

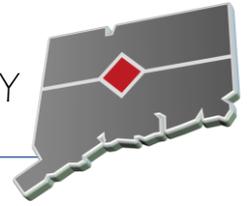
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: October 30, 2009

SUBJECT: Agenda Item #4: INFORMATION/ACTION Cost Estimate Increase Review

The ConnDOT informed us that the total costs for the Beaver Street Reconstruction project (No. 88-174) has experienced an increase from the Project Development Unit's estimate in 2008 (\$2.6 million) to the present preliminary design estimate (\$5 million). The latest regional summary from DOT (10/20/09) has the total estimate at \$4.2 million.

Under current TIC policy which appears in the STP-Urban project application and criteria document: *"The Chair shall appoint 3 members of the Transportation Improvement Committee to serve as a review panel to hear explanations of project increases, in cases where project estimates exceed 20% in the term before the project is obligated. The panel, upon hearing the explanation, will recommend if such explanation warrants whether the program or the municipality absorbs the increase. The panel will also work to see if altering the project scope can lessen or eliminate the increase. The panel then shall report their recommendation to the full Committee for action. The panel shall convene on a case-by-case basis. The Chair shall exclude appointing panel members from the subject municipality to avoid conflicts of interest. A formal review approach provides the Committee with other options for equitable solutions to extreme increases in project cost. (Endorsed: 9-12-02)"*

Based on the requirement within the operations of the STP-urban program established by the TIC, it is our

RECOMMENDATION

That the Chairman appoint 3 members to serve as a review panel for cost increases experienced in the design of the Beaver Street Reconstruction.

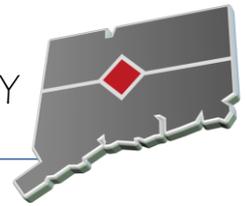
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: November 2, 2009

SUBJECT: Agenda Item #5: Proposed Amendment to STP-Urban Application and Criteria

Effective June 30, 2009, Public Act No. 09-154, AN ACT IMPROVING BICYCLE AND PEDESTRIAN ACCESS, created a need to modify the document used to apply for STP-Urban funding utilized at CCRPA.

Since the Act, referenced above, requires increased consideration of pedestrian and bicycle accommodation for road projects, the application for urban funding should be modified accordingly, and after October 1, 2010, at least 1% of the estimated expenditures be dedicated to bicycle and/or pedestrian facilities.

This requirement is in effect for state projects as well. We have been informed by DOT that the funds will be contained in contingency line items presently, and will be broken out as separate line items in the future in project cost estimate forms.

Based on the importance and necessity of complying with the Public Act, it is our **RECOMMENDATION,**

That the TIC approve incorporation of Public Act No. 09-154 into the CCRPA Project Solicitation Application and Criteria for STP-Urban Funds as highlighted in the attached draft change*

Attachment: CCRPA Project Solicitation Application and Criteria for STP-Urban Funds
Public Act No. 09-154, AN ACT IMPROVING BICYCLE AND PEDESTRIAN
ACCESS

Discussion: Although Section V, Part d, discusses some detail of sidewalk and bicycle facilities already, incorporation of the Act will help in the allocation of funds to enhance or create these facilities.

Project Profile for Selection to the
STP-Urban Program

City or Town: _____

Street: _____ Route No.: _____

Project Title or Name: _____

Contact Person and Phone Number: _____

Each Proposal must include the following:

- Project description
- Project cost estimate
- Consideration of bicycle and/or pedestrian facilities must be documented. After October 1, 2010, dedicated costs not less than 1% of the total project cost must be documented in the project budget.
- Roads must be on the Federal-Aid system
 - Urban areas: federal functional classification of collector or higherIndicate the functional classification of the road as designated for the Federal-Aid system.

Urban Areas

	Principal Arterial
	Minor Arterial
	Collector
	Local Road (not eligible)

Rural Areas

	Principal Arterial
	Minor Arterial
	Major Collector
	Minor Collector (not eligible)
	Local (not eligible)

Written Description of the Problem and the Proposed Improvement

Provide a brief written description of the problem and proposed improvement.

