

Transportation Improvement Program

FFY 2010 TIP for the Capitol Region
(covering FFY 2010 through FFY 2013)

Adopted October 21, 2009

Capitol Region Council of Governments
241 Main St., Hartford, CT 06106
www.crcog.org

Table of Contents

	Page
What Is the TIP?	1
Resolution Endorsing the TIP	2
Air Quality Conformity Resolution	3
Resolution on Annual Urban Planning Certification	4
Public Participation Process for the TIP & Individual Projects	5
Financial Summary	7
Funding Program Descriptions	15
How to Read the Project Listings	20

Transportation Improvement Program

Section A: List of Projects to Be Funded (by Funding Program & Year)

Section B: Air Quality Analysis

Section C: Bridge Projects

Section D: Safety Projects

Section E: List of Projects to Be Funded (by Town, District, or Statewide)

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 four 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, regional emergency management 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, the Hartford Environmental Justice Network, and several other 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 for 30-days beginning September 21, 2009 and also at a public information meeting October 19, 2009, at the Transportation Committee meeting on October 19, 2009, and at the Policy Board meeting on October 21, 2009; 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 certify that the above is a true copy of the resolution adopted by the
CRCOG Policy Board at its meeting on October 21, 2009.*

(to be signed if adopted)

Susan Karp, Secretary
Capitol Region Council of Governments

10-21-09
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 October 21, 2009 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 has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Moderate Nonattainment Area (Fairfield, New Haven and Middlesex Counties) and the Greater Connecticut Ozone Moderate Nonattainment Area (Hartford, New London, Tolland, Windham and Litchfield counties), and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment Areas (Ozone Air Quality Conformity Report September 2009); 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 2007 Capitol Region Transportation Plan and the FFY 2010-2013 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 certify that the above is a true copy of the resolution adopted by the
CRCOG Policy Board at its meeting on October 21, 2009.*

(to be signed if adopted)

Susan Karp, Secretary
Capitol Region Council of Governments

10-21-09
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 March 16, 2007 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 April 25, 2007.
- Unified Planning Work Program (UPWP) was adopted on June 12, 2008 and amended on December 29, 2008 and April 22, 2009.
- Transportation Improvement Program (TIP) was adopted on October 21, 2009.

*I certify that the above is a true copy of the resolution adopted by the
CRCOG Policy Board at its meeting on October 21, 2009.*

(to be signed if adopted)

Susan Karp, Secretary
Capitol Region Council of Governments

10-21-09
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.

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 provide a 30-day public comment period on the draft TIP.
- CRCOG must make the draft TIP available on its website at the beginning of the 30-day period.
- CRCOG must hold a public information meeting on the draft TIP within those 30 days.
- CRCOG must advertise the public meeting in the Hartford Courant and other local newspapers as appropriate, in English and in Spanish.
- 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, September 21, 2009
 The Hartford News (English and Spanish language), September 23, 2009

Notice sent to town clerks: September 21, 2009
 Notice & TIP posted on Web: September 21, 2009

Hartford Environmental Justice Network: October 1, 2009

Public information meeting: October 19, 2009; 11:30 a.m. – 12:00 noon; CRRA Recycling Center, Hartford
(opportunity for public comment)

Transportation Committee meeting: October 19, 2009; 12:00 noon; CRRA Recycling Center, Hartford
(opportunity for public comment)

Written comments accepted until: October 20, 2009 or may be delivered to the Policy Board meeting on October 21, 2009

Policy Board meeting: October 21, 2009; 12:00 noon; CRRA Recycling Center, Hartford
(opportunity for public comment)

Key Comments:

- *No comments were received on the Draft TIP. Questions from individual towns regarding specific projects were responded to by staff.*

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 pages. They provide a breakdown of cost by year (FFY 2010, 2011, 2012, 2013 and FYI²) and by federal funding program (National Highway System, 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 (STIP) and each regional TIP demonstrates that both the statewide STIP and CRCOG’s TIP for FFY 2010, 2011, 2012, and 2013 are financially constrained. The cost of projects listed in the statewide TIP does 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 FYI projects are those which will occur after FFY2013 and are included in this TIP for information purposes only.

