recisions.

-(Legislative) Same as Governor.

Minor Capital Projects	0	-17,500	0	-17,500	0	0	0	0
Hospital Transit for Dialysis	0	-5,000	0	-5,000	0	0	0	0
Non Bondable Bus Capital Projects	0	-12,500	0	-12,500	0	0	0	0
Total - Special Transportation Fund	0	-35,000	0	-35,000	0	0	0	0

Reduce Joint Highway Research Council Funding

-(Governor) Reduction to the amount of \$250,000 as specified in CGS Section 13a-256.

-(Legislative) Funding is eliminated for this program. It is recommended that this program be considered for RBA before future funding is reconsidered.

Highway Planning and Research	0	-300,000	0	-300,000	0	-250,000	0	-250,000
Total - Special Transportation Fund	0	-300,000	0	-300,000	0	-250,000	0	-250,000

Eliminate Vacant Positions

-(Governor) Funding of \$1,200,000 is reduced in both FY 10 and in FY 11 to reflect the elimination of 28 positions that are currently vacant.

-(Legislative) Same as Governor.

Personal Services	-28	-1,200,000	-28	-1,200,000	0	0	0	0
Total - Special Transportation Fund	-28	-1,200,000	-28	-1,200,000	0	0	0	0

Achieve Other Expenses General Savings

-(Governor) Funding of \$1,589,404 is reduced in both FY 10 and in FY 11 to reflect a general savings due to streamlining of business operations in this agency. Savings are anticipated across various state agencies to result from a reduction in operating costs (examples include: cellular communications services, in-state travel, mileage reimbursement, food/beverage, motor vehicle rental and fuel).

Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

-(Legislative) Funding is reduced on FY 10 and FY 11 to reflect a general savings due to streamlining of business operations in this agency. Savings are anticipated across various state agencies to result from a reduction in operating costs (examples include: cellular communications services, in-state travel, mileage reimbursement, food/beverage, motor vehicle rental and fuel).

Other Expenses	0	-11,436,825	0	-11,480,125	0	-9,847,421	0	-9,890,721
Total - Special Transportation Fund	0	-11,436,825	0	-11,480,125	0	-9,847,421	0	-9,890,721

Reduce Funding for Contractual or Consultant Expenditures

-(Legislative) Funding total of \$5.4 million is reduced in both FY 10 and FY 11 for contractual or consultant engineering services in order to reduce dependency on outside consultant services. Reduction in Rail and Bus subsidies could result in a fare increase or service reductions or a combination thereof.

Other Expenses	0	-685,074	0	-685,074	0	-685,074	0	-685,074
Highway Planning and Research	0	-240,784	0	-240,784	0	-240,784	0	-240,784
Rail Operations	0	-4,236,577	0	-4,236,577	0	-4,236,577	0	-4,236,577
Bus Operations	0	-64,267	0	-64,267	0	-64,267	0	-64,267
Highway and Bridge Renewal	0	-173,298	0	-173,298	0	-173,298	0	-173,298
Total - Special Transportation Fund	0	-5,400,000	0	-5,400,000	0	-5,400,000	0	-5,400,000

Eliminate Non-Bondable Bus Capital Projects

No funding was expended for this purpose in FY 08 or FY 09 to date.

-(Governor) Eliminate funding for non-bondable expenses.

-(Legislative) Same as Governor.

Non Bondable Bus Capital Projects	0	-237,500	0	-237,500	0	0	0	0
Total - Special Transportation Fund	0	-237,500	0	-237,500	0	0	0	0

Reduce Funding for Highway & Bridge Renewal (Pay-as-You-Go)

-(Legislative) Funding is reduced for this program by \$2 million each year.

Highway and Bridge Renewal-Equipment	0	-2,000,000	0	-2,000,000	0	-2,000,000	0	-2,000,000
Total - Special Transportation Fund	0	-2,000,000	0	-2,000,000	0	-2,000,000	0	-2,000,000

Restore Town Aid Road Grant

Funds are provided to assist municipalities to construct, reconstruct, improve, or maintain their local roads, highways and bridges, including snow plowing, the sanding of icy pavements, the trimming and removal of trees, the installation, replacement and maintenance of traffic signs, signals, and markings for traffic control and vehicles safety programs, and to operate essential public transportation services and related facilities.

