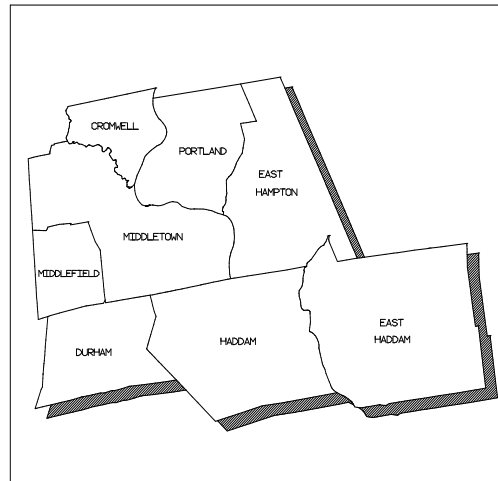


*Midstate Planning Region*  
*Transportation Improvement Program*  
*Federal Fiscal Years 2012-2015*

**DRAFT**



**December 1, 2011**

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## INTRODUCTION

Midstate Regional Planning Agency is the Metropolitan Planning Organization (MPO) for the Midstate Planning Region. The Agency serves the municipalities of Cromwell, Durham, East Haddam, East Hampton, Haddam, Middlefield, Middletown, and Portland in northern Middlesex County, Connecticut. As an MPO, Midstate RPA is required to complete a Transportation Improvement Program (TIP) and to certify that the program is from an endorsed Regional Transportation Plan, and in conformity with the Clean Air Act Amendments of 1990 (CAAA). A new TIP is typically prepared bi-annually and amended on an ongoing basis.

The TIP is a list of federally funded transportation projects to maintain and enhance the road network of the region. It also contains commuter programs and transit capital projects. All projects in the TIP are scheduled to receive funding within the next four fiscal years. Projects for future TIPs can be found in the “Mid-Range Element” and “Long Range Element” sections of the Regional Transportation Plan. To be in conformity with the Clean Air Act Amendments of 1990, projects listed in the TIP must not increase emissions.

Federal funding for TIP projects initially came from the Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) which and the Transportation Equity Act for the 21st Century (TEA-21). On August 10, 2005, President George W. Bush signed the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). SAFETEA-LU authorizes the Federal surface transportation programs for highways, highway safety, and transit for the 5-year period of federal fiscal years 2005 through 2009. Efforts are underway in Congress to develop the next multi-year transportation act. In the mean time, continuing resolutions have been passed to keep transportation funds flowing for the past months. Funding programs in the TIP include the National Highway System, Interstate Maintenance, the Surface Transportation Program, Bridge Replacement and Rehabilitation, and also Congestion Mitigation and Air Quality.

The draft TIP was available for formal public review and comment from December 5, 2011 through January 4, 2012 at local public libraries, town halls, and at the office of the Midstate Regional Planning Agency, in Middletown Connecticut. The draft TIP was also available for viewing on MRPA’s website at [midstaterpa.org](http://midstaterpa.org) since September 13, 2011. Display advertisements were placed in the Middletown Press that provided the time and date of the public information meeting. The public informational meeting was held on December 15, 2011 at MRPA. Projects are selected in consultation with ConnDOT before being adopted into the TIP.

**Resolution Regarding the Adoption of the Transportation Improvement Program for the Midstate Planning Region  
Federal Fiscal Years 2012-2015**

WHEREAS,

The Transportation Improvement Program consists of a list of improvements recommended from the transportation system management and short range elements of the Regional Transportation Plan;

WHEREAS,

This program establishes guidelines for the development, content, and processing of cooperatively development improvements to the transportation network in the Midstate urban area;

WHEREAS,

This program shall be developed and updated annually under the direction of the Midstate Regional Planning Agency and shall identify improvements recommended for advancement during the program period, indicate the area's priorities, group improvements of similar urgency and anticipated staging into appropriate staging periods, include realistic estimates of total costs and revenues for the program period, and discuss how recommended improvements were merged into the program;

WHEREAS,

This program has met the public involvement requirements as required in MRPA's adopted Transportation Planning: Public Participation Process dated September 6, 1994, as revised April 4, 2000, November 18, 2003, and March 7, 2006;

WHEREAS,

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

WHEREAS,

The Transportation Improvement Program shall be endorsed annually by the Midstate Regional Planning Agency;

NOW, THEREFORE, BE IT RESOLVED by the Midstate Regional Planning Agency,

To endorse the Fiscal Years 2012-2015 program of improvements prepared for the Midstate Region's urbanized area which has been developed as prescribed in accordance with regulations outlined in Volume 4, Chapter 4, Section 6, of the Federal-Aid Highway Program Manual.

CERTIFICATION

The undersigned duly qualified and Secretary/Treasurer of the Midstate Regional Planning Agency certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Midstate Regional Planning Agency held January 10, 2012.

---

William Lee Osborne, Secretary/Treasurer

Date

## Resolution on Conformity with the Clean Air Act - Ozone

### WHEREAS,

the Midstate 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 Midstate Regional Planning Agency that the plans and programs approved today, October 20, 2009 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 Report November 2011); 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 Midstate Regional Planning Agency,

That the Midstate Regional Planning Agency finds that the 2011-2040 Regional Transportation Plan and the FFY 2012-2015 Transportation Improvement Program 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.

### CERTIFICATION,

The undersigned duly qualified and acting Secretary of the Midstate Regional Planning Agency certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Midstate Regional Planning Agency on January 10, 2012.

---

William Lee Osborne, Secretary/Treasurer

Date

## **FEDERAL PROGRAM DESCRIPTIONS**

### **National Highway System**

The National Highway System (NHS) funds can be used for any kind of improvement on roadways designated on the NHS. Included roadways on the NHS are the Interstate Highways, and certain principal arterials which are specifically designated as part of the NHS and designated connections to major intermodal terminals.

NHS funds are used more flexibly than Interstate funds. NHS funds are eligible for any type of project within a travel corridor served by a NHS roadway, if it improves travel in the corridor. Funds from the NHS can be transferred to certain Surface Transportation Programs (STP). The funding ratio is 80 percent federal and 20 percent state.

### **Interstate Maintenance**

The Interstate Maintenance program provides funding for resurfacing, restoring, rehabilitating and reconstructing (4R) most routes on the Interstate Highway System. New lanes on the highway are only eligible for funding if the lanes are High Occupancy Vehicle (HOV) lanes. The funds from this program are used to reconstruct the existing highway interchanges, bridges, pavements, etc. IM program funds may not be used on a facility where tolls are being collected under the Interstate System Reconstruction and Rehabilitation Pilot Program or the Interstate System Construction Toll Pilot Program.

Interstate Maintenance funds are required to be used only on interstate highways. The funding ratio for this program is 90 percent federal and 10 percent state.

### **STP Urban Program**

The Surface Transportation Program provides flexible funding that may be used by States and localities for projects on any Federal-aid highway. It is one of several Surface Transportation Programs that contributes funds for projects which are not on the NHS or Interstate System. Roadways eligible for federal aid, are those roads which are classified higher than a rural minor collector by the Federal Highway Administration (FHWA). The funding cannot be used on local roads.

STP Urban funds can be used in a flexible manner, such as; roadway reconstruction, transit, ridesharing and others. It is the largest STP program. Funds are allocated to the states based on the total lane miles of Federal-aid highways, vehicle miles traveled, and estimated contributions into the Highway Account of the Highway Trust Fund. The funding ratio for the STP Urban Program is 80 percent federal and 20 percent state.

### **STP Anywhere Program**

The STP Anywhere funds can be used for any type of transportation project. The funds can be used in both urban and rural areas and are not allocated to any specific region.

The funding ratio is 80 percent federal and 20 percent state.

### **STP Rural Program**

The STP Rural Program is a subgroup of the STP Anywhere Program. STP Rural funds can be used for any type of transportation project. A certain amount of STP Anywhere funds must be spent in rural areas, where the population is less than 5,000.

The funding ratio for the STP Rural Program is 80 percent federal and 20 percent state.

### **STP Enhancement Program**

STP Enhancement projects strengthen the cultural, aesthetic, and environmental aspects of the Nation's intermodal transportation system. ConnDOT selects enhancement projects from regions and state agencies.

A State's enhancement funding is derived from a set-aside from its annual Surface Transportation Program apportionment in the amount of 10 percent of the State's STP apportionment. The funding ratio for the STP Enhancement Program is 80 percent federal matched by 20 percent state or local funds.

### **STP Highway Safety Improvement Program**

This program authorizes 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. Since 2005 safety programs are funded from a set-aside from the Surface Transportation Program and states must have a strategic highway safety plan that identifies and analyzes safety problems and opportunities in order to use HSIP funds for eligible activities.

States will receive at least ½ of 1 percent of the funds apportioned for the HSIP. The Federal share is 90 percent, subject to the sliding scale adjustment, except that the Federal share is 100% for certain safety improvements listed in 23 USC 120(c).

### **STP Recovery and Reinvestment Program**

The Recovery and Reinvestment program provides funds to municipalities under existing FTA and FHWA programs such as the STP-Urban program and Title 23 and 49 regulations associated with these programs must be followed. Due to a lack of “shovel ready” urban projects, most projects in the region are pavement preservation projects.

Funding is 100 percent federal on a reimbursable basis and capped at the time of authorization so municipalities will have to cover cost overruns.

### **Recreational Trails Program**

The Recreational Trails program provides funds to the States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Funds are available to develop, construct, maintain, and rehabilitate trails and trail facilities. Trail uses include hiking, bicycling, in-line skating, equestrian use, cross-country skiing, snowmobiling, off-road motorcycling, all-terrain vehicle riding, four-wheel driving, or using other off-road motorized vehicles.

The Federal share will be in accordance with section [23 USC 120(b)] (i.e. the sliding scale provision), but funds from other Federal programs outside the U.S. Department of Transportation may be used to fulfill the non-Federal share requirement, except that the combination of the U.S. DOT other Federal agency share may not exceed 95 percent.

### **Bridge Program - On System**

Funding from the Bridge Program's On System Bridge is used to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance for bridges that are on eligible roadways. On-system means that the bridge is on the Federal Aid road System. These are roads classified as a collector or higher. Bridges that were rated fair or poor are selected for rehabilitation or replacement.

The funding for the On-system Bridge Program is 80 percent federal funds and 20 percent state. For bridges on the Interstate System, the Federal share will be 90 percent, subject to the sliding scale adjustment.

### **Bridge Program - Off System**

Funding from the Bridge Program's On System Bridge is used to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventive maintenance for bridges that are not on the Federal Aid road System. These are often municipal bridges that are not on the state roads, but are on the Federal Aid road system. Bridges that were rated fair or poor are selected for rehabilitation or replacement.

Funding for the Off System Bridge Program is 80 percent federal and is matched by 20 percent state.

### **Congestion Mitigation and Air Quality**

Congestion Mitigation and Air Quality Improvement Program (CMAQ) provides funding for projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions. The program is designed to fund projects that aid in obtaining the goals cited in the 1990 Clean Air Act Amendments. Funds are apportioned according to a formula based on population and severity of pollution in ozone and carbon monoxide areas, similar to the formula under TEA-21, but weighting factors have been revised. States and MPOs give priority in distributing funds for projects and programs to diesel retrofits and other cost-effective emission reduction activities, and cost-effective congestion mitigation activities that provide air quality benefits. If there are no non-attainment areas in a state, then they guarantee a minimum of one-half percent apportionment to the state.

The Federal share is generally 80 percent, subject to sliding scale and 90 percent for Interstate projects. Certain other activities, including carpool/vanpool projects, priority control systems for emergency vehicles and transit vehicles and traffic control signalization receive a Federal share of 100 percent.

### **High Priority Projects**

This is a list of congressionally mandated projects that are incorporated through federal legislation. To obtain funding municipalities need to contact congressional representation for project selection.

Eighty percent federal funds appropriated by Congress with either municipality or state 20% matching funds. Design is performed by either the state or municipality.

### **FTA Section 5309 Capital Funding Program**

The Federal Transit Administration (FTA) Section 5309 program provides capital funding for transit. It provides funds for the acquisition of busses and related facilities such as maintenance and transfer facilities, terminal, computers, shelters and garage equipment.

FTA Section 5309 funds provide 80 percent of the funds, while state and local government fund the remaining 20 percent.

### **FTA Section 5307 Capital and Operating Program**

The FTA Section 5307 program provides urbanized areas funds for capital investment assistance. One example would be the purchase of new busses for a transit district. The program also provides funds used to defray operating expenses.

The FTA Section 5307 funds are allocated to urban areas based on population size. Most of the funding is used for capital assistance as federal regulations restrict how much can be used for operating assistance. Funding for the Section 5307 program is 80 percent federal and 20 percent state or local.

### **FTA Section 5310 Capital and Operating Program**

This program is designed to increase the mobility of the elderly and persons with disabilities. The FTA Section 5310 funds are used to provide funds to nonprofit organizations for capital assistance. The funds are used to purchase wheelchair accessible vehicles to be used for special transit services for the elderly and disabled. FTA Section 5310 fund ratio is 80 percent federal and 20 percent local allocated to states based on the number of elderly and disabled persons.

### **FTA Section 5311 Capital and Operating Program**

The FTA Section 5311 funds are used to provide funds to help in the development, improvement and use of public transportation in rural or small urbanized areas. The funds are used for the reimbursement of transit providers for operating and administrative deficits, to purchase wheelchair accessible vans and small busses, and research, technical assistance, and related support services.

FTA Section 5311 funding ratios vary from a 50 percent federal, 33 percent state, 17 percent local ratio, to 100 percent federally funded.

### **FTA Section 5316 (3037 under TEA-21) Job Access and Reverse Commute Program**

The Federal Transit Administration (FTA) Section 5316 program provides funds for local programs that provide job access and reverse commute services for the low income populations which live in the central city and work in suburban locations.

### **FTA Section 5317 New Freedom Program**

The Federal Transit Administration (FTA) Section 5316 program provides funds for local programs to encourage services and facility improvements for persons with disabilities beyond the ADA requirements.

## DEFINITIONS

Town	The primary project area.
Project number	The state identification number for the project.
Route	The primary route which will be improved.
Description	A brief description of the project.
Phase	A financial category of estimated costs of a project. This includes: PE - Preliminary Engineering (Project Design) PD - Preliminary Design FD - Final Design ROW - Right of Way CON - Construction AC - Advanced Construction AC Conv. - Advanced Construction Conversion Phase Fin. - Phase Financed Other - Other Activities ALL - All Phases
Total	The total estimated cost for the subject phase.
Federal	The estimated federal aid for the subject phase.
State	State share of the subject phase.
Local	Local share of the subject phase.
OB. YR.	Obligation year - The year in which federal obligation is scheduled.
FYI	The balance of funds needed to complete a project phase is shown as the FYI entry. These entries are not part of the TIP since the phase is divided and already programmed.