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

Funding 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 Starts funds are all awarded on a discretionary basis. Proposed new rail and busway 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 5316 Jobs Access & Reverse Commute (50/50)

This program provides funds for transportation services designed to transport welfare recipients and low-income persons to and from jobs and activities related to their employment. The Federal Transit Administration will pay 50 percent of the cost of a project funded with Section 5316 funds.

FTA Section 5317 New Freedom (50/50)

This program provides funds for transportation services designed to assist individuals with disabilities. Eligible activities include new public transportation services and public transportation alternatives beyond those required by the ADA. The Federal Transit Administration will pay 50 percent of the cost of a project funded with Section 5317 funds.

Transit Operating Subsidy (0/100)

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 – and in the Capitol Region are provided 100% by the State. These subsidies are listed in the section titled Transit – State Operating.

HIGHWAY PROGRAMS

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 (80/10/10)

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 usually by 10 percent State and 10 percent local funds. Occasionally the match is 80 percent federal and 20 percent State. Amounts over a funding cap determined by CRCOG's Transportation Committee are funded with local dollars.

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 Rehabilitation & Replacement (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.

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 on 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. Some projects require a 10 percent local match. Some CMAQ projects may also qualify for 100 percent federal funding.

Section 117 – Congressional Earmarks (100)

This program is dedicated to those projects that are established by federal congressional designation. The funding ratio is 100 percent federal and is available until expended.

Governor’s Transportation Initiative (100)

This funding source is 100 percent state funded, as committed by the Legislature and the Governor.

Recreational Trails (80-20)

The Recreational Trails Program is an assistance program of the U.S. Department of Transportation’s FHWA and is administered through the Department of Environmental Protection. Funds may be used for such items as construction of new trails, maintenance and restoration of existing recreational trails, access to trails by persons with disabilities, and acquisition of land or easements for a trail. Funding ratios are 80 percent federal and 20 percent local.

Recovery & Reinvestment (100)

The American Recovery and Reinvestment Act (ARRA) was signed into law on February 17, 2009 in an effort to stimulate the economy and create jobs. As a result of this, the State of Connecticut received \$302 million in highway infrastructure monies of which \$211.4 million were allocated to Department of Transportation-elected projects on roadways functionally classified as rural major collector or above. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transportation enhancement projects, transit projects and ridesharing projects.

The funding ratio for the Recovery and Reinvestment program is 100 percent federal funds.

Recovery & Reinvestment – Surface Transportation (100)

Surface Transportation Recovery and Reinvestment funds are those ARRA funds (described above) that are sub-allocated to Metropolitan Planning Organizations. Of the \$302 million in highway infrastructure monies distributed to the State of Connecticut, \$17.5 million were sub-allocated to CRCOG for programming. The funds were distributed to projects within the Capitol Region based on project readiness and project merit, determined by rating criteria established by CRCOG’s Transportation Committee. Recovery & Reinvestment monies must be used on roadways functionally classified as rural major collector or above.

The funding ratio for the Surface Transportation Recovery and Reinvestment program is 100 percent federal funds.

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;"> 10 = federal fiscal year 2010 (Oct. 1, 2009- Sept. 30, 2010) 11 = federal fiscal year 2011 (Oct. 1, 2010 - Sept. 30, 2011) 12 = federal fiscal year 2012 (Oct. 1, 2011 - Sept. 30, 2012) 13 = federal fiscal year 2013 (Oct. 1, 2012 - Sept. 30, 2013) FYI = (expected to be initiated after Sept. 30, 2013) - <i>included 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 B

Air Quality Conformity Analysis

for the FFY 2010-2013 TIP
& the 2007 Regional Transportation Plan

Adopted: October 21, 2009

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: Analysis year 2009 to 2011

VOC and NOX emissions from transportation sources must be less than the 2009 transportation emissions budgets

