

Transportation Improvement Program 2012-2015



Photo: Main St, Bristol circa 1910

**For the Central Connecticut Region
Federal Fiscal Years 2012-2015**

**Central Connecticut Regional Planning Agency
(CCRPA)
MPO for Central Connecticut**

2012-2015 TIP Adopted by CCRPA Board: February 2, 2012
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CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY

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Burlington	Ted Schafer, First Selectman	Southington	Garry Brumback, Town Manager
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I. INTRODUCTION

A. Central Connecticut Regional Planning Agency

The Central Connecticut Regional Planning Agency (CCRPA) is the Metropolitan Planning Organization (MPO) for the Central Connecticut Region which consists of the municipalities of Berlin, Bristol, Burlington, New Britain, Plainville, Plymouth, and Southington. MPO's are federally mandated organizations that are responsible for allocating federal transportation funds in their respective regions. The voting body of the Central Connecticut MPO is the CCRPA Board, and the Transportation Improvement Committee (TIC) serves as a technical advisory body to the Board. The Board and TIC are composed of representatives from the seven municipalities in the region.

The municipalities of the Central Connecticut MPO are part of the Hartford Urbanized Area. Other MPO's in the Hartford Urbanized Area are the Capitol Region Council of Governments (CRCOG), the Midstate Regional Planning Agency (MRPA), and the Council of Governments of the Central Naugatuck Valley (COGCNV). The majority of COGCNV is in the Waterbury Urbanized Area.

B. Transportation Improvement Program

This is the TIP for Central Connecticut. The TIP is a four-year program of projects that will maintain and enhance transportation in the Region. Included in the program are all transportation projects in the Central Connecticut Region that receive funding from the Federal Highway Administration (FHWA) or the Federal Transit Administration (FTA). Non-federally funded projects (state and/or local funding) may appear on the TIP, but it is important to remember that they frequently will not. In displaying the TIP, this document outlines descriptions and costs for all federally funded transportation projects scheduled over the next four years.

The TIP is required in the current federal transportation law; the Safe, Accountable, Flexible, Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU). The TIP is required to be financially constrained, which means that there must be sufficient revenue to complete all of its projects. First year projects must have verified funding sources while the remaining years' projects must have reasonably expected sources. It is therefore anticipated that funding will be available for the projects displayed in this document. Financial constraint is achieved by ConnDOT in its process of creating its statewide program of projects.

The majority of projects listed on the TIP are derived from the Statewide Transportation Improvement Program (STIP). ConnDOT prioritizes projects on a statewide basis and distributes a project list to the MPOs. The MPOs approve the project lists and include statewide and regional projects.

Under the CAAA, the TIP must be modeled for emissions production. The completion of projects listed on the TIP must not be deemed to cause an increase in the amount of emissions in the air. ConnDOT has conducted the computer modeling and forwarded the results to the MPO.

The actual listing of projects, justification, description, and in some cases, geographic location are described in Section III. Also in Section III is a breakdown of the total funds used by source and purpose. The funding programs of the federal legislation, under which TIP projects are funded, are described in Section II.

It is important to remember that inclusion on the TIP authorizes ConnDOT to seek funding and is not a commitment of funding. However, ConnDOT believes it will be able to fund any project on the TIP. It is also important to remember that the TIP is not the final schedule of projects. For various reasons, some projects do not come to fruition while others need to be delayed or moved up to a different year that is shown on the TIP.

There are some occasions on which ConnDOT or CCRPA make an amendment to the TIP. This could occur when a project needs to be advanced or delayed. It could also occur when a project needs to be added or when an existing project changes in scope. Amendments, the majority of which are new projects, must be approved the Agency Board. Administrative actions, which include cost estimate revisions and scheduling changes, do not require formal agency approvals, but are provided to the Agency Board for review and are publicly noticed through publication of the regular meeting agendas.

C. Public Involvement

Citizen participation is welcomed in the TIP process (as well as all of CCRPA's other activities) and is guided by CCRPA's Public Participation Plan. Approval of the TIP is preceded by a 30-day public comment period, and the TIP is made available for public review at several sites throughout the region, along with the CCRPA website. (See Appendix IV for these locations.) Public involvement culminates with one public hearing. The review period and public meeting are advertised in the legal notices of *The Hartford Courant*, *The Bristol Press*, and *The New Britain Herald*.

D. Title VI of the 1964 Civil Rights Act and Environmental Justice

Title VI of the 1964 Civil Rights Act prohibits discrimination on the basis of race, color, and national origin in programs and activities receiving federal financial assistance.¹ This indicates that it is important to make sure that federally-sponsored projects do not serve certain groups and ignore or negatively affect others. Transportation projects are meant to increase mobility and safety for the traveling public. If funding only helps (or disproportionately hurts) people of a particular group or groups, Title VI has been violated. A 1994 Presidential Executive Order directed every federal agency to make environmental justice part of its mission by identifying and addressing the effects of all programs, policies and activities on minority and low-income populations. Effective transportation decision making depends upon understanding and properly addressing the unique needs of different socioeconomic groups.² CCRPA will strive to ensure that minorities and low-income people are involved in the process, receive their share of the benefits of transportation funding and do not receive a disproportionately high portion of the adverse impacts that can derive from transportation funding.

E. The Eight Planning Factors

Federal transportation law has established eight planning factors that guide MPOs in their planning. These factors are addressed in Chapter VI. Plans should:

- 1) **Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.** A sound transportation system is vital for the region's economic health. Roads, public transportation, rail, alternative transportation and air transportation all work to increase efficiency in bringing goods and workers into and out of the region.
- 2) **Increase the safety of the transportation system for motorized and non-motorized users.** Every year, many deaths and injuries occur on the transportation network. It is important that transportation funding and project prioritization include measures to reduce injuries and fatalities, which may occur on routes that do not have the highest accident numbers. It is equally important to examine and plan for the safety of non-motorized transportation users as they coexist with the automobile.

¹ United States Department of Justice. <http://www.usdoj.gov/crt/cor/coord/titlevi.htm>. Originally Accessed 6-18-03.

² US Department of Transportation's Environmental Justice Website. <http://www.fhwa.dot.gov/environment/ej2000.htm>

- 3) **Increase the security of the transportation system for motorized and non-motorized users.** In the light of the events of 9/11 and subsequent transit-based terrorism in London and Madrid, the transportation system needs to secure from domestic and international terrorism. The disabling of transportation systems is a well-worn tactic in any war. Increased vigilance by providers and users of all modes of transportation is essential to a secure system.
- 4) **Increase the accessibility and mobility options available to people and freight.** It is important to increase transportation mobility in order to improve personal mobility. As human mobility increases, so does access to jobs, shopping and recreation. As freight mobility increases, so does economic viability. It is important to recognize that many residents do not have automobile access and that public transportation, bicycle and pedestrian projects can increase mobility.
- 5) **Protect and enhance the environment, promote energy conservation, and improve the quality of life.** While transportation systems get people to where they want to go and provide for economic development, it is important to remember that they also can cause pollution, over-consumption of energy and other negative externalities. Transportation systems can be planned in a way that minimizes environmental damage and the negative effects on quality of life.
- 6) **Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.** Many trips involve more than one transportation mode. It is important to connect all modes safely and efficiently. Examples include: improved automobile access to an airport, improved truck access to a railroad and the inclusion of bicycle racks on public transportation vehicles.
- 7) **Promote efficient system management and operation.** Efficient system management and operation increases the system's overall safety and efficiency.
- 8) **Emphasize the preservation of the existing transportation system.** In the name of achieving enhanced mobility, it is natural to want to expand upon the current transportation system. However, limited resources can cause the need to weigh system expansion against maintenance of the current system. Without maintenance of the existing system, the system can not perform optimally.

F. TIP Funding Conditions

1. All transportation projects receiving funding from FHWA or FTA must be included on the TIP.
2. TIP projects must be consistent with the Long Range Transportation Plan.
3. Funding flexibility between transportation modes for local projects shall follow guidelines and restrictions as defined within federal law and accompanying Federal and State guidelines. Flexibility shall be negotiated between the CCRPA Board and the governing board of the agency requesting funds.
4. Prior to considering flexibility of funds, conditions 1 and 2 above must be satisfied.

II. TRANSPORTATION FUNDING PROGRAMS

The Safe, Accountable, Flexible, and Efficient Transportation Equity Act – A Legacy for Users (SAFETEA-LU) provided the Federal Planning Regulations under which this TIP is developed and funded. The purpose of SAFETEA-LU is to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, provides the foundation for the Nation to compete in the global economy, and will move people and goods in an efficient manner.

By SAFETEA-LU legislation, each project listed in this TIP must contain the following:

- Detailed project description, including sufficient detail to identify the project phase and to permit air quality analysis according to the U.S. Environmental Protection Agency (EPA) conformity regulations.
- Project budget, including total cost, Federal share, State share, local share and obligation year.

Federal funding is determined by federal surface transportation authorizations. Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Each State is guaranteed a 90.5 percent return on its contribution to the highway trust fund. The major Federal-aid programs are discussed below.

A. Federal Highway Administration

Congestion Mitigation and Air Quality (CMAQ)

CMAQ directs funds toward transportation projects in Clear Air Act non-attainment areas for ozone and carbon monoxide. These projects will contribute to meeting the attainment of national ambient air quality standards. In determining project eligibility, priority should be given to those projects and programs that are included in an approved State Implementation Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. The funds are distributed based on each State's share of the population of air quality non-attainment areas weighted by the degree of air pollution. A half- percent minimum apportionment is guaranteed to each State. In most cases funding for these projects is 80 percent Federal and 20 percent State. Some projects may be 100 percent federally funded.