Estimated Cost (not to exceed \$2.5 million):

Project Location Map

Indicate the general location of the project on a suitable map (8 1/2"x11" is adequate)

Preliminary Project Plans

Preliminary project plans, drawn at a scale of 1"=100 feet or larger, are encouraged. The following items should be depicted on the plan, if possible:

- All proposed improvements
 - Drainage
 - Culverts
 - Sidewalks
 - Traffic signals, etc.
- Project limits
- Existing property lines
- Proposed new property lines
- Utilities

This plan should be considered as a “**conceptual**” or “**sketch**” plan in which a **high degree of accuracy is not required**, but gives a good understanding of the potential complexity involved and the factors to be considered. An adequate base map for the plan would be your town assessor’s maps (usually available on an air photo base at 1"=100 feet)

Background

Provide the following information if available:

1. Any reports or engineering studies
2. Any news articles or public comments on the problem or project

V. Project Design Features and Factors

(a) Design

Has any survey or design work already been done? Explain

(b) Rights-of-Way

1. Estimated existing ROW (feet): _____
Estimated proposed ROW (feet): _____

2. Generally describe the nature and extent of the ROW impacts (e.g., 10-15 strip takes, 1 total take)

(c) Railroad Grade Crossings

Identify any existing crossings and indicate if any modifications are needed.

(d) Sidewalks and Bicycle Routes

Provide a rough estimate of the number of linear feet of sidewalk to be replaced or constructed.

What percentage of the above is for “replacement” of existing sidewalk?

How does the project interface with Preferred Bicycle Routes in Central Connecticut (see Agency map)?

(e) Parks, Cemeteries, Historic Structures

Identify any parks, cemeteries or historic structures that are likely to be affected by the project.

(f) Wetlands

Identify any wetlands that are likely to be affected by the project and, if known, their relative functional values (groundwater recharge, sediment trapping, etc.). Include identification of watercourses and drinking water supply areas. Locate them on a map if that is more appropriate.

(g) Hazardous or Contaminated Sites

Identify any known or suspected sites that are likely to be affected by the project. If the project includes work in the vicinity of a gas station or other facility with underground storage tanks, the locations should be identified (locate them on a map if that is more appropriate).

(h) Traffic Signals

Identify any intersections where traffic signals will need to be modified, replaced or installed. Indicate who is responsible for maintenance, ownership and electrical cost.

VI. Transportation Problem Identification

When assigning a project rating, staff will consider the range of existing problems, the severity of the problems and the degree to which the problem will be reduced.

- Structural Improvement 10 points max.
 - Traffic Improvement 10 points max.
 - Traffic Volume 10 points max. Rating Criteria
 - Regional Significance 10 points max.
 - Other Benefits 10 points max.
- 50 Total Possible Points

(a) **Structural Improvement** (10 points)– The structural improvement rating provides an indication of the extent to which the project will help correct or reduce a structural problem with a road, bridge or culvert. Check all that apply.

Pavement Condition Rating

Good	Fair	Poor

Roadway Drainage System

Adequate	Inadequate
Surface Drainage	
Subsurface Drainage	

Bridges and Culverts

Good	Fair	Poor	N/A
Bridge Condition – Superstructure and Deck			
←			
25	50	100	N/A
Year Flood			
Hydraulic Capacity			

(b) **Traffic Volume (10 points)** – This criterion provides a general indication of the number of people who benefit from the proposed project. Measurement method is dependent on the type of project proposed. For roadway improvement projects, the applicant must supply data on either the annual average daily traffic or the peak hour volume of traffic.

AADT _____

Peak Hour _____

(c) Traffic Improvement (10 points)– The traffic improvement criterion provides an indication of whether or not the proposed project will help improve traffic flow, traffic safety, or roadway geometrics.

