

Transportation Improvement Program

FFY 2007 TIP for the Capitol Region
(covering FFY 2007 through FFY 2010)

Adopted July 26, 2006

Capitol Region Council of Governments
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What Is the TIP?

What is the TIP? The Transportation Improvement Program (TIP) is the list of all federally funded transportation projects in the Capitol Region. The projects included in this list are all scheduled to receive federal transportation funds within the *next four years*. The TIP is prepared every two years, but amended frequently.

CRCOG approval is required before any federal funds can be expended on any transportation project in the Capitol Region. This project review and approval role is one bestowed on CRCOG by federal regulations. The regulations specifically provide regional agencies like CRCOG the opportunity to cooperate with their respective state department of transportation in decisions regarding how federal transportation funds are spent in their region. The approval of both agencies (state and regional) is required for projects to be funded.

What is CRCOG? The Capitol Region Council of Governments is a voluntary association of municipal governments in the Hartford area. The Council was organized to provide towns the opportunity to cooperatively address issues of mutual concern. Much of the Council's programs are directed to providing technical services to individual towns and to helping towns share services that cannot be efficiently provided by individual towns. For example, the Council administers a regional cooperative purchasing program for items like gasoline and fuel oil. The Council also serves as a forum for local elected officials to discuss municipal and regional issues such as transportation planning, solid waste disposal, watershed planning, regional economic planning, state imposed mandates for municipalities, and state funding for municipalities.

CRCOG is governed by a Policy Board that is comprised of the chief elected official from each of 29 member municipalities. (The City of Hartford is allowed four representatives.) The Policy Board is advised by CRCOG staff members and a special Transportation Committee. The Council's Transportation Committee is composed of representatives from member towns, the Greater Hartford Transit District, the Greater Hartford Rideshare Company, and several interest groups in the Region. The Committee meets regularly during the year to consider transportation matters before the Council.

Who to Contact? Questions regarding this document or any of the projects listed in the document can be directed to the following:

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Resolution Endorsing the TIP

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region, and

WHEREAS, the metropolitan planning regulations issued by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a multi-year Transportation Improvement Program (TIP), and

WHEREAS, the metropolitan planning regulations require that transportation improvement projects be included in the regional TIP as a condition of eligibility for federal funding assistance,

WHEREAS, the CRCOG Transportation Committee has reviewed and endorsed the entire draft TIP; and

WHEREAS, citizens of the Region were provided an opportunity to comment on the draft TIP at prior meetings of the Policy Board and Transportation Committee as well as at a special public information meeting, and notice of the meetings was given in newspapers and in town clerks offices;

NOW, THEREFORE, BE IT RESOLVED, that the CRCOG Policy Board endorses the full four-year program of the Capitol Region Transportation Improvement Program.

I hereby certify that this is a true copy of the resolution adopted by the CRCOG Policy Board on July 26, 2006.

s/ Susan Karp
Susan Karp, Secretary

7/26/06
Date

Resolution on AIR QUALITY CONFORMITY

WHEREAS, the Capitol Region Council of Governments is required to submit an “Air Quality Conformity Statement” to the U.S. Federal Highway Administration (FHWA) and to the U.S. Environmental Protection Administration (EPA) in accordance with the criteria of the final conformity rule promulgated by EPA (40 CFE 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Region’s Transportation Plan; and

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if: 1) the plans and programs are consistent with recent estimates of mobile source emissions; 2) the plans and programs provide for the expeditious implementation of certain transportation control measures; and 3) the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the Capitol Region Council of Governments that the plans and programs to be considered today Wednesday, July 26, 2006 and submitted to FHWA and EPA conform to the requirements of Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the State of Connecticut elected to assess conformity in the Greater Connecticut Ozone Moderate Nonattainment Area (Hartford, New London, Tolland, Windham and Litchfield counties), and the Connecticut Department of Transportation has assessed the impact of all transportation plans and transportation improvement programs (TIPs) in the Greater Connecticut Ozone Moderate Nonattainment Area (Air Quality Conformity Report, June 2006); and
WHEREAS, the Connecticut Department of Transportation assessment has found that plans and programs jointly meet mobile source emissions guidelines advanced by EPA pursuant to Section 7506 (3) (A),

NOW THEREFORE BE IT RESOLVED, by the Capitol Region Council of Governments that based on the analysis performed by the Connecticut Department of Transportation, we find that the 2004 Capitol Region Transportation Plan and the FFY 2007-2010 Capitol Region TIP conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A).