The current level of funding between FY 06 and FY 09 has been \$30 million per year with \$22 million coming from the Transportation Fund and \$8 million coming from General Fund budget surpluses.

	Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
	Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount
-(Legislative) Additional funding of \$5 million is provided to fund the grant to \$27 million annually.								
Town Aid Road Grants - TF	0	5,000,000	0	5,000,000	0	5,000,000	0	5,000,000
Total - Special Transportation Fund	0	5,000,000	0	5,000,000	0	5,000,000	0	5,000,000

Fund Town Aid Road Grant through Bond Funds
 -(Legislative) Funding of \$27 million is reduced from Town Aid Road in the Transportation Fund in anticipation of the grants being funded by Bond Funds.

Sections 22, 34(f) and 49(b) of PA 09-2 September Special Session (HB 7004), "An Act Authorizing and Adjusting Bonds Of The State For Capital Improvements, Transportation And Other Purposes," authorizes up to \$22 million in STO bonds and up to \$8 million in GO bonds for a total of \$30 million each year for FY 10 and FY 11 for town road aid (TAR) grants to municipalities

Sections 130 and 131 of PA 09-7 September Special Session (HB 7007) corrects the bond act (PA 09-2 September Special Session, HB 7004) to specify that up to \$8 million in general obligation bonds may be issued in FY 10 and also in FY 11 for distribution under the town-aid road grant program. This Act authorized issuance of general obligation bonds for the program, but did not specify any amount. HB 7004 also authorizes up to \$22 million in special tax obligation bonds for this program in each of the two fiscal years.

Town Aid Road Grants - TF	0	-27,000,000	0	-27,000,000	0	-27,000,000	0	-27,000,000
Total - Special Transportation Fund	0	-27,000,000	0	-27,000,000	0	-27,000,000	0	-27,000,000

Restore Funding for Demand Responsive Matching Grant Program

The dial-a-ride grant program was established by the legislature in 1999 to provide matching grants to municipalities based on an allocation formula. The formula provides half of the municipality's apportionment based on its relative share of the state's elderly population and half based on its relative square mileage compared to the total area of the state. Municipalities must apply for the grants through a regional planning organization or transit district and must collaborate on service design to determine how to use the funding most effectively in the municipality and its surrounding region.

Projects funded by the municipal grant program must serve both seniors (age 60+) and people with disabilities. Each municipality applying for the grant funds must provide a fifty percent match. Grant amounts are determined using an allocation formula based on a municipality's elderly and disabled population and the geographic size of the town. If a municipality chooses not to apply, its portion reverts to the state.

A total of \$4.1 million was awarded in grants in FY 08 to 142 municipalities that applied for the funding. Twenty-seven municipalities chose not to apply. The

Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

remaining balance in the TSB Projects Account of \$1.9 million will be available until expended under provisions of Section 37 of PA 05-4 JSS.

Matching Grant for Municipal Dial-A-Ride Programs
(Amounts in Millions)

	Funding(1)	Expenditures	Cumulative Balance
FY 06	\$5.0		\$5.0
FY 07	5.0	\$3.9	6.1
FY 08	3.9	4.0	6.0
FY 09	0.0	4.1	1.9 (2)

(1) FY 06 and FY 07 funded from Transportation Strategy Board funds. FY 08 funded from FY 07 General Fund Surplus

(2) Balance available for FY 10.

-(Legislative) Funding of \$3.1 million in FY 10 and \$5 million in FY 11 is provided to fund the program at the statutory amount of \$5 million per year. Since the program has a non-lapsing balance of \$1.9 million (estimated as of 3/1/09) available in FY 10, additional funding of \$3.1 million will be needed to from Bus Operations Account. The full \$5 million will be needed in FY 11 from the same funding source.

