2011 MASTER TRANSPORTATION PLAN

2011-2015

State of Connecticut
Department of Transportation

January 2011

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STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION
2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Office of the
Commissioner

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January 31, 2011

The Honorable Dannel P. Malloy
Governor
Office of the Governor
State Capitol
Hartford, Connecticut 06106

Dear Governor Malloy:

I am pleased to forward to you the Connecticut Department of Transportation's (Department) biennial Master Transportation Plan, which is required by Section 13b-15 of the Connecticut General Statutes.

The *2011 Master Transportation Plan* (MTP) is comprised of two parts: a narrative section and a project appendix. The narrative section includes the Department's statement of its mission, vision and values; provides information on mobility needs and funding for transportation projects; and discusses the Department's strategy to meet these needs during this challenging economic time when national and state resources have become increasingly limited. In addition to reorganizing the Department and developing performance measures to improve accountability and make functions and business procedures more transparent, the Department developed and is implementing a five-point strategic action plan to prioritize its investments in the transportation system. This MTP outlines the action plan and describes the high priority, or regionally significant priority, projects that the Department proposes to undertake during the time frame of 2011 – 2015. The project appendix includes descriptions of the federal transportation funding programs and a detailed list of the programs and improvement projects that the Department has identified.

Sincerely,

Jeffrey A. Parker
Commissioner

Enclosure

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2011 – 2015
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2011
MASTER TRANSPORTATION PLAN

Prepared by:
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
January 2011

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INTRODUCTION

Section 13b-15 of the Connecticut General Statutes requires the Commissioner of the Connecticut Department of Transportation ("Department" and "CTDOT") to publish a master transportation plan (MTP). The purpose of the MTP is to provide the Governor, the Connecticut General Assembly, local elected officials and the general public with an understanding of the projects and programs that CTDOT is proposing to undertake. This document is revised biennially, and submitted to the Governor on or before January 31 of each odd-numbered year.

The *2011 Master Transportation Plan* sets forth the Commissioner's recommendations for planning, engineering, acquisition of rights-of-way, construction and reconstruction and rehabilitation and modernization of transportation facilities; indicates the order of priority of need for improvements within each mode of transportation, according to the Commissioner's judgment; and indicates the priorities for the next five-year period, both by need and by fiscal capability for each mode of transportation. It also identifies the funds that the Department anticipates receiving annually in the various federal surface transportation authorization funding categories, the projects to be funded annually through each funding category, the projects that will require the expenditure of state funds, and the amount and percentage of state funds that must be expended for each project in order to leverage federal funds.

In developing this plan, the Department was guided by Section 13b-15 of the Connecticut General Statutes; the long-term transportation strategy developed for the state by the Connecticut Transportation Strategy Board (TSB) ; the state's *Conservation and Development Policies Plan for Connecticut, 2005-2010,* applicable federal laws and regulations; the state's federally mandated long-range transportation plan, *Connecticut on the Move, Strategic Long-Range Transportation Plan 2009 - 2035*; the Department's mission statement, vision and values, and the Department's strategic investment plan for prioritizing resources available to the Department for managing the state's transportation system.

The projects and programs presented in this MTP are consistent with and support the state's long-term transportation strategy, the Department's strategic investment plan, and the *Conservation and Development Policies Plan for Connecticut, 2005-2010.* The program of projects presented in this plan also complies with the requirements of the federal Clean Air Act, as amended by Public Law 101-549. The $639.1 million in federal transportation funds allocated to Connecticut for the transportation infrastructure program for the fiscal year ending June 30, 2011, (SFY2011) is estimated to result in the creation and retention of approximately 19,200 jobs in the state.[1]

This MTP consists of a narrative section and an appendix containing a "List of Projects". The narrative section contains a statement of CTDOT's mission, vision and values; an overview of the Department's strategic action plan and actions to fulfill its mission; a discussion of transportation funding; and descriptions of the major capital priority projects that the Department is proposing to undertake to implement its strategic investment plan. Comprehensive lists of projects that CTDOT would like to pursue are presented in the "Appendix B. List of Projects." The project lists identify the funds assigned or needed to undertake the various stages of project development.