*I hereby certify that this is a true copy of the resolution adopted by
the CRCOG Policy Board on July 26, 2006.*

s/ Susan Karp
Susan Karp, Secretary

7/26/06
Date

Resolution on Annual Urban Planning Certification

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region,

NOW, THEREFORE, BE IT RESOLVED, that the CRCOG Policy Board certifies that the urban transportation planning process has been conducted in accordance with the terms and provisions of the October 28, 1995 Metropolitan Planning Regulations and that all applicable provisions relative to the involvement of public and private providers of mass transit, Civil Rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act, 23 USC and 49 USC have been satisfied.

Dates of adoption of key planning documents:

- Capitol Region Transportation Plan was adopted on March 23, 2004.
- Unified Planning Work Program (UPWP) was adopted on May 24, 2006.
- Transportation Improvement Program (TIP) was adopted on July 26, 2006.

I hereby certify that this is a true copy of the resolution adopted by the CRCOG Policy Board on July 26, 2006.

s/ Susan Karp

Susan Karp, Secretary

7/26/06

Date

Public Participation Process for the TIP & Individual Projects

CRCOG's public involvement policy requires public review of individual projects before they are even submitted for consideration in the TIP. This process of extensive public involvement at the individual project level provides the opportunity for local residents and businesses to find out about a project, offer comments, and in many cases, help define the scope of the project. The "project level" process is supplemented with a second "program" level public involvement procedure that occurs with the adoption of the regional TIP (more frequently if major amendments are required during the year.)

"Project Level" Public Involvement Process

CRCOG's and ConnDOT's public involvement requirements for individual projects are mutually supportive. Both agencies require that a formal public information meeting be held before a project is approved for inclusion in the TIP and before design activities can begin. The requirements have proven extremely effective at giving local residents an opportunity for early participation in project planning. As a result of these early meetings, many projects have been substantially changed in scope. Some have even been cancelled due to early opposition. The process is focused on a public information meeting that is held after a project concept is defined in sufficient detail that *conceptual* plans can be prepared at a scale of 1 inch = 100 feet. The meeting is held before formal design activities commence so there is ample opportunity during the design process to address concerns expressed at the public information meeting.¹ The basic requirements of the process are listed below.

- The meeting must be advertised in a local newspaper 10-15 days in advance of the public meeting.
- News releases must be sent to the news media 10-15 days in advance of the public meeting.
- Meeting notices must be mailed directly to residents and businesses that abut the project.
- The public information meeting must be held at a convenient time and place.
- Town officials are typically responsible for convening the meetings on projects in the STP-Urban program or in any other program if they are the project sponsor. (The sponsor is the agency that requested project funding through CRCOG or ConnDOT.)
- ConnDOT officials are responsible for convening meetings on most other projects.
- Public information meetings are not required on certain types of projects such as planning studies, maintenance projects, and annual transit operating assistance.
- Major projects (such as freeway widenings) are preceded by extensive planning & environmental studies that include much more public involvement than that described above.

"Program Level" Public Involvement Process (for the TIP)

CRCOG has a formal policy that guides the public involvement process for the annual adoption of the regional TIP and any major amendments that are needed during the year. The primary requirements of the policy are listed below.

- CRCOG must provide a 30-day public comment period on the draft TIP.
- CRCOG must hold a public information meeting on the draft TIP.

¹ In some cases, several public meetings are held until a project scope can be developed that is acceptable to residents, businesses, and local public officials.

- CRCOG must advertise the public meeting in a local newspaper at least 10-15 days in advance of the meeting.
- CRCOG must send a notice of the meeting to all town clerk offices.

Key Public Involvement Events for the TIP

Newspaper advertisements:	The Hartford Courant, June 16, 2006 The Hartford News (English and Spanish language), June 21, 2006
Notice sent to town clerks:	June 16, 2006
Notice & TIP posted on Web:	June 16, 2006
Environmental Justice Advisory Board:	July 17, 2006
Public information meetings: (<i>opportunities for public comment</i>)	June 26, 2006; 11:00 a.m. – 12:00 noon; South Congregational Church, Hartford June 28, 2006; 11:00 a.m. – 12:00 noon; South Congregational Church, Hartford
Transportation Committee meetings: (<i>opportunities for public comment</i>)	June 26, 2006; 12:00 noon; South Congregational Church, Hartford July 26, 2006; 11:30 a.m.; South Congregational Church, Hartford
Policy Board meetings: (<i>opportunities for public comment</i>)	June 28, 2006; 12:00 noon; South Congregational Church, Hartford July 26, 2006; 12 noon; South Congregational Church, Hartford
Written comments accepted until:	July 25, 2006

Information brochures about the TIP (in both English & Spanish) were distributed at a Bus User Forum on June 28 and at the Environmental Justice Advisory Board meeting on July 17.