Interstate Maintenance (IM)

IM program finances projects to rehabilitate, restore, and resurface the Interstate System. Reconstruction is also eligible if it does not add capacity. Some examples of eligible reconstruction projects are High Occupancy Vehicle (HOV) lanes, bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way. Funding for these projects is 90 percent Federal and 10 percent State.

The National Highway System (NHS)

NHS consists of all Interstate routes, and a large percentage of urban and rural principal arterials, the defense strategic highway network, and the strategic highway connectors. Funds in this category can be used for any type of improvement on roadways designated as part of the NHS. The eligibility guidelines for this program are more flexible than the IM program; funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road as long as it improves travel in the corridor. These projects receive 80 percent of their funding from the federal government. The 20 percent match usually comes from the State.

Highway Safety Improvement Program (HSIP)

The program authorized a new core Federal-aid funding program beginning in FY 2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP emphasizes a data-driven, strategic approach to improving highway safety that focuses on results.

The Surface Transportation Program (STP) STP is intended to benefit collector and minor arterial roads rather than the principal arterials funded by the IM and NHS programs. In order to be eligible for funding a road must be classified by the Federal Highway Administration (FHWA) as a collector or arterial, local roads are not eligible. Fifty percent of all STP funds are reserved for the STP-Urban Program (STP-U), 30 percent for the STP-Anywhere Program (STP-A), 10 percent for STP-Safety Program (STP-XZ), and 10 percent for STP-Enhancement Program (STP-T). Each of these programs is discussed below. One other STP program, a subset of the STP Urban Program is the STP-Rural (STP-R).

- **STP-Urban Program**

These funds are programmed at the MPO level. Funds are flexible and can be used for roads, transit, carpool, safety, research and development, traffic monitoring, management and control facilities, planning programs, enhancement activities, control measures, management systems, environmental projects intelligent transportation systems, pollution abatement and environmentally acceptable deicing programs. Traditionally, ConnDOT has not allowed regions to spend this money on enhancement projects, despite their federal eligibility; however, sidewalk projects which fit certain criteria are deemed fundable. The funding ratio for this program is 80 percent Federal, 10 percent state and 10 percent local.

- **STP-Anywhere Program**

These funds can be used for any type of transportation project in an urban or rural area. Since these funds are not allocated to a specific urban area or region ConnDOT determines where the funds are spent. The **STP-Rural Program** is a subcategory earmarked for rural areas. These projects are funded with 80 percent Federal funds and 20 percent State funds.

- **STP-Rural Program**

These funds are spent outside of the urbanized area. These projects are funded with 80 percent Federal funds and 20 percent State funds.

- **STP-Safety Program**

ConnDOT uses a list of high accident rate locations to select and develop candidate projects for this program. Projects are also selected from ConnDOT's program to improve railroad at-grade crossings. The funding ratio is 80 percent Federal and 20 percent State.

- **STP-Enhancement Program**

Transportation Enhancement activities were initially established in 1991 under the federal Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA stipulated that 10 percent of federal funds distributed to states through the Surface Transportation Program be dedicated to transportation enhancements. With the passage of the Transportation Equity Act for the 21st Century (TEA-21) in 1998 and the subsequent passage of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) in 2005, the federal government reaffirmed its commitment to enhancing communities by continuing this program.

Bridge Replacement and Rehabilitation Program (BRXZ)

BRXZ is divided into two sub-programs the Bridge On System (BRX) and the Bridge Off System (BRZ). The primary federal program is the BRX. This program provides funds to replace or rehabilitate bridges on roads classified as a collector or higher. Candidate projects are selected from the ConnDOT list of bridges with poor or fair condition ratings. Typically municipal bridges are not considered in the selection process. The funding ratio for this program is 80 percent Federal and 20 percent State.

The BRZ program provides funds to replace or rehabilitate bridges that are not on the Federal-aid System, i.e., bridges on roads with a classification of rural collector or below. Projects are selected from ConnDOT's list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-aid road system, they do not qualify for this project. Many of the funded projects are municipal bridges with a funding ratio of 80 percent Federal and 20 percent State. At least 65 percent of BRXZ funds must be used for BRX projects. At least 15 percent must be used for BRZ projects. The other 20 percent can be used on any route.

High Priority Projects (HPP)

The HPP program provides funds for specific projects identified by Congress. These funds are not flexible, since they are earmarked for specific projects. The funding ratio is 80 percent Federal and 20 percent State or local.

Safe Routes to Schools (SRTS)

This program is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funding is 100% federal.

Demonstration Projects (DEMO)

Demonstration projects involve the use of new transportation innovations such as a new pavement material or a new type of shuttle service. DEMO funding is can be used to fund a new project for only three years, after which time, a recipient must find another way to fund.

Federal Emergency Relief (ERF)

States can apply for ERF funds after an emergency occurs. For example, if a freeway bridge collapsed, the State may qualify for ERF funds to pay for the bridge replacement.

B. Federal Transit Administration

The funding programs administered by the FTA are listed below. Most of these programs have a funding ratio of 80 percent Federal and 20 percent State.

Section 5307 Capital and Subsidy (Operating) Program

These funds are primarily used to purchase new buses. However, a small portion of the funds is reserved to help defray transit-operating expenses. The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. In Connecticut the funds are pooled and then first applied to the highest priority bus needs. This allows for the purchase of new buses in a timely manner.

Section 5309 Capital Funding Program

This program provides capital funding for the establishment of new rail projects, the improvement and maintenance of existing rail and other fixed guideway systems, and the rehabilitation of bus systems. Proposed new rail services must compete against proposals from other areas of the country.

Section 5310 Capital Program

This program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled.

Section 5311 Non-Urbanized and Small Urban Areas

This program provides funds to assist in the development, improvement, and use of public transportation systems in non-urbanized and small urban areas.

Section 5316G Jobs Access

This program provides funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment. Funding is 50% federal and 50% state.

Section 5317J New Freedom

This program provides funds that assist individuals with disabilities with transportation. Eligible activities include new public transportation services and public transportation alternatives beyond those required by the ADA. Funding is 50% federal and 50% state.

C. State and Local Funding

Connecticut relies heavily on federal funding to pay for its transportation programs. Currently, nearly two thirds of Connecticut's money for transportation capital projects comes from the Federal government. Most states, particularly those outside of the Northeast, use a much greater portion of state funds to pay for transportation projects. State transportation programs are funded from the Special Transportation Fund (STF), which receives revenues from transportation-related taxes, fees and revenues as well as from the proceeds of Special Tax Obligation Bonds. Roughly two thirds of the STF comes from state motor fuel taxes and motor vehicle receipts. Gasoline taxes in Connecticut are currently the third highest in the nation. The heavy reliance on motor fuel taxes is a concern for future transportation funding since the general trend toward more fuel efficient vehicles and the relative flat lining of VMTs will mean less revenue even as transportation needs continue to grow. A plurality of STF funds (39% in 2009) is used to pay the debt on transportation projects paid for with bonds, while another large amount goes to ConnDOT and Mass Transit. Out of ConnDOT's operating budget, about half goes to public transportation.

Local funding for transportation projects vary widely across municipalities. Nationally, roughly 36 percent of surface transportation funding comes from local government, and this proportion is expected to rise in the future as Federal and State budgets decline. General fund appropriations, property taxes, and other broadly collected taxes comprise local funding used for transportation projects. Maintenance and rehabilitation of local roads is the single biggest transportation expense facing towns.

D. Transportation Improvement Program Summaries (2012-2015)

The summary tables below show the anticipated total funding by source for years 2012 through 2015. Table 1 shows the total funding for projects in the Central Connecticut region, and Table 2 shows the total funding for multi-regional and statewide projects.

Table 1: Federal Transportation Funding by Source for the Central Connecticut Region

	Total	Federal	State	Local
2012 Program				
PLHD	1,615	800	0	815
Safe Routes to School	430	430	0	0
STP-Anywhere	25	20	5	0
STP-Urban	6,748	4,661	675	478
STP-Enhancement	2,774	2,219	0	555
FTA 53070	3,710	0	3,710	0
Total	15,302	8,867	4,390	2,045
2013 Program				
Section 129 Funds	420	420	0	0
STP-Urban	3,196	3,344	320	517
FTA Section 53070	3,848	0	3,848	0
Total	7,464	2,977	4,164	316
2014 Program				
STP-Anywhere	1,771	1,417	354	0
FTA Section 53070	3,999	0	3,999	0
Total	5,770	1,417	4,353	0
2015 Program				
FTA Section 53070	4,166	0	4,166	0
Total	4,166	0	4,166	0