[1] The number of job created is based on a 2007 estimate that was developed using procedures established by the Council of Economic Advisors. To learn more, visit http://www.whitehouse.gov/administration/eop/cea/estimate-of-job-creation/. For 2007, on average, a $1billion of Federal highway expenditure supported 30,000 jobs. The employment estimate includes direct, supporting, and induced positions. For example, the 2007 estimate shows $1 billion of Federal-aid expenditure supported 10,300 construction-oriented jobs: 4,675 supporting industries' jobs; and 15,094 induced employment jobs. The analysis also estimated that the total jobs equated to employment income of $1.15.

MISSION STATEMENT, VISION & VALUES

OUR MISSION:

The mission of the Connecticut Department of Transportation is to provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the State and the region.

OUR VISION:

The vision of the Department of Transportation is to lead, inspire and motivate a progressive, responsive team, striving to exceed customer expectations.

OUR VALUES:

- ***Measurable Results:*** *We will endeavor to utilize the latest technology and preserve the integrity of our current assets to provide a safe, efficient, integrated, multimodal, transportation system that offers options for mobility.*

- ***Customer Service:*** *We are committed to consulting with our internal and external stakeholders in an open and transparent decision-making process; and to being responsive by providing timely information on services and programs.*

- ***Quality of Life:*** *We will strive to maintain and enhance the quality of life in the State and the region by maintaining the character of our communities, supporting responsible growth, and by enhancing and being sensitive to the environment.*

- ***Accountability & Integrity:*** *We will prudently manage and invest the human and financial resources entrusted to the Department using sound criteria and efficient, cost-effective methods that put safety and preservation first.*

- ***Excellence:*** *We will demand excellence in all we do to fulfill our mission by being solution-oriented and focused on project delivery.*

We will continuously re-evaluate our mission, values, performance and priorities to ensure that the Department and its employees are innovative and responsive to changing needs.

I. FULFILLING THE DEPARTMENT'S MISSION: CTDOT'S RESPONSIBILITIES, CHALLENGES & ACTIONS

This chapter provides an overview of the Connecticut Department of Transportation's responsibilities and background information on the current and future mobility needs in the state, and discusses the Department's challenges and strategy for meeting these needs during a time when national and state resources to do so have become increasingly limited.

A. OVERVIEW

The Connecticut Department of Transportation (CTDOT), which was created in 1969 by Public Act 768, is responsible for "all aspects of the planning, development, maintenance and improvement of transportation in the state."[1] The Department has specific federally-mandated and state-mandated responsibilities with respect to the airports, highways, highway safety, ridesharing, bus systems, rail systems, port operations, ferries, intermodal transfer facilities, and facilities for bicyclists and pedestrians. The state owns approximately 3,700 miles of highways, 3,900 highway bridges, 230 miles of rail track, 200 railroad bridges, 270 rail cars, 650 buses, 6 airports, a state pier complex, two ferries, and numerous buildings such as transit stations, highway garages, and highway rest stops. Additionally, Connecticut cities and towns own and maintain an extensive transportation system that includes 17,265 miles of local roads and 1,241 local bridges that are an important part of our entire network.

The Department is committed to providing mobility options that are convenient, affordable, cost effective and environmentally friendly and that support the economic growth of the state over the next 20 to 50 years. However, it is becoming increasingly difficult to meet the state's current and evolving mobility needs due to 1) the high costs of repairing and replacing aging transportation infrastructure; 2) changes in the global marketplace; 3) the growing demand for more integrated and more extensive transportation facilities and services to enable the businesses in the state and the region to successfully compete in the global economy; and 4) the increasingly limited current and projected federal and state resources dedicated to funding transportation projects. New approaches to addressing current and future mobility needs and funding transportation infrastructure and services are needed.