Traffic Element	Existing Problem	Proposed Improvement	Appropriate Criteria
Traffic Flow	Is there an existing congestion problem? How severe is it?	Will the proposal reduce the congestion? If so, to what degree?	Level-of-Service (LOS) before and after proposal is implemented. HCM procedures recommended but not required.
Traffic Safety	How many accidents occurred in the last 3 years?	Estimate amount of those accidents project would have eliminated (over the three years)?	Expected accident reduction over a three-year period.
Roadway Geometry	Are there geometric deficiencies on the road? Such as excessive grade, substandard width, excessive horizontal curvature, poor sight line, improper super elevation.	Will the proposed project correct the problem and to what degree?	Indicate the severity of the existing problem and the degree to which the proposed improvements will reduce the problem.
Traffic Calming	Excessive speeds, or excessive traffic on a residential street or other activity area where traffic detracts from quality of life for residents or primary function of the activity area.	Streetscaping, speed humps, reduced lane width or other measures appropriate to the type of street.	Indicate the severity of the existing problem and the degree to which the proposed improvements will reduce the problem.

Speed Data: ____ Posted Speed ____ Avg. Speed ____ 85th Percentile Speed

Local Design Standards

(d) Regional Significance (10 points) – Regional significance provides an indication of how widespread or localized the transportation benefits of the project are. The applicant must describe the area of impact of the project. For example, does the project benefit only a very small area, an entire town, multiple towns, or most of the region? Will the proposal help improve access to regional public facilities such as hospitals, colleges and airports?

The applicant should explain 1) the size of the area that benefits from the proposed project, and 2) information on any regional public facilities that benefit from the proposed project. The documentation should demonstrate how the area or regional facilities benefit.

(e) Other Benefits (10 points) – Proposals can receive up to ten extra points if the proposed project has any of the benefits listed below.

- **Environmental Protection (maximum 2 points)** – If the project will have a positive environmental impact in areas of air quality, water quality and quantity, mitigation of wetland loss, or open space improvements.

No Yes, explain

- Historic Preservation (maximum 2 points) – If the project will serve to advance recognized historic preservation goals of the community.

No Yes, explain

- Economic Development (maximum 2 points) – If the project helps achieve economic development goals of the community.

No Yes, explain

- Environmental Justice (maximum 2 points) – If the proposed project benefits low income and/or minority neighborhoods.

No Yes, explain

- Transit Supportive (maximum 2 points) – If a proposal supports the region’s transit system.

No Yes, explain

Cost Overages –

The Chair shall appoint 3 members of the Transportation Improvement Committee to serve as a review panel to hear explanations of project increases, in cases where project estimates exceed 20% in the term before the project is obligated. The panel, upon hearing the explanation, will recommend if such explanation warrants whether the program or the municipality absorbs the increase. The panel will also work to see if altering the project scope can lessen or eliminate the increase. The panel then shall report their recommendation to the full Committee for action. The panel shall convene on a case-by-case basis. The Chair shall exclude appointing panel members from the subject municipality to avoid conflicts of interest.

A formal review approach provides the Committee with other options for equitable solutions to extreme increases in project cost. (Endorsed: 9-12-02)

Non-Roadway Proposals

A set aside amount, not to exceed 10% (approximately \$250,000 total for region) of the annual Urban program allotment, may be made available to fund nontraditional transportation projects, such as, but not limited to, new sidewalks, transit capital improvements, traffic signal relamping, carpool projects or other non-roadway, eligible STP-Urban proposals. Any unused portions of the set aside will revert to the pool of roadway funds. Such nontraditional projects will be evaluated by staff for regional significance and other benefits. (endorsed: 3-30-06)



Substitute Senate Bill No. 735

Public Act No. 09-154

AN ACT IMPROVING BICYCLE AND PEDESTRIAN ACCESS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

Section 1. (NEW) (*Effective July 1, 2009*) (a) For the purposes of this section:

- (1) "Department" means the Department of Transportation;
 - (2) "Funds" means any funds from the Special Transportation Fund, bond allocations and any other source that is available for the construction, maintenance and repair of roads in this state;
 - (3) "User" means a motorist, transit user, pedestrian or bicyclist;
 - (4) "Bikeway" means any road, street, path or way which in some manner is specifically designated for bicycle travel, including the provision of a bicycle lane, regardless of whether such facility is designated for the exclusive use of bicycles or is to be shared with other modes of transportation; and
 - (5) "Total project cost" means the cost of the entire corridor plan project.
- (b) Accommodations for all users shall be a routine part of the planning, design, construction and operating activities of all highways, as defined in section 14-1 of the general statutes, in this state.
- (c) From funds received by the department or any municipality for the construction, restoration, rehabilitation or relocation of highways, roads or streets, a reasonable amount shall be expended to provide facilities for all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps. On and after

October 1, 2010, not less than one per cent of the total amount of any such funds received in any fiscal year shall be so expended. The department or municipality shall take future transit expansion plans into account where appropriate. Notwithstanding the provisions of this subsection, such provisions shall not apply in the event of a state or municipal transportation emergency.

(d) The provision of facilities pursuant to subsection (c) of this section shall not be required if the Commissioner of Transportation or a municipal legislative body determines, with respect to a highway, road or street that: (1) Nonmotorized usage is prohibited; (2) there is a demonstrated absence of need; (3) the accommodation of all users would be an excessively expensive component of the total project cost; or (4) the accommodation of all users is not consistent with the state's or such municipality's, respectively, program of construction, maintenance and repair.

Sec. 2. (NEW) (*Effective July 1, 2009*) (a) There is established a Connecticut Bicycle and Pedestrian Advisory Board which shall be within the Department of Transportation for administrative purposes only.

(b) The board shall consist of eleven members appointed as follows: The Governor shall appoint five members and the speaker of the House of Representatives, the president pro tempore of the Senate, the majority leader of the House of Representatives, the majority leader of the Senate, the minority leader of the House of Representatives and the minority leader of the Senate shall each appoint one member. The members shall be electors of the state and have a background and interest in issues pertaining to walking and bicycling, one of whom shall be a representative of an organization interested in the promotion of bicycling, one of whom shall be a representative of an organization interested in the promotion of walking, one of whom shall be an owner or manager of a business engaged in the sale or repair of bicycles, one of whom shall be a representative of visually-impaired persons, one of whom shall be a representative of mobility-impaired persons, one of whom shall be a representative of transit workers and one of whom shall be a person sixty years of age or older.

(c) All members shall serve for a term of four years, except that of the members first appointed by the Governor, three members shall serve for an initial term of two years and two members shall serve for an initial term of three years. Any vacancy in the membership of the board shall be filled by the appointing authority for the unexpired term. Members shall receive no compensation for their services.

(d) The board shall, at its first meeting and annually thereafter, select a chairperson, vice-chairperson and secretary from among its members. The board shall meet at least once during each calendar quarter and at such other times as the chairperson deems necessary or upon the request of a majority of the members.

(e) The duties of the board shall include, but not be limited to, examining the need for bicycle and pedestrian transportation, promoting programs and facilities for bicycles and pedestrians in this state, and advising appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians.

(f) The board may apply for and accept grants, gifts and bequests of funds from other states, federal and interstate agencies, independent authorities and private firms, individuals and foundations, for the purpose of carrying out its responsibilities.

(g) The Department of Transportation shall assist the board in carrying out its responsibilities by making available department reports and records related to the board's responsibilities and, within available appropriations, printing the board's annual report, distributing copies of such report and mailing notices of the board's meetings.

(h) Not later than January 15, 2010, and annually thereafter, the board shall submit a report, in accordance with section 11-4a of the general statutes, to the Governor, the Commissioner of Transportation and the joint standing committee of the General Assembly having cognizance of matters relating to transportation on (1) the progress made by state agencies in improving the environment for bicycling and walking in this state, (2) recommendations for improvements to state policies and procedures related to bicycling and walking, and (3) specific actions taken by the Department of Transportation in the preceding year that affect the bicycle and pedestrian environment.