Table 2: Federal Transportation Funding by Source for Multi-Regional Projects

	Total	Federal	State	Local
2012 Program				
Bridge on System Program	85,036	68,028	17,008	0
Congestion Mitigation Air Quality	19,854	15,884	3,759	211
Highway Safety Improvement Program	11,667	10,500	1,167	0
Interstate Maintenance Program	1,904	1,714	190	0
National Highway System	11,265	8,972	2,293	0
Recreational Trails	1,436	1,149	0	287
STP-Anywhere	76,106	61,025	15,081	0
STP-Urban	167	133	34	0
STP-Enhancements	1,040	832	208	0
FTA Section 5307C	800	640	160	0
FTA Section 5307P	35,381	28,305	7,076	0
FTA Section 5307S	75,700	60,560	15,140	0
FTA Section 5309	51,000	41,430	9,570	0
FTA Section 5309C	2,919	2,335	584	0
FTA Section 5309D	2,806	2,245	561	0
FTA Section 5309P	45,000	36,000	9,000	0
FTA Section 5309Q	45,000	36,000	9,000	0
FTA Section 5310C	2,151	1,721	0	430
FTA Section 5316G - Jobs Access	846	423	0	423
FTA Section 5317J - New Freedom	637	319	0	319
Total	470,715	378,215	90,831	1,670
2013 Program				
Bridge on System Program	77,973	62,378	15,595	0
Congestion Mitigation Air Quality	20,825	16,660	3,947	218
Highway Safety Improvement Program	11,667	10,500	1,167	0
National Highway System	3,377	2,702	675	0
Recreational Trails	1,436	1,149	0	287
STP-Anywhere	700	700	0	0
STP-Enhancements	1,040	832	208	0
FTA Section 5307C	35,200	28,160	7,040	0
FTA Section 5307S	14,490	11,592	2,898	0
FTA Section 5309C	3,035	2,428	607	0
FTA Section 5309P	58,716	46,973	11,743	0
FTA Section 5310C	2,258	1,807	0	452
FTA Section 5316G - Jobs Access	888	444	0	444
FTA Section 5317J - New Freedom	669	334	0	334
Total	232,274	186,659	43,880	1,735
2014 Program				
Bridge on System Program	27,850	22,280	5,570	0
Congestion Mitigation Air Quality	7,802	6,242	1,336	224
Highway Safety Improvement Program	11,667	10,500	1,167	0
Interstate Maintenance Program	5,896	5,896	0	0
National Highway System	3,875	3,100	775	0
Recreational Trails	0	0	0	0
STP-Enhancements	1,040	832	208	0
FTA Section 5307C	18,000	14,400	3,600	0
FTA Section 5309C	3,035	2,428	607	0
FTA Section 5309P	58,716	46,973	11,743	0

FTA Section 5310C	2,371	1,897	0	474
FTA Section 5316G - Jobs Access	932	466	0	466
FTA Section 5317J - New Freedom	702	351	0	351
Total	141,886	115,365	25,006	1,515
2015 Program				
Bridge on System Program	26,750	21,400	5,350	0
Congestion Mitigation Air Quality	8,036	6,429	1,376	231
Highway Safety Improvement Program	11,667	10,500	1,167	0
National Highway System	1,875	1,500	375	0
Recreational Trails	0	0	0	0
FTA Section 5307C	34,469	27,575	6,894	0
FTA Section 5309P	58,716	46,973	11,743	0
FTA Section 5310C	2,490	1,992	0	498
FTA Section 5316G - Jobs Access	979	489	0	489
FTA Section 5317J - New Freedom	737	369	0	369
Total	145,719	117,227	26,905	1,587

III. THE TRANSPORTATION IMPROVEMENT PROGRAM

The following sections list specific projects for each town by funding source that are anticipated for the years 2012 through 2015. Section A lists projects scheduled for the Central Connecticut region, and Section B lists multi-regional and statewide projects. Sections C and D list bridge and safety projects, respectively, scheduled for the Central Connecticut region.

A. Central Connecticut Regional Projects

Project No.	Route/ System	Town	Project Description	Estimated Cost (\$000)				Year	Phase
				Total	Federal	State	Local		
Surface Transportation Program - Urban (Hartford)									
0007-0185	FARMINGTON AVE	BERLIN	REPLACE BRIDGE 4474 OVER MATTABESSET RIVER	40	32	4	4	2013	ROW
0007-0185	FARMINGTON AVE	BERLIN	REPLACE BRIDGE 4474 OVER MATTABESSET RIVER	3,156	2,525	316	316	2013	CON
0017-0174	SOUTH STREET	BRISTOL	INTERSECTION IMPROVEMENTS @ SOUTH, UNION & CHURCH STREETS	2,703	2,162	270	270	2012	CON
0131-0198	MOUNT VERNON	SOUTHINGTON	RECONSTRUCTION OF MT VERNON ROAD	3,061	2,449	405	208	2012	CON
0131-0198	MOUNT VERNON	SOUTHINGTON	RECONSTRUCTION OF MT VERNON ROAD (Phase Finance)	984	787	0	197	2013	CON
Surface Transportation Program - Anywhere									
0110-0130	US 6	PLYMOUTH	REHAB BR 00471 OVER PEQUABUCK RIVER	25	20	5	0	2012	ROW
0110-0130	US 6	PLYMOUTH	REHAB BR 00471 OVER PEQUABUCK RIVER	1,771	1,417	354	0	2014	CON
Surface Transportation Program - Enhancements									
0007-0182		BERLIN	BERLIN RR STATION ENHANCEMENT	2,614	2,091	0	523	2012	CON
0007-0186		BERLIN	BERLIN LAND TRUST – CHAMBERLAIN HWY VISTA	160	128	0	32	2012	ROW
Safe Routes to School - Infrastructure									
0110-0133		PLYMOUTH	PEDESTRIAN SAFETY IMPROVEMENTS	430	430	0	0	2012	CON
Section 129 Funds									
0110-0132	FALL MT WATER RDS	PLYMOUTH	RECONSTRUCT A 780 FOOT SECTION	420	420	0	0	2013	CON
Public Lands Highway Discretionary									
0110-0134		PLYMOUTH	PLYMOUTH RESERVOIR PRESERVATION – THOMASTON DAM ACCESS	1,615	800	0	815	2012	ROW

B. Multi-Regional Projects

Project No.	Route/ System	Town	Project Description	Estimated Cost (\$000)				Year	Phase
				Total	Federal	State	Local		
Surface Transportation Program - Urban (Hartford Urbanized Area)									
0063-0664	URBAN PROGRAM	GREATER HARTFORD	DESIGN ACTIVITIES: STPH: URBAN PROGRAM - AC CONVERSION	167	133	34	0	2012	PL
Surface Transportation Program - Anywhere									
0174-0351	VARIOUS	BURLINGTON, GRANBY, THOMASTON	REHAB 3 CULVERTS, CT 69 BURLINGTON, CT 219 GRANBY, CT 254 THOMASTON	65	52	13	0	2012	ROW
0170-3009	VARIOUS	STATEWIDE	LED RELAMPING, TRAFFIC SIGNALS (PHASE 2)	4,571	3,657	914	0	2012	CON
0170-3084	VARIOUS	STATEWIDE	LED RELAMPING, TRAFFIC SIGNALS (PHASE 1 BREAKOUT)	4,403	3,522	881	0	2012	CON
0171-0362	VARIOUS	DISTRICT 1	EPOXY PAVEMENT MARKINGS - NON-INTERSTATE ROUTES	952	762	190	0	2012	CON
0174-0366	VARIOUS	DISTRICT 4	EPOXY PAVEMENT MARKINGS - NON-INTERSTATE ROUTES	952	762	190	0	2012	CON
0170-3078	VARIOUS	STATEWIDE	DESIGN OF STC TRAFFIC SIGNALS	700	700	0	0	2012	PD
0170-3078	VARIOUS	STATEWIDE	DESIGN OF STC TRAFFIC SIGNALS	700	700	0	0	2013	FD
Surface Transportation Program - Enhancements									
0170-3178	VARIOUS	STATEWIDE	STPT FED ELIGIBLE ACTIVITIES, FOR CLE - AC ENTRY	0	0	0	0	2012	PD
0170-3178	VARIOUS	STATEWIDE	STPT FED ELIGIBLE ACTIVITIES, FOR CLE - AC CONV.	1,040	832	204	0	2012	PD
0170-3178	VARIOUS	STATEWIDE	STPT FED ELIGIBLE ACTIVITIES, FOR CLE - AC CONV.	1,040	832	204	0	2013	PD
0170-3178	VARIOUS	STATEWIDE	STPT FED ELIGIBLE ACTIVITIES, FOR CLE - AC CONV.	1,040	832	204	0	2014	PD
Recreational Trails									
0170-RT10	VARIOUS	STATEWIDE	RECREATION TRAILS	1,436	1,149	0	287	2012	OTH
0170-RT10	VARIOUS	STATEWIDE	RECREATION TRAILS	1,436	1,149	0	287	2013	OTH
0170-RT10	VARIOUS	STATEWIDE	RECREATION TRAILS	0	0	0	0	2014	OTH
0170-RT10	VARIOUS	STATEWIDE	RECREATION TRAILS	0	0	0	0	2015	OTH
National Highway System									
0033-0128	CT 9	CROMWELL/BERLIN	PAVEMENT PRESERVATION - (MP (NB)27.598-34.502 (SB)34.454-27.608)	6,700	5,360	1,340	0	2012	CON
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY	26,406	21,124	5,281	0	2012	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY.	1,250	1,000	250	0	2013	ALL
0170-2773	VARIOUS	STATEWIDE	REPAIR/REPLACE OVERHEAD SIGN SUPPORTS	2,050	1,600	450	0	2012	CON
0170-3014	VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	1,875	1,500	375	0	2012	OTH
0170-3014	VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	742	594	148	0	2013	OTH
0170-3065	VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (FY13)	2,000	1,600	400	0	2013	CON