Key Comments:

- One citizen was sent requested information about proposed projects for the Town of Manchester.
- Several town officials identified projects that were either incorrectly listed or missing from the original draft. These projects were added or corrected, as appropriate.
- The Capitol Region Environmental Justice Review Board reviewed the TIP on July 17. Individual projects were discussed and questions answered. The EJAB approved the assessment that there was no bias in the distribution of transportation funds.

Financial Summary

Program Costs, Revenues, & Fiscal Constraints

A summary of the cost of the projects listed in the TIP is provided in the tables on the following nine pages. They provide a breakdown of cost by year (FFY 2007, 2008, 2009, and 2010²) and by federal funding program (Interstate Maintenance, FTA Section 5310, STP-Anywhere, etc.)

Federal Fiscal Constraint Requirements

Federal regulations require that every regional and State TIP³ be “fiscally constrained.” Fiscal constraint means that program costs for a given year cannot exceed program revenues for a given year. However, since most of the federal funding authorizations are made for statewide programs, individual regions are dependent on the Connecticut Department of Transportation to provide estimates of the amount of federal funds available statewide, and for assuring that a sufficient portion of those funds are allocated to each region to cover the cost of each region’s program of projects. As part of the preparation of each regional TIP, ConnDOT provides each region with a summary analysis of project cost and anticipated federal revenues.

ConnDOT’s analysis of the statewide TIP and each regional TIP demonstrates that both the statewide STIP and CRCOG’s TIP for FFY 2007, 2008, 2009, and 2010 are financially constrained. The cost of projects listed in the statewide TIP do not exceed the total funds *authorized* by Congress for Federal Highway Administration programs or Federal Transit Administration programs in Connecticut for each of the four years. The CRCOG TIP, and the STIP that it is part of, is financially constrained. The spending plan is based on reasonable projections of available statewide resources. As program and schedule changes are made to the TIP, the total expected federal authorizations will be re-allocated to reflect total statewide and regional program needs.

² FFY2011 projects are included in this TIP for information purposes

³ The State TIP is a compilation of every regional TIP and is often referred to as the “STIP.”

Federal Program Descriptions

TRANSIT PROGRAMS

FTA Section 5309 Capital Funding Program (80/20) - includes “New Starts”

Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 program provides capital funding for the establishment of new rapid transit projects (New Starts: 40%), the improvement and maintenance of existing rail and other fixed guideway systems (Rail Modernization: 40%), and the rehabilitation of bus systems (Bus and Other: 20%).

The new start funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country.

The FTA will pay up to 80% of the total project costs for projects funded through Section 5309. State and local governments are required to fund at least 20% of project costs although they are permitted and expected to provide a larger local share.

FTA Section 5307 Capital & Preventive Maintenance Program (80/20)

The FTA Section 5307 funds are available to urbanized areas with a population of 50,000 or more. Funds are distributed to states on a formula basis.

Eligible purposes include planning, engineering design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

For urbanized areas with populations of 200,000 or more, operating assistance is not an eligible expense. In these areas, at least one percent of the funding apportioned to each area must be used for transit enhancement activities such as historic preservation, landscaping, public art, pedestrian access, bicycle access, and enhanced access for persons with disabilities.

In the Capitol Region, the funds have been used primarily to purchase replacement buses for the CT transit bus system and the various town dial-a-ride services. In Connecticut, the State DOT, the regional planning agencies, and the regional transit districts have agreed to a process of “pooling” earmarked funds into a general statewide capital program. This allows a more effective program for purchasing and replacing buses. Because the average life of a bus is 12 years, and it is more costly to purchase only a few buses at a time, most urban areas purchase infrequently, but in larger quantities. The statewide pooling of funds makes it easier to accommodate these irregular replacement schedules.

The Federal Transit Administration will pay 80 percent of the cost of a project funded with Section 5307 funds.

FTA Section 5310 Capital & Operating Program (80/20).

The FTA Section 5310 program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. The Federal Transit Administration will pay 80 percent of the cost of a project funded with Section 5310 funds.