Sec. 3. (*Effective July 1, 2009*) On or before October 1, 2009, and on or before October 1, 2010, the Commissioner of Transportation shall submit (1) to the joint standing committee of the General Assembly having cognizance of matters relating to transportation, and (2) to the Connecticut Bicycle and Pedestrian Advisory Board established by section 2 of this act, a list of transportation projects funded by the Special Transportation Fund established by section 13b-68 of the general statutes or Title 23 of the United States Code, including, but not limited to, the Interstate Maintenance Program, the National Highway Safety Program, the Congestion Mitigation and Air Quality Program and the Transportation Enhancement Program, which contain bicycle and pedestrian access. Such list shall include the project title, project scope, funding source, description and cost of the bicycle or pedestrian component of the project, and estimated time frame for completion of the project.

Approved June 30, 2009

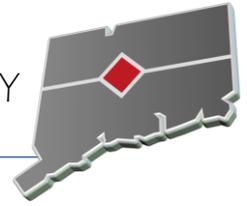
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: November 11, 2009

SUBJECT: Agenda Item 6: Meeting Report – November 10, 2009 DOT Meeting – STP-Urban Programs

Since the ConnDOT had been preoccupied for much of the past several months with ARRA project reviews coupled with state budget-induced early retirements, the progress of STP-urban projects had slowed considerably.

The ConnDOT is currently meeting with all of the regions to review their programs and to indicate scheduling and funding issues. The CCRPA meeting was on November 10, 2009 where I met with Project Development, the financial section, local roads section and consultant design.

The following excerpt was from an e-mail from the financial section at DOT and was forwarded to the regions in advance of the scheduling of meetings:

“Following the close of FFY 2009, on September 30, 2009, approximately \$119 million in unobligated Federal-aid highway balances of apportioned contract authority was rescinded from the State of Connecticut. As a result of this rescission, all unobligated STP-U funds were rescinded, resulting in all STP-U balances going to zero (\$0) at the end of FFY 2009.

As we start FFY 2010, we are currently operating under a 31-day extension of surface transportation programs under SAFETEA-LU through a Continuing Appropriations Resolution. Without surface transportation reauthorization, the Department expects to continue operating under a Continuing Appropriations Resolution in FFY 2010, with limited funding availability, for an undetermined timeframe, until a new highway bill is passed. This may impact the Department’s ability to obligate funds in all of the FHWA programs including the STP-U program.

The Department's Project Development Unit will be contacting each region individually in the near future to setup a meeting to review the status of that region's STP-U program and

determine priorities. At this time, for FFY 2010 programming purposes, it is recommended that level funding from FFY 2009 be assumed, that regions overprogram by 20% to account for projects that may move out during the course of the year, and that regions set aside approximately 20% of their apportioned funds for cost increases to previously obligated phases. Please refer to the attached STP-U program target information from FFY 2009 to be used for FFY 2010 planning purposes until better information becomes available.”

Among other issues discussed at the meeting were the following considerations:

- The construction phases of Mount Vernon Road, Southington, and Beaver Street, New Britain, will need to be spread out over two or three years by phase financing because the overall costs are too great for the program to absorb in one year.
- The construction phase of South Main Street, Plymouth, may become a 2001 project instead of 2010, due to the late obligation date and a slower than expected progress of the right-of-way process.
- Progress on Glen Street, New Britain, needs to be maintained or increased to keep it to its schedule.
- STP-A funds may not be available for the Route 72/Memorial Blvd. project as originally slated due to unknowns in the reauthorization package.
- If the projects in 2010 slip, the option of lending underprogrammed funds to CRCOG (which is overprogrammed in 2010) to be returned to CCRPA in 2011, needs to be considered in the Spring of 2010.
- A tentatively scheduled STP-urban solicitation in 2010 from the CCRPA should be postponed, due to the slowdown in project progression.
 - The Farmington Ave Bridge project in Berlin will emerge shortly from the Project Development Unit at DOT, but it seems that the earliest date to obligate this project would be no earlier than 2013, based on schedule delays in earlier years.
 - The Route 372 project in Plainville would most likely follow the Berlin project with estimated obligation date in 2014.
 - With such projections, the DOT is not presently scheduling review of new projects in the near term (Broad Street, Horace to Burritt; and East Street/East Main Street intersection – both projects in New Britain).