0170-3066	VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES	2,000	1,600	400	0	2014	CON
0170-3066	VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (CN IN FY14)	100	80	20	0	2012	PD
0170-3066	VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (CON IN FY14)	100	80	20	0	2013	FD
0170-3067	VARIOUS	STATEWIDE	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS (CN FY12)	500	400	100	0	2012	CON
0170-3068	VARIOUS	STATEWIDE	INSTALLATION OF RUMBLE STRIPS ON NHS EXPRESSWAY	500	400	100	0	2013	CON
0170-3068	VARIOUS	STATEWIDE	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS (CN FY13)	40	32	8	0	2012	PD
0170-3068	VARIOUS	STATEWIDE	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS (CN FY13)	35	28	7	0	2013	FD
0170-SIGN	VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	1,875	1,500	375	0	2014	OTH
0170-SIGN	VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	1,875	1,500	375	0	2015	OTH
0170-SIGN	VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC ENTRY	0	0	0	0	2014	OTH
Interstate Maintenance Program									
0171-0304	I-84	DISTRICT 1	UPDATE SIGNING VINC. EXIT 30 TO EXIT 52	5,896	5,896	0	0	2014	CON
0171-0361	VARIOUS	DISTRICT 1	EPOXY PAVEMENT MARKINGS - INTERSTATE ROUTES	952	857	95	0	2012	CON
0174-0365	VARIOUS	DISTRICT 4	EPOXY PAVEMENT MARKINGS - INTERSTATE ROUTES	952	857	95	0	2012	CON
Highway Safety Improvement Program									
0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	11,667	10,500	1,167	0	2012	ALL
0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	11,667	10,500	1,167	0	2013	ALL
0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	11,667	10,500	1,167	0	2014	ALL
0170-SFTY	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	11,667	10,500	1,167	0	2015	ALL
Congestion Mitigation and Air Quality Program									
0170-3092	VARIOUS	STATEWIDE	FY12: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	1,057	846	0	211	2012	OTH
0170-3094	VARIOUS	STATEWIDE	FY12: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	1,825	1,460	365	0	2012	OTH
0170-3096	VARIOUS	STATEWIDE	FY12: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	252	202	50	0	2012	OTH
0170-3098	VARIOUS	STATEWIDE	FY12: STATEWIDE MARKETING (GREATER CT MODERATE).	422	338	84	0	2012	OTH
0170-3099	VARIOUS	GREATER CT MODERATE	FY12: ADVANCED TECH BUSES	3,798	3,038	760	0	2012	OTH
0170-3101	VARIOUS	STATEWIDE	FY13: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	1,089	871	0	218	2013	OTH
0170-3103	VARIOUS	STATEWIDE	FY13: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	1,880	1,504	376	0	2013	OTH
0170-3105	VARIOUS	STATEWIDE	FY13: TELECOMMUTING PARTNERSHIP (GREATER CT	260	208	52	0	2013	OTH

			MODERATE)							
0170-3107	VARIOUS	STATEWIDE	FY13: STATEWIDE MARKETING (GREATER CT MODERATE).	434	347	87	0	2013	OTH	
0170-3108	VARIOUS	GREATER CT MODERATE	FY13: ADVANCED TECH BUSES	3,912	3,130	782	0	2013	OTH	
0170-3110	VARIOUS	STATEWIDE	FY14: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	1,122	898	0	224	2014	OTH	
0170-3112	VARIOUS	STATEWIDE	FY14: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	1,936	1,549	387	0	2014	OTH	
0170-3114	VARIOUS	STATEWIDE	FY14: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	268	214	54	0	2014	OTH	
0170-3116	VARIOUS	STATEWIDE	FY14: STATEWIDE MARKETING (GREATER CT MODERATE).	447	358	89	0	2014	OTH	
0170-3117	VARIOUS	GREATER CT MODERATE	FY14: ADVANCED TECH BUSES	4,029	3,223	806	0	2014	OTH	
0170-3119	VARIOUS	STATEWIDE	FY15: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	1,156	925	0	231	2015	OTH	
0170-3121	VARIOUS	STATEWIDE	FY15: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	1,994	1,595	399	0	2015	OTH	
0170-3123	VARIOUS	STATEWIDE	FY15: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	276	221	55	0	2015	OTH	
0170-3125	VARIOUS	STATEWIDE	FY15: STATEWIDE MARKETING (GREATER CT MODERATE).	460	368	92	0	2015	OTH	
0170-3126	VARIOUS	GREATER CT MODERATE	FY15: ADVANCED TECH BUSES	4,150	3,320	830	0	2015	OTH	
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY TRANSFER TO FTA	49,307	39,446	9,861	0	2012	ALL	
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY TRANSFER TO FTA	13,250	10,600	2,650	0	2013	ALL	
Bridge On System Program										
0170-0BRX	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	65,558	52,446	13,112	0	2012	ALL	
0170-0BRX	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	56,970	45,576	11,394	0	2013	ALL	
0170-2993	VARIOUS	STATEWIDE	BR INSP ON/OFF FAHS BY STAFF	6,600	5,280	1,320	0	2012	OTH	
0170-3013	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	10,778	8,622	2,156	0	2012	OTH	
0170-3013	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	5,903	4,722	1,181	0	2013	PE	
0170-3063	VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	1,000	800	200	0	2012	PD	
0170-3063	VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	1,000	800	200	0	2013	PD	
0170-3063	VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	1,000	800	200	0	2014	PD	

0170-3063	VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	1,000	800	200	0	2015	PD
0170-INSP	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	18,750	15,000	3,750	0	2014	OTH
0170-INSP	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	18,750	15,000	3,750	0	2015	OTH
0170-INSP	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	10,000	8,000	2,000	0	2013	OTH
0170-INSP	VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC ENTRY.	0	0	0	0	2013	OTH
0170-3163	VARIOUS	STATEWIDE	CE BRIDGE INSP - UNDERWATER ON/OFF SYSTEM (FY12-14) – AC CONV.	1,100	880	220	0	2012	OTH
0170-3163	VARIOUS	STATEWIDE	CE BRIDGE INSP - UNDERWATER ON/OFF SYSTEM (FY12-14) – AC ENTRY	0	0	0	0	2012	OTH
0170-3163	VARIOUS	STATEWIDE	CE BRIDGE INSP - UNDERWATER ON/OFF SYSTEM (FY12-14) – AC CONV.	1,100	880	220	0	2013	OTH
0170-3163	VARIOUS	STATEWIDE	CE BRIDGE INSP - UNDERWATER ON/OFF SYSTEM (FY12-14) – AC CONV.	1,100	880	220	0	2014	OTH
0170-3177	VARIOUS	STATEWIDE	BRIDGE INSPECTION BY STATE FORCES - ON/OFF SYSTEM BRIDGES - AC ENTRY.	0	0	0	0	2013	OTH
0170-3177	VARIOUS	STATEWIDE	BRIDGE INSPECTION BY STATE FORCES - ON/OFF SYSTEM BRIDGES - AC CONV.	3,000	2,400	600	0	2013	OTH
0170-3177	VARIOUS	STATEWIDE	BRIDGE INSPECTION BY STATE FORCES - ON/OFF SYSTEM BRIDGES - AC CONV.	7,000	5,600	1,400	0	2014	OTH
0170-3177	VARIOUS	STATEWIDE	BRIDGE INSPECTION BY STATE FORCES - ON/OFF SYSTEM BRIDGES - AC CONV.	7,000	5,600	1,400	0	2015	OTH
0170-3177	VARIOUS	STATEWIDE	BRIDGE INSPECTION BY STATE FORCES - ON/OFF SYSTEM BRIDGES - AC CONV.	3,000	2,400	600	0	FYI	OTH
FTA Section 5307C – Capital Funding Program									
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT FY 12	800	640	160	0	2012	OTH
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT FY 14	800	640	160	0	2013	OTH
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT FY 15	800	640	160	0	2015	OTH
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 2 COACH BUSES FY 15	1,269	1,015	254	0	2015	ACQ
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 32 BUSES - FY 2013	14,000	11,200	2,800	0	2013	ACQ
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 40 2002 40-FT BUSES FY 14	18,000	14,400	3,600	0	2014	ACQ
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 58 2003 40-FT & 7 COACH BUSES FY 15	32,000	25,600	6,400	0	2015	ACQ
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE FAREBOXES FY 13	20,000	16,000	4,000	0	2013	ACQ
0170-TXXX	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 15	400	320	80	0	2015	OTH
0170-TXXX	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	400	320	80	0	2013	OTH

FTA Section 5307P – Carryover Capital Funding Program									
0304-0008	NHL-ML	VARIOUS	4 BRIDGE REHABS-NAUGATUCK, SEYMOUR, BEACON FALL	8,000	6,400	1,600	0	2012	CON
0400-0027	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT FY 11	600	480	120	0	2012	OTH
0400-0027	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE ADMIN CAPITAL/SCV REPLACEMENT FY 10	2,217	1,774	443	0	2012	OTH
0400-XXXX	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE REPLACE 14 1999 BUSES FY 11	3,500	2,800	700	0	2012	ACQ
0171-0305	BUSWAY	NEW BRITAIN	NEW BRITAIN-HARTFORD BUSWAY ACQ 30 BUSES FY 11	20,464	16,371	4,093	0	2012	ACQ
0170-T708	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 08	250	200	50	0	2012	OTH
0170-TXXX	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 11	350	280	70	0	2012	OTH
FTA Section 5307S – Flex Funds									
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY TRANSFER FROM FHWA	75,700	60,560	15,140	0	2012	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY TRANSFER FROM FHWA	14,490	11,592	2,898	0	2013	ALL
FTA Section 5309 – Bus and Bus Equipment and Facilities Program									
0400-XXXX	CT TRANSIT / SEAT	VARIOUS	CT TRANSIT AND SOUTHEAST AREA TD - REPLACE FAREBOXES - SGR DISCRETIONARY GRANT	30,000	24,000	6,000	0	2012	OTH
0400-XXXX	CT TRANSIT	SYSTEMWIDE	CT TRANSIT - REPLACE 32 2001 40-FT BUSES - SGR DISCRETIONARY GRANT	21,000	17,430	3,570	0	2012	ACQ
FTA Section 5309D – Carryover Fixed Guideway Modernization Capital Funding Program									
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - FGM - FFY 2012	2,919	2,335	584	0	2012	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - FGM - FFY 2013	3,035	2,428	607	0	2013	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - FGM - FFY 2014	3,035	2,428	607	0	2014	ALL
FTA Section 5309D – Carryover Fixed Guideway Modernization Capital Funding Program									
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - FGM - FFY 2011	2,806	2,245	561	0	2012	ALL
FTA Section 5309P – New Start Funding Program									
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - NEW STARTS - FFY 2012	45,000	36,000	9,000	0	2012	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - NEW STARTS - FFY 2013	58,716	46,973	11,743	0	2013	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - NEW STARTS - FFY 2014	58,716	46,973	11,743	0	2014	ALL
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - NEW STARTS - FFY 2015	58,716	46,973	11,743	0	2015	ALL

