

## Carl Stephani

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**From:** Carl Stephani  
**Sent:** Wednesday, February 01, 2012 5:47 PM  
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**Subject:** REVISED Agenda - February 2, 2012  
**Attachments:** 2012-02-02a revised.pdf; CMAQ TE CCRPA Ranking.pdf

Greetings Board Members!

For tomorrow's meeting two items have been moved to the March 1 agenda and are shown as deleted on the attached REVISED agenda.

In addition, here are some notes regarding the following two items, about which you have already been provided information (also attached to this email) by Jason Zheng:

1. Enhancement Program Funding Priorities (agenda item #V.C.3.g) – In the original material that was posted, the following four projects were listed "in no particular order": (1) Berlin Scenic Vista Procurement, \$128,000; (2) Burlington Bike Trail, \$279,000; (3) New Britain Complete Streets, \$400,000; and (4) Plymouth Water Wheel, \$133,000. ConnDOT clarified their requirements to specify that the projects should be submitted in priority order; and that, except for procurements, projects under \$240,000 are not acceptable. On that basis the three qualifying projects have been prioritized by staff in the following order and you will be asked to approve those priorities at tomorrow's meeting:
  - a. Burlington Bike Trail Reconstruction
  - b. New Britain Complete Streets
  - c. Berlin Scenic Vista Procurement
2. CMAQ Project Prioritization (agenda item #V.C.3.j) – when we posted the agenda last week, we did not have priorities for the proposed CMAQ projects. Since then we have completed our evaluation of those projects and propose the following priority order:
  - a. Plainville, Southington, Bristol (ESPN) Multi-Use Trail
  - b. New Britain Traffic Control Signal Upgrade/Replacement
  - c. Plymouth Hybrid Electric Vehicles

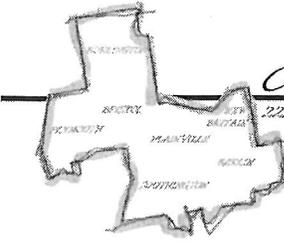
Please let me know if you have questions about these items, otherwise we can discuss them further in tomorrow's meeting.

Thank you and have a very nice evening!!

- Carl

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REVISED

TO: Municipal Clerks (Please Post)  
REGULAR AGENCY BOARD MEETING NOTICE AND AGENDA  
 7:30 P.M. Thursday, February 2, 2012 ; CCRPA 225 N. Main St. Ste 304, Bristol, CT  
 BOARD MEMBERS: Please email/call if you will be late or absent  
 SPECIAL NEEDS: We do not discriminate on the basis of disability - Please call in advance if you need auxiliary aids

I. Call to order & roll call (report of excused absences & declaration of quorum - 4 towns)

	Chief Elected Official Rep.	Planning Commission Rep.	Council Rep. (Towns >50,000)
Berlin	Bart Bovee	Dennis Kern, Vice Chair	~
Bristol	John Pompei, Chair	Donald Padlo	Tim Furey
Burlington	Peter McBrien	Paul Rachielles	~
New Britain	Donald Naples, Secretary	Steven P. Schiller	vacant
Plainville	James Cassidy	Jennifer Bartiss-Earley	~
Plymouth	Stephen Mindera	Carl Johnson	~
Southington	John Barry	Rudy Cabata, Treas.	James "Rusty" Haigh

- II. Introduction of New Board Member - John Barry, Southington
- III. Comments from the public regarding items not on the agenda
- IV. Presentations
  - A. Waterbury Rail Study Update - Colleen Kissane, ConnDOT Staff  
~~Google Transit - Francis Pickering, Senior Planner~~
  - B. Transportation Planning Program Overview - Ethan Abeles, Transportation Planner
- V. Action Items
  - A. Approve the December 1, 2011, meeting minutes
  - B. Receive the November and December 2011 Financial Reports and file for Audit
  - C. Committee Reports
    - 1. Program, Finance & Personnel (PFPC)
    - 2. Comprehensive Plan (CPC) (No action required on referrals if all decisions were unanimous; see CPC agenda for item listings)
    - 3. Transportation Improvement (TIC)
      - a. STIP/TIP amendments to approve District 1 projects 171-361 and 171-362, and District 4 projects 174-365 and 174-366 (Installation of durable epoxy pavement markings)
      - b. STIP/TIP amendment to approve revised cost estimate to project 7-182 (Berlin Railroad Station Enhancement)
      - c. STIP/TIP amendment to approve revised cost estimate to project 17-174 (Major intersection improvements at South, Union and Church Streets in Bristol)
      - d. Resolution #20120202A Ozone Air Quality Conformity Determination
      - e. Resolution #20120202B Adoption of the Transportation Improvement Program for the Central Connecticut Region 2012-2015
      - f. Resolution #20120202C Approval of the Central Connecticut Regional Planning Agency Urban Planning Certificate
      - g. Concurrence with Enhancement Program funding priorities
      - h. Endorsement of CMAQ Project Proposals
      - i. Concurrence with Minor Amendments to the Long Range Transportation Plan (LRTP)
      - j. CMAQ Project Proposal Priority List
  - ~~D. Resolution #20120202D Accepting the \$8,000 DEEP America the Beautiful (ATB) grant - New Britain tree planting~~
- VI. Discussion item - Article on shared services from Board Member Dennis Kern
- VII. Executive Director's Report
- VIII. Adjournment

## Procedure for Ranking the CMAQ and TE Projects – January 2012

### Background

CCRPA initially ranks the CMAQ and TE projects before submitting to ConnDOT.