## FINANCIAL PLAN

All projects included the TIP are consistent with the fiscally constrained Long Range Transportation Plan adopted by the Midstate Regional Planning Agency and Statewide Long Range Transportation Plan. The Connecticut Department of Transportation (ConnDOT), in cooperation with the MPO's, has developed a twenty-five year revenue estimate 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 through 2015 is financially constrained to the congressional authorized amounts for Federal Highway Administration and Federal Transit Administration programs, estimated as constant values based on the previous TEA-21 authorized levels. Most of the non-federal matching funds will be provided by the State of Connecticut and to a lesser extent the regions' municipalities. This TIP contains a list of transportation projects by federal funding categories that will be funded during the five year period noted above. Current estimates indicate the regional projects will require \$28.8 million in federal funds over the five year period, which will be matched by \$14.0 million in state funds, and \$7.5 million in local funds, for a total investment of \$50.3 million. Within federal transportation agency programs at the U.S. DOT, a total of \$36.2 million is programmed for federal highway (FHWA) purposes, and a total of \$14.2 million will be used for federal transit (FTA) capital and operation purposes.

The projects listed in this TIP are funded from reasonably expected public resources. The federal funds identified in 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 TIP's 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 MPO concurred in the use of these federal funds for the projects listed in this five-year TIP. A detailed description of this process is provided in the STIP.

The majority of federal funds shown in the 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. The fund is required to pay the operating expenses of ConnDOT, the state 100 percent funded infrastructure improvement projects, and the interest and principal due from the sale of bonds. The sale of bonds has consistently been at a level sufficient to match available federal funds. The principal sources of the 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 TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program over the past years. All federal funds have been

sufficiently matched during this period.

A relatively small amount of federal funds will be matched by town/city government resources. Where local funds are shown in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

This TIP and the STIP, which the TIP is a part of, is 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.

The following tables provide a year by year cost summary of projects programmed in the TIP. Estimated revenues equal TIP project cost estimates. Regional estimates are those for projects exclusively within the MPO planning area. Statewide estimates are for projects to be implemented on a statewide basis.

**Regional**

**Federal Transit Administration**

<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>FYI</b>	<b>Total</b>
<b>FTA</b>	\$948,000	\$345,000	\$1,501,000	\$1,291,000	\$257,000	\$4,342,000
<b>STATE</b>	\$1,642,000	\$1,631,000	\$2,076,000	\$2,192,000	\$2,121,000	\$9,662,000
<b>OTHER LOCAL</b>	\$32,000	\$35,000	\$38,000	\$42,000	\$47,000	\$194,000
<b>TOTAL</b>	\$2,622,000	\$2,011,000	\$3,615,000	\$3,525,000	\$2,425,000	\$14,198,000

**Federal Highway Administration**

<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>FYI</b>	<b>Total</b>
<b>FHWA</b>	\$12,106,000	\$7,376,000	\$5,036,000	\$0	\$0	\$24,518,000
<b>STATE</b>	\$2,708,000	\$360,000	\$1,259,000	\$0	\$0	\$4,327,000
<b>OTHER LOCAL</b>	\$262,000	\$7,064,000	\$0	\$0	\$0	\$7,326,000
<b>TOTAL</b>	\$15,076,000	\$14,800,000	\$6,295,000	\$0	\$0	\$36,171,000

**Statewide**

**Federal Transit Administration**

<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>FYI</b>	<b>Total</b>
<b>FTA</b>	\$2,663,000	\$2,905,000	\$2,714,000	\$3,169,826	\$3,170,000	\$14,804,000
<b>STATE</b>	\$50,000	\$80,000	\$0	\$80,000	\$80,000	\$300,000
<b>OTHER LOCAL</b>	\$1,172,000	\$1,230,000	\$1,291,000	\$1,356,047	\$1,356,000	\$6,473,000
<b>TOTAL</b>	\$3,885,000	\$4,215,000	\$4,005,000	\$4,605,873	\$4,605,000	\$21,576,000

**Federal Highway Administration**

<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>FYI</b>	<b>Total</b>
<b>FHWA</b>	\$86,388,000	\$77,652,000	\$33,677,000	\$32,205,000	\$159,826,000	\$389,748,000
<b>STATE</b>	\$19,691,000	\$17,450,000	\$6,736,000	\$6,362,000	\$38,211,000	\$88,450,000
<b>OTHER LOCAL</b>	\$498,000	\$505,000	\$224,000	\$231,000	\$287,000	\$1,745,000
<b>TOTAL</b>	\$106,577,000	\$95,607,000	\$40,637,000	\$38,798,000	\$198,324,000	\$479,943,000

## Funding Program

### Programs Specified in TIP

<b>FYF</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>FYI</b>	<b>Total</b>
<b>FTA 5307</b>	\$2,635,000	\$2,155,000	\$3,339,000	\$3,627,000	\$2,551,000	\$14,307,000
<b>FTA 5310</b>	\$2,151,000	\$2,259,000	\$2,371,000	\$2,490,000	\$2,614,000	\$11,885,000
<b>FTA 5311</b>	\$237,000	\$256,000	\$276,000	\$298,000	\$324,000	\$1,391,000
<b>FTA 5316</b>	\$846,000	\$888,000	\$932,000	\$978,000	\$1,028,000	\$4,672,000
<b>FTA 5317</b>	\$638,000	\$668,000	\$702,000	\$738,000	\$774,000	\$3,520,000
<b>FTA Total</b>	\$6,507,000	\$6,256,000	\$7,620,000	\$8,131,000	\$7,291,000	\$35,755,000
<b>FHWA STPH</b>	\$167,000	\$0	\$0	\$0	\$0	\$167,000
<b>FHWA BRX</b>	\$1,000,000	\$6,903,000	\$0	\$0	\$0	\$7,903,000
<b>FHWA BRXZ</b>	\$82,936,000	\$66,970,000	\$19,750,000	\$19,750,000	\$183,346,000	\$372,752,000
<b>FHWA CMAQ</b>	\$5,038,000	\$5,189,000	\$5,345,000	\$5,506,000	\$0	\$21,078,000
<b>FHWA HSIP</b>	\$11,667,000	\$11,667,000	\$11,667,000	\$11,667,000	\$11,667,000	\$58,335,000
<b>FHWA NHS</b>	\$6,500,000	\$3,442,000	\$3,875,000	\$1,875,000	\$1,875,000	\$17,567,000
<b>FHWA RT</b>	\$1,436,000	\$1,436,000	\$0	\$0	\$1,436,01800	\$4,308,000
<b>FHWA STPA</b>	\$11,371,000	\$1,800,000	\$6,295,200	\$0	\$0	\$19,466,000
<b>FHWA TCSP</b>	\$227,000	\$0	\$0	\$0	\$0	\$227,000
<b>FHWA HPPS</b>	\$1,311,000	\$13,000,000	\$0	\$0	\$0	\$14,311,000
<b>FHWA Total</b>	\$121,653,000	\$110,407,000	\$45,732,000	\$38,798,000	\$198,324,000	\$514,914,000
<b>Total</b>	\$128,160,000	\$116,633,000	\$53,352,000	\$46,929,000	\$205,615,000	\$550,689,000

# **List of Projects to be Funded**

<u>FTA Section 5307 Capital and Operating Assistance</u>										
<u>Town</u>	<u>FACode</u>	<u>Project</u>	<u>Route/System</u>	<u>Description</u>	<u>Phase</u>	<u>Total</u>	<u>Federal</u>	<u>State</u>	<u>Local</u>	<u>Year</u>
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$100,000	\$80,000	\$20,000	\$0	2014
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$100,000	\$80,000	\$20,000	\$0	2015
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$100,000	\$80,000	\$20,000	\$0	FYI
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE PARATRANSIT VEHICLES	OTH	\$252,000	\$202,000	\$50,000	\$0	2013
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE 4 2002 30-FT BUSES	ACQ	\$1,585,000	\$1,268,000	\$317,000	\$0	2014
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE 3 2003 35-FT BUSES	ACQ	\$1,309,000	\$1,047,000	\$262,000	\$0	2015
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	OTH	\$1,052,000	\$0	\$1,052,000	\$0	2012
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	OTH	\$1,158,000	\$0	\$1,158,000	\$0	2013
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	OTH	\$1,274,000	\$0	\$1,274,000	\$0	2014
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	OTH	\$1,401,000	\$0	\$1,401,000	\$0	2015
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	OTH	\$1,541,000	\$0	\$1,541,000	\$0	FYI
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	OTH	\$190,000	\$0	\$190,000	\$0	2012
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	OTH	\$209,000	\$0	\$209,000	\$0	2013
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	OTH	\$230,000	\$0	\$230,000	\$0	2014
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	OTH	\$253,000	\$0	\$253,000	\$0	2015
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	OTH	\$279,000	\$0	\$279,000	\$0	FYI
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	OTH	\$124,000	\$0	\$124,000	\$0	2012
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	OTH	\$136,000	\$0	\$136,000	\$0	2013
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	OTH	\$150,000	\$0	\$150,000	\$0	2014
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	OTH	\$164,000	\$0	\$164,000	\$0	2015
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	OTH	\$181,000	\$0	\$181,000	\$0	FYI
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$200,000	\$160,000	\$40,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$100,000	\$80,000	\$20,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	OTH	\$250,000	\$200,000	\$50,000	\$0	2012

MTD	5307P	0422-XXXX	MIDDLETOWN TD	REPLACE PARATRANSIT VEHICLE PROGRAM	OTH	\$469,000	\$375,000	\$94,000	\$0	2012
<b>FTA Section 5311 Capital and Operating Assistance</b>										
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	OTH	\$50,000	\$40,000	\$10,000	\$0	2012
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	OTH	\$50,000	\$40,000	\$10,000	\$0	2013
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	OTH	\$50,000	\$40,000	\$10,000	\$0	2014
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	OTH	\$50,000	\$40,000	\$10,000	\$0	2015
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	OTH	\$50,000	\$40,000	\$10,000	\$0	FYI
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	OTH	\$187,000	\$93,000	\$62,000	\$32,000	2012
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	OTH	\$206,000	\$103,000	\$68,000	\$35,000	2013
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	OTH	\$226,000	\$113,000	\$75,000	\$38,000	2014
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	OTH	\$249,000	\$124,000	\$82,000	\$43,000	2015
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	OTH	\$274,000	\$137,000	\$90,000	\$47,000	FYI
<b>FTA Section 5316 Jobs Access Reverse Commute</b>										
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	OTH	\$846,000	\$423,000	\$0	\$423,000	2012
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	OTH	\$888,000	\$444,000	\$0	\$444,000	2013
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	OTH	\$932,000	\$466,000	\$0	\$466,000	2014
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	OTH	\$978,000	\$489,000	\$0	\$489,000	2015
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	OTH	\$1,028,000	\$514,000	\$0	\$514,000	FYI
<b>FTA Section 5317 New Freedom</b>										
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	OTH	\$638,000	\$319,000	\$0	\$319,000	2012
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	OTH	\$668,000	\$334,000	\$0	\$334,000	2013
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	OTH	\$702,000	\$351,000	\$0	\$351,000	2014
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	OTH	\$738,000	\$369,000	\$0	\$369,000	2015
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	OTH	\$774,000	\$387,000	\$0	\$387,000	FYI

<b>STP-Urban</b>										
HARTFORD UZA	STPH	0063-0664	URBAN PROG.	DESIGN: STPH: URBAN PROGRAM - AC CONVERSION	PL	\$167,000	\$133,000	\$34,000	\$0	2012
<b>STP-National Highway System</b>										
HADDAM	NHS	0172-0391	VARIOUS	REHAB 3 CULVERTS, CT 9 IN HADDAM	CON	\$2,000,000	\$1,600,000	\$400,000	\$0	2012
<b>STP-Transportation and Community System Preservation</b>										
EAST HADDAM	TCSP	0040-0129	CT 82 & 149	PEDESTRIAN IMPROVEMENTS, EAST HADDAM VILLAGE AREA	CON	\$227,050	\$227,050	\$0	\$0	2012
<b>STP-Anywhere</b>										
EAST HADDAM	STPA	0040-0136	CT 82	REPLACE BR 02507 OVER UNNAMED BROOK.	ROW	\$50,000	\$40,000	\$10,000	\$0	2012
EAST HADDAM	STPA	0040-0136	CT 82	REPLACE BR 02507 OVER UNNAMED BROOK.	CON	\$1,500,000	\$1,200,000	\$300,000	\$0	2014
MIDDLETOWN	STPA	0082-0298	CT 17	REPLACE BR 02190 OVER LONG HILL BROOK	CON	\$25,000	\$20,000	\$5,000	\$0	2012
MIDDLETOWN	STPA	0082-0298	CT 17	REPLACE BR 02190 OVER LONG HILL BROOK	CON	\$1,200,000	\$960,000	\$240,000	\$0	2014
PORTLAND	STPA	0112-0114	CT 17A	REPLACE BR 02197 OVER CARR BROOK	ROW	\$25,000	\$20,000	\$5,000	\$0	2012
PORTLAND	STPA	0112-0114	CT 17A	REPLACE BR 02197 OVER CARR BROOK	CON	\$1,195,000	\$956,000	\$239,000	\$0	2014
CROMWELL	STPA	0033-0127	CT 9	REHAB 2 CULVERTS - 06673 AND 06674	CON	\$800,000	\$640,000	\$160,000	\$0	2013
MIDDLETOWN	STPA	0171-0346	VARIOUS	REHAB 2 CULVERTS SR 410 MIDDLETOWN	CON	\$1,000,000	\$800,000	\$200,000	\$0	2013
HADDAM	STPA	0060-0153	CT 9	REHAB BR 03290 OVER NEDOBITY ROAD	CON	\$2,400,000	\$1,920,000	\$480,000	\$0	2014
CROMWELL	STPA	0033-0128	CT 9	PAVEMENT PRESERVATION - (NB)27.598-34.502 - (SB)34.454-27.608	CON	\$6,700,000	\$5,360,000	\$1,340,000	\$0	2012
<b>HPPS</b>										

MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	PD	\$500,000	\$400,000	\$0	\$100,000	2012
MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	FD	\$811,000	\$649,000	\$0	\$162,000	2012
MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	CON	\$13,000,000	\$5,936,000	\$0	\$7,064,000	2013
<b>Statewide Program</b>										
STATEWIDE	CMAQ	0170-3091	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	\$1,057,000	\$846,000	\$0	\$211,000	2012
STATEWIDE	CMAQ	0170-3100	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	\$1,089,000	\$871,000	\$0	\$218,000	2013
STATEWIDE	CMAQ	0170-3109	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	\$1,122,000	\$898,000	\$0	\$224,000	2014
STATEWIDE	CMAQ	0170-3118	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	\$1,156,000	\$925,000	\$0	\$231,000	2015
STATEWIDE	CMAQ	0170-3093	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	\$2,907,000	\$2,326,000	\$581,000	\$0	2012
STATEWIDE	CMAQ	0170-3102	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	\$2,994,000	\$2,395,000	\$599,000	\$0	2013
STATEWIDE	CMAQ	0170-3111	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	\$3,084,000	\$2,467,000	\$617,000	\$0	2014
STATEWIDE	CMAQ	0170-3120	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	\$3,177,000	\$2,542,000	\$635,000	\$0	2015
STATEWIDE	CMAQ	0170-3095	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	\$403,000	\$322,000	\$81,000	\$0	2012
STATEWIDE	CMAQ	0170-3104	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	\$415,000	\$332,000	\$83,000	\$0	2013
STATEWIDE	CMAQ	0170-3113	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	\$427,000	\$342,000	\$85,000	\$0	2014
STATEWIDE	CMAQ	0170-3122	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	\$440,000	\$352,000	\$88,000	\$0	2015
STATEWIDE	CMAQ	0170-3097	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	\$671,000	\$537,000	\$134,000	\$0	2012
STATEWIDE	CMAQ	0170-3106	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	\$691,000	\$553,000	\$138,000	\$0	2013
STATEWIDE	CMAQ	0170-3115	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	\$712,000	\$570,000	\$142,000	\$0	2014
STATEWIDE	CMAQ	0170-3124	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	\$733,000	\$586,000	\$147,000	\$0	2015
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING.	OTH	\$400,000	\$320,000	\$80,000	\$0	2013
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING	OTH	\$400,000	\$320,000	\$80,000	\$0	2015
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING	OTH	\$450,000	\$360,000	\$90,000	\$0	FY1
STATEWIDE	5307P	0170-T708	VARIOUS	TRANSIT CAPITAL PLANNING	OTH	\$250,000	\$200,000	\$50,000	\$0	2012
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	ACQ	\$2,151,000	\$1,721,000	\$0	\$430,000	2012

STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	ACQ	\$2,259,000	\$1,807,000	\$0	\$452,000	2013
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	ACQ	\$2,371,000	\$1,897,000	\$0	\$474,000	2014
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	ACQ	\$2,490,000	\$1,992,000	\$0	\$498,000	2015
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	OTH	\$2,614,000	\$2,091,000	\$0	\$523,000	FYI
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	\$65,558,000	\$52,446,000	\$13,112,000	\$0	2012
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	\$56,970,000	\$45,576,000	\$11,394,000	\$0	2013
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	\$159,596,000	\$127,677,000	\$31,919,000	\$0	FYI
STATEWIDE	BRXZ	0170-2993	VARIOUS	BRIDGE INSPECTIONS ON/OFF FAHS BY STAFF	OTH	\$6,600,000	\$5,280,000	\$1,320,000	\$0	2012
STATEWIDE	BRXZ	0170-3013	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$10,778,000	\$8,622,000	\$2,156,000	\$2	2012
STATEWIDE	BRX	0170-3013	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	PE	\$5,903,000	\$4,722,000	\$1,181,000	\$0	2013
STATEWIDE	BRX	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	\$1,000,000	\$800,000	\$200,000	\$0	2012
STATEWIDE	BRX	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	\$1,000,000	\$800,000	\$200,000	\$0	2013
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	\$1,000,000	\$800,000	\$200,000	\$0	2014
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	\$1,000,000	\$800,000	\$200,000	\$0	2015
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES - AC CONVERSION	PD	\$5,000,000	\$4,000,000	\$1,000,000	\$0	FYI
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$0	\$0	\$0	\$0	2013
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$10,000,000	\$8,000,000	\$2,000,000	\$0	2013
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$18,750,000	\$15,000,000	\$3,750,000	\$0	2014
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$18,750,000	\$15,000,000	\$3,750,000	\$0	2015
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	\$18,750,000	\$15,000,000	\$3,750,000	\$0	FYI
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2012
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2013
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2014
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2015
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	\$11,667,000	\$10,500,000	\$1,167,000	\$0	FYI

STATEWIDE	NHS	0170-2773	VARIOUS	REPAIR/REPLACE OVERHEAD SIGN SUPPORTS	CON	\$2,050,000	\$1,600,000	\$450,000	\$0	2012
STATEWIDE	NHS	0170-3014	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	OTH	\$1,875,000	\$1,500,000	\$375,000	\$0	2012
STATEWIDE	NHS	0170-3014	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	OTH	\$742,000	\$594,000	\$148,000	\$0	2013
STATEWIDE	NHS	0170-3065	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (FY13)	CON	\$2,000,000	\$1,600,000	\$400,000	\$0	2013
STATEWIDE	NHS	0170-3066	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (CN IN FY14)	PE	\$200,000	\$160,000	\$40,000	\$0	2013
STATEWIDE	NHS	0170-3066	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES	CON	\$2,000,000	\$1,600,000	\$400,000	\$0	2014
STATEWIDE	NHS	0170-3067	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	CON	\$500,000	\$400,000	\$100,000	\$0	2012
STATEWIDE	NHS	0170-3068	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	PE	\$75,000	\$60,000	\$15,000	\$0	2012
STATEWIDE	NHS	0170-3068	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	CON	\$500,000	\$400,000	\$100,000	\$0	2013
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC ENTRY	OTH	\$0	\$0	\$0	\$0	2014
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	OTH	\$1,875,000	\$1,500,000	\$375,000	\$0	2014
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	OTH	\$1,875,000	\$1,500,000	\$375,000	\$0	2015
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	OTH	\$1,875,000	\$1,500,000	\$375,000	\$0	FY1
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	OTH	\$1,436,000	\$1,149,000	\$0	\$287,000	2012
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	OTH	\$1,436,000	\$1,149,000	\$0	\$287,000	2013
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	OTH	\$0	\$0	\$0	\$0	2014
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	OTH	\$0	\$0	\$0	\$0	2015
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	OTH	\$1,436,000	\$1,149,000	\$0	\$287,000	FY1
STATEWIDE	STPA	0170-3009	VARIOUS	LED RELAMPING OF TRAFFIC SIGNALS (PHASE 2)	CON	\$4,571,000	\$3,657,000	\$914,000	\$0	2012

## ENVIRONMENTAL JUSTICE (EJ) REVIEW

### *Minority Population*

MRPA keeps statistics and maps at the census block group level for the White, Black, American Indian/Alaskan Native, Asian, Native Hawaiian/Pacific Islander, Other, two or more races, and Hispanic Origin any race populations. This information, as well as low income statistics, can be found in MRPA's Minority and Low Income Populations - Census 2000 Block Group Statistics document dated April 2003.

### *Low Income Population*

The ratio of income to poverty level is determined by the U.S. Bureau of the Census as part of the decennial census based on household size and income. Poverty level statistics are then produced for persons residing in households below the poverty level. The low income population is considerably smaller than the minority population in the region.

### *Transit*

Transit is not included in the following maps. Fixed route transit is mapped in relation to minority and low income census tracts in the tri-annual Middletown Transit District Title VI draft report updated May 22, 2009. The report identifies minority communities, and inventories transit service and travel patterns. It also analyses and compares level of service and quality of service in the minority and low income tracts versus the non-minority and low income tracts. Minority and non-minority census tracts exhibit very similar characteristics system wide. The minority tracts perform on average, slightly better than non-minority tracts based on travel time and costs. The transit district has also expanded the system's ability to serve the needs of low income workers through its job access programs.

### *Other Unmapped Factors*

Many projects, programs, and investments are difficult to map geographically but are still considered in relation to EJ. These projects and investments include, but are not limited to transit operating subsidies, transit capital purchases, and transportation control measures (TCM) such as vehicle controls, fuel standards, encouraging employer rideshare incentives, bicycle and pedestrian programs that promote non motorized transportation alternatives, and land development strategies that help to manage transportation demand. Transit system operating subsidies, and capital purchases, as well as other projects benefit the target EJ populations.

### *Limited English Proficiency (LEP)*

A linguistic analysis was performed for the region in October 2005. In this report, LEP populations were mapped as was language spoken at home by census block group. Since there is a negligible LEP population in the region, most efforts are limited to projects and studies directly affecting neighborhoods with high concentrations on non-English speaking persons as needed. The TIP public informational meeting is noticed in local newspapers, and interpretation services are available upon request.

### *EJ Assessment*

One purpose of EJ is to promote public participation in an effort to involve minority and low income populations in decision making from the early stages of the planning process through to the end. Another purpose of EJ is to determine if minority and low income populations are receiving their fair share of benefits or a disproportionate share of burdens as a result of transportation projects and investments. These purposes are directly related since one of the best determinants of benefits and burdens is through those whom are actually being affected by the projects.

The majority of EJ studies are done on a project level basis due to the small minority and low income population found in the region. For example, special studies, such as corridor studies have an EJ representative on the advisory committee and neighborhood organizations are consulted when affected. Similarly these persons and organizations are contacted on a project level basis such as for meetings relating to STP projects. Outreach efforts for the TIP and similar documents include publishing notices in local and Spanish newspapers, and also sending information to those on the special EJ mailing list in addition to the standard mailing list.

The projects shown on the following maps are small scale projects such as roadway rehabilitation or reconstruction projects and intersection improvement projects which equally benefit and burden all roadway users regardless of the census block group of residence. These types of system preservation and improvement projects provide considerably greater benefits than burdens. As noted above the burdens and benefits, are evaluated at the project level since factors such as noise, dust, travel delay, displacement and other negative factors associated with projects are generally localized and effect primarily those adjacent to the project. To determine burdens and benefits at the regional level, the regions minority and low income populations were mapped based on the overall minority and low income populations in the region.

This assessment provides an indication of the benefits and burdens of transportation investments are distributed between the targeted and non-targets EJ areas. It is an inexact indicator since the TIP is a short range document that constantly amended over its time span. As each new TIP produced, the burdens and benefits will be compared with prior TIP's in an effort to track the distributions of investments over a longer term to assess their equitability.

### *Investment Impact Considerations*

Overall the minority population comprises 13.9% of the region's population. The first of the following maps shows the Census 2000 block groups where the minority population is greater than the regional average of 13.9%. Ten regional roadway segment and spot projects are mapped in relation to the minority population block groups. Approximately 30% of the regional projects are in or adjacent to minority block groups. Based on investment levels of regional projects in the TIP, approximately 47% of the regional funds are spent in areas in or adjacent to minority census block groups.

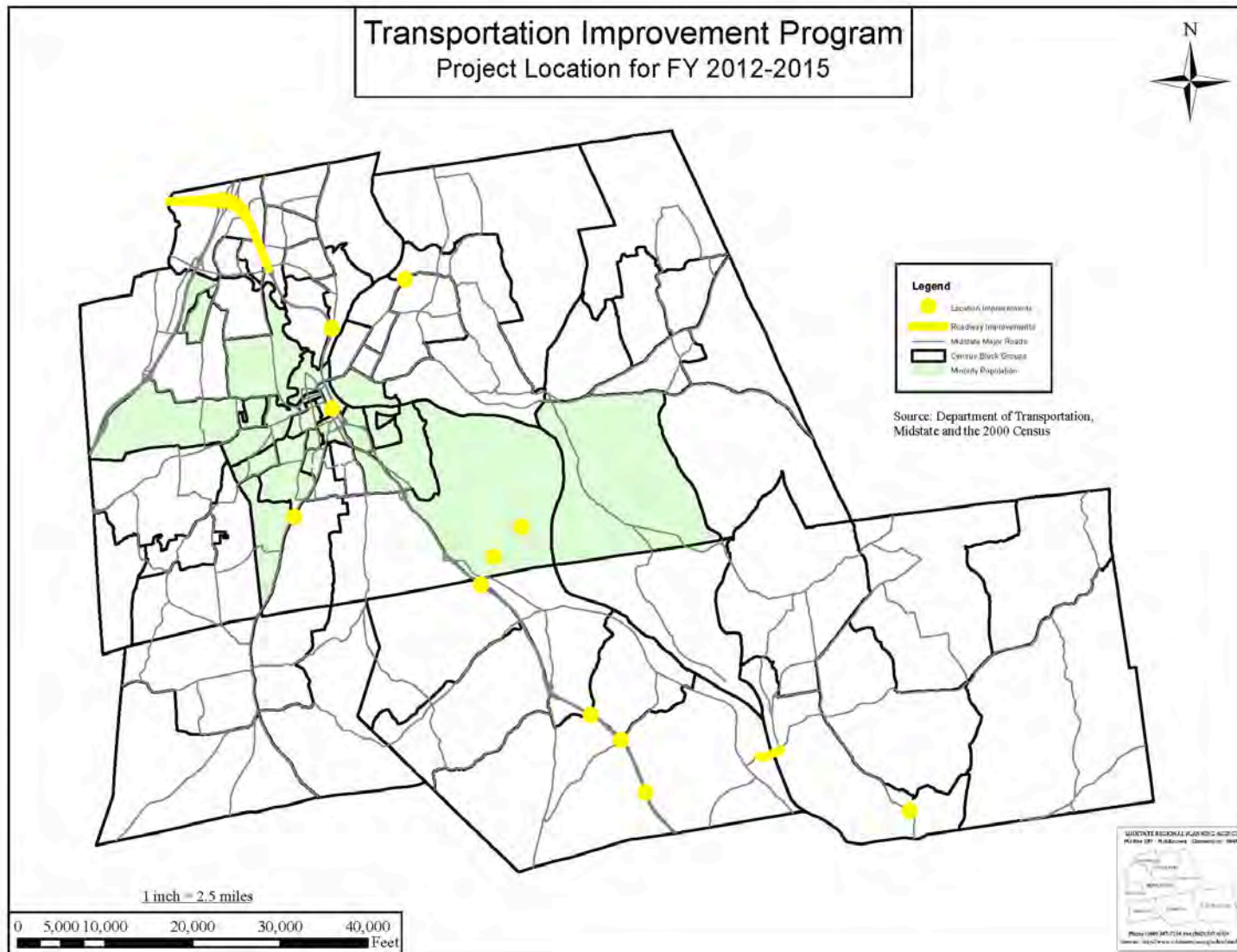
The low income population, consisting of persons below the poverty level, comprises 5.1% of the region's population. The second of the followings map shows the Census 2000 block groups where the low income population is greater than the regional average of 5.1%. The specific roadway segment and spot projects are mapped in relation to the low income block groups. Approximately 60% of the regional projects are in or adjacent to low income block groups. Based on investment levels of regional projects in the TIP, approximately 85% of the regional funds are spent in areas in or adjacent to low income census block groups.