FTA Section 5309Q – Carryover New Start Funding Program									
0171-0305	BUSWAY	NEW BRITAIN/HARTFORD	FUNDING FOR THE NEW BRITAIN - HARTFORD BUSWAY - NEW STARTS - FFY 2011	45,000	36,000	9,000	0	2012	ALL
FTA Section 5310C – Capital Funding Program (Services to Elderly and Disabled)									
0SXT-0110	VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	2,151	1,721	0	430	2012	ACQ
0SXT-0110	VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	2,258	1,807	0	452	2013	ACQ
0SXT-0110	VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	2,371	1,897	0	474	2014	ACQ
0SXT-0110	VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	2,490	1,992	0	498	2015	ACQ
FTA Section 5316G – Jobs Access and Reverse Commute Funding Program									
0170-T798	VARIOUS BUS	HARTFORD URBANIZED AREA	JOB ACCESS AND REVERSE COMMUTE - HARTFORD	846	423	0	423	2012	OTH
0170-T798	VARIOUS BUS	HARTFORD URBANIZED AREA	JOB ACCESS AND REVERSE COMMUTE - HARTFORD	888	444	0	444	2013	OTH
0170-T798	VARIOUS BUS	HARTFORD URBANIZED AREA	JOB ACCESS AND REVERSE COMMUTE - HARTFORD	932	466	0	466	2014	OTH
0170-T798	VARIOUS BUS	HARTFORD URBANIZED AREA	JOB ACCESS AND REVERSE COMMUTE - HARTFORD	979	489	0	489	2015	OTH
FTA Section 5317J – New Freedoms Initiative									
0170-TNF1	VARIOUS BUS	HARTFORD URBANIZED AREA	NEW FREEDOM - HARTFORD	637	319	0	319	2012	OTH
0170-TNF1	VARIOUS BUS	HARTFORD URBANIZED AREA	NEW FREEDOM - HARTFORD	669	334	0	334	2013	OTH
0170-TNF1	VARIOUS BUS	HARTFORD URBANIZED AREA	NEW FREEDOM - HARTFORD	702	351	0	351	2014	OTH
0170-TNF1	VARIOUS BUS	HARTFORD URBANIZED AREA	NEW FREEDOM - HARTFORD	737	369	0	369	2015	OTH

C. Bridge Projects

The following table is a selection from ConnDOT's Bridge Program Report (August 2012) showing current and scheduled bridge projects in the Central Connecticut region for the year 2012 through 2015. This table is for informational purposes only.

Municipality	Bridge No.	Route	Features	Const. Project Number	Advertise Date	Const. Cost w/ Incidentals	Repair Type	Program
Berlin	04474	Town Road	Sebethe River	0007-0185	1/18/14	\$3,156,000	A	
Bristol	04480	Town Road	Copper Mine Brook	0017-H00?	1/30/14	\$1,680,000	A	Local Bridge
Burlington	01490	179	Burlington Brook	0174-0356	8/31/11	\$3,538,340	Beam end & bearing repairs	
Burlington	06667	69	Negro Hill Brook	0174-0351	3/20/13	\$1,500,000	Sliplined	
Burlington	05916	Town Road	Burlington Brook	0020-0106	6/18/14	\$1,410,858	C, G	Local Bridge
New Britain	01615	SR 555	Willow Brook	0088-0166	9/11/13	\$4,125,000	A	
New Britain	03322	I-84	I-84 Ramps 181-184	0088-0167	Scoping	scoping	scoping	
New Britain	04242R	Busway	Over Route 9	0088-H035	11/9/11	\$41,860,620	B	Busway
New Britain	09826R	Busway	Over East & Allen St	0088-H035	11/23/11	\$57,856,000	B	Busway
Plainville	02214	SR 536	Boston & Maine Railroad	0171-0359	1/2/13	\$3,750,000	Beam end & bearing repairs	Systematic Maintenance
Plainville	06500	SR 536	Quinnipiac River	0109-0162	1/9/13	\$500,000	K(p)	
Plainville	04545	Town Road	Quinnipiac River	0109-0163	1/23/13	\$2,600,000	A	Local Bridge
Plainville	04546	Town Road	Quinnipiac River	0109-0165	5/22/13	\$1,410,000	A	Local Bridge
Plymouth	01109	72	Marsh Brook	0110-0127	2/20/13	\$2,500,000	A(b)	List 14
Plymouth	01670	Town Road	Poland River	9110-1670	1/30/13	\$1,436,200	A	
Plymouth	00471	US 6	Pequabuck River	0110-0130	5/22/13	\$700,000	O	
Southington	01907	322	I-691	0171-0351	7/27/11	\$1,812,280	Beam end & bearing repairs	
Southington	05494	I-84	I-84 & I-84 Ramps 295-296	0171-0351	8/17/11	\$1,879,420	Joint replacement	
Southington	05514	I-691	I-84 Ramps & Rte 322	0171-0351	8/17/11	\$1,879,420	Joint replacement	
Southington	00649	I-84	Route 10	0131-0191	9/7/11	\$2,768,420	G(s)	
Southington	01235	I-84	Marion Avenue	0131-0194	1/2/13	\$4,000,000	C, G	
Southington	01236	I-84	Marion Avenue	0131-0195	1/2/13	\$4,000,000	C, G	
Southington	01247	I-84	Boston & Maine Railroad	0131-0197	4/17/13	\$2,200,000	D	List 19F
Southington	04564	Town Road	Quinnipiac River	0131-0199	6/23/13	\$937,500	K(p)	Local Bridge
Southington	00518	10	Route 322	0131-0190	9/30/14	\$9,200,000	scoping	
Southington	01242	229	I-84	0171-0367	8/7/13	TBD	U	Systematic Maintenance
Southington	01691	SR 597	Canal St, B&M Railroad	0171-0367	8/7/13	TBD	U	Systematic Maintenance
Southington	01692	SR 597	Canal St, B&M Railroad	0171-0367	8/7/13	TBD	U	Systematic Maintenance

Repair Type Codes:

- A: Bridge replacement (in place)
- B: Bridge replacement (new alignment)
- C: Superstructure replacement
- D: Superstructure repair or strengthening
- G: Substructure repair / modification
- K: Culvert repair / extension / rehabilitation
- O: Peen cover plates
- P: Pin-and-hanger repair or replacement
- S: Pin-and-hanger elimination-splice plates
- U: Joint repair or replacement

D. Safety Projects

The following table is a selection from ConnDOT's Safety Program Report (August 2012) showing current and scheduled safety projects in the Central Connecticut region for the year 2012 through 2015. This table is for informational purposes only.

Project No.	Route	Town	Description	Phase	Program	Total Cost
17-182	US 6	Bristol	Widening, Brook/Mix intersection to Camp	CN	2014 SIPH	\$12,600,000
17-183	CT 69	Bristol	Widening, Maple Ave & Peacedale St	CN	2014 SIPH	\$1,292,700
170-3055	Various	Statewide	High Risk Rural Road Signing Program	CN	2012 SIPR	\$830,960
170-3057	Various	Districts 1 & 2	School Zone Signing	CN	2013 SIPH	\$904,000
170-3077	Various	Statewide	Traffic Signal Design (SLOSSS)	PD	2012 SIPH	\$1,400,000
170-3078	Various	Statewide	Design of STC Traffic Signals	PD	2012 SRD	\$1,400,000
170-3086	Various	Districts 3 & 4	School Zone Signing	CN	2013 SIPH	\$841,000
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2012 NHTS	\$98,350
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2012 NHTS	\$98,349
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2013 NHTS	\$206,144
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2014 NHTS	\$216,061
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2015 NHTS	\$226,474
170-3167	FARS	Statewide	NHTSA - Fatality Accident Reporting System	PL	2016 NHTS	\$237,408
170-3172	Crash Data	Statewide	UConn Crash Records Pilot Program, OCR/data entry	PL	2012 NHTS	\$47,700
170-3186	Various	Statewide	Develop new Strategic Highway Safety Plan	PL	2012 SIPH	\$750,000
171-310	Various	District 1	Guide rail - non-NHS Routes	CN	2013 SIPH	\$1,321,000
171-352	Various	District 1	SLOSSS Traffic Signals (100% SIPH)	CN	2012 SIPH	\$593,000
171-356	Various	District 1	SLOSSS Traffic Signals (100% SIPH)	CN	2013 SIPH	\$2,162,340
174-355	Various	District 4	SLOSSS Traffic Signals (100% SIPH)	CN	2012 SIPH	\$988,000
174-360	Various	District 4	SLOSSS Traffic Signals (100% SIPH)	CN	2014 SIPH	\$2,162,340