FTA Section 5311 Rural Transportation Assistance

The FTA Section 5311 program provides formula funding to states for the purpose of supporting public transportation in areas of less than 50,000 population. It is apportioned in proportion to each State's non-urbanized population. Funding may be used for capital, operating, State administration, and project administration expenses. Each state prepares an annual program of projects, which must provide for fair and equitable distribution of funds within the state.

Funds may be used for capital, operating, and administrative assistance to state agencies, local public bodies, and nonprofit organizations, and operators of public transportation services. The state must use 15 percent of its annual apportionment to support intercity bus service, unless the Governor certifies that these needs of the state are adequately met. Projects to meet the requirements of the Americans with Disabilities Act, the Clean Air Act, or bicycle access projects, may be funded at 90 percent Federal match. The maximum FTA share for operating assistance is 50 percent of the net operating costs.

Transit Operating Subsidy

The Federal Transit Administration no longer funds operating costs for transit services in large urban areas. However, operating subsidies are still required for almost all public transit services in urban areas – including Hartford. These subsidies are listed in the section titled Transit Operating Subsidy.

HIGHWAY PROGRAMS

Interstate Maintenance (90/10)

The Interstate Maintenance program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. The program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes. However, reconstruction of bridges and interchanges along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program.

These funds can only be used on Interstate highways. Federal funds can be used to pay for up to 90 percent of a project's cost.

National Highway System (80/20)

The National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the National Highway System. These include all the Interstate routes as well as other freeways and specially designated "principal arterials". Qualified major roadways in the Capitol Region include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Route 5 & 15, Route 5, Route 44, and portions of Routes 3, 6, 10, and 20.

These eligibility guidelines for NHS are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road so long as it improves travel in the corridor. Funds can even be transferred to some of the STP programs as well (see STP sections below.)

The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent State funds.

STP-Urban Program (80/20)

The STP-Urban program is one of several Surface Transportation Programs that provide funds for projects not on the Interstate System or the National Highway System. The funds are intended to benefit minor arterial and collector roads rather than the more critical principal arterials funded by the Interstate and NHS programs. However, to be eligible a roadway must still be classified by the Federal Highway Administration as a collector or arterial. Purely local roads such as subdivision streets are not eligible.

The STP-Urban program provides funds for improvements to eligible roads in urban areas. These eligibility guidelines for STP-Urban are flexible. Funds can be used for a wide range of projects including roadway widening, roadway reconstruction and transit projects.

CRCOG, rather than the Connecticut Department of Transportation, has primary responsibility for determining how to spend STP-Urban funds in the Capitol Region (Hartford urban area.) This is because funds are allocated to urban areas according to a formula that is based on population of the area. Since funds are earmarked for specific urban areas, metropolitan planning organizations, such as CRCOG, are responsible for setting funding priorities.

The funding ratio for the STP-Urban program is 80 percent federal funds to be matched by 20 percent State and/or local funds.

STP-Anywhere Program (80/20)

As the name implies, STP-Anywhere funds can be used anywhere in a state. Since STP-Anywhere funds are not allocated to specific urban areas or regions, the Connecticut Department of Transportation usually determines where the funds will be spent and which projects will be funded. The funds can be used for any type of transportation project. Historically, this program is the largest of all the STP funding categories.

The funding ratio for the STP-Anywhere program is 80 percent federal funds to be matched by 20 percent State funds.

STP-Enhancement Program (80/20)

Ten percent of all STP funds must be spent on transportation enhancement projects. There is no single criterion or definition of what constitutes an "enhancement" project. Generally, however, the project should enhance the environment of motorists, transit users, pedestrians, or bicyclists. Restoration of historic transportation facilities is also an eligible type of project. Within the Capitol Region most of the funding has been awarded to bikeway projects, landscaping projects, and gateway projects. Categories of eligible activities as listed in the legislation include: (note: all activities below must relate to surface transportation)

- Facilities for pedestrians and bicycles
- Safety and educational activities for pedestrians and bicyclists
- Scenic easements and scenic or historic sites
- Landscaping and other scenic beautification
- Historic preservation
- Rehabilitation & operation of historic transportation facilities
- Preservation of abandoned railway corridors
- Control and removal of outdoor advertising
- Archeological planning and research
- Environmental mitigation to address water pollution due to highway runoff or reduce wildlife mortality while maintaining habitat connectivity
- Establishment of transportation museums

The Connecticut DOT selects the STP-Enhancement projects in consultation with all of the regions in the State. Each region submits its highest priority projects and DOT selects from among the submittals.

The funding ratio for the STP-Enhancement program is 80 percent federal funds to be matched by 20 percent local funds. Typically, the State does not provide the matching funds for this program.