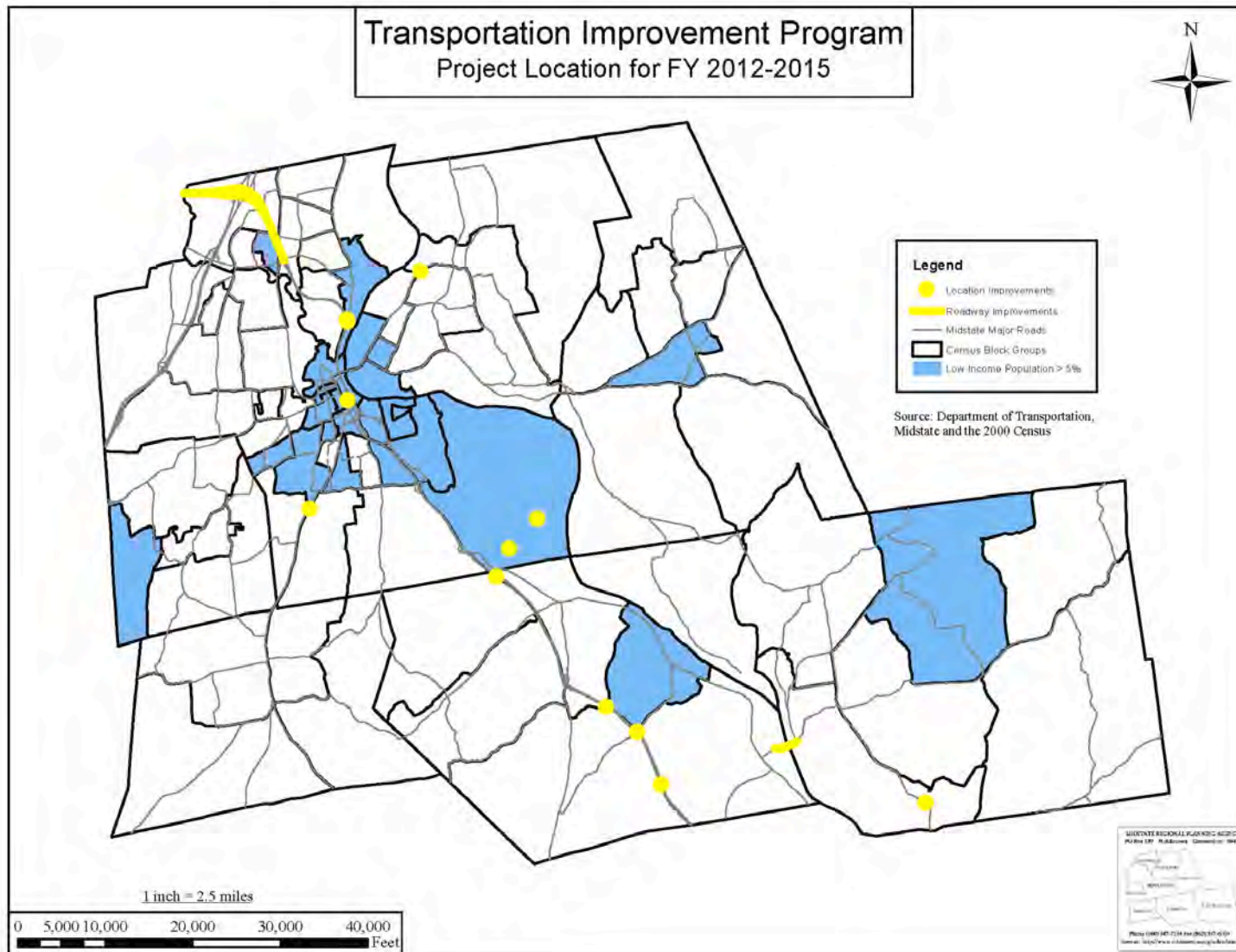
### *Implementation Impact Considerations*

The STP projects mapped in the TIP are primarily maintenance projects. The TCSP project in East Haddam is primarily an enhancement project. These types of roadway maintenance projects typically cause temporary disruptions to the motoring and abutting communities. The resulting disturbances to motorists commonly include traffic delays, diversions and increased congestion on both the project roadway as well as surrounding streets. Disturbances to abutters include increased particulate matter or other air pollutants, noise pollutions and light pollution if the construction work is performed at night. Project implementation impacts are generally burdens.

### *Operational Impact Considerations*

The projects shown provide for maintaining the existing infrastructure in the region. Benefits and burdens will affect the current users of the facilities, which in most cases will be primarily local residents. The Route 9 project in Cromwell may also benefit additional users from beyond the region based on land use and transportation patterns in the vicinity of the project. Operational impacts can concurrently be benefits and burdens to different user populations.







**Appendix A  
Project Listing by Year and Program**

FY 2012

Town	FACode	Project	Route/System	Description	Total	Federal	State	Local	Year
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	\$1,052,000	\$0	\$1,052,000	\$0	2012
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	\$190,000	\$0	\$190,000	\$0	2012
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	\$124,000	\$0	\$124,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$200,000	\$160,000	\$40,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$100,000	\$80,000	\$20,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$250,000	\$200,000	\$50,000	\$0	2012
MTD	5307P	0422-XXXX	MIDDLETOWN TD	REPLACE PARATRANSIT VEHICLE PROGRAM	\$469,000	\$375,000	\$94,000	\$0	2012
STATEWIDE	5307P	0170-T708	VARIOUS	TRANSIT CAPITAL PLANNING	\$250,000	\$200,000	\$50,000	\$0	2012
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	\$2,151,000	\$1,721,000	\$0	\$430,000	2012
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	\$50,000	\$40,000	\$10,000	\$0	2012
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	\$187,000	\$93,000	\$62,000	\$32,000	2012
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	\$846,000	\$423,000	\$0	\$423,000	2012
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	\$638,000	\$319,000	\$0	\$319,000	2012
FTA 2012 5307 Total					\$2,635,000	\$1,015,000	\$1,620,000	\$0	2012
FTA 2012 5310 Total					\$2,151,000	\$1,721,000	\$0	\$430,000	2012
FTA 2012 5311 Total					\$237,000	\$133,000	\$72,000	\$32,000	2012
FTA 2012 5316 Total					\$846,000	\$423,000	\$0	\$423,000	2012
FTA 2012 5317 Total					\$638,000	\$319,000	\$0	\$319,000	2012
FTA 2012 Regional Subtotal					\$2,622,000	\$948,000	\$1,642,000	\$32,000	2012
FTA 2012 Statewide Subtotal					\$3,885,000	\$2,663,000	\$50,000	\$1,172,000	2012
HARTFORD UZA	STPH	0063-0664	URBAN PROGRAM	DESIGN: STPH: URBAN PROGRAM - AC CONVERSION	\$167,000	\$133,000	\$34,000	\$0	2012
STATEWIDE	BRX	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	\$1,000,000	\$800,000	\$200,000	\$0	2012
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	\$65,558,000	\$52,446,000	\$13,112,000	\$0	2012
STATEWIDE	BRXZ	0170-2993	VARIOUS	BRIDGE INSPECTIONS ON/OFF FAHS BY STAFF	\$6,600,000	\$5,280,000	\$1,320,000	\$0	2012
STATEWIDE	BRXZ	0170-3013	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$10,778,000	\$8,622,000	\$2,156,000	\$0	2012
STATEWIDE	CMAQ	0170-3091	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	\$1,057,000	\$846,000	\$0	\$211,000	2012
STATEWIDE	CMAQ	0170-3093	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	\$2,907,000	\$2,326,000	\$581,000	\$0	2012
STATEWIDE	CMAQ	0170-3095	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	\$403,000	\$322,000	\$81,000	\$0	2012
STATEWIDE	CMAQ	0170-3097	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	\$671,000	\$537,000	\$134,000	\$0	2012
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2012

HADDAM	NHS	0172-0391	VARIOUS	REHAB 3 CULVERTS, CT 9 IN HADDAM	\$2,000,000	\$1,600,000	\$400,000	\$0	2012
STATEWIDE	NHS	0170-2773	VARIOUS	REPAIR/REPLACE OVERHEAD SIGN SUPPORTS	\$2,050,000	\$1,600,000	\$450,000	\$0	2012
STATEWIDE	NHS	0170-3014	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	\$1,875,000	\$1,500,000	\$375,000	\$0	2012
STATEWIDE	NHS	0170-3067	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	\$500,000	\$400,000	\$100,000	\$0	2012
STATEWIDE	NHS	0170-3068	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	\$75,000	\$60,000	\$15,000	\$0	2012
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	\$1,436,000	\$1,149,000	\$0	\$287,000	2012
EAST HADDAM	STPA	0040-0136	CT 82	REPLACE BR 02507 OVER UNNAMED BROOK.	\$50,000	\$40,000	\$10,000	\$0	2012
MIDDLETOWN	STPA	0082-0298	CT 17	REPLACE BR 02190 OVER LONG HILL BROOK	\$25,000	\$20,000	\$5,000	\$0	2012
PORTLAND	STPA	0112-0114	CT 17A	REPLACE BR 02197 OVER CARR BROOK	\$25,000	\$20,000	\$5,000	\$0	2012
CROMWELL/BERLIN	STPA	0033-0128	CT 9	PAVEMENT PRESERVATION - (NB)27.598-34.502 - (SB)34.454-27.608	\$6,700,000	\$5,360,000	\$1,340,000	\$0	2012
STATEWIDE	STPA	0170-3009	VARIOUS	LED RELAMPING OF TRAFFIC SIGNALS (PHASE 2)	\$4,571,000	\$3,657,000	\$914,000	\$0	2012
EAST HADDAM	TCSP	0040-0129	CT 82 & 149	PEDESTRIAN IMPROVEMENTS, EAST HADDAM VILLAGE AREA	\$227,000	\$227,000	\$0	\$0	2012
MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	\$500,000	\$400,000	\$0	\$100,000	2012
MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	\$811,000	\$649,000	\$0	\$162,000	2012
FHWA 2012 STPH					\$167,000	\$133,000	\$34,000	\$0	2012
FHWA 2012 BRX					\$1,000,000	\$800,000	\$200,000	\$0	2012
FHWA 2012 BRXZ					\$82,936,000	\$66,348,000	\$16,588,000	\$0	2012
FHWA 2012 CMAQ					\$5,038,000	\$4,031,000	\$796,000	\$211,000	2012
FHWA 2012 HSIP					\$11,667,000	\$10,500,000	\$1,167,000	\$0	2012
FHWA 2012 NHS					\$6,500,000	\$5,160,000	\$1,340,000	\$0	2012
FHWA 2012 RT					\$1,436,000	\$1,149,000	\$0	\$287,000	2012
FHWA 2012 STPA					\$11,371,000	\$9,097,000	\$2,274,000	\$0	2012
FHWA 2012 TCSP					\$227,000	\$227,000	\$0	\$0	2012
FHWA HPPS					\$1,311,000	\$1,049,000	\$0	\$262,000	2012
FHWA 2012 Regional Subtotal					\$15,076,000	\$12,106,000	\$2,708,000	\$262,000	2012
FHWA 2012 Statewide Subtotal					\$106,577,000	\$86,388,000	\$19,691,000	\$498,000	2012
FY 2012 Project Total					\$128,160,000	\$102,105,000	\$24,091,000	\$1,964,000	2012

FY 2013

Town	FACode	Project	Route/System	Description	Total	Federal	State	Local	Year
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE PARATRANSIT VEHICLES	\$252,000	\$202,000	\$50,000	\$0	2013
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	\$1,158,000	\$0	\$1,158,000	\$0	2013

MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	\$209,000	\$0	\$209,000	\$0	2013
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	\$136,000	\$0	\$136,000	\$0	2013
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING.	\$400,000	\$320,000	\$80,000	\$0	2013
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	\$2,259,000	\$1,807,000	\$0	\$452,000	2013
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	\$50,000	\$40,000	\$10,000	\$0	2013
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	\$206,000	\$103,000	\$68,000	\$35,000	2013
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	\$888,000	\$444,000	\$0	\$444,000	2013
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	\$668,000	\$334,000	\$0	\$334,000	2013
FTA 2013 5307 Total					\$2,155,000	\$522,000	\$1,633,000	\$0	2013
FTA 2013 5310 Total					\$2,259,000	\$1,807,000	\$0	\$452,000	2013
FTA 2013 5311 Total					\$256,000	\$143,000	\$78,000	\$35,000	2013
FTA 2013 5316 Total					\$888,000	\$444,000	\$0	\$444,000	2013
FTA 2013 5317 Total					\$668,000	\$334,000	\$0	\$334,000	2013
FTA 2013 Regional Subtotal					\$2,011,000	\$345,000	\$1,631,000	\$35,000	2013
FTA 2013 Statewide Subtotal					\$4,215,000	\$2,905,000	\$80,000	\$1,230,000	2013
STATEWIDE	BRX	0170-3013	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$5,903,000	\$4,722,000	\$1,181,000	\$0	2013
STATEWIDE	BRX	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	\$1,000,000	\$800,000	\$200,000	\$0	2013
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	\$56,970,000	\$45,576,000	\$11,394,000	\$0	2013
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$0	\$0	\$0	\$0	2013
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$10,000,000	\$8,000,000	\$2,000,000	\$0	2013
STATEWIDE	CMAQ	0170-3100	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	\$1,089,000	\$871,000	\$0	\$218,000	2013
STATEWIDE	CMAQ	0170-3102	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	\$2,994,000	\$2,395,000	\$599,000	\$0	2013
STATEWIDE	CMAQ	0170-3104	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	\$415,000	\$332,000	\$83,000	\$0	2013
STATEWIDE	CMAQ	0170-3106	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	\$691,000	\$553,000	\$138,000	\$0	2013
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2013
STATEWIDE	NHS	0170-3014	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	\$742,000	\$594,000	\$148,000	\$0	2013
STATEWIDE	NHS	0170-3065	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (FY13)	\$2,000,000	\$1,600,000	\$400,000	\$0	2013
STATEWIDE	NHS	0170-3066	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (CN IN FY14)	\$200,000	\$160,000	\$40,000	\$0	2013
STATEWIDE	NHS	0170-3068	VARIOUS	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS	\$500,000	\$400,000	\$100,000	\$0	2013
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	\$1,436,000	\$1,149,000	\$0	\$287,000	2013
MIDDLETOWN	STPA	0171-0346	VARIOUS	REHAB 2 CULVERTS SR 410 MIDDLETOWN	\$1,000,000	\$800,000	\$200,000	\$0	2013

CROMWELL	STPA	0033-0127	CT 9	REHAB 2 CULVERTS - 06673 AND 06674	\$800,000	\$640,000	\$160,000	\$0	2013
MIDDLETOWN	HPPS	0082-0308	VARIOUS	CENTRAL BUSINESS DISTRICT PARKING GARAGE	\$13,000,000	\$5,936,000	\$0	\$7,064,000	2013
FHWA 2013 BRX					\$6,903,000	\$5,522,000	\$1,381,000	\$0	2013
FHWA 2013 BRXZ					\$66,970,000	\$53,576,000	\$13,394,000	\$0	2013
FHWA 2013 CMAQ					\$5,189,000	\$4,151,000	\$820,000	\$218,000	2013
FHWA 2013 HSIP					\$11,667,000	\$10,500,000	\$1,167,000	\$0	2013
FHWA 2013 NHS					\$3,442,000	\$2,754,000	\$688,000	\$0	2013
FHWA 2013 RT					\$1,436,000	\$1,149,000	\$0	\$287,000	2013
FHWA 2013 STPA					\$1,800,000	\$1,440,000	\$360,000	\$0	2013
FHWA HPPS					\$13,000,000	\$5,936,000	\$0	\$7,064,000	2013
FHWA 2013 Regional Subtotal					\$14,800,000	\$7,376,000	\$360,000	\$7,064,000	2013
FHWA 2013 Statewide Subtotal					\$95,607,000	\$77,652,000	\$17,450,000	\$505,000	2013
FY 2013 Project Total					\$116,633,000	\$88,278,000	\$19,521,000	\$8,834,000	2013