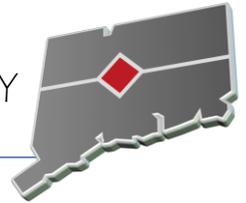
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REGIONAL SUMMARY

11/9/09

Project	Route	Town	Improvement	Phase	Total Cost	Federal Share	Cumulative Federal	To Processing	Highway Forward	Scheduled Obligation	Actual Obligation	Advertising
Region = 09 Central Conn.												
STPH												
FFY 2009												
Various			Approved increases to previously obligated phases	various		314,800	314,800					
88-174	Beaver Street	NEW BRITAIN	RECONSTRUCTION	PE	343,000	274,400	589,200		2/18/09	3/4/09	3/4/09	
131-198	Mount Vernon	SOUTHINGTON	RECONSTRUCTION	ROW	640,000	512,000	1,101,200		5/6/09	6/3/09	6/4/09	
88-174	Beaver Street	NEW BRITAIN	RECONSTRUCTION	ROW	1,400,000	1,120,000	2,221,200		8/19/09	9/16/09	9/18/09	
110-129	South Main	PLYMOUTH	REALIGNMENT	ROW	600,000	480,000	2,701,200		8/19/09	9/16/09	9/17/09	difficult to fit in
FFY 2010												
17-174	South Street	BRISTOL	MAJOR INTERSECTION IMPROVEMENT	ROW	300,000	240,000	240,000		4/14/10	5/5/10		
88-172	Glen Street	NEW BRITAIN	SIDEWALK INSTALLATION (Total = \$540K; balance SRSI)	C	320,000	256,000	496,000	5/19/10	6/30/10	7/21/10		7/28/10
110-129	South Main	PLYMOUTH	REALIGNMENT	C	2,100,000	1,680,000	2,176,000	7/21/10	9/1/10	9/22/10		9/29/10
Based on current schedule, this is likely a 2011 project - schedule needs to be accelerated if funds are to be obligated in 2010												
FFY 2011												
131-198	Mount Vernon	SOUTHINGTON	RECONSTRUCTION	C	6,000,000	4,800,000	4,800,000	9/15/10	10/27/10	11/17/10		11/24/10
17-174	South Street	BRISTOL	MAJOR INTERSECTION IMPROVEMENT	C	1,238,000	990,400	5,790,400	9/29/10	11/10/10	12/1/10		12/8/10
88-174	Beaver Street	NEW BRITAIN	RECONSTRUCTION	C	4,200,000	3,360,000	9,150,400	6/15/11	7/27/11	8/17/11		8/24/11
Based on current costs, it is assumed that both projects 131-198 & 88-174 will need to be phase financed over 2 year												
FFY 2012												
17-171	CT 72 at Memorial Blvd	BRISTOL	MAJOR INTERSECTION IMPROVEMENT	ROW	50,000	40,000	40,000		0/30/12	9/30/12	TBD 12	
Southington could require 3 years of funding - too big for program												
FFY 2013												
17-171	CT 72 at Memorial Blvd	BRISTOL	MAJOR INTERSECTION IMPROVEMENT (Total = \$5.6M; balance STPA)	C	3,125,000	2,500,000	2,500,000		7/30/13	8/30/13	9/30/13	TBD 13

↑ This may be problematic Program Total = \$16,567,600

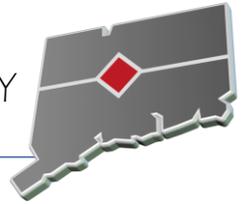
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: November 2, 2009

SUBJECT: Agenda Item #7: INFORMATION – Electronic Permit Tracking Systems – Presentation at the January 2010 Meeting

As more and more municipalities are automating the permit systems, there are more providers of such services in the marketplace.

A presentation of the online services provided by Progeos (<http://www.progeos.com/>) was organized for CCRPA staff recently. An online service was also developed for CRCOG for towns to buy into. Some information is attached. A presentation featuring CRCOG and Progeos will be sponsored by the CCRPA and will take place at the January 28, 2009, regularly scheduled TIC meeting. Town planners will also be invited.