2009 emissions budget:	VOC	26.30 tons/day
	NOx	49.20 tons/day

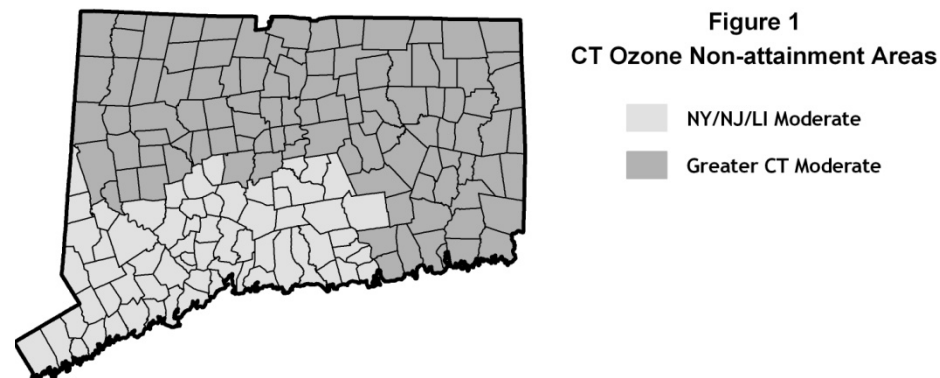
Test 2: Analysis year 2012 or later

VOC and NOX emissions from transportation sources must be less than the 2012 transportation emissions budgets

2012 emissions budget:	VOC	19.80 tons/day
	NOx	34.80 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 long range 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.



Findings & Conclusions

The data provided by the Connecticut Department of Transportation indicate that the Region's long range plan and TIP, when combined with all other regional plans and TIPs in the relevant air quality district, pass 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: Analysis year 2009 to 2011

VOC and NOX emissions from transportation sources must be less than the 2009 transportation emissions budgets.
Future emissions of VOC and NOx are below the 2009 emissions budget.

Test 2: Analysis year 2012 or later

VOC and NOX emissions from transportation sources must be less than the 2012 transportation emissions budgets.
Future emissions of VOC and NOx are below the 2012 emissions budget.

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)

Year	VMT	RESULTS		BUDGET		DIFFERENCE	
		VOC	NOx	VOC	NOx	VOC	NOx
2009	47,043,284	24.67	45.33	26.30	49.20	-1.63	-3.87
2012	48,613,092	18.63	32.08	19.80	34.80	-1.17	-2.72
2030	57,403,688	12.5	11.12	19.80	34.80	-7.30	-23.68

VMT: Vehicle Miles Traveled

VOC: Hydrocarbons or Volatile Organic Compounds

NOX: Nitrogen Oxides

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	Construction Cost1	Advertise Date	Status
Avon	04470	TR	Old Farms Rd over Farmington River	0004-0116	0004-0116	\$11,500,000	-	Advancement pending funding availability
East Granby	04447	TR	Salmon Brook	0039-0094	0039-0094	\$1,871,799	2/27/08	Contract awarded
East Granby	06705	20	unnamed brook			-	-	In scoping
East Hartford	00374	2	Hockanum River	170-0973	0042-0287	\$8,000,000	-	Advancement pending funding availability
East Hartford	02364	2 EB	Darlin Street	0042-0303	0042-0303	-	-	In scoping
East Hartford	02374	I-84	I-84-833 & I-84-831 Ramp			-	-	In scoping
East Hartford	02375	I-84	I-84 EB & I-84 TR 833			-	-	In scoping
East Hartford	02368A	2 WB	I-84 EB, I-84TR 831 & 833			-	-	In scoping
Ellington	02529	83	Kimballs Brook	170-2310	0047-0115	\$2,149,570	7/14/10	In design
Ellington	04503	TR	Marsh Brook	0047-0111	0047-0111	\$1,125,628	5/28/08	Under construction
Enfield	00445	US 5	I-91	0048-0188	0048-0188	\$4,675,169	2/11/09	Contract awarded
Enfield	05579	190	Terry Brook			-	-	In scoping
Farmington	00431	4	Farmington River	170-1867	0051-0264	\$500,000	10/24/07	Under construction; Part of Project 51-257
Farmington	00431	4	Farmington River	170-1867	0051-0257	\$20,648,477	10/17/07	Under construction
Farmington	01951	4	Roaring Brook	170-2058	0051-0258	\$2,603,860	-	Advancement pending funding availability
Glastonbury	00417	3	Connecticut River (Putnam Bridge)	0053-0175	0053-0175	\$325,000		Study
Glastonbury	00869	17	Hubbard Street	0053-0176	0053-0176	\$4,079,717	7/15/09	Contract advertised