High Priority Projects (80/20)

The Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) included over 3,600 high priority projects specified by Congress. Unlike other funding programs authorized by SAFETEA, Congress included a specific list of individual projects to be included in the program. Funds can only be used for the projects on the list. Unlike any other funding category, HPP funds for any given project are appropriated in six annual installments over the six years of TEA-21. This can pose a cash flow problem for projects that are ready to construct prior to year six.

The funding ratio for the high priority program is 80 percent federal funds to be matched by 20 percent non-federal funds.

Highway Safety Improvement Program (90/10)

Beginning in FFY2006, safety improvement projects will be funded through the new Highway Safety Improvement Program, which was established under SAFETEA-LU "to achieve a significant reduction in traffic fatalities and serious injuries on all public roads." These funds may be used to carry

out any highway safety improvement project on any public road or publicly owned bicycle or pedestrian pathway or trail. High priority projects under this program are railway-highway crossings, improvements on high risk rural roads, and infrastructure safety needs relating to highway safety improvement projects.

The funding ratio for the HISP program is 90 percent federal funds to be matched by 10 percent State funds.

Bridge Program: On System (80/20)

The primary federal bridge program is the "On System" bridge program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. The Connecticut DOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Typically municipal bridges are not considered in the selection process.

The funding ratio for the on system bridge program is 80 percent federal funds to be matched by 20 percent State funds.

Bridge Program: Off System (80/20)

Another (and smaller) federal bridge program is the "Off System" bridge program. It provides funds to replace or rehabilitate bridges that are not on the Federal-Aid road system. The Connecticut DOT has a program of regularly inspecting and rating the condition of local as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges.

The funding ratio for the off system bridge program is 80 percent federal funds to be matched by 20 percent State funds.

Congestion Mitigation and Air Quality Program (80/20)

Congestion Mitigation and Air Quality is a program created specifically to address congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the 1990 federal Clean Air Act Amendments. Examples of eligible activities include: transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels.

The funds are distributed to states based on the number of people living in air quality non-attainment areas and the severity of the state's air pollution problem. A one-half percent minimum apportionment is guaranteed to each state.

The funding ratio for the CMAQ program is 80 percent federal funds to be matched by 20 percent State funds. Many CMAQ projects can qualify for 100 percent federal funding.

How to Read Project Listings

Funding Program	Name of the federal program that will be used to fund the project.
Project Number	State project number assigned to the project.
Route	Project location: name of the road or the State route number. (This does not apply to transit projects or region wide projects)
Town	Project location: name of the town or area (Some projects are multi-town or even statewide.)
Description	Brief description of the project.
“AC”	The initials “AC” appear in the project descriptions for many highway projects. AC stands for Advance Construction . “Advance Construction” is a phrase used to describe a financing procedure in which a project is ‘advertised’ for construction bids <u>late</u> in one fiscal year (noted as AC Entry), but the actual funding commitment occurs in the following fiscal year (noted as AC Conversion .) Thus, these projects are typically listed for both years, with “0” funding showing in the first year or year of advertisement, and the full funding showing in the second year or year of funding obligation.
Phase	Which phase of the project is being funded. <div style="margin-left: 40px;"> PE = design/engineering ROW = rights-of-way acquisition C = construction All = all phases ACQ = acquisition of capital equipment OTH = other (usually transit operating assistance) AC = advance construction: highway </div>
Total \$	Total cost of phase being funded. (Federal share + State share + local share)
Federal \$	Federal share of phase being funded (in thousands)
State \$	State share of phase being funded (in thousands)
Local \$	Local or town share of phase being funded (in thousands)
Funding Year	Year in which federal funds are scheduled to be committed or "obligated" to the project. <div style="margin-left: 40px;"> 07 = federal fiscal year 2007 (Oct. 1, 2006- Sept. 30, 2007) 08 = federal fiscal year 2006 (Oct. 1, 2007 - Sept. 30, 2008) 09 = federal fiscal year 2007 (Oct. 1, 2008 - Sept. 30, 2009) 10 = federal fiscal year 2008 (Oct. 1, 2009 - Sept. 30, 2010) 11 = federal fiscal year 2008 (Oct. 1, 2010 - Sept. 30, 2011) - <i>inc'd in the TIP for information purposes only</i> </div>
Comments	Any special comments about the project. For example, "NEW" means that this is the first time the project (any phase) has appeared in the TIP.