Attachments: CRCOG Regional E-Government Initiative information

Connecticut Regional E-Government Initiative

The **Connecticut Regional E-Government Initiative (CREGI)** is a program sponsored by the Capitol Region Council of Governments to promote more responsive, customer-friendly, and efficient local government services through a regional approach to technology. The program is managed by a steering committee that includes CRCOG staff, town managers, finance directors, and technology professionals.

Our first program area is a **Regional On-Line Permitting system** that will allow residents and businesses to apply, pay for, and receive building and other permits on-line. They can also track the status of their permits as they move through the approval process. On the back end, towns can use the system to manage the permit review, approval, and inspections process electronically.

By early 2010, the system will be deployed by eight municipalities in Connecticut: Bolton, Coventry, East Hartford, Glastonbury, Manchester, Newington, Simsbury, and Wethersfield.

Any town in Connecticut can join the Permitting System by signing a Participating Agreement with CRCOG and the technology's vendor, ViewPermit GIS. ViewPermit was selected through a rigorous Request for Proposal process involving IT directors, Building Officials, and administrators from Connecticut towns which should satisfy most towns' procurement requirements.

Municipalities that sign on will benefit from special pricing and the added features of a regional system, but also should be prepared to sacrifice some ability to customize because a truly regional approach requires some consistency among towns in terms of business processes, especially for the web-based component. They will also be required to deploy the on-line front end as part of the system. Towns will pay separately for any major customizations and for migration of old permitting data into the new program.

Over time, it is anticipated that the permitting system may be expanded to cover more types of permits or other e-government functions. Towns that are part of the program will participate in decision making regarding changes or expansions.

Pricing is based on the size of the town and whether they are seeking a hosted system or one that resides on their own servers. Details are on the following page.

For further information, please contact Jocelyn Mathiasen at the Capitol Region Council of Governments.

jmathiasen@crcog.org

(860) 522-2217

Regional On-Line Permitting System Development and Deployment

PER TOWN COSTS	Hosted System					Town-based VP Back End	Front End Only - Links to Town-based 3rd Party Back End*
	Pop 40 - 60K	Pop 25 - 40K	Pop 10 - 25K	Pop < 10K			
Front end/ back end application	\$ 49,450	\$ 43,000	\$ 38,000	\$ 28,000	\$ 57,000	\$ 27,000	
Custom programming	\$ -	\$ -	\$ -	\$ -	\$ 6,800	\$ 7,800	

Maintenance and Management Fees - payable July following system deployment. Includes a 20 % fee to defer CRCOG program management.

Support/Maint to Viewpermit - Year 1	\$ 6,900	\$ 5,427	\$ 5,304	\$ 4,070	\$ 5,400	\$ 2,600
Program Management - Year 1	\$ 1,380	\$ 1,085	\$ 1,061	\$ 814	\$ 1,080	\$ 520
Support/Maint to Viewpermit - Year 2	\$ 6,900	\$ 5,427	\$ 5,304	\$ 4,070	\$ 5,400	\$ 2,600
Program Management - Year 2	\$ 1,380	\$ 1,085	\$ 1,061	\$ 814	\$ 1,080	\$ 520
Support/Maint to Viewpermit - Year 3	\$ 6,900	\$ 5,733	\$ 5,333	\$ 4,021	\$ 6,000	\$ 2,900
Program Management - Year 3	\$ 1,380	\$ 1,147	\$ 1,067	\$ 804	\$ 1,200	\$ 580
Support/Maint to Viewpermit - Year 4	\$ 7,590	\$ 6,307	\$ 5,867	\$ 4,423	\$ 6,600	\$ 3,200
Program Management - Year 4	\$ 1,518	\$ 1,261	\$ 1,173	\$ 885	\$ 1,320	\$ 640
Support/Maint to Viewpermit - Year 5	\$ 8,346	\$ 6,937	\$ 6,453	\$ 4,865	\$ 7,260	\$ 3,500
Program Management - Year 5	\$ 1,669	\$ 1,387	\$ 1,291	\$ 973	\$ 1,452	\$ 700

Costs may vary depending on the specific back end system and the interfaces required.