Town	Bridge Number	Route	Location	PE Project Number	Const Project Number	Construction Cost ¹	Advertise Date	Status
Glastonbury	02722	160	Brook	0171-0280	0171-0280	\$1,178,971	8/1/07	Contract awarded
Granby	04517	TR	East Branch Salmon Brook	0055-0136	0055-0136	\$2,260,000	8/25/10	In design
Granby	06679	219	Mountain Brook	0170-2815		\$194,400	2/3/10	In design
Hartford	00814	15	Ramp 161 over Rte 15	0063-0561	0063-0561	\$5,423,904	7/16/08	Under construction
Hartford	03301	I-84 EB	Broad St, I-84 Ramp 191		0063-0648	\$22,311,311	3/11/09	Under construction
Hartford	03369	504	Lower Smith School Brook	0063-0601	0063-0601	\$10,000,000	7/14/10	In design (bridge demo&ramp relocation)
Hartford	03624	TR	Central New England Railroad	0063-0621	0063-0621	\$1,976,653	11/11/11	In design
Hartford	05868	I-84/I-91	I-84/91 Ramps, ConRail RR	DOT00630639 PE	0063-0639	-	-	In scoping
Hartford	05868	I-84/I-91	I-84/91 Ramps, ConRail RR	0063-0555	0063-0555	-	-	In scoping; emergency project to investigate cracking
Hartford	01428D	I-91	I-91 NB,US44 EB, RR, CT River			-	-	In scoping
Hartford	01686B	I-84	SB over SR598 & I91NB			-	-	In scoping
Hartford	03160A	I-84	Amtrak & City Streets	063-H124	0063-0648	\$22,311,311	3/11/09	Under construction
Hartford	03160B	I-84	Amtrak & Sigourney St	063-H124	0063-0648	\$22,311,311	3/11/09	Under construction
Hartford	03160C	I-84	Aetna Parking Lot	063-H124	0063-0648	\$22,311,311	3/11/09	Under construction
Hartford	03160D	I-84	Sigourney St, Capitol Ave.	0063-0621	0063-0621	\$1,976,653	11/11/11	In design
Hartford	03160D	I-84	Sigourney St, Capitol Ave.		0063-0648	\$22,311,311	3/11/09	Under construction
Hartford	03399C	I-84	Capitol Avenue & PCRR	0063-0622	0063-0622	\$4,829,889	6/24/09	Contract advertised
Hartford	03400C	I-84	I-84,503,RR,Cap AV,Forest	0063-0638	0063-0638	\$5,326,566	6/24/09	Contract advertised
Hartford	03401B	SR 503 EB	Rte 84, Amtrak & Local Roads	0063-0627	0063-0627	\$5,636,558	6/24/09	Contract advertised
Manchester	03677	TR	Hockanum River	9076-3677	9076-3677	\$1,362,639	2/1/03	Under construction
Manchester	04147	TR	So. Fork Hockanum River	9076-4147	9076-4147	\$312,600	9/1/09	Contract advertised
Manchester	04149	TR	Birch Mountain Brook	9076-4149	9076-4149	\$1,676,000	12/15/09	In design
Manchester	04401	TR	ConRail (Abandoned)	0076-0200	0076-0200	\$1,619,034	6/12/07	Under construction
Marlborough	06689	2	unnamed brook	0170-2815		\$1,032,300	2/3/10	In scoping
Newington	04324	175	Abandoned RR (Busway)	093-0166	0093-0166	\$2,505,000	6/2/10	Linked with busway project; In design