#### FY 2014

Town	FACode	Project	Route/System	Description	Total	Federal	State	Local	Year
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$100,000	\$80,000	\$20,000	\$0	2014
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE 4 2002 30-FT BUSES	\$1,585,000	\$1,268,000	\$317,000	\$0	2014
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	\$1,274,000	\$0	\$1,274,000	\$0	2014
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	\$230,000	\$0	\$230,000	\$0	2014
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	\$150,000	\$0	\$150,000	\$0	2014
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	\$2,371,000	\$1,897,000	\$0	\$474,000	2014
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	\$50,000	\$40,000	\$10,000	\$0	2014
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	\$226,000	\$113,000	\$75,000	\$38,000	2014
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	\$932,000	\$466,000	\$0	\$466,000	2014
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	\$702,000	\$351,000	\$0	\$351,000	2014
FTA 2014 5307 Total					\$3,339,000	\$1,348,000	\$1,991,000	\$0	2014
FTA 2014 5310 Total					\$2,371,000	\$1,897,000	\$0	\$474,000	2014
FTA 2014 5311 Total					\$276,000	\$153,000	\$85,000	\$38,000	2014
FTA 2014 5316 Total					\$932,000	\$466,000	\$0	\$466,000	2014
FTA 2014 5317 Total					\$702,000	\$351,000	\$0	\$351,000	2014

FTA 2014 Regional Subtotal					\$3,615,000	\$1,501,000	\$2,076,000	\$38,000	2014
FTA 2014 Statewide Subtotal					\$4,005,000	\$2,714,000	\$0	\$1,291,000	2014
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	\$1,000,000	\$800,000	\$200,000	\$0	2014
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$18,750,000	\$15,000,000	\$3,750,000	\$0	2014
STATEWIDE	CMAQ	0170-3109	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	\$1,122,000	\$898,000	\$0	\$224,000	2014
STATEWIDE	CMAQ	0170-3111	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	\$3,084,000	\$2,467,000	\$617,000	\$0	2014
STATEWIDE	CMAQ	0170-3113	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	\$427,000	\$342,000	\$85,000	\$0	2014
STATEWIDE	CMAQ	0170-3115	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	\$712,000	\$570,000	\$142,000	\$0	2014
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2014
STATEWIDE	NHS	0170-3066	VARIOUS	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES	\$2,000,000	\$1,600,000	\$400,000	\$0	2014
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC ENTRY	\$0	\$0	\$0	\$0	2014
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	\$1,875,000	\$1,500,000	\$375,000	\$0	2014
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	\$0	\$0	\$0	\$0	2014
MIDDLETOWN	STPA	0082-0298	CT 17	REPLACE BR 02190 OVER LONG HILL BROOK	\$1,200,000	\$960,000	\$240,000	\$0	2014
PORTLAND	STPA	0112-0114	CT 17A	REPLACE BR 02197 OVER CARR BROOK	\$1,195,000	\$956,000	\$239,000	\$0	2014
HADDAM	STPA	0060-0153	CT 9	REHAB BR 03290 OVER NEDOBITY ROAD	\$2,400,000	\$1,920,000	\$480,000	\$0	2014
EAST HADDAM	STPA	0040-0136	CT 82	REPLACE BR 02507 OVER UNNAMED BROOK.	\$1,500,000	\$1,200,000	\$300,000	\$0	2014
FHWA 2014 BRXZ					\$19,750,000	\$15,800,000	\$3,950,000	\$0	2014
FHWA 2014 CMAQ					\$5,345,000	\$4,277,000	\$844,000	\$224,000	2014
FHWA 2014 HSIP					\$11,667,000	\$10,500,000	\$1,167,000	\$0	2014
FHWA 2014 NHS					\$3,875,000	\$3,100,000	\$775,000	\$0	2014
FHWA 2014 RT					\$0	\$0	\$0	\$0	2014
FHWA 2014 STPA					\$6,295,000	\$5,036,000	\$1,259,000	\$0	2014
FHWA 2014 Regional Subtotal					\$5,095,000	\$4,076,000	\$1,019,000	\$0	2014
FHWA 2014 Statewide Subtotal					\$40,637,000	\$33,677,000	\$6,736,000	\$224,000	2014
FY 2014 Project Total					\$53,352,000	\$41,968,000	\$9,831,000	\$1,553,000	2014

FY 2015

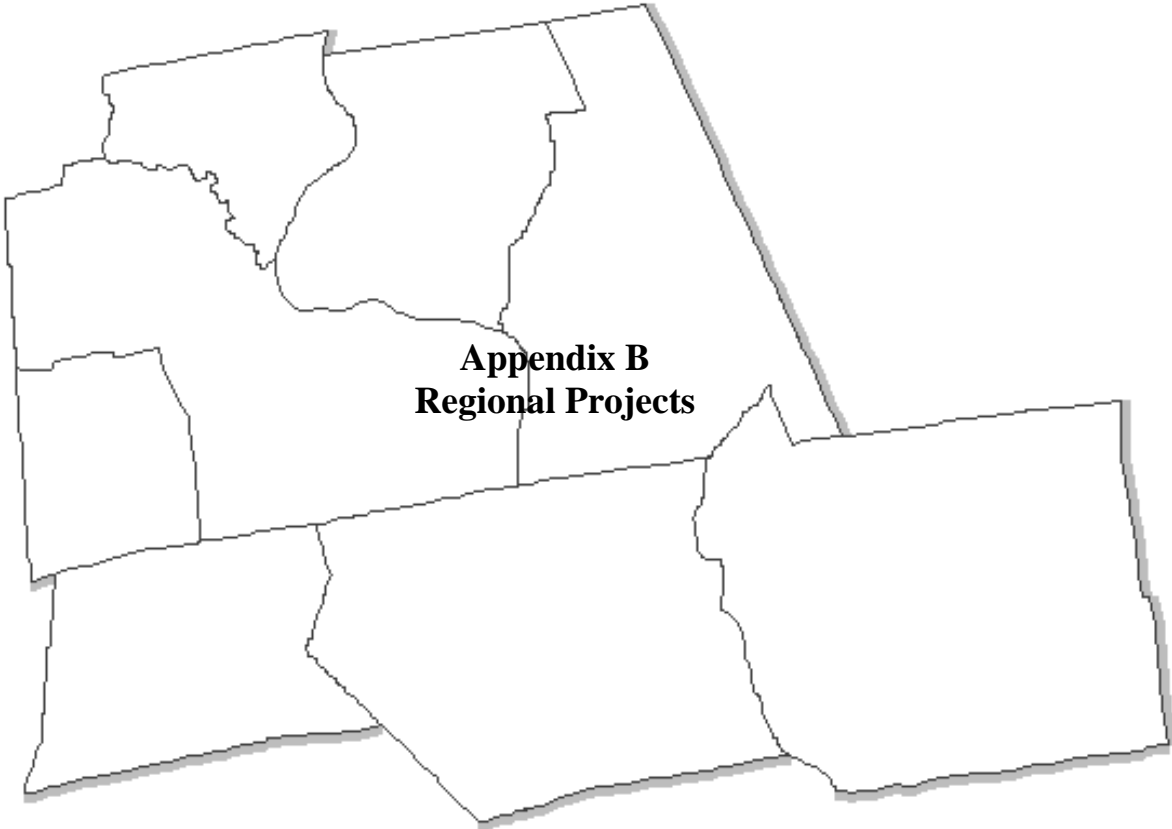
Town	FACode	Project	Route/System	Description	Total	Federal	State	Local	Year
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$100,000	\$80,000	\$20,000	\$0	2015
MTD	5307C	0422-XXXX	MIDDLETOWN TD	REPLACE 3 2003 35-FT BUSES	\$1,309,000	\$1,047,000	\$262,000	\$0	2015
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	\$1,401,000	\$0	\$1,401,000	\$0	2015
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	\$253,000	\$0	\$253,000	\$0	2015
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	\$164,000	\$0	\$164,000	\$0	2015
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING	\$400,000	\$320,000	\$80,000	\$0	2015
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	\$2,490,000	\$1,992,000	\$0	\$498,000	2015
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	\$50,000	\$40,000	\$10,000	\$0	2015
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	\$248,000	\$124,000	\$82,000	\$42,000	2015
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	\$978,000	\$489,000	\$0	\$489,000	2015
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	\$738,000	\$369,000	\$0	\$369,000	2015
FTA 2015 5307 Total					\$3,627,000	\$1,447,000	\$2,180,000	\$0	2015
FTA 2015 5310 Total					\$2,490,000	\$1,992,000	\$0	\$498,000	2015
FTA 2015 5311 Total					\$298,000	\$164,000	\$92,000	\$42,000	2015
FTA 2015 5316 Total					\$978,000	\$489,000	\$0	\$489,000	2015
FTA 2015 5317 Total					\$738,000	\$369,000	\$0	\$369,000	2015
FTA 2015 Regional Subtotal					\$3,525,000	\$1,291,000	\$2,192,000	\$42,000	2015
FTA 2015 Statewide Subtotal					\$4,606,000	\$3,170,000	\$80,000	\$1,356,000	2015
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	\$1,000,000	\$800,000	\$200,000	\$0	2015
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$18,750,000	\$15,000,000	\$3,750,000	\$0	2015
STATEWIDE	CMAQ	0170-3120	VARIOUS	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	\$3,177,000	\$2,542,000	\$635,000	\$0	2015
STATEWIDE	CMAQ	0170-3122	VARIOUS	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	\$440,000	\$352,000	\$88,000	\$0	2015
STATEWIDE	CMAQ	0170-3124	VARIOUS	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	\$733,000	\$586,000	\$147,000	\$0	2015
STATEWIDE	CMAQ	0170-3118	VARIOUS	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	\$1,156,000	\$925,000	\$0	\$231,000	2015
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	\$11,667,000	\$10,500,000	\$1,167,000	\$0	2015
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	\$1,875,000	\$1,500,000	\$375,000	\$0	2015
STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	\$0	\$0	\$0	\$0	2015
FHWA 2015 BRXZ					\$19,750,000	\$15,800,000	\$3,950,000	\$0	2015
FHWA 2015 CMAQ					\$5,506,000	\$4,405,000	\$870,000	\$231,000	2015

FHWA 2015 HSIP					\$11,667,000	\$10,500,000	\$1,166,700	\$0	2015
FHWA 2015 NHS					\$1,875,000	\$1,500,000	\$375,000	\$0	2015
FHWA 2015 RT					\$0	\$0	\$0	\$0	2015
FHWA 2015 Regional Subtotal					\$0	\$0	\$0	\$0	2015
FHWA 2015 Statewide Subtotal					\$38,798,000	\$32,205,000	\$6,362,000	\$231,000	2015
FY 2015 Project Total					\$46,929,000	\$36,666,000	\$8,634,000	\$1,629,000	2015

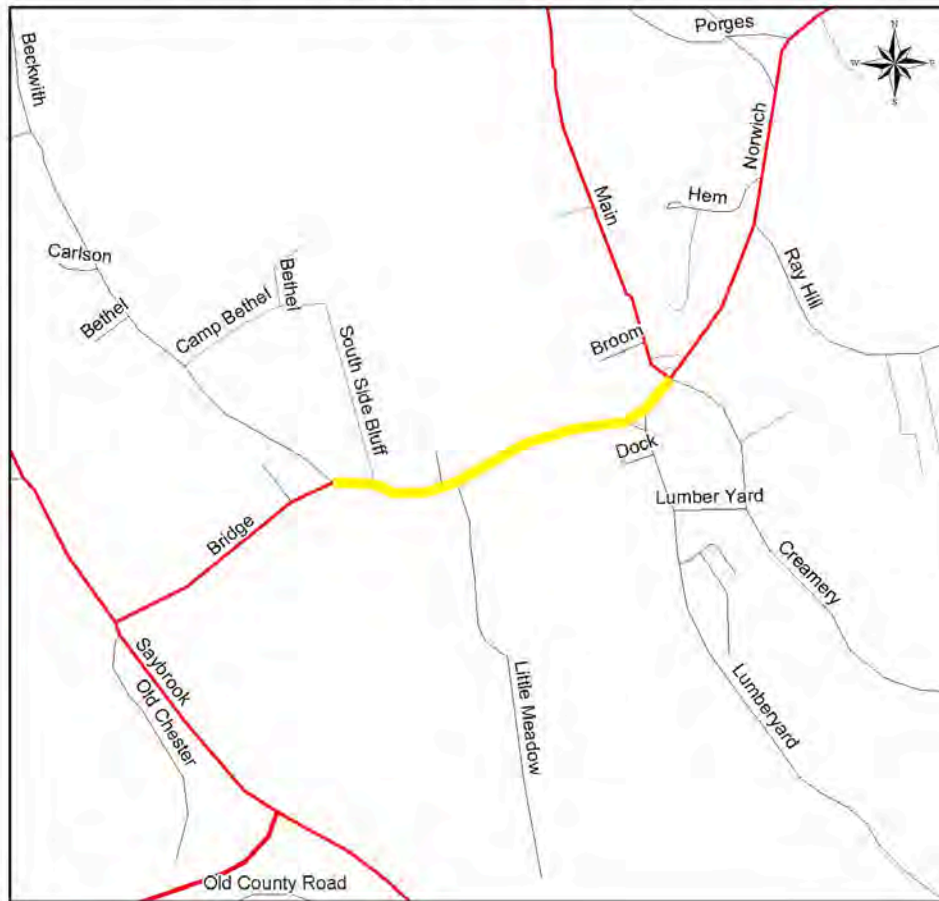
**FYI**

Town	FACode	Project	Route/System	Description	Total	Federal	State	Local	Year
MTD	5307C	0422-0043	MIDDLETOWN TD	ADMINISTRATIVE CAPITAL PROGRAM	\$100,000	\$80,000	\$20,000	\$0	FYI
MTD	5307O	0422-0051	MIDDLETOWN TD	FIXED ROUTE OPERATING PROGRAM	\$1,541,000	\$0	\$1,541,000	\$0	FYI
MTD	5307O	0422-0052	MIDDLETOWN TD	ADA OPERATING PROGRAM	\$279,000	\$0	\$279,000	\$0	FYI
MTD	5307O	0422-0053	MIDDLETOWN TD	DIAL-A-RIDE PROGRAM	\$181,000	\$0	\$181,000	\$0	FYI
STATEWIDE	5307C	0170-TXXX	VARIOUS	TRANSIT CAPITAL PLANNING	\$450,000	\$360,000	\$90,000	\$0	FYI
STATEWIDE	5310C	0SXT-0110	VARIOUS BUS	PURCHASE ACCESSIBLE VANS AND BUSES	\$2,614,000	\$2,091,000	\$0	\$523,000	FYI
MTD	5311C	0480-XXXX	MIDDLETOWN TD	RURAL ROUTE CAPITAL PROGRAM	\$50,000	\$40,000	\$10,000	\$0	FYI
MTD	5311O	0480-0053	MIDDLETOWN TD	RURAL ROUTE OPERATING PROGRAM	\$274,000	\$137,000	\$90,000	\$47,000	FYI
HARTFORD UZA	5316G	0170-T798	VARIOUS BUS	JOB ACCESS AND REVERSE COMMUTE PROGRAM	\$1,028,000	\$514,000	\$0	\$514,000	FYI
HARTFORD UZA	5317J	0170-TNF1	VARIOUS BUS	NEW FREEDOM PROGRAM	\$774,000	\$387,000	\$0	\$387,000	FYI
FTA FYI 5307 Total					\$2,551,000	\$440,000	\$2,111,000	\$0	FYI
FTA FYI 5310 Total					\$2,614,000	\$2,091,000	\$0	\$523,000	FYI
FTA FYI 5311 Total					\$324,000	\$177,000	\$100,000	\$47,000	FYI
FTA FYI 5316 Total					\$1,028,000	\$514,000	\$0	\$514,000	FYI
FTA FYI 5317 Total					\$774,000	\$387,000	\$0	\$387,000	FYI
FTA FYI Regional Subtotal					\$2,425,000	\$257,000	\$2,121,000	\$47,000	FYI
FTA FYI Statewide Subtotal					\$4,866,000	\$3,352,000	\$90,000	\$1,424,000	FYI
STATEWIDE	BRXZ	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	\$159,596,000	\$127,677,000	\$31,919,000	\$0	FYI
STATEWIDE	BRXZ	0170-3063	VARIOUS	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES - AC CONVERSION	\$5,000,000	\$4,000,000	\$1,000,000	\$0	FYI
STATEWIDE	BRXZ	0170-INSP	VARIOUS	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	\$18,750,000	\$15,000,000	\$3,750,000	\$0	FYI
STATEWIDE	HSIP	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER.	\$11,667,000	\$10,500,000	\$1,167,000	\$0	FYI
STATEWIDE	NHS	0170-SIGN	VARIOUS	SIGN SUPPORT INSPECTIONS BY CONSULT - AC CONVERSION	\$1,875,000	\$1,500,000	\$375,000	\$0	FYI