### CMAQ Rankings

Ranking the three CMAQ projects in the Central Connecticut region utilizes a combination of qualitative and quantitative factors. A strictly quantitative comparison is not possible because the projects are inherently different from one another. For example, the “Bike Trail” project is a corridor-wide project and is assessed in terms of VMT reduction, the “Signal Upgrade” project focuses on one intersection and is assessed in terms of vehicle delay reduction, and the “Hybrid Cars” project reflects fuel efficiency change for a vehicle fleet. ConnDOT is better positioned to rank these projects because ConnDOT will have multiple submissions for corridor projects, intersection projects, and alternative vehicle projects to compare (submitted by all the other MPO’s in the State). To rank the three projects in the Central Connecticut region, CCRPA uses a combination of qualitative and quantitative factors as described below and as shown in the attached table.

The qualitative factors are (1) regional significance, (2) supports multimodalism, and (3) supports regional/state plans. These qualitative factors resemble the factors used to rank TE and STPU projects. Regional significance represents the scale and impact of the project (how many towns benefit, how many users benefit). Supporting multimodalism (viable options for non-automobile means of transportation) is crucial for a funding program that seeks to reduce congestion and improve air quality. Supporting regional/state plans shows that the project has a degree of significance with respect to overall planning documents (such as the state and regional long-range transportation plans).

The quantitative factors are (1) lifespan and cost, (2) total amount of congestion improvement, (3) total amount of air quality improvement, and (4) annualized cost-benefit. The US DOT SAFETEA-LU CMAQ Guide provides procedures for estimating the cost-benefit in an annualized manner. The federal guide also provides an estimate for project life spans. CCRPA’s ranking assumes that a lower annualized cost is better. Data for congestion and air quality improvement are included in the attached table where applicable. However, the cost-benefit of congestion improvements cannot be calculated for comparison because the congestion improvements are given in different units or are non-existent (VMT reduction for the Bike Trail project, vehicle delay for the Signal Upgrade project, and non-existent for the Hybrid Cars project). The cost-benefit of air quality improvements could be calculated for all three projects as total pollutant reduction (kg per year) divided by the annualized cost.

The qualitative and quantitative factors, raw data, and scores are shown in the following table. For qualitative factors, each project is given a score of 2 (supports the qualitative factor), 1 (somewhat supports the qualitative factor), or 0 (does not support the qualitative factor). For quantitative factors, the raw data is presented. To aggregate these scores, the values are normalized on a scale of 0 to 1. Normalization eliminates the units associated with the variables so the scores can be combined.

	Scores & Raw Data			Normalized Scores		
	Bike Trail	Signal Upgrade	Hybrid Cars	Bike Trail	Signal Upgrade	Hybrid Cars
<b>Qualitative Factors</b>						
Regional Significance	2	1	0	1	0.50	0
Supports Multimodalism	2	1	0	1	0.50	0
Supports Regional/State Plans	2	1	0	1	0.50	0
<b>Quantitative Factors</b>						
Lifespan & Cost						
Total Cost	\$2,360,000	\$250,000	\$108,155	--	--	--
Estimated Project Life Span	15	10	10	--	--	--
Annualized Cost	\$157,333	\$25,000	\$10,816	0	0.90	1
Total Amount of CM Improvement						
VMT Reduction (miles per year)	452,000	n/a	n/a	--	--	--
Delay Reduction (hours per year)	n/a	28.8	n/a	--	--	--
Total Amount of AQ Improvement						
NO <sub>x</sub> Reduction (kg per year)	169	11.7	4.8	--	--	--
VOC Reduction (kg per year)	32.5	6.4	0.8	--	--	--
Total Pollutant Reduction (kg per year)	201.5	18.1	5.6	--	--	--
Annualized Cost-Benefit						
Cost-Benefit of CM Improvements	n/a	n/a	n/a	--	--	--
Cost-Benefit of AQ Improvements (\$/kg)	\$781	\$1,381	\$1,915	1	0.47	0
<b>Total Points</b>				<b>4</b>	<b>2.87</b>	<b>1</b>

## TE Rankings

Ranking the TE projects utilize a combination of mandatory federal/state criteria and additional RPO criteria. (Shown below in the table.) Due to the nature of these enhancement projects, these are all qualitative measures. For example, there is no way to determine the value of cultural, historic, and aesthetic enhancements. The mandatory criteria uses a binary scoring system of 'Yes' (the project meets the criteria) or 'No' (the project does not meet the criteria). For the additional criteria, a score of 2 indicates the project supports the criteria, a score of 1 indicates the project somewhat supports the criteria, and a score of 0 means the project does not support the criteria.

Note: An additional requirement for funding under TE is that the project must be at least \$240,000 (unless the project is solely procurement).

		PROJECTS		
		Burlington (Bike Trail Rebuild)	Berlin (Scenic Highway Vista)	New Britain (Complete Street)
<b>ConnDOT Mandatory Criteria</b>				
1	Completeness	Yes	Yes	Yes
2	Program Eligibility	Yes	Yes	Yes
3	Consistency with Regional/Local Character	Yes	Yes	Yes
4	Consistency with Regional Comprehensive Planning Goals	Yes	Yes	Yes
5	Consistency with State LRTP & POCD	Yes	Yes	Yes
<b>RPO Additional Criteria</b>				
1	High number of potential users	2	1	2
2	Safety benefit	2	0	2
3	Cultural, historic, and aesthetic enhancement	2	2	1
4	Length of useful life	2	2	2
5	Relationship to other projects/future projects	2	0	2
6	Economic development benefit	2	1	2
7	Regional/statewide significance	2	1	2
8	Environmental benefit/minimization of impact	2	2	2
9	Supprts multi-modal travel	2	0	2
<b>Total Points</b>		18	9	17