The State must make additional and more strategic investments in our transportation system not only to address critical infrastructure preservation and repair needs, but more importantly, to restore and sustain economic growth. Such investments in the transportation system must be made in a manner that also supports the State's goals of improving quality of life, promoting responsible growth, and improving the environment. When making such investments, it is critical to consider and plan for impacts of climate change –a rise in sea level, increases in temperature, and more severe and more frequent storms– on the state's transportation infrastructure and services. Climate changes will require significant changes in the planning, design, operation and maintenance of the infrastructure.

The Department has estimated the cost of unfunded projects in its current capital plan to be between $15 – 20 billion over the next two decades. Although the total cost of meeting both our basic system preservation needs and system expansion/enhancement needs is enormous, it is manageable if needs are prioritized, and revenue increases are phased over time to meet the cash flow needs of a long-

[1] This responsibility is set forth in Section 13b-3 of the Connecticut General Statutes

term capital program and schedule of projects. In managing the costs of preserving and expanding the transportation system, it is also important to consider and address the impacts of climate change on the state's transportation infrastructure and services as part of the transportation planning process. The investment decisions we make today will affect how well the transportation infrastructure responds to climate change and meets the mobility needs of Connecticut's and the region's residents and businesses far into the future.

B. CURRENT & FUTURE MOBILITY NEEDS

The transportation network is the foundation for local, state, regional and national economies: it supports and facilitates economic growth and positively and negatively impacts people's quality of life. Quality of life and economic vitality in the State of Connecticut are tied to the State's ability to meet current and future state, regional and national mobility needs.

Significant changes in the mobility needs of people and for freight occurred in the 1990s as a result of the emergence of an integrated global economy and changes in the operational and trade patterns of the Northeast. New trading blocs in North America; new global trading relationships; major advances in technology; and mergers and alliances within the air, trucking, rail and sea transportation industries have resulted in increasing demands on the highway, rail, bus, air and water transportation systems in Connecticut and in the United States. In addition to the changes in mobility needs that have resulted from changes in operational and trade patterns, the mobility needs of many individuals and businesses in Connecticut have changed and will continue to change due to:

- Demographic changes in the state;
- Current and future labor force needs;
- Demands for affordable housing;
- Volatile fuel prices and changes in the availability of fossil fuels and other fuels;
- The global economic recession;
- Federal and state actions to reduce greenhouse gas emissions, conserve energy, curb sprawl, and control infrastructure costs; and
- Impacts of climate change –sea level rise and increases in temperature– on transportation infrastructure and services.

As discussed in *Connecticut Strategic Economic Framework: A Report of the Connecticut Regional Institute for the 21st Century* (sometimes referred to as the Gallis Report)[1], and in the State's long-range transportation plan, *Connecticut on the Move, Strategic Long-Range Transportation 2009 – 2035*, the Northeast, in a continental context, is now defined by a new and integrated set of continental corridors. Metropolitan (metro) regions now function as the foundation units of economic activity and hubs in the global transportation and communications network. Connecticut is located in the center of five metro economic regions. Three of the five regions –the New York metro region, the Hartford/Springfield metro region and the Southern Coastal metro region which includes the New London, Norwich and Mystic areas and part of Rhode Island– are either partially or principally located within Connecticut; transportation corridors linking the New York, Boston, Albany metro regions run through Connecticut. Many of Connecticut's residents and businesses are within 100 miles of labor markets and major passenger and freight facilities in New York, New Jersey and Massachusetts.

[1] *Connecticut Strategic Economic Framework: A Report of the Connecticut Regional Institute for the 21st Century* prepared by Michael Gallis & Associates in 1999.

To assist Connecticut residents and companies in competing effectively in global, national and regional markets, the State Connecticut must maintain and improve its transportation system. Connecticut must accommodate current and future mobility needs in order to maximize the benefits of its proximity to these major markets and transportation hubs. However the State's ability to do so is limited by insufficient state and federal transportation funding. There are projected shortfalls in revenues that are deposited into the federal Highway Trust Fund, and Connecticut's Special Transportation Fund is strained by existing obligations and slow revenue growth.