Section A
List of Projects to Be Funded
(by funding program)

Transit Funding Programs:

FTA Section 5307	<i>Transit Capital (formula)</i>	A-1
FTA Section 5307	<i>Flex Funds</i>	A-2
FTA Section 5309	<i>Bus & Bus-Related Facility Earmarks</i>	A-3
FTA Section 5309	<i>Formula Funds</i>	A-4
FTA Section 5309	<i>New Starts</i>	A-5
FTA Section 5310	<i>Capital Assistance for Nonprofit Transit Providers</i>	A-6
FTA Section 5311	<i>Rural Transportation Assistance</i>	A-7
FTA Section 5316	<i>Jobs Access & Reverse Commute</i>	A-8
FTA Section 5317	<i>New Freedom</i>	A-9
Transit Operating Assistance		A-10

Highway Funding Programs:

Bridge Program		A-11
Congestion Mitigation & Air Quality	<i>(highway & transit)</i>	A-12
High Priority Projects		A-17
Highway Safety Improvement Program		A-18
Interstate Maintenance		A-19
National Highway System		A-20
Recreation Trails		A-22
Section 117		A-22
State Funding Only		A-23
STP-Anywhere		A-24
STP-Enhancement		A-28
STP-Urban		A-29

Section B

Air Quality Conformity Analysis

for the FFY 2007-2010 TIP
& the 2004 Regional Transportation Plan

Each regional planning agency is required to demonstrate that their Regional Transportation Plan and Transportation Improvement Program (TIP) do not violate the federal Clean Air Act. This demonstration requires tests for several types of pollutants, and for several different analysis years.

Types of Pollutants. The air quality analysis includes calculations of vehicle emissions of two types of pollutants:

1. Hydrocarbons (HC or VOC-Volatile Organic Compounds)
2. Nitrogen Oxides (NOx)

Type of Tests. Under conformity rules provided by the U.S. Environmental Protection Agency, two separate tests are applied to determine if the TIP and the Transportation Plan violate the Clean Air Act.

Test 1: Comparison to Actual 2002 Emissions

VOC and NOX emissions from transportation sources must be less than the emissions that existed in 2002

2002 baseline emissions:	VOC	126.5 tons/day
	NOx	174.6 tons/day

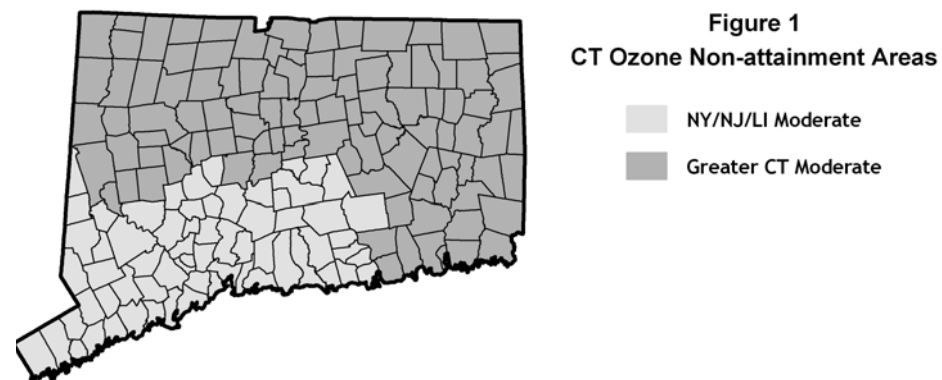
Test 2: Comparison to Emissions Budget

In 2007 and all subsequent years, VOC and NOX emissions from transportation sources must be less than the ‘emissions budget’ as established in the State Implementation Plan for Air Quality (SIP).

Emissions budgets:¹	VOC	33.7 tons/day
	NOx	61.6 tons/day

Air Quality Analysis Districts. The federal air quality districts for ozone are shown in Figure 1. For ozone analysis purposes, CRCOG is part of the Greater Connecticut district. The Greater Connecticut district includes other planning regions in addition to the Capitol Region. It uses county boundaries and includes the following counties: Hartford, Tolland, Litchfield, Windham, and New London.

Since the air quality districts overlap many regional planning districts, the emissions analysis must be coordinated to include the TIPs and transportation plans of several regions. The Connecticut Department of Transportation performs this coordination role. Each region submits its draft TIP and plan to the DOT. The DOT in turn combines the TIPs and the transportation plans for all appropriate regions to analyze the emissions impacts on each air quality district.



¹ The SIP budgets for this conformity report are interim budgets based on the new 8-hour standard as formulated under EPA memo dated December 6, 2004.