STATEWIDE	RT	0170-RT10	VARIOUS	RECREATION TRAILS PROGRAM	\$1,436,000	\$1,149,000	\$0	\$287,000	FYI
FHWA FYI BRXZ					\$183,346,000	\$146,677,000	\$36,669,000	\$0	FYI
FHWA FYI HSIP					\$11,667,000	\$10,500,000	\$1,167,000	\$0	FYI
FHWA FYI NHS					\$1,875,000	\$1,500,000	\$375,000	\$0	FYI
FHWA FYI RT					\$1,436,000	\$1,149,000	\$0	\$287,000	FYI
FHWA FYI Regional Subtotal					\$0	\$0	\$0	\$0	FYI
FHWA FYI Statewide Subtotal					\$198,324,000	\$159,826,000	\$38,211,000	\$287,000	FYI
FY FYI Project Total					\$205,615,000	\$163,435,000	\$40,422,000	\$1,758,000	FYI
<b>FY 2012-FYI Overall Program</b>									
FTA 2012-FYI 5307 Total					\$14,307,000	\$4,772,000	\$9,535,000	\$0	12-FYI
FTA 2012-FYI 5310 Total					\$11,885,000	\$9,508,000	\$0	\$2,377,000	12-FYI
FTA 2012-FYI 5311 Total					\$1,391,000	\$770,000	\$427,000	\$194,000	12-FYI
FTA 2012-FYI 5316 Total					\$4,672,000	\$2,336,000	\$0	\$2,336,000	12-FYI
FTA 2012-FYI 5317 Total					\$3,520,000	\$1,760,000	\$0	\$1,760,000	12-FYI
FTA 2012-FYI Regional Subtotal					\$14,198,000	\$4,342,000	\$9,662,000	\$194,000	12-FYI
FTA 2012-FYI Statewide Subtotal					\$21,577,000	\$14,804,000	\$300,000	\$6,473,000	12-FYI
FHWA 2012-FYI STPH					\$167,000	\$133,000	\$34,000	\$0	12-FYI
FHWA 2012-FYI BRX					\$7,903,000	\$6,322,000	\$1,581,000	\$0	12-FYI
FHWA 2012-FYI BRXZ					\$372,752,000	\$298,201,000	\$74,551,000	\$0	12-FYI
FHWA 2012-FYI CMAQ					\$21,078,000	\$16,864,000	\$3,330,000	\$884,000	12-FYI
FHWA 2012-FYI HSIP					\$58,335,000	\$52,500,000	\$5,834,700	\$0	12-FYI
FHWA 2012-FYI NHS					\$17,567,000	\$14,014,000	\$3,553,000	\$0	12-FYI
FHWA 2012-FYI RT					\$4,308,000	\$3,447,000	\$0	\$861,000	12-FYI
FHWA 2012-FYI STPA					\$19,466,000	\$15,573,000	\$3,893,000	\$0	12-FYI
FHWA 2012-FYI TCSP					\$227,000	\$227,000	\$0	\$0	12-FYI
FHWA 2012-FYI Regional Subtotal					\$115,778,000	\$93,834,000	\$21,177,000	\$767,000	12-FYI
FHWA 2012-FYI Statewide Subtotal					\$399,136,000	\$319,472,000	\$71,360,000	\$8,304,000	12-FYI
FY 2012-FYI Project Total					\$550,689,000	\$432,452,000	\$102,499,000	\$15,738,000	12-FYI

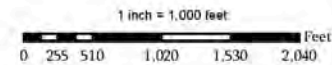


# Transportation Improvement Program Roadway Improvement FY 2012-2015

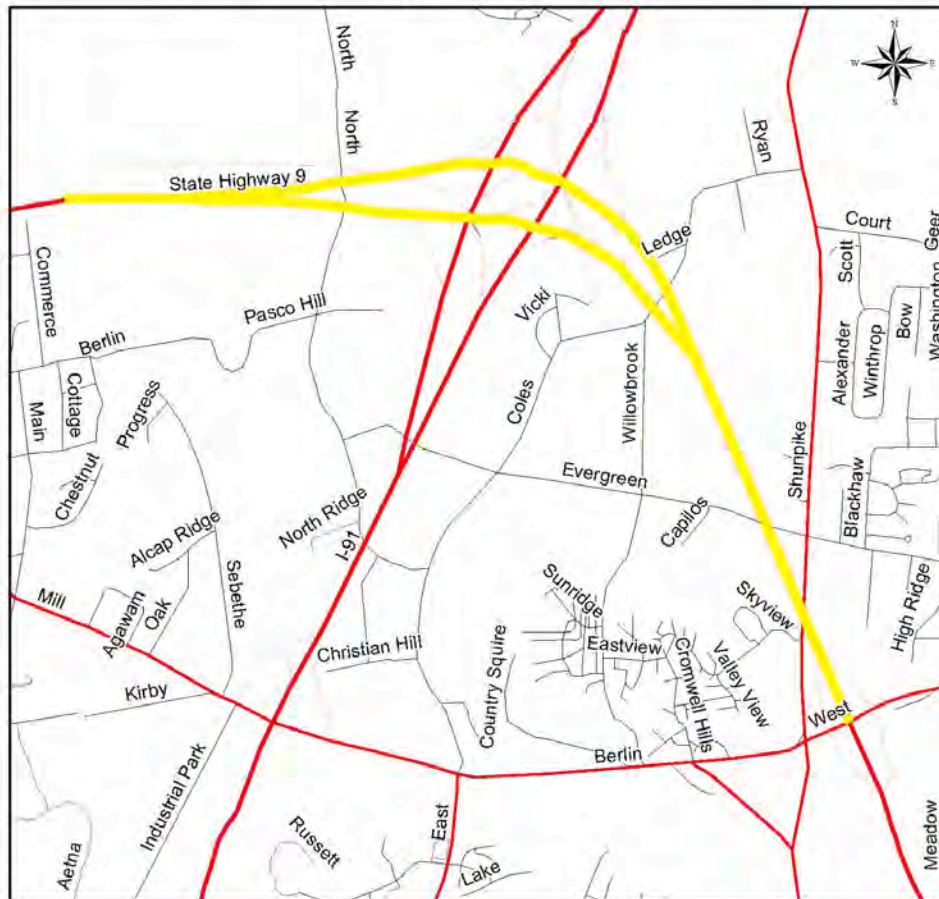


## Federal Program STP Urban

PROJECT:  
Pedestrian Improvements,  
East Haddam Village District  
LOCATION:  
CT 82 and CT 149  
TOWN:  
East Haddam  
PROJECT COST:  
\$227,500  
PROJECT NUMBER:  
0040-0129

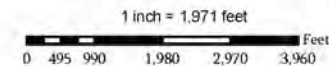


# Transportation Improvement Program Roadway Improvement FY 2012-2015

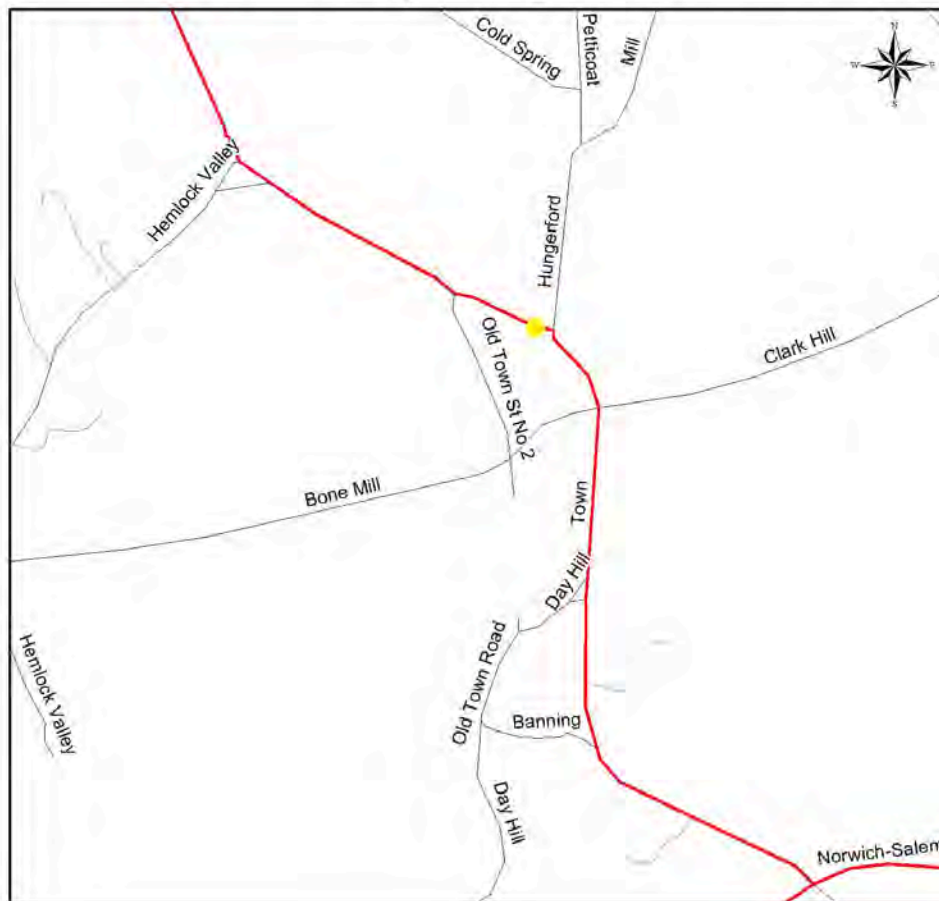


## Federal Program STP Urban

PROJECT:  
Pavement Preservation  
LOCATION:  
CT 9  
TOWN:  
Cromwell  
PROJECT COST:  
\$10,800,000  
PROJECT NUMBER:  
0033-0128