Within the past five years the cost of fossil fuels has been extremely volatile. Although the price of gasoline has declined since September of 2008 when it exceeded $4 per gallon, many experts view the decline in fuel prices as temporary. They are concerned about the United States' dependence on oil from other countries and the long-term availability of fuel due to growing demands for fuel by developing countries and the high use of fossil fuels in the United States. Development associated with the changing travel and growth patterns has resulted in urban and suburban sprawl that, in turn, has resulted in loss of farmland, open space, wetlands and animal habitats, degradation of air quality and water quality, and flooding. Connecticut's greenhouse gas (GHG) emissions from non-renewable fuel consumption are contributing to the global climate change. The demands on the state, regional and national transportation systems that are resulting from global trading relationships are continuing to increase at a time when the financial resources to address growing transportation infrastructure and mobility needs are not being increased.

These factors have necessitated changes to more cost-effective and environmentally friendly approaches to transportation at the federal, state and local levels. There is now a focus on providing mobility options through better integration and coordination of land use planning with transportation planning and by designing and improving facilities to encourage and facilitate use by individuals using non-motorized, as well as motorized, means of transportation. There is also a focus on addressing mobility needs and realizing cost efficiencies through better integration and coordination of transportation services and by engaging in greater collaboration among Connecticut government agencies and commissions, with states adjacent to Connecticut and with other states in the Northeast Corridor. There is also greater public interest and legislative support for improving and expanding public transportation, both bus and rail, so that it becomes a mode of choice. Demand has also increased for transportation projects and programs that improve safety and access for pedestrians and bicyclists and for intermodal connections that reduce the costs, delays and environmental impacts of moving freight. At both the federal and state levels, there is growing recognition of the economic and environmental benefits of improving the speed and efficiency of goods movement by improving and expanding rail freight infrastructure and improving access to ports, airports and rail freight intermodal facilities.

It is imperative for government entities to work together to coordinate land use planning and transportation planning to provide mobility options that are convenient, affordable, cost effective, and environmentally friendly and that can accommodate the economic growth that is projected to occur within the next 20 to 50 years. Because it often takes 10 to 20 years to plan, design and construct transportation projects, it is crucial to identify critical needs, set priorities for making investments in the State's transportation system, and advocate now for the resources to make these investments.

C. CHALLENGES TO MEETING TRANSPORTATION NEEDS IN CONNECTICUT

Connecticut is facing an enormous financial challenge. The highway and transit systems in Connecticut are some of the most intensely used in the country and its infrastructure is among the oldest and is subject to some of the harshest weather conditions. Simply maintaining the State's

existing transportation infrastructure under such intense use and demanding conditions is straining the Department's financial resources. The progress toward improving the state of repair of Connecticut's transportation assets over the last three decades has largely ceased, and in some cases, has begun to reverse itself. The Department is very limited in its ability to improve the State's transportation systems or expand capacity to meet growing demand for more and better transportation services and facilities. Yet in order to meet the growing demand, keep businesses in Connecticut economically competitive, and preserve and enhance the quality of life for the state's residents, the Department must meet the challenge. The Department must restore our transportation infrastructure to a state-of-good-repair, while also improving our systems and system performance. In some cases, it might also require changing the mix of transportation services the Department provides and how they are provided. The State and the Department must adapt to the changing needs of state residents and businesses, and to changing market, technology, and environmental conditions.

The challenge is made more difficult by the financial conditions under which the Department is operating. Reductions in the state's gas tax, unfavorable changes in federal funding programs, and the inability of either the State or federal gas tax to keep pace with inflation has left us without the financial capacity to either maintain or expand our systems. The cumulative effect of years of under investing in transportation infrastructure has created a large backlog of major reconstruction and/or replacement projects. It has also prevented us from improving or expanding our transportation systems to keep pace with the growing needs of residents and businesses. The economic recession that has gripped the nation for the last two years has further reduced our ability to finance transportation programs. However, continuing to defer needed repairs and improvements will only increase the backlog of projects and will threaten future economic growth in the state. As Michael Gallis warned in 1999[1], if Connecticut is to remain competitive in a global economy, it must improve its transportation linkages to the economic centers such as New York City and Boston, and also address growing congestion problems within the state.