Findings & Conclusions

The data provided by the Connecticut Department of Transportation indicate that the Region's long range plan, when combined with all other regional plans in the relevant air quality district, passes both tests required under current conformity rules. The Region is in conformity with the federal Clean Air Act and the Connecticut SIP. Provided below is a summary of the results. Actual emissions estimates and comparisons are provided in Tables 1.

Test 1: Comparison to Actual 2002 Emissions

VOC and NOx emissions from transportation sources must be less than the emissions that existed in 2002. Future emissions of VOC and NOx are below 2002 level emissions.

Test 2: Comparison to Emissions Budget

In 2007 and all subsequent years, VOC and NOx emissions from transportation sources in the Greater Connecticut ozone "moderate" nonattainment area must be less than emissions budget as established in the SIP. VOC and NOx emissions are below their respective emissions budgets.

Quantitative Analysis by Connecticut DOT. The quantitative analysis required for this demonstration was performed by ConnDOT in cooperation with the regional planning agencies. This cooperative effort is required because the federal air quality districts overlap Connecticut's regional planning districts as explained above. The results are presented in Table 1.

Table 1
Greater CT Ozone "Moderate" Nonattainment Area
(emissions in tons per day)

	2002 Base	Emissions Budget	Projected		Budget Comparison <i>(plan - budget)</i>	
			2007 Plan	2030 Plan	2007 Plan	2030 Plan
VOC emissions	44.8	33.7	29.8	13.3	-3.9	-20.4
NOx emissions	88.9	61.6	57.7	11.9	-3.9	-49.7
VMT	44,425,650	----	47,727,640	60,423,780	----	----

Note: Emissions budgets are interim budgets based on new 8-hour standard.

Section C

Capitol Region Bridge Projects

The following list of bridge projects in the Capitol Region is for information purposes only. The TIP gives approval to the entire Statewide Bridge Program (see Section A, Page 11), and not for individual projects. Individual projects are moved forward at ConnDOT's discretion.

Town	Bridge Number	Route	Location	PE Project Number	Const Project Number	Status	Advertise Date	Const Cost Including Incidentals
Andover	04581	TR	Hop River		01-105	In design	10/31/07	\$508,000
Avon	04470	TR	Old Farms Road over Farmington River	004-0116	04-116	In design	4/25/07	\$5,124,000
East Granby	04447	TR	Salmon Brook		39-094	In design	9/27/06	\$1,377,000
East Hartford	00981	US 44	SR 500	170-1867	42-296	In design	12/6/06	\$3,830,000
East Hartford	02364	2 EB	Darlin Street	042-H047	42-303	In design		\$100,000
Ellington	02529	83	Kimballs Brook	170-2310	47-115	In design		\$0
Enfield	00445	US 5	I-91	048-H031	48-188	In design		\$142,000
Farmington	00431	4	Farmington River	170-1867	51-257	Design complete	12/20/06	\$6,767,500
Farmington	01951	4	Roaring Brook	170-2058	51-258	Design complete		\$916,000
Glastonbury	00386	2	House Street	170-2310		Being scoped		
Glastonbury	00417	3	Connecticut River (Putnam Bridge)	53-175	53-175	Study		\$325,000
Glastonbury	00869	17	Hubbard Street	053-H021	53-176	In design		\$0
Granby	04517	TR	East Branch Salmon Brook	055-H011	55-136	In design	11/5/08	\$683,200
Hartford	01855	SR 598	Commerce Street over SR 598					
Hartford	01863	SR 598	SR 598 WB & ConRail RR	170-2060				
Hartford	03023	Sigourney Street	Capital Ave & Amtrak	063-H144	63-624	Design complete	3/29/06	\$2,806,000
Hartford	03369	504	Lower Smith School Brook		63-601	In design	TBD	\$268,800
Hartford	03624	TR	Central New England Railroad	063-H139	63-621	In design		\$100,000
Hartford	03160A	I-84	Sigourney St, Capitol Ave.	63-589	063-H124	In design		\$0
Hartford	03160B	I-84	Amtrak & Sigourney St		063-H124	In design		\$0
Hartford	03160C	I-84	Aetna Parking Lot		063-H124	In design		\$0