# Transportation Improvement Program Roadway Improvement FY 2012-2015



## Federal Program STP Urban

**PROJECT:**

Rehab bridge 02507  
over Unamed Brook

**LOCATION:**

CT 82

**TOWN:**

East Haddam

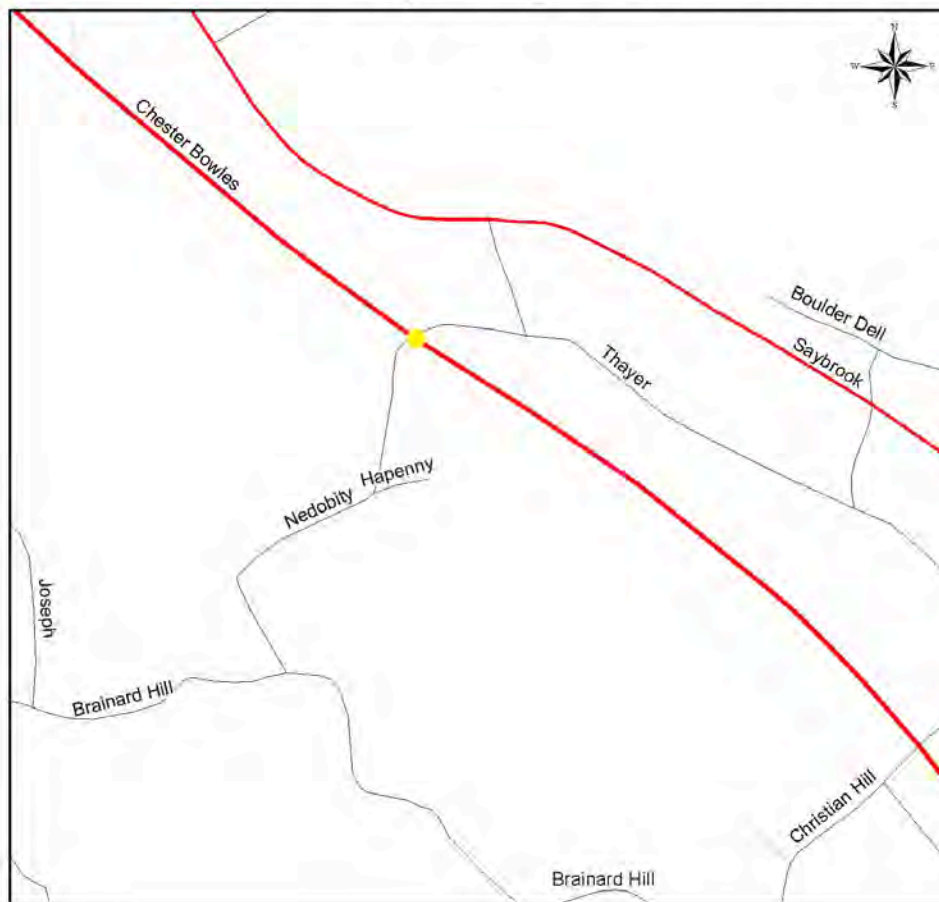
**PROJECT COST:**

\$1,550,000

**PROJECT NUMBER:**

0040-0136

# Transportation Improvement Program Roadway Improvement FY 2012-2015

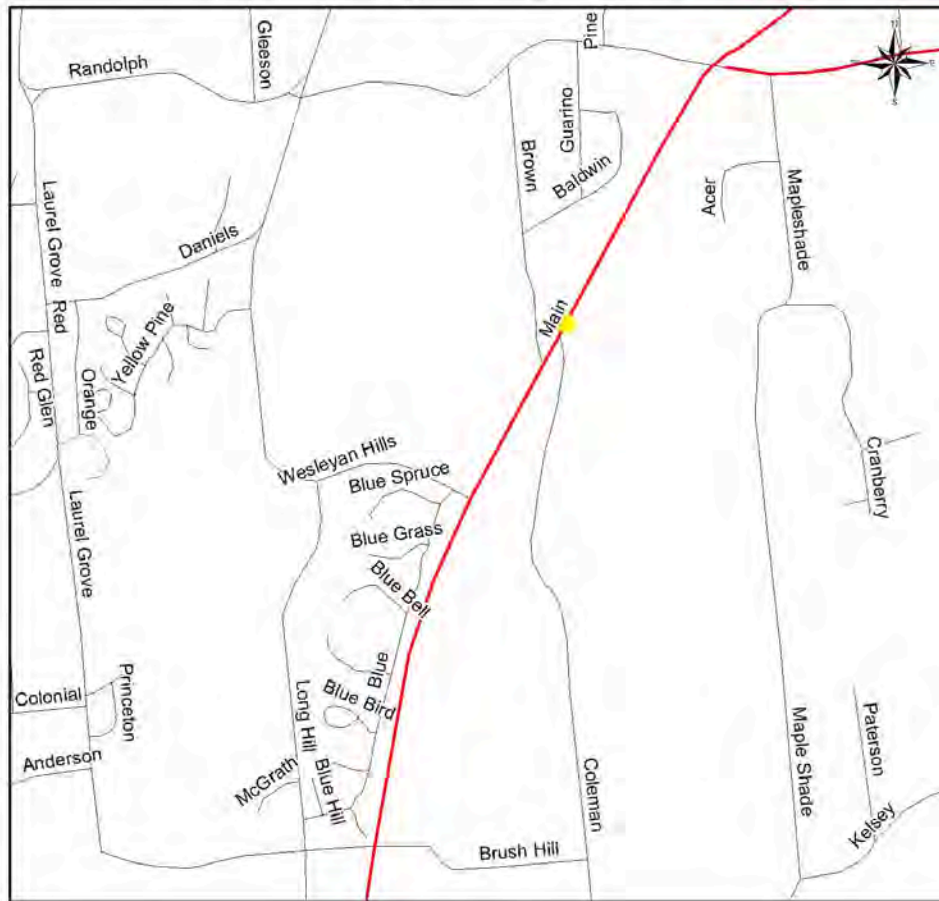


## Federal Program STP Urban

PROJECT:  
Rehab bridge 03290  
over Nedobity Road  
LOCATION:  
CT 9  
TOWN:  
Haddam  
PROJECT COST:  
\$2,400,000  
PROJECT NUMBER:  
0060-0153

1 inch = 1,000 feet  
0 250 500 1,000 1,500 2,000 Feet

# Transportation Improvement Program Roadway Improvement FY 2012-2015

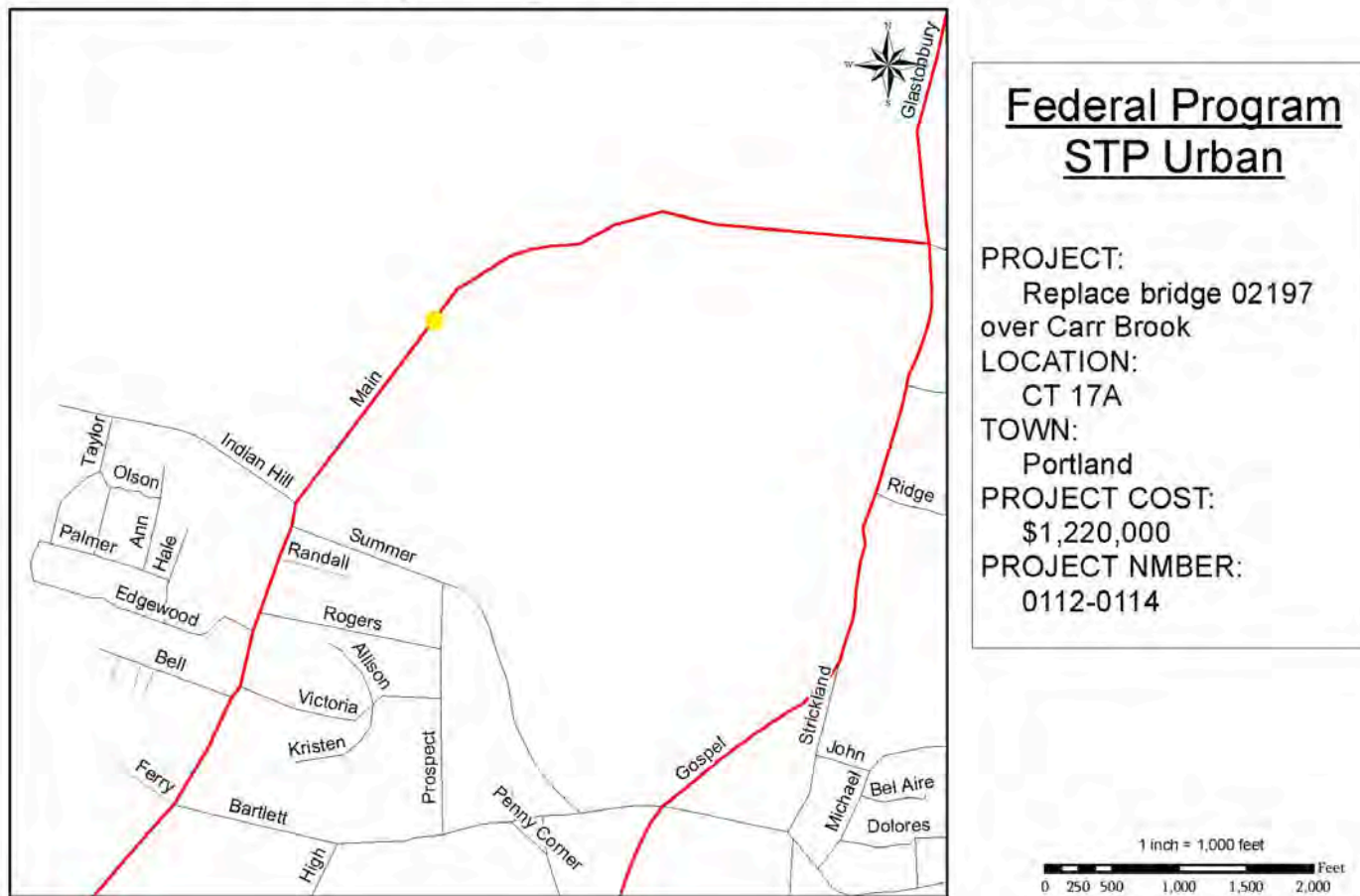


## Federal Program STP Urban

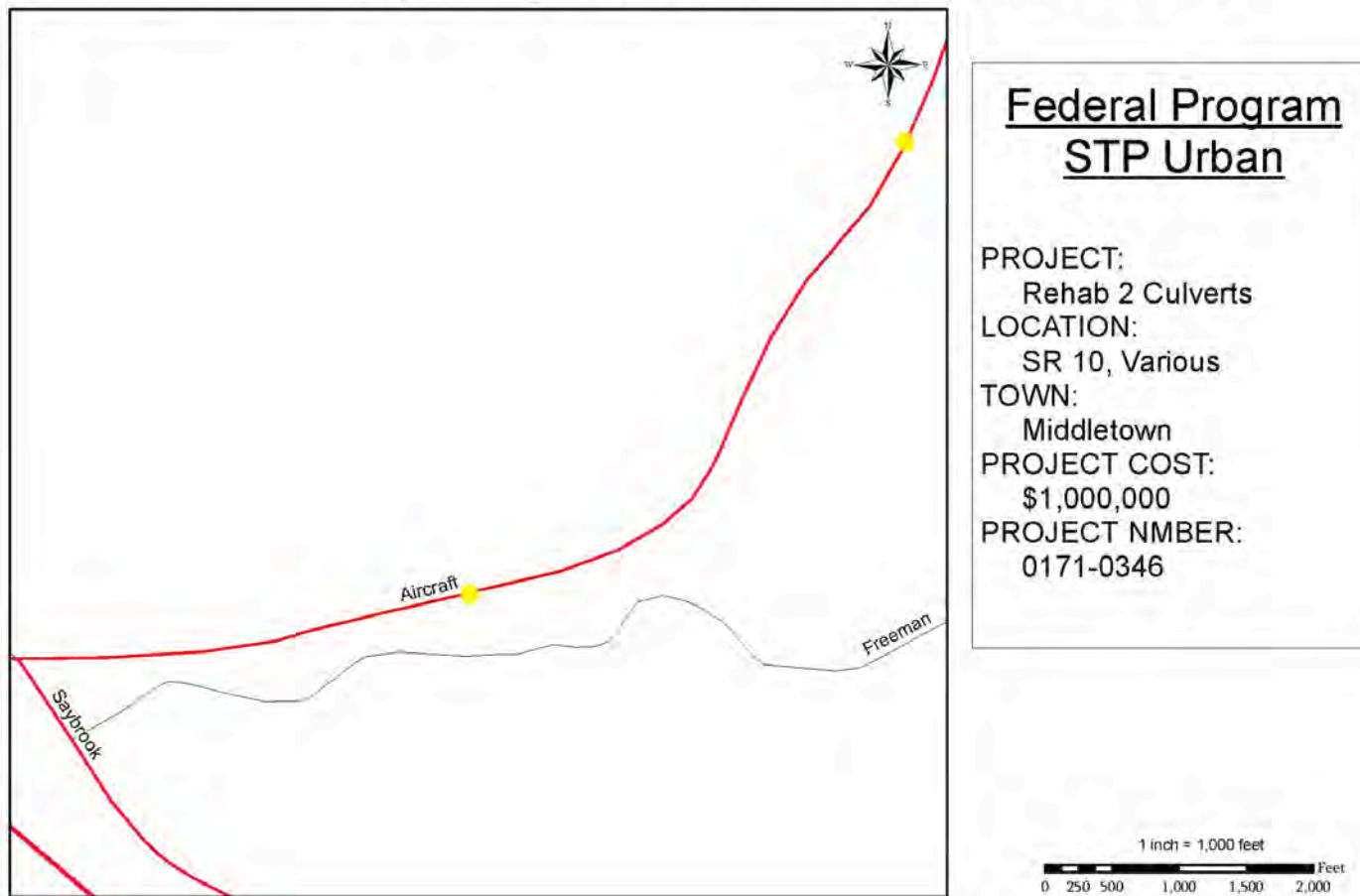
PROJECT:  
Replace bridge 02507  
over Long Hill Brook  
LOCATION:  
CT 17  
TOWN:  
Middletown  
PROJECT COST:  
\$1,225,000  
PROJECT NUMBER:  
0082-0298

1 inch = 1,000 feet  
0 250 500 1,000 1,500 2,000 Feet

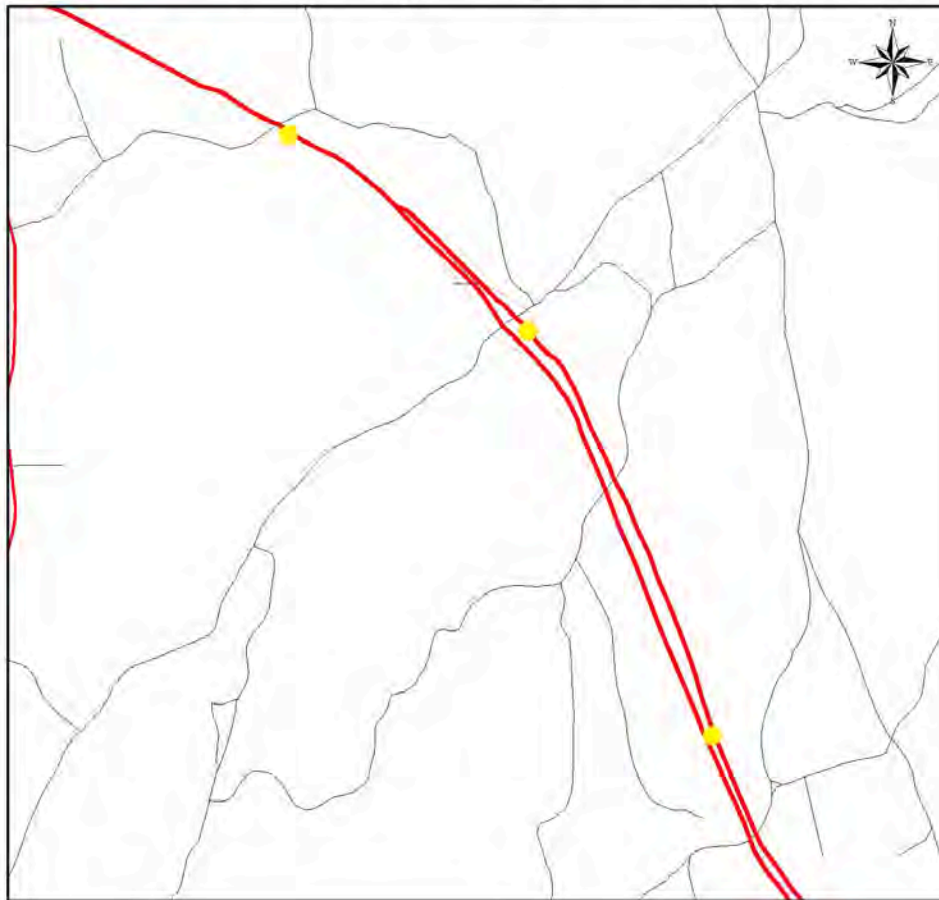
# Transportation Improvement Program Roadway Improvement FY 2012-2015



# Transportation Improvement Program Roadway Improvement FY 2012-2015

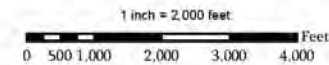


# Transportation Improvement Program Roadway Improvement FY 2012-2015

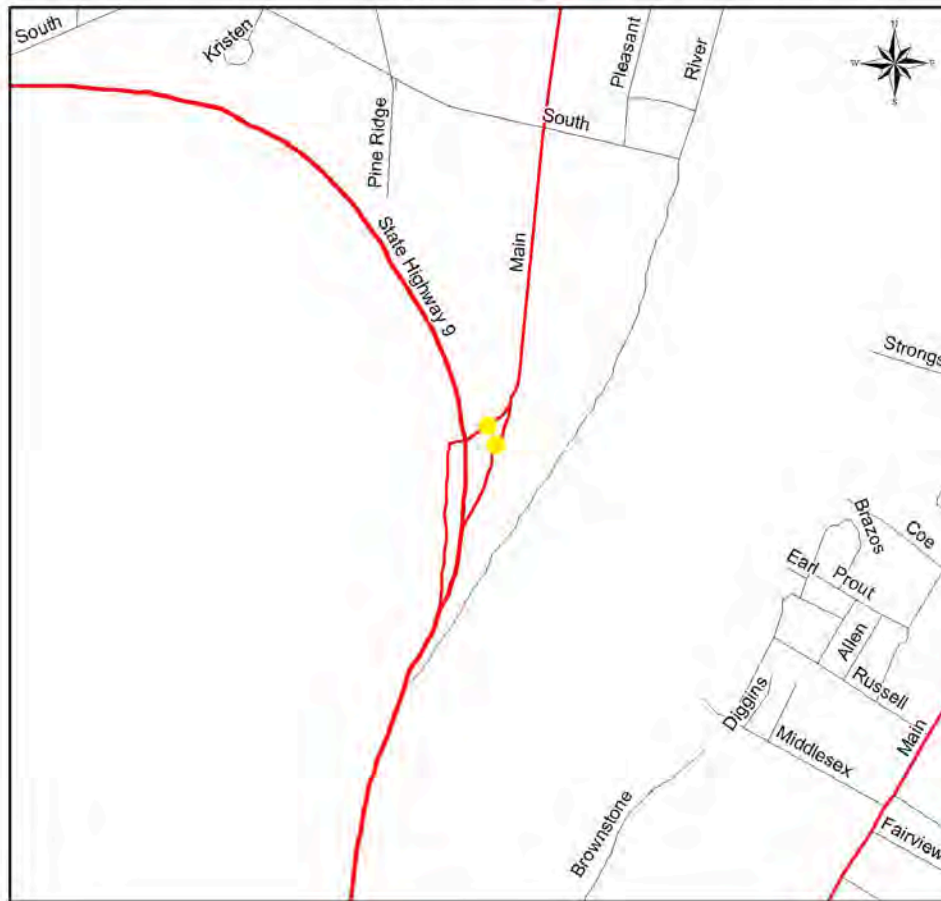


## Federal Program STP Urban

PROJECT:  
Rehab 3 Culverts  
LOCATION:  
CT 9, Various  
TOWN:  
Haddam  
PROJECT COST:  
\$2,000,000  
PROJECT NUMBER:  
0172-0391