Additional Charges

Per hour Support	\$110 per hour						
Data migration	TBD - Depends on format of existing data.						
Pilot Team Training	\$ 3,000	\$ 3,000	\$ 3,000	\$ 1,500	\$ 3,000	\$ 3,000	
End-User Training	\$ 3,000	\$ 3,000	\$ 3,000	\$ 1,500	\$ 3,000	\$ 3,000	

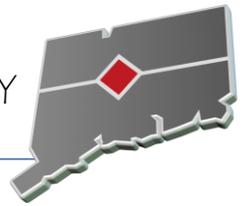
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: November 10, 2009

SUBJECT: Agenda Item #8: INFORMATION: New Long-Range Transportation Plan – Advisory Committee Formation

The current Long-Range Transportation Plan 2007-2037 (LRTP) expires in May 2011. The Plan contains policy statements, obligated projects and conceptual proposals. The TIP derives much of its content from projects that appear in the LRTP. In fact, TIP projects must appear in the LRTP in order for them to advance to construction. LRTP Policy statements and proposed actions appear in the UPWP as planning objectives. This major document will be updated in the coming year, and the TIC will assist in its production by providing and reviewing content and offering comment.

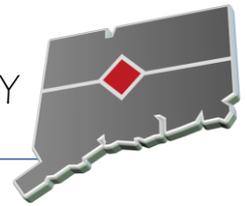
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MEMORANDUM

TO: TIC Members
FROM: Ken Shooshan-Stoller, Deputy Director
FOR AGENDA: November 19, 2009
DATE: November 10, 2009

SUBJECT: Agenda Item #9: INFORMATION/ACTION GO21 Freight Rail Endorsement

On November 9, 2009, Nick Sciullo, State Director of Go21 Growth Options for the 21st Century (www.go21.org), presented to staff the principles of this nonprofit public interest organization promoting increased use of rail for freight movement in the United States.

This organization is travelling to and speaking to as many transportation/economic development entities as they can to encourage endorsement of their actions to promote rail freight optimization. They are also approaching key legislators.

Such work is consistent with Action Plan of the Long-Range Transportation Plan 2007-2037 of the CCRPA: "Goal: Utilize existing infrastructure to maximize the ability to move goods through the region by rail."

Based the expressed goal of the CCRPA to enhance the rail system for increased freight rail, it is our:

RECOMMENDATION

That the TIC endorse the Statement of Principles of Go21 and recommend that the Agency Board endorse the Statement of Principles of Go21.

Attachment: Go21 Statement of Principles

Cc: Agency Board



Go21 STATEMENT OF PRINCIPLES

Go21 is a non-profit, public interest organization dedicated to improving the quality of life for all Americans and building a stronger economy by promoting increased use of freight rail transportation as an alternative to continued reliance on an overcrowded highway system. Go21's mission is based on the following principles:

- State and federal transportation officials and others project that United States freight volumes will increase by more than 67 percent over twenty years;
- The nation's highways are already stretched to capacity;
- The efficient movement of goods is directly related to the strength of a nation's economy and its citizens' quality of life;
- Public policies promoting increased investment in freight rail infrastructure would result in increased freight rail hauling capacity;
- Expansion of freight rail hauling capacity would yield impressive public benefits by relieving worsening congestion, reducing highway costs, providing a critical intermodal link to international trade, and improving air quality and fuel efficiency; and
- Relatively modest public investments in freight rail infrastructure would yield an impressive return on investment in the form of savings to motorists, businesses, and taxpayers.

I support the Go21 mission of building a stronger economy, reducing highway congestion, improving air quality, using tax dollars more efficiently, and improving quality of life by advocating for increased use of freight rail transportation.

- Please list me as an individual supporter!**
 Please list my organization as a supporter!

Name _____
Title _____
Organization _____
E-mail _____
Fax _____
Signature _____
Date _____

Please fax completed form to 703-519-4714.