Town	Bridge Number	Route	Location	PE Project Number	Const Project Number	Status	Advertise Date	Const Cost Including Incidentals
Hartford	03160D	I-84	Sigourney St, Capitol Ave.	063-H124	63-621	In design		\$100,000
Hartford	03399C	I-84	Capitol Avenue & PCRR	063-H141	63-622	In design		\$100,000
Hartford	03401B	SR 503 EB	Rte 84, Amtrak & Local Roads	063-H142	63-627	In design		\$100,000
Manchester	04401	TR	ConRail (Abandoned)	76-H043	76-200	In design	3/28/07	\$1,171,000
Manchester	05845	I-84	I-84 Ramp J(RT44 - I-84WB)	076-H045	76-204	In design		
Simsbury	04549	TR	Bissell Brook	128-145	128-145	In design	11/4/09	\$732,000
Suffield	04566	TR	Stony Brook	139-106	139-106	In design	8/26/09	\$1,113,000
Suffield	04569	TR	Philo Brook	139-107	139-107	In design	11/29/06	\$0
Tolland	02477	74	Grapevine Brook	170-2058	142-144	In design	11/12/08	\$797,200
Vernon	03934	TR	Hockanum River	146-H027	146-177	In design	4/25/07	\$782,000
Vernon	04270	I-84 EB	Abandoned Railroad	170-2058	146-171	In design	12/5/07	\$1,056,800
Vernon	04572	TR	Spring Street over Hockanum River	146-0159	146-159	In design	8/9/06	\$1,658,000
Vernon	04577	TR	River Street over Hockanum River	146-0160	146-160	In design	8/9/06	\$1,460,000
Vernon	05961	SR 527	Hockanum River	146-H032	146-H032	Being scoped		
West Hartford	01743A	I-84 EB	SR 535 (Ridgewood Road)					
Wethersfield	00809	15	Wolcott Hill Rd.		159-184	In design		\$52,500
Wethersfield	00809	15	Wolcott Hill Rd. & RTE 314	170-2309	159-185	In design	3/31/07	\$998,400

Section D

Capitol Region Safety Projects

The following list of safety projects in the Capitol Region is for information purposes only. The TIP gives approval to the entire Statewide Safety Program (see Section A, page 18), and not for individual projects. Individual projects are moved forward at ConnDOT's discretion.

Project No.	Town	Route	Description	PE Cost	ROW Cost	Const Cost	Advertise Date
0042-0297	East Hartford	SR 502	Widen SR 502 (Silver Lane) from 4 to 5 lanes at Forbes St. to provide exclusive E/W left-turn lanes.	250,000	400,000	984,000	12/07
0048-H033	Enfield	Cranbrook Boulevard	Intersection improvement (revise signal & add left-turn lane at Cranbrook Blvd.)	10,000	0	250,000	5/07
0051-0263	Farmington	Talcott Notch Road	Roadway improvement (revise roadway geometry & improve drainage)	10,000	0	205,000	5/07
0063-0592	Hartford	Franklin Avenue	Traffic signal installation Franklin Avenue at Benton Street	8,452	0	94,500	6/06
0063-0593	Hartford	Washington Street	Traffic signal installation Washington Street at Ward Street	7,538	0	94,500	6/06
0063-0606	Hartford	New Britain Avenue & Henry Street	Traffic signal installation	7,500	0	92,500	7/06
0076-0203	Manchester	Tolland Turnpike	Traffic signal installation Tolland Turnpike at Slater Road	7,500	0	102,500	5/06
0076-0206	Manchester	West Middle Street & Adams Street	Intersection improvement (replace signal & create northbound bypass at Adams Street)	10,000	0	198,500	5/07
0093-0153	Newington	CT 175	Widen Rt 175 at Rt 173 & at Mill Street to provide left-turn lanes & revise signals.	285,000	225,000	1,165,000	6/09

Project No.	Town	Route	Description	PE Cost	ROW Cost	Const Cost	Advertise Date
0139-0103	Suffield	Harvey Lane	Railroad crossing. Install flashing lights & reconstruct crossing surface. Crossing ID 500-754-T	185,000	25,000	893,000	4/09
0142-0145	Tolland	CT 195	Widen Rt 195 at Walbridge Hill Road to provide northbound bypass & regrade sideslope to increase sight distance	205,000	50,000	428,000	7/06
0146-0169	Vernon	CT 83	Widen Rt 83 from 4 to 5 lanes between I-84 EB off ramps A and B, and revise signals	250,000	350,000	675,000	10/08
0155-0162	West Hartford	CT 173 & New Britain Avenue	Rt 173 & New Britain Avenue (Rt 529): safety improvements	900,000	700,000	7,080,000	10/07

Section E

List of Projects to Be Funded

(by Town, District, or Statewide)