Bus Operations	0	3,100,000	0	5,000,000	0	3,100,000	0	5,000,000
Total - Special Transportation Fund	0	3,100,000	0	5,000,000	0	3,100,000	0	5,000,000

Tweed New Haven Airport Grant

-(Legislative) Provide Tweed New Haven Airport with an annual grant of \$1,500,000 per fiscal year for the biennium. Previously an amount of \$600,000 per fiscal year had been provided as a grant since FY 00.

Tweed-New Haven Airport Grant	0	1,500,000	0	1,500,000	0	1,500,000	0	1,500,000
Total - Special Transportation Fund	0	1,500,000	0	1,500,000	0	1,500,000	0	1,500,000

Increase Personal Services

-(Legislative) In agreement with the Office of Policy and Management, the Budget Act restores \$186,416 in FY 10 and \$162,008 in FY 11 n Personal Services. These amounts represent net changes. The table below represents the chronological changes to Personal Services Account by budget bill culminating to the net restoration of PS funds.

Legislative FY 10		Legislative FY 11		Diff. from Governor Rec FY 10		Diff. from Governor Rec FY 11	
Pos.	Amount	Pos.	Amount	Pos.	Amount	Pos.	Amount

Personal Services Chronological Changes

Bill/PA	FY 10	FY 11
<u>HB 6365</u> Reduce Personal Services Overtime	(\$813,584)	(\$837,992)
<u>PA 09-1 JSS</u> Effectuate Reinvention Savings through Administrative Efficiencies	(\$6,000,000)	(\$6,000,000)
<u>PA 09-3 JSS</u> Restored PS funds in agreement with OPM on August 31, 2010.	\$7,000,000	\$7,000,000
Net Adjustments to Personal Services	\$186,416	\$162,008

HB 6365, the Committee Bill, voted out of Appropriations April 2, 2009 served as the basis for development of subsequent budget bills (SB 1801 [PA 09-1 Vetoes] and HB 6802 [Budget Act PA 09-3 JSS]).

It should be noted that language for the Special Transportation Fund was removed from SB 1801 prior to the bill being filed.

Personal Services	0	186,416	0	162,008	0	186,416	0	162,008
Total - Special Transportation Fund	0	186,416	0	162,008	0	186,416	0	162,008

Carry Forward - Various Accounts

-(Legislative) Funding is carried forward into FY 10.

Transportation Strategy Board	0	609,425	0	0	0	609,425	0	0
Bus Operations	0	2,294,500	0	0	0	2,294,500	0	0
Total - Carry Forward Funding	0	2,903,925	0	0	0	2,903,925	0	0
Equipment	0	70,103	0	0	0	70,103	0	0
Minor Capital Projects	0	354,650	0	0	0	354,650	0	0
Highway and Bridge Renewal-Equipment	0	692,851	0	0	0	692,851	0	0
Transit Equipment	0	233,543	0	0	0	233,543	0	0
Highway Planning and Research	0	1,243,791	0	0	0	1,243,791	0	0
Insurance Recovery	0	422,963	0	0	0	422,963	0	0
Highway and Bridge Renewal	0	6,280,760	0	0	0	6,280,760	0	0
Southeast CT Intermodal Transportation Center	0	301,603	0	0	0	301,603	0	0
Emergency Relief - Town Repairs	0	1,166,439	0	0	0	1,166,439	0	0
Total - Carry Forward TF	0	10,766,703	0	0	0	10,766,703	0	0
Budget Totals - GF	0	0	0	0	0	0	0	0
Budget Totals - TF	3,398	492,550,647	3,398	512,941,990	0	-34,711,005	0	-32,878,713
Budget Totals - OF	0	13,670,628	0	0	0	13,670,628	0	0

OTHER SIGNIFICANT LEGISLATION AFFECTING THE AGENCY'S BUDGET

PA 09-121 (HB 5894) , "An Act Establishing A "Move Over" Law In Connecticut" - This act requires a motorist approaching one or more stationary emergency vehicles located on the travel lane, breakdown lane, or shoulder of a highway with three or more travel lanes to (1) immediately slow to a reasonable speed below the posted speed limit and (2) if traveling in the lane adjacent to the location of the emergency vehicle, move over one lane, unless this would be unreasonable or unsafe.