E. Section 53070 – Transit Operating Funds

Project No.	Town	Description	Year	Dollars in Thousands			
				Total	Federal	State	Local
0442-XXXX	BRISTOL	BRISTOL LOCAL - NBT	2012	278	0	278	0
0450-XXXX	BRISTOL	BRISTOL COMMUTER - DATTCO	2012	203	0	203	0
0017-0180	CCRPA	CCRPA - ADA PARATRANSIT OPERATING	2012	1,381	0	1,381	0
0441-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - NBT	2012	1,384	0	1,384	0
0453-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - DATTCO	2012	464	0	464	0
0444-XXXX	SOUTHINGTON/CHESHIRE	SOUTHINGTON COMMUTER - DATTCO	2012	80	0	80	0
TOTAL - 2012				3,790	0	3,790	0
0442-XXXX	BRISTOL	BRISTOL LOCAL - NBT	2013	278	0	278	0
0450-XXXX	BRISTOL	BRISTOL COMMUTER - DATTCO	2013	203	0	203	0
0017-0180	CCRPA	CCRPA - ADA PARATRANSIT OPERATING	2013	1,519	0	1,519	0
0441-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - NBT	2013	1,384	0	1,384	0
0453-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - DATTCO	2013	464	0	464	0
0444-XXXX	SOUTHINGTON/CHESHIRE	SOUTHINGTON COMMUTER - DATTCO	2013	80	0	80	0
TOTAL - 2013				3,928	0	3,928	0
0442-XXXX	BRISTOL	BRISTOL LOCAL - NBT	2014	278	0	278	0
0450-XXXX	BRISTOL	BRISTOL COMMUTER - DATTCO	2014	203	0	203	0
0017-0180	CCRPA	CCRPA - ADA PARATRANSIT OPERATING	2014	1,670	0	1,670	0
0441-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - NBT	2014	1,384	0	1,384	0
0453-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - DATTCO	2014	464	0	464	0
0444-XXXX	SOUTHINGTON/CHESHIRE	SOUTHINGTON COMMUTER - DATTCO	2014	80	0	80	0
TOTAL - 2014				4,079	0	4,079	0
0442-XXXX	BRISTOL	BRISTOL LOCAL - NBT	2015	278	0	278	0
0450-XXXX	BRISTOL	BRISTOL COMMUTER - DATTCO	2015	203	0	203	0
0017-0180	CCRPA	CCRPA - ADA PARATRANSIT OPERATING	2015	1,837	0	1,837	0
0441-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - NBT	2015	1,384	0	1,384	0
0453-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - DATTCO	2015	464	0	464	0
0444-XXXX	SOUTHINGTON/CHESHIRE	SOUTHINGTON COMMUTER - DATTCO	2015	80	0	80	0
TOTAL - 2015				4,246	0	4,246	0
0442-XXXX	BRISTOL	BRISTOL LOCAL - NBT	FYI	278	0	278	0
0450-XXXX	BRISTOL	BRISTOL COMMUTER - DATTCO	FYI	203	0	203	0
0017-0180	CCRPA	CCRPA - ADA PARATRANSIT OPERATING	FYI	2,021	0	2,021	0
0441-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - NBT	FYI	1,384	0	1,384	0
0453-XXXX	NEW BRITAIN	NEW BRITAIN - FIXED ROUTE - DATTCO	FYI	464	0	464	0
0444-XXXX	SOUTHINGTON/CHESHIRE	SOUTHINGTON COMMUTER - DATTCO	FYI	80	0	80	0
TOTAL - FYI				4,430	0	4,430	0

IV. FINANCIAL PLAN

All projects contained in this TIP are consistent with the fiscally constrained MPO Long-Range Transportation Plan and Statewide Long-Range Transportation Plan. The ConnDOT 20-year revenue estimate was used for the development of the Long-Range Plan. This serves as the basis for the TIP development and fiscal constraint. The TIP is prepared through an ongoing planning process, in cooperation with ConnDOT and area transit operators. The TIP for Federal Fiscal Years 2012-2015 is financially constrained to the congressionally authorized amounts for Federal Highway Administration and the Federal Transit Administration. The State of Connecticut and the municipalities of the Central Connecticut Region will provide non-federal matching funds. This TIP contains a listing of transportation projects, by federal funding categories that will be financed during the 4-year period.

The projects listed in this TIP are funded from reasonably expected public resources. The federal funds identified on the TIP are a portion of the expected authorizations to the State of Connecticut. When these funds are summed with all other expected federal funds shown in Connecticut MPO TIPs and the rural regions of the State in the Statewide Transportation Improvement Program (STIP), the total equals the expected federal authorization to the State of Connecticut. The State transportation agency and the MPO have concurred in the use of these federal funds for the projects listed in this 4-year TIP.

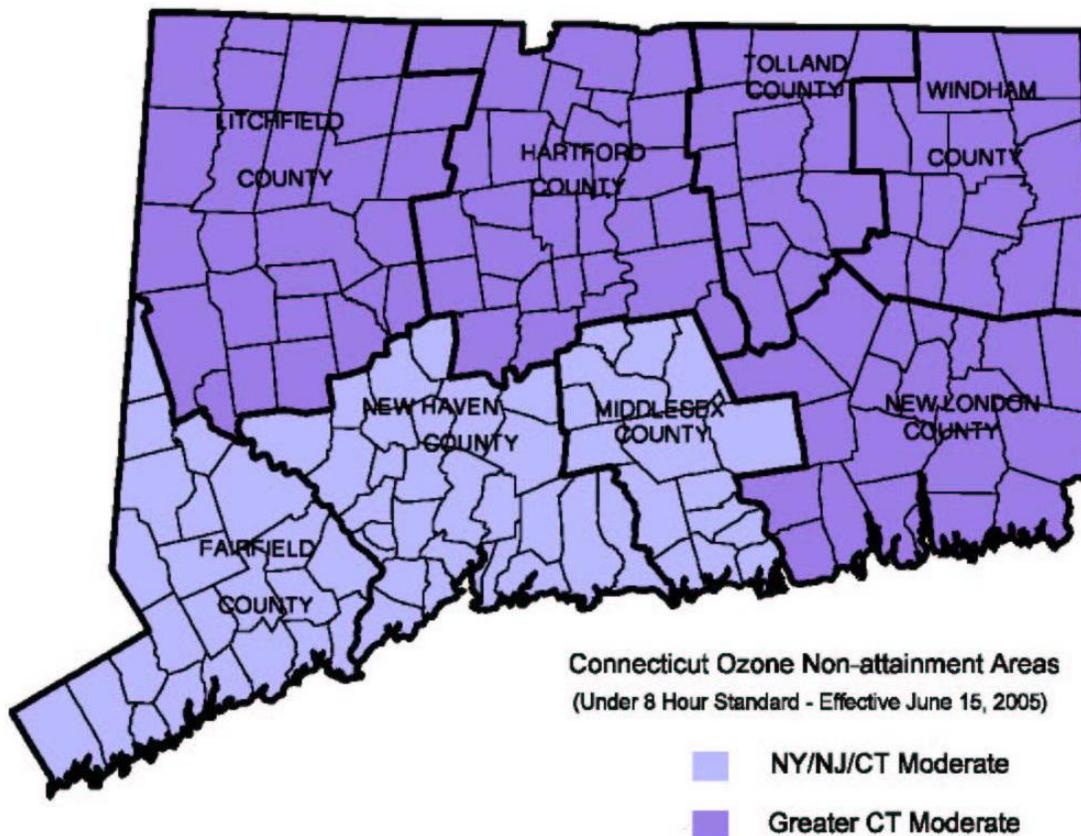
The majority of the federal funds in this TIP will be matched from State funding resources. The State transportation agency has committed to utilize State of Connecticut Special Transportation Fund (STF) resources for this purpose. Connecticut's STF was established by the 1983 State Legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is required to pay the operating expenses of the Connecticut Department of Transportation, the State 100-percent funded infrastructure improvement projects, and the interest and principal due from the sale of bonds. The principal source of STF revenues are the motor fuel tax and motor vehicle receipts, which combined make up approximately 80 percent of the total fund revenue. State resources are sufficiently available to match the TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program. All available federal funds have been sufficiently matched during this period. Town/city government resources will match a relatively small amount of federal funds. Where local funds are indicated on the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

The TIP and the STIP, of which the TIP is a part, are financially constrained and 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 and matching funds will be reallocated to reflect total statewide and regional program needs.

APPENDIX I. CONFORMITY DETERMINATION AND STATEMENT

The Clean Air Act of 1970 (CAA) as amended requires that CCRPA's TIP conform to the *State Implementation Plan (SIP)* for air quality. Under this legislation, the TIP should not violate *National Ambient Air Quality Standards (NAAQS)* or increase the frequency or severity of existing violations. Any new projects of regional significance must be modeled for vehicle emissions to test for conformity with criteria established by the U.S. Environmental Protection Agency (EPA).

ConnDOT performs an air quality conformity analysis of transportation projects contained within each planning region's TIP and Long Range Transportation Plan (LRTP) using the state's travel demand forecasting model and EPA's MOBILE vehicle emission modeling software to project the level of various pollutants to ensure attainment of EPA air quality standards. The Central Connecticut region is located within the Greater CT Moderate ozone non-attainment area (see map below).



Conformity determinations for Ozone are found in a 252-page document entitled Connecticut Department of Transportation Ozone Air Quality Conformity Determination – November 2011. The analysis in this report determines that CCRPA's TIP and LRTP meet conformity requirements of the Federal CAA and the State SIP.

The below Table highlights ConnDOT's estimates for 2009 through 2040 for Vehicle Miles Traveled (VMT), Action Emissions and Eight-Hour Budgets for Volatile Organic Compounds (VOC), and Nitrogen Oxides (NOx). The action year emissions must be less than approved 2009 budgets for VOC/NOx in order to pass

the required conformity tests. The modeling results summarized in the Table show the differences between the budgets and the action year emissions to be acceptable.