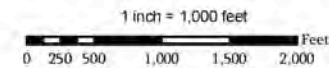


# Transportation Improvement Program Roadway Improvement FY 2012-2015

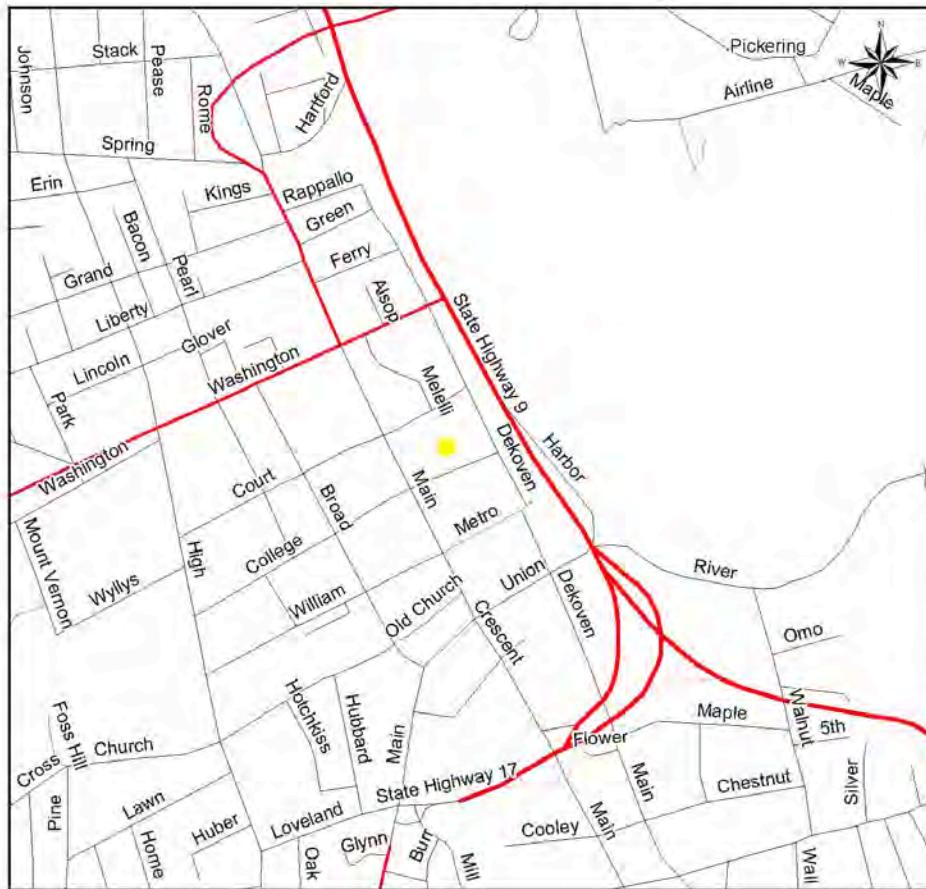


## Federal Program STP Urban

PROJECT:  
Rehab 2 Culverts  
LOCATION:  
CT 9, Exit 18  
TOWN:  
Cromwell  
PROJECT COST:  
\$800,000  
PROJECT NUMBER:  
0033-0127

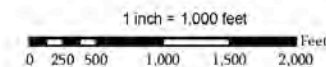


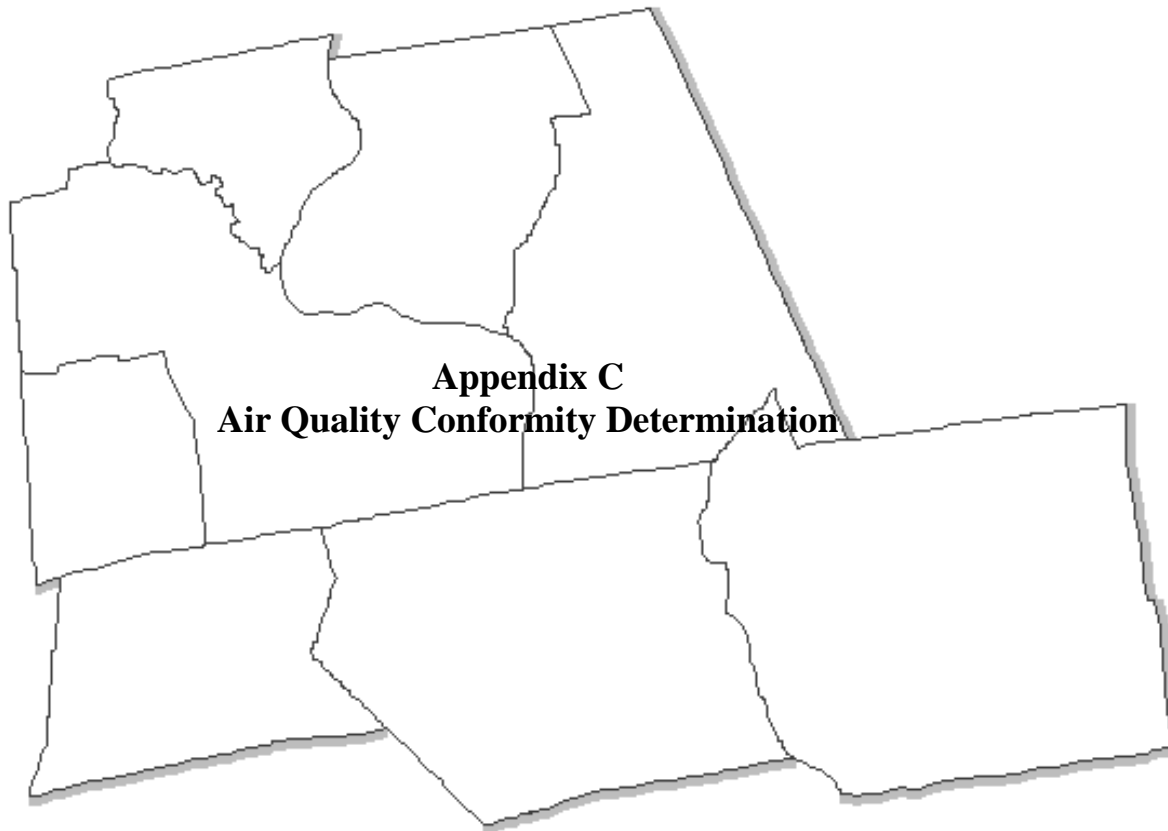
# Transportation Improvement Program Parking Garage FY 2012-2015



## Federal Program HPPS

PROJECT:  
CBO Parking Garage  
LOCATION:  
Downtown  
TOWN:  
Middletown  
PROJECT COST:  
\$14,311,000  
PROJECT NUMBER:  
0082-0308





## **Air Quality Conformity Analysis and Determination of the NJ-NJ-CT Ozone Non-Attainment Area and Greater CT Ozone Non-Attainment Area**

The ISTEA, TEA-21 and subsequent SAFETEA-LU legislation is linked to the Clean Air Act Amendments of 1990 (CAA) because the CAA mandates that TIP's, STIP's and LRP's conform to the State Implementation Plan (SIP) for air quality. This means that the TIP cannot create new violations to the National Ambient Air Quality Standards (NAAQS), increase the frequency or severity of existing violations, or delay attainment of the standards. As a result, regionally significant projects such as new highways on a new location, new expressway interchanges, and new lanes longer than a mile in the TIP, STIP, and LRP are modeled for emissions to test for conformity between the plans based on specific criteria listed in the Final Conformity Rule published by EPA in August 1997. Effective February 2004 the EPA approved a revision of the Connecticut SIP for the attainment and maintenance of the one hour NAAQS for ground level ozone. Effective June 2005 EPA finalized the moderate eight-hour conformity rules for ozone non-attainment areas in Connecticut. Emissions are now tested against these eight-hour budgets approved by EPA in 2008.

ConnDOT performs the air quality conformity analysis based on the planning regions TIP's and LRP's when they are updated or amended. Accomplishment of the conformity determination is achieved through a cooperative effort between ConnDOT, ConnDEP, regional planning organizations (RPO's), EPA, FHWA, and FTA. This cooperative effort is required because the federal ozone non-attainment areas and carbon monoxide maintenance areas overlap with many of Connecticut's RPO's. A separate document detailing the conformity analysis is produced by ConnDOT titled the Ozone Air Quality Conformity Determination. This document shows the relationship between the state's travel demand model and MOBILE 6.2 models to produce emissions estimated using various scenarios and time frames as required in the Conformity Rule. The Mobile 6.2 model uses parameters such as vehicle type, age, model, year, travel speed, roadway type, ambient temperature and humidity, fuel type and other control measures.

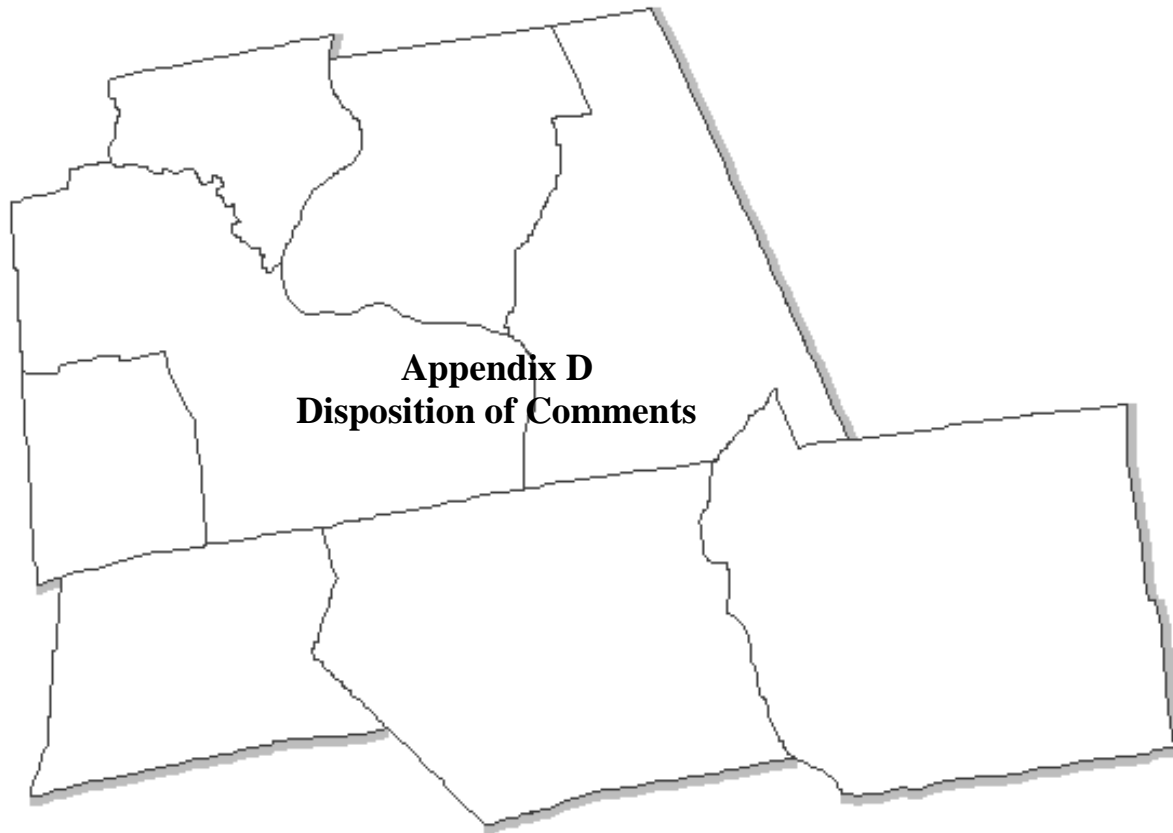
Under the Conformity Rule, the future transportation system as a result of fully implemented TIP's and LRP's must pass a series of test. The action scenario, or future system build out must produce less VOC and NOX than the 2009 emission budgets if the analysis year is 2009 or later. As the CO areas have been approved by EPA as Limited Maintenance Plan status, no test for CO need to be done. The VOC and NOX emission analysis was conducted for summer conditions for 2009, 2015, 2025, 2035, and 2040. VMT estimates were developed from ConnDOT's travel model incorporating all roadways, rail, and bus systems that currently exist. The future scenarios include the regionally significant projects from the all region's TIP's and LRP's. Demographic and land use assumptions were based on the 2007 State Data Center projections.

VOC's and NOX emissions react with sunlight to form ozone, the basic component of smog, which is a widespread issue in many densely populated areas. VOC's and hydrocarbons are produced by partial fuel consumption and fuel evaporation from spillage and

vapor leakage. NOX forms from a chemical reaction of nitrogen and oxygen inside an engine.

The TIP's and LRP's were analyzed by ConnDOT as summarized above and found to be in conformance as of November 2011 using the finalized, more stringent, eight-hour ozone conformity rule and revised non-attainment areas instead of the prior one-hour rule and areas. The report shows that future action scenario (full build-out scenario of TIP's and LRP's) emissions are less than the approved 2009 budgets for VOC and NOX.

It has been concluded that the region and state pass the tests under the current regulations and as a result is in conformity with the Clean Air Act. The formal Air Quality Conformity Statement for Midstate's 2012-2015 TIP can be view on page four of this document.



## **Public Comments**

December 15, 2011 The draft 2012-2015 TIP public information meeting was held at the offices of MRPA. MRPA staff was in attendance along with ConnDOT staff to discuss the draft TIP, STIP, and Air Quality Conformity Determination. Draft reports and visual aids were available. Display advertisements were placed in local newspapers defining the availability of documents and public meeting. The public meeting was held in a location accessible by public transit.