PA 09-187 act expands a provision of PA 09-121 that requires a motorist approaching one or more stationary emergency vehicles on a travel lane, breakdown lane, or shoulder of a highway to immediately slow down and, if in the adjacent lane and it is safe to do so, move over one lane. One type of emergency vehicle covered by the act is a vehicle operated by a sworn member of the State Police or an organized local police department. This act broadens this provision to include additional types of police officers including (1) any member of a law enforcement unit who performs police duties, for example, DMV inspectors designated to enforce motor vehicle laws; (2) appointed constables who perform criminal law enforcement duties; and (3) certain special policemen appointed to enforce laws on state property, investigate public assistance fraud, and policemen for utility and transportation companies.

PA 09-154 (sSB 735) , An Act Improving Bicycle And Pedestrian Access" - This act:

1. requires, beginning October 1, 2010, a minimum of 1% of the total funds received in any fiscal year by the Department of Transportation (DOT) and any municipality for construction, restoration, rehabilitation, or relocation of any highway or street to be spent to provide facilities for "all users," including bikeways and sidewalks with curb cuts or ramps;
2. establishes an 11-member Connecticut Bicycle and Pedestrian Advisory Board to report to the governor, transportation commissioner, and the Transportation Committee on actions, policies, and procedures that improve the bicycling and walking environment in Connecticut; and
3. requires the transportation commissioner to report, this year and next, to the Transportation Committee and the advisory board with a list of transportation projects he has undertaken that contain bicycle and pedestrian access.

PA 09-109 (sSB 451) , An Act Establishing A Silver Alert System" - This act requires the Department of Public Safety's (DPS) Missing Child Information Clearinghouse to collect, process, maintain, and disseminate information to assist in locating missing persons who are (1) seniors age 65 and older or (2) mentally impaired adults at least 18 years old. The missing person's relative, legal or healthcare representative, or nursing home administrator must file a DPS missing person report and attest under penalty of perjury that the missing person meets the eligibility criteria. He or she must notify the clearinghouse or law enforcement agency if the missing person is found.

The act requires local police departments that receive a report of a missing senior or mentally impaired adult to immediately accept the report and notify all on-duty police officers and other appropriate law enforcement agencies. Prior law required this only for reports of missing children under age 15.

Finally, the act clarifies that, within existing resources, the clearinghouse may collect, process, maintain, and disseminate information to help locate missing persons other than children, seniors, or mentally impaired adults.

SA 09-1 (SB 835), "An Act Concerning The Authorization Of Bonds Of The State For Capital Resurfacing And Related Reconstruction Projects" - This bill authorizes up to \$ 64. 1 million in special tax obligation bonds for use by the Department of Transportation's Bureau of Engineering and Highway Operations for capital resurfacing and related road reconstruction projects. The bonds are payable from the Special Transportation Fund and are subject to the regular issuance procedures for such bonds.

PA 09-186 (sHB 6649, Vetoed, Overridden), "An Act Concerning The Programs And Activities Of The Department Of Transportation"

The act makes numerous changes to laws governing the operations of the Department of Transportation (DOT). It:

1. authorizes the executive director of the State Traffic Commission to certify copies of documents and records (§ 1);
2. modifies the methods DOT must use to advertise for consultant services (§ 2);
3. permits DOT to sell property acquired for potential use as the Route 7 expressway between Danbury and Norwalk (§ 3);
4. prohibits DOT from starting any phase of the Stamford Transportation Center parking garage demolition project unless it makes alternative parking spaces available nearby (§ 4);
5. requires DOT to study the feasibility of providing commuter bus service to the Bridgeport train station (§ 5);
6. requires DOT to provide to the Transportation Committee copies of any reports required under the American Recovery and Reinvestment Act (ARRA) (§ 6);
7. prohibits a town from terminating, reorganizing, or modifying a port authority or port district without the DOT commissioner's written consent (§ 7);