**VMT - OZONE EMISSIONS - SIP BUDGETS
SERIES 29C**

Year	Ozone Area	SERIES 29C			BUDGETS		DIFFERENCE	
		VMT	VOC	NOX	VOC	NOX	VOC	NOX
2009 S28I	Ct. Portion of NY-NJ-LI area	51,342,464	26.78	52.00	27.40	54.60	-0.62	-2.60
	Greater Ct. Portion	47,043,284	24.77	45.33	26.30	49.20	-1.53	-3.87
2015								
2015	Ct. Portion of NY-NJ-LI area	51,816,976	19.13	25.17	27.40	54.60	-8.27	-29.43
	Greater Ct. Portion	47,504,548	17.57	22.25	26.30	49.20	-8.73	-26.95
2025								
2025	Ct. Portion of NY-NJ-LI area	55,589,908	14.11	13.03	27.40	54.60	-13.29	-41.57
	Greater Ct. Portion	51,688,532	13.02	11.88	26.30	49.20	-13.28	-37.32
2035								
2035	Ct. Portion of NY-NJ-LI area	58,386,160	14.59	11.77	27.40	54.60	-12.81	-42.83
	Greater Ct. Portion	55,228,032	13.86	11.00	26.30	49.20	-12.44	-38.20
2040								
2040	Ct. Portion of NY-NJ-LI area	59,556,300	14.96	12.01	27.40	54.60	-12.44	-42.59
	Greater Ct. Portion	56,838,524	14.42	11.35	26.30	49.20	-11.88	-37.85

- NOTE:** 1. A small reduction in VMT and emissions in the Greater Connecticut area will occur from the ECO program in the Connecticut portion of the NY-NJ-LI area due to travel between the areas.
2. VMT represents SUMMER DAILY vehicle miles of travel.
3. VOC & NOX emissions are in tons per day and are calculated using Connecticut's vehicle mix.
4. HPMS 12 Functional Class system used.
5. National Low Emission Vehicle (NLEV) program included in 2008 and all future years.
6. Eight Hour Ozone emission budgets effective June 27, 2008.
7. Series 29C run with 20 iteration equilibrium assignment.
8. Year 2009 VMT and emissions are based on Series 28I.

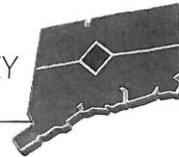
CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY

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RESOLUTION No. 20120202A

OZONE AIR QUALITY CONFORMITY DETERMINATION

WHEREAS,

the **Central Connecticut Regional Planning Agency** is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 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;
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 **Central Connecticut Regional Planning Agency** that the plans and programs approved today, **2/2/2012**, and submitted to FHWA and EPA conform to the requirements of Title 42, 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 Determination Report November 2011); and

WHEREAS,

The projects outlined in the 2011 Regional Transportation Plans and the FY 2012-2015 Transportation Improvement Programs for the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area and the Greater Connecticut Ozone Nonattainment Area, will not impact the emissions analysis previously performed; and

WHEREAS,

The Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

Now, THEREFORE BE IT RESOLVED by the **Central Connecticut Regional Planning Agency**

That the **Central Connecticut Regional Planning Agency** finds that the **Long Range Transportation Plan** and the FFY 2012-2015 **Transportation Improvement Program** for Central Connecticut 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) and hereby approves the existing November 2011 Ozone Air Quality Conformity Determination contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the **Central Connecticut Regional Planning Agency** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the **Central Connecticut Regional Planning Agency** on **February 2, 2012**.

DATE: 2-2-12

BY: Donald H. Nylio, Secretary

APPENDIX II. MPO RESOLUTION

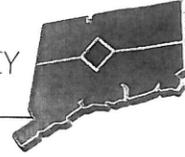
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RESOLUTION No. 20120202B

ENDORSEMENT OF THE TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR FISCAL YEARS 2012-2015

WHEREAS,

the **Central Connecticut Regional Planning Agency** acting as the Metropolitan Planning Organization is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and related U.S. Department of Transportation regulations to prepare and endorse a Transportation Improvement Program for the Central Connecticut region; and,

WHEREAS,

the Southeastern Connecticut Council of Governments prepared the FFY 2012-2015 Transportation Improvement Program in cooperation with the Connecticut Department of transportation in accordance with the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and,

WHEREAS,

the FFY 2012-2015 Transportation Improvement Program describes all projects which are programmed to receive federal transportation assistance over the next four fiscal years and is financially constrained; and,

WHEREAS,

the public notification and review of the draft FFY 2012-2015 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, a public hearing was held on January 11, 2012, at which the public was invited to comment on the draft FFY 2012-2015 Transportation Improvement Program; and,

WHEREAS,

that by agreement between the State and the Metropolitan Planning Organization, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of the Statewide Transportation Improvement Program (STIP) public involvement; and,

Now, THEREFORE BE IT RESOLVED, by the **Central Connecticut Regional Planning Agency** hereby endorses the FFY 2012-2015 Transportation Improvement Program for the Central Connecticut Region.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the **Central Connecticut Regional Planning Agency** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the **Central Connecticut Regional Planning Agency** on **February 2, 2012**.

DATE: 2-2-12

BY: Donald A. Naylor, Secretary

APPENDIX III. URBAN PLANNING CERTIFICATION

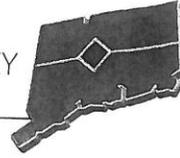
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RESOLUTION No. 20120202C

APPROVAL OF THE CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY URBAN PLANNING CERTIFICATION

The Central Connecticut Regional Planning Agency, as the designated Metropolitan Planning Organization for the Central Connecticut Region,

Hereby,

Certifies, that the Urban Transportation Planning Process has been conducted in accordance with the terms and provision of the August 1, 1983, Urban Transportation Final Rule, and that all applicable provisions relative to involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act, 23 USC, and 49 USC have been satisfied.

The Long-Range Transportation Plan 2011-2040, was adopted on **May 5, 2011**.

The Unified Planning Work Program 2011 and 2012, was adopted on **October 7, 2010**.

The Ozone Air Quality Conformity Statement for the 2012 – 2015 Transportation Improvement Program was adopted on **February 2, 2012**.

The Transportation Improvement Program of the Central Connecticut Region, Fiscal Years 2012 – 2015 was adopted on **February 2, 2012**.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the **Central Connecticut Regional Planning Agency** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the **Central Connecticut Regional Planning Agency** on May 3, 2007, June 5, 2008, October 22, 2009, and February 2, 2012.

DATE: 2-2-12

BY: Donald G. Naples, Secretary

APPENDIX IV. PUBLIC PARTICIPATION PROCEDURE AND COMMENT

The following procedure was followed to meet the requirements for public participation on the Central Connecticut Region's Transportation Improvement Program and the State Transportation Improvement Program.

The Public Participation Program:

The Central Connecticut Region Transportation Improvement Program (TIP) document and the State Transportation Improvement Program (STIP) document were made available to the public for a 30-day period beginning on December 29, 2011, and ending on January 31, 2012. The TIP and the STIP were made available at the CCRPA office and the TIP at the municipal clerk's office of the Region's seven municipalities; Berlin, Bristol, Burlington, New Britain, Plainville, Plymouth, and Southington. The draft TIP was also posted on the Agency web site (www.ccrpa.org). The Air Conformity Analysis was made available at the CCRPA office prior to adoption of the TIP. A public hearing was held on January 11, 2012, at 4:00 PM in the CCRPA offices. Legal Notices regarding the comment period and the public hearing were placed in the largest area newspaper, *The Hartford Courant*, as well as *The New Britain Herald* and *The Bristol Press*. The Legal Notice was also posted on CCRPA's website. Each Municipal Public Works Director was sent a copy of the draft TIP for their input. All CCRPA Agency Board Members were given a copy of the draft TIP.

Results:

The public hearing was conducted on January 11, 2012, at 4:00 PM, at the CCRPA offices in Bristol, CT. Staff members, Ethan Abeles and Jason Zheng, were in attendance. No representative from ConnDOT was in attendance. No members of the public were present.

Comments Received During the Public Review Period: No comments received.

The following legal notice appeared in the January 3, 2012 editions of the *The Hartford Courant*, *The Bristol Press*, and *The New Britain Herald*.

LEGAL NOTICE

The Central Connecticut Regional Planning Agency (CCRPA) will hold a public hearing on Wednesday, January 11, 2012, from 4:00 to 6:00 p.m. in the CCRPA office, 225 North Main Street, Suite 304, Bristol, Connecticut. The purpose of the public hearing is to review the Transportation Improvement Program (TIP) for the Central Connecticut Region and the State Transportation Improvement Program (STIP).

The TIP and STIP will be available for review and comment for 30 days beginning December 29, 2011, and ending January 31, 2012. Written comments may be sent to Ethan Abeles at CCRPA at the above address or by e-mail to ethan@ccrpa.org anytime prior to 5:00 p.m., January 31, 2012. Oral comments will be taken only at the public hearing on January 11, 2012. The TIP will be available for review at the CCRPA office, the office of the Municipal Clerk in Berlin, Bristol, Burlington, New Britain, Plainville, Plymouth, and Southington, or at www.ccrpa.org. The STIP is only available at the CCRPA office.