This master transportation plan identifies the primary needs and problems that CTDOT is not addressing at present, and identifies projects and studies that the Department proposes to undertake within the next five years with the anticipated amounts of federal and state funding it will receive to address them.

The Department is working with the Connecticut Transportation Strategy Board (TSB) to develop a comprehensive long-term strategy to 1) both improve and adapt the state's transportation systems to meet growing and changing needs; and 2) to identify possible means to finance the maintenance, repair and improvement of the state's transportation systems to support economic growth and improve quality of life.

D. ACTIONS BEING TAKEN TO ADDRESS MOBILITY NEEDS & CHALLENGES

In recent years, the Department, with the support of the Governor and Connecticut General Assembly, has taken tremendous steps forward in addressing pressing transportation infrastructure challenges and needs. The unprecedented commitment of funding to projects such as the I-95 New Haven Harbor Crossing Corridor Improvement Program ("Q"Bridge Crossing Program), the New Haven Rail Yard, the M-8 Rail Car Procurement, the Statewide Bus Fleet Replacement and Transit Service Expansion are a testament to the State's commitment to preserving and enhancing its transportation infrastructure. However, the **Department has determined that it does not have and**

[1] *Connecticut Strategic Economic Framework: A Report of the Connecticut Regional Institute for the 21st Century* prepared by Michael Gallis & Associates in 1999.

will not have sufficient funds to meet critical current and future transportation-related needs and demands.

In 2008 the Department analyzed the state's transportation infrastructure needs and determined that the State of Connecticut's expected available funding to maintain transportation infrastructure will not be sufficient to meet the projected needs for the next ten years because of:

- Increasing use of the transportation system infrastructure and system components;
- Ongoing investment challenges and limitations with respect to the funds required to maintain the state's aging infrastructure;
- Escalating construction costs due to the rising prices of materials such as steel, concrete, asphalt and land; and increases in the costs of fuel used to transport materials and operate construction equipment;
- Reductions in revenues from the State's motor fuel tax due to less fuel consumption as a result of the increasing number of alternative fuel vehicles and changes in people's behaviors to reduce their fuel consumption, conserve energy and address climate change; and
- Decreasing revenue streams for transportation funding that Connecticut will receive from the federal government.

To carry out its responsibilities with increasingly limited state and federal resources, CTDOT developed a strategic action plan that sets forth the Department's priorities with respect to investments in the transportation system; it has also identified in the State's long-range transportation plan, *Connecticut on the Move, Strategic Long-Range Transportation Plan 2009 – 2035 (2009 LRP),* strategies and actions to meet the state's current and long-term needs. The strategies and actions set forth in the 2009 LRP reflect the transportation initiatives passed by the Governor and the General Assembly in recent years; the recommendations in the Transportation Strategy Board's January 2007 report, *Moving Forward, Connecticut's Transportation Strategy*; and public input received in response to the Department's public outreach efforts for the 2009 LRP.

CTDOT's Strategic Five-Point Action Plan

The Connecticut Department of Transportation has developed a strategic five-point action plan to cost effectively meet the challenge to provide a safe, efficient transportation system that meets the mobility needs of people and for freight within the state and the region. This five-point action plan identifies the major areas for prioritizing and emphasizing investments for all modes of transportation. The points were determined after careful consideration of available resources, and federal and State mandates and initiatives. Following are the components of this five-point action plan:

- **Preservation - Maintain the Existing System in a State-of-Good-Repair.** The Department has identified preservation and maintenance of the existing system as its highest priority for targeting the limited available resources. The Department will invest in maintaining and repairing the transportation system before expanding it or adding new system components.
- **System Modification - Safety & Modernization.** Safety is a major concern of the Department. Modification needs identified for improving safety are a high priority when considering the allocation of staff, funding and equipment. In addition to preserving and maintaining the system to ensure the general safety of the traveling public, the Department will continue to consider areas where system modification could significantly improve safety beyond the constraints of the existing infrastructure's limitations.
- **System Productivity – Efficiency.** System productivity refers to maximizing use of the