8. requires DOT to (a) develop a plan to implement zero-emission buses throughout the state and identify locations for hydrogen refueling stations and (b) analyze the potential impact of establishing electronic tolls in Connecticut (§§ 8 & 13);
9. establishes a mediation process for a type of property sold by DOT because it is no longer necessary for highway purposes (§ 9);
10. exempts certain types of wheelchair accessible taxi vehicles from DOT regulations on accessibility (§ 10);
11. exempts wreckers towing vehicles in certain situations from maximum length and gross weight limits (§ 11);
12. authorizes an East Lyme Boy Scout troop to conduct an annual Labor Day weekend coffee stop at the Waterford weigh station if certain conditions are met (§ 12);
13. designates commemorative or memorial names for 17 road segments and 12 bridges, designates informational signs for eight destinations, and modifies or changes several other memorial names (§§ 14-52, 56-58);
14. requires DOT to adopt regulations for designating "control cities" on interstate highways (§ 53); and
15. amends a provision of PA 09-154 (§ 55) (Explained under the Department of Motor Vehicles section).

PA 09-7 September Special Session (HB 7007), "An Act Implementing The Provisions Of The Budget Concerning General Government And Making Changes To Various Programs: - This Act:

Section 21 of this Act requires, by December 1, 2009, the Transportation and Public Safety departments to enter into a memorandum of understanding to use the Bradley Enterprise Fund to pay all associated costs incurred by state police officers to provide security at Bradley Airport.

Sections 119 and 120 of this Act increases the membership of the Tweed-New Haven Airport Authority from 14 to 15 and revises the number of members appointed by each of the three appointing authorities.

Currently, the authority consists of 14 members with nine appointed by the mayor of New Haven, two appointed by the mayor of East Haven, and three appointed by the South Central Regional Council of Governments. The bill decreases the New Haven mayor's appointments from nine to eight, increases the East Haven mayor's appointments from two to five, and decreases the regional council's appointments from three to two. The bill also designates the 13 members appointed by the two mayors as special directors vested with the additional powers set forth in the authority's bylaws.

The bill also prohibits the Tweed-New Haven Airport Authority from extending the paved runway length of Runway 2-20 past its existing 5,600 feet.

Sections 130 and 131 of this Act amends the bond act (PA 09-2 September Special Session, HB 7004) to specify that up to \$8 million in general obligation bonds may be issued in FY 10 and also in FY 11 for distribution under the town-aid road grant program. PA 09-2 SSS authorized issuance of general obligation bonds for the program, but did not specify any amount. HB 7004 also authorizes up to \$ 22 million in special tax obligation bonds for this program in each of the two fiscal years.

PA 09-2 September Special Session (HB 7004), "An Act Authorizing And Adjusting Bonds Of The State For Capital Improvements, Transportation And Other Purposes" - Sections 22, 34(f) and 49(b) of Act authorizes up to \$22 million in STO bonds and up to \$8 million in GO bonds for a total of \$30 million each year for FY 10 and FY 11 for town road aid (TAR) grants to municipalities

Sections 130 and 131 of PA 09-TBD September Special Session (HB 7007) amends the bond act (PA 09-2 September Special Session, HB 7004) to specify that up to \$ 8 million in general obligation bonds may be issued in FY 10 and also in FY 11 for distribution under the town-aid road grant program. This Act authorized issuance of general obligation bonds for the program, but did not specify any amount. HB 7004 also authorizes up to \$22 million in special tax obligation bonds for this program in each of the two fiscal years.

[1] In order to achieve an aggregate FY 10 budgeted lapse, the Office of Policy and Management has programmed allotment reductions for agencies that comprise the various lapses in Section 1 of PA 09-3 JSS. A detailed list of holdbacks by agency is included in the Financial Schedules section of the book.