APPENDIX V. ABBREVIATIONS AND DEFINITIONS

Abbreviations

ADT: Average Daily Traffic

AC Conv.: Advance Construction Conversion

AC Entry: Advance Construction Entry

B&M: Boston and Maine (Railroad)

CAAA: Clean Air Act Amendments of 1990

CCRPA: Central Connecticut Regional Planning Agency

ConnDOT: Connecticut Department of Transportation

Dist: District

EB: East Bound

FFY: Federal Fiscal Year

FHWA: Federal Highway Administration

FTA: Federal Transit Administration

FY: Fiscal Year

ITS: Intelligent Transportation Systems

ISTEA: Intermodal Surface Transportation Efficiency Act

NHL-ML: New Haven Main Line (NYC Commuter Rail)

NB: North Bound

RR: Railroad

SAFETEA-LU: Safe, Accountable, Flexible and Efficient Transportation Equity Act – A Legacy for Users

SB: South Bound

SCV: Small capital vehicle

SR: State Route

STC: State Traffic Commission

TDM: Transportation Demand Management

TEA-21: Transportation Equity Act for the 21st Century

TIC: Transportation Improvement Committee

TIP: Transportation Improvement Program

TR: Town Road

VMT: Vehicle Miles Traveled

WB: West Bound

Federal Funding Programs

ARRA: American Recovery and Reinvestment Act

BRXZ: Bridge Replacement and Rehabilitation Program

CMAQ: Congestion Mitigation and Air Quality

HPP: High Priority Projects

Htfd: Hartford

IM: Interstate Maintenance

MGS: Minimum Guarantee Special

NHS: National Highway System

NHTSA: National Highway Transportation Safety Administration

SRTS: Safe Routes to Schools

STF: Special Transportation Fund

STP: Surface Transportation Program

STP-BP/ST: Surface Transportation Program – Bridgeport/Stamford

STP-A: Surface Transportation Program-Anywhere

STP-T: Surface Transportation Program-Enhancement (also referred to as **TEP**)

STP-HE: Surface Transportation Program-Hazard Elimination

STP-R: Surface Transportation Program-Rural

STP-OS: Surface Transportation Program-Operational Safety

STP-U: Surface Transportation Program-Urban (also referred to as **STP-H** for Hartford Urbanized Area)

STP-XZ: Surface Transportation Program-Safety

VAR: Various

Places

BN: Berlin

NK: Norwalk

BR: Bristol

PN: Plainville

BG: Burlington

PY: Plymouth

CH: Cheshire

SG: Southington

H: Hartford

SW: Statewide

NB: New Britain

Var: Various

Project Phases

ALL: All Phases

PE: Preliminary Engineering

ACQ: Capital Acquisition

ROW: Right-of-Way Acquisition

OTH: Other Activities

CON: Construction

PGD: Programmed

UTL: Utilities

Definitions

3-C Process: The comprehensive, continuing and coordinated transportation planning process employed by MPOs.

Advance Construction Conversion: Advance construction occurs when a project is placed under federal agreement so it can be advertised for contractors while waiting for funding. The advance construction conversion occurs when funding becomes available and is committed to the project.

Average Daily Traffic: ADT is the average number of automobiles that run on a particular section of roadway in a day.

Capital Expense: In public transportation, a capital expense is made toward a tangible item such as a bus or a computer.

Central Connecticut Regional Planning Agency (CCRPA): The MPO and Regional Council for the Berlin, Bristol, Burlington, New Britain, Plainville, Plymouth and Southington. Due to population, New Britain, Bristol and Southington each are allotted three voting members, while the other towns are each allotted two.

Connecticut Department of Transportation (ConnDOT): ConnDOT is the state department responsible for transportation.

District 1: ConnDOT divides the state into four districts for construction. The Central Connecticut Region is located in Districts 1 and 4. Within District 1 are Berlin, Bristol, New Britain, Plainville and Southington.

District 4: (See above). Within District 4 are Burlington and Plymouth.

Enhancement: Under SAFETEA-LU, states are required to devote at least 10 percent of their Surface Transportation Program allotment to projects that serve to enhance the transportation system. Examples include: bicycle projects, scenic highway projects, landscaping, historic preservation, rehabilitation of historic transportation buildings, preservation of abandoned railway corridors, control of outdoor advertising and establishment of transportation museums.

Environmental Justice: Signed in 1994, the Presidential Executive Order 12898 on "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations" acts as a set of guidelines for the United States Department of Transportation to enhance environmental justice in the transportation planning process. The Executive Order is meant not only to promote an equitable distribution of beneficial projects, but also to identify and address disproportionately high and adverse human health and environmental effects on minority and low-income populations.

Federal Fiscal Year (FFY): The federal fiscal year runs from October 1 to September 30. October 1, 2009 to September 30, 2010 is FFY 2010.

Federal Highway Administration (FHWA): The FHWA is part of the United States Department of Transportation and is responsible for administering federal highway funds. The majority of federal transportation funding that comes into the region comes through FHWA.

Federal Transit Administration (FTA): The FTA is part of the United States Department of Transportation and is responsible for administering federal public transportation funds.

Financial Constraint: Because it is to represent the true scenario of projects to happen in the region—as opposed to a "wish list" of projects—the TIP must be financially constrained. First year projects must have verified funding sources while projects from the remaining years must have reasonably expected sources.

Fiscal Year (FY): The CCRPA fiscal year runs from July 1 to June 30. July 1, 2009 to June 30, 2010 is FY 2010.

Incident Management System (IMS): Strategies and technologies to address efficient recovery from highway incidents (i.e. accidents).

Intelligent Transportation Systems (ITS): ITS is the utilization of Technology to provide safety and efficiency in transportation. Some objectives of ITS include: freeway management, emergency response, incident management, traveler information and traffic signal control. The most common example is variable message signs placed along roadways.

Intermodal Surface Transportation Act (ISTEA): Approximately every five years, the federal government enacts a federal transportation bill. Historically these bills had been referred to as "the highway bill." ISTEA, however, saw major changes as the federal government wished to create a transportation system with many choices beyond the personal automobile. The requirement that significant funds be used toward enhancement was perhaps the bill's most progressive feature.

Master Transportation Plan: The Master Transportation Plan, or Long Range Transportation Plan, is required of all MPOs. This Master Transportation Plan discusses a vision for the Central Connecticut Region 27 years into the future (2004-2030).

Metropolitan Planning Organization (MPO): A MPO is a regional transportation decision-making body required to exist in all urbanized areas with populations greater than 50,000. MPOs are responsible for determining how federal transportation funds are used. Every transportation project to receive federal funds must be approved by the MPO. There are four MPOs that serve the Hartford Urbanized Area: The Capital Region Council of Governments (Hartford), Midstate Regional Planning Agency (Middletown), Central Connecticut Regional Planning Agency (New Britain/Bristol) and the Council of Governments of the Central Naugatuck Valley (located in Waterbury, but has a very small portion of the Hartford Urbanized area). Each presides over a portion of the Hartford Urbanized Area. Before the 2000 Census, CCRPA was the lone MPO for the New Britain/Bristol Urbanized Area. However, that urbanized area has merged with the Hartford Urbanized area.

Mode: A transportation mode is the medium used to get from one place to another. Examples of modes include: bicycles, walking, the automobile, public transportation and airplanes.

Operating Expense: In public transportation, an operating expense is made toward items such as fuel and salaries.

Paratransit: The Americans with Disabilities Act (ADA) requires that providers of public transportation provide service to those physically or cognitively unable to utilize fixed-route public transportation. These services are referred to as paratransit services.

Right-of-Way: Right of way refers to the publicly owned portion of a road corridor. It is usual for there to be additional publicly owned land just outside of a road, which enables the placement of sidewalks or bike lanes and can make future widening easier.

Serious Non-Attainment Area: Areas with poor air quality are given the designation of nonattainment area. With this designation come additional MPO planning responsibilities. The Hartford Urbanized Area is classified as a serious non-attainment area for ozone and is also a non-attainment area for carbon monoxide. There are four levels of non-attainment: marginal, serious, severe and extreme.

Moderate Non-Attainment Area: All of Connecticut is considered to be a moderate non-attainment area in terms of air quality as it applies to ozone levels.

Special Transportation Fund (STF): The STF is used to pay for the Transportation Infrastructure Renewal Program (see below). The motor fuel tax and motor vehicle receipts make up the majority of this fund.

Safe, Accountable, Flexible, and Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU): The current federal transportation bill, expiring in 2009, which enables the planning function of MPOs and programs the various federal funds for transportation improvement projects outlined in a TIP.

State Traffic Commission (STC) Traffic Signals: Traffic signals determined by the STC to be needed because of a new development.

Statewide Long-Range Transportation Plan: The Statewide Long-Range Transportation Plan is the State's vision for the transportation policies, programs and investments through 2030.

Statewide Transportation Improvement Program (STIP): Simply put, the STIP is a statewide TIP. It is the state's five year program of transportation projects and contains the projects found in all of the TIPs throughout the state as well as rural projects.

Title VI of the 1964 Civil Rights Act: Title VI of the 1964 Civil Rights Act (42 U.S.C. 2000d-1) states that "no person in the United States shall, on the grounds of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance". It is vital that this be kept in mind during transportation planning activities.

Travel Demand Management (TDM): Simply put, travel demand management (TDM) is a general term for various strategies that will result in a more efficient use of transportation resources. This strategy is based on the belief that supply (building roads, etc.) is not the only solution to transportation problems. TDM techniques can be used when trying to achieve cost effectiveness, multiple transportation benefits, flexibility, consumer benefits, social equity, and transportation sustainability.

Transportation Improvement Committee: The technical advisory committee to the CCRPA Board. Many members are engineers or public works directors. Each town is represented by two voting members.

Transportation Improvement Program (TIP): The TIP is not just a document or a listing of projects, but the result of a process of determining how millions of federal transportation dollars are to be spent. It is the mechanism that allows implementation of transportation projects. The TIP is programmed annually for a period of three years. All projects within the urbanized area that receive federal transportation funding are to be on the TIP.

Transportation Infrastructure Renewal Program: This program is funded by the STF, which pays the operating expenses of the Connecticut Department of Transportation, the State 100-percent funded infrastructure improvement projects, and the interest and principal due from the sale of bonds.

Urbanized Area: The urbanized area is the federally-designated area that is considered to be in the metropolitan area.

Vehicle Miles Traveled (VMT): VMT refers to the amount of automobile travel on a road network.

Volume to Capacity (V/C) Ratio: V/C Ratio is a way to determine whether a roadway or intersection is congested. A V/C ratio below "1" means that there is excess capacity. A v/c ratio over "1" indicates that a roadway or intersection is handling more vehicles than it is designed for.