existing system by facilitating travel in and between modes. This is done by applying improved technologies, coordinating the scheduling of maintenance efforts and providing real-time travel information to the public. The development and application of new technology and improved construction practices, the continued advancement and expansion of Intelligent Transportation Systems (ITS), and the provision of real time information to users of Connecticut's highway system and public transportation services are critical components of the Department's plan to address the current and future mobility needs of the State's residents, businesses, and visitors. The Department will continue to identify and invest in ways to maximize the use of the existing transportation system. As part of enhancing system productivity, the Department is committed to encouraging commuters to use transit and ridesharing options.

- **Economic & Environmental Impact - Quality of Life.** It is critical to the health of the State and its residents that the transportation system has a positive impact on the state's economy, physical environment and, ultimately, quality of life. The availability of multiple options for meeting mobility needs of people and for freight contributes to the development of economically vibrant, sustainable communities that provide residents with the ability to make lifestyle choices that have positive impacts on themselves, others and their environments. It is essential that the Department assists in improving and expanding mobility options throughout the state by considering and addressing the needs of stakeholders such as pedestrians, bicyclists and users of other non-motorized means of transportation when undertaking projects. CTDOT will take a context-sensitive solutions (CSS) approach when undertaking projects to ensure active public participation and implementation of designs that are appropriately scaled to both the community and the need. The Department must also facilitate the efficient and cost-effective movement of people and freight within and through the state. Additionally, the Department must ensure the security of the transportation system, as this is directly correlated to community health and economic vitality. Ultimately, it is a responsibility of all State agencies to support efforts of their sister agencies in stimulating the economy and protecting the quality of life of the state's residents; CTDOT is committed to its part in this effort.

- **Strategic Capacity Improvements.** When necessary, the Department will pursue strategic capacity improvements to improve the efficiency of the transportation system. When the Department evaluates projects designed to enhance, expand or modify limits on system capacity, an important factor in the decision making process will be the extent to which a project contributes to providing greater mobility, accessibility and integration of the various transportation modes. Any improvements to capacity will only be undertaken after seriously considering the availability of funding and resource allocations. Priority will be given to "fix-it-first" initiatives.

The components of this strategic action plan are overarching in many ways. The ultimate objective of this plan is to provide the most efficient, safe, secure and cost-effective transportation network for Connecticut residents, visitors and businesses through an open and transparent process. CTDOT will continue to work with the TSB, the Office of Policy and Management (OPM), members of the state legislature, other state agencies, the regional planning organizations, the business community, and citizens to meet the mobility needs of individuals and businesses in Connecticut. The Department will strive to provide a dynamic transportation system that is balanced and responsive to people's current and future mobility needs. It will also facilitate, support and encourage the provision of incentives to promote greater coordination of land use and transportation among State agencies, regional planning organizations, municipalities, port authorities and other interested parties. It will also support, to the extent that it is financially possible to do so, transportation projects and initiatives that enable people to better address their mobility needs through their lifestyle choices.

CTDOT's 5-Year Capital Plan

The fiscal challenges facing the state and federal governments and the tremendous uncertainty with respect to the passage of new surface transportation legislation[1] has had significant implications on the Department's ability to plan and execute its transportation infrastructure program. In 2009, in light of this situation, the Department initiated an effort to critically evaluate and establish priorities in recognition of the need for making informed, thoughtful and logical decisions relating to the preservation, modernization, and expansion of Connecticut's transportation infrastructure. Working collaboratively across the entire organization, the Department identified and prioritized the State's critical transportation needs in relation to reasonably constrained funding expectations and in recognition of Federal funding program guidelines. Based on this effort, recommendations of the National Surface Transportation Policy and Revenue Study Commission, and the U. S. Department of Transportation's recently published *Draft DOT Strategic Plan, FY 2010 – FY2015, Transportation for a New Generation*, the Department has concluded that any new transportation reauthorization legislation will contain provisions that place a significant emphasis on the performance and the state-of-good-repair of our existing infrastructure assets. Hence