Town	Bridge Number	Route	Location	PE Project Number	Const Project Number	Construction Cost ¹	Advertise Date	Status
Rocky Hill	03163	160	I-91 SB			-	-	In scoping
Rocky Hill	03164	160	I-91 NB			-	-	In scoping
Simsbury	04549	TR	Over Farmington River	0128-0145	Canceled	-	-	Project Canceled
Suffield	04566	TR	Stony Brook	0139-0106	0139-0106	\$2,220,000	11/4/09	In design
Tolland	00840	74	I-84	0142-0148	0142-0148	\$1,830,000	-	Advancement pending funding availability
Tolland	02477	74	Grapevine Brook	0142-0144	0142-0144	\$2,640,000	12/9/09	In design
Vernon	03934	TR	Hockanum River	0146-0177	0146-0177	\$1,150,511	10/6/07	Under construction
Vernon	04572	TR	Spring Street over Hockanum River	0146-0159	0146-0159	\$2,155,000	1/28/09	Contract awarded
Vernon	04573	TR	Hockanum River	0146-0188	0146-0188	\$2,000,000	11/2/11	In design
Vernon	04575	TR	Tankerhoosen River	0146-0193	0146-0193	\$2,854,800	2/8/12	In design
Vernon	04577	TR	River Street over Hockanum River	0146-0160	0146-0160	\$2,160,200	3/25/09	Contract awarded
Vernon	05588	74	Hockanum River			-	-	In scoping
Vernon	05961	SR 527	Hockanum River	0146-0183	0146-0183	-	-	In scoping
Vernon	146008	TR	Phoenix St over Tankerhoosen River	0146-0181	0146-0181	\$1,125,000	2010	Construction will be paid for with STPH or ARRA monies
West Hartford	01757	I-84	Oakwood Avenue #2 over I-84	0155-0164	0155-0164	-	-	In scoping
West Hartford	01758	I-84	Prospect Avenue over I-84	0155-0165	0155-0165	-	-	In scoping
West Hartford	01743A	I-84 EB	SR 535 (Ridgewood Road)			-	-	In scoping
Wethersfield	00807	15	Route 15 & US Route 5			-	-	In scoping
Wethersfield	00809	15	Wolcott Hill Rd. & RTE 314	0159-0184	0159-0184	\$52,500	-	In design; Envir. Remediation - lead paint cleanup under bridge

¹ Includes Incidentals

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 15), 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
12-095	Bolton	SR 533	Curve realignment in vicinity of Box Mountain Road	160,000	150,000	1,260,400	3/2011
47-116	Ellington	CT 74	Construct Roundabout at "5 Corners" Intersection	-	250,000	2,700,000	5/2010
48-189	Enfield	Cranbrook Boulevard	Intersection improvement (revise signal & add left-turn lane at Cranbrook Blvd)	-	-	540,000	1/2010
139-103	Suffield	Harvey Lane	Railroad crossing. Install flashing lights & reconstruct crossing surface. Crossing ID 500-754-T	-	25,000	1,090,000	7/2011
139-104	Suffield	Suffield Street	Modernize Railroad Crossing (53)	-	20,000	590,000	6/2013
170-2658	Statewide	Statewide	Install signs on roads w/steep grades by S.F.	-	-	200,000	5/2009
170-2828	Statewide	Statewide	Installation of rumble strips on NHS inter/non-interstate expressways (FY09)	-	-	500,000	3/2010
170-2829	Statewide	Statewide	Installation of rumble strips on NHS inter/non-interstate expressways (FY10)	-	-	525,000	12/2010
170-2849	Statewide	Statewide	Study high frequency accident locations through 1/31/11	500,000	-	-	12/2008
170-2850	Statewide	Statewide	Local road accident reduction program review FY2009-2011	250,000	-	-	6/2009

Project No.	Town	Route	Description	PE Cost	ROW Cost	Const Cost	Advertise Date
170-2855	Statewide	Various	Design of Traffic Control Signals	800,000	-	-	4/2009
170-2873	Statewide	Statewide	Develop records of accident rates by location	300,000	-	-	7/2009
170-2986	Statewide	Statewide	Priority Study List Update	275,000			9/2009
171-310	District 1	Various	Guide rail - Non-NHS Routes	138,000	-	1,321,000	8/2011
171-319	District 1	Various	Install Traffic Signals - SLOSSS locations	-	-	182,000	TBD
172-355	District 2	Various	Guide rail - Non-NHS Routes	-	-	1,141,160	3/2009
172-383	District 2	Various	Upgrade guide rail at various locations in District 2	233,500	153,000	2,541,500	8/2012
174-317	District 4	Various	Guide rail on NHS Routes	203,000	-	1,785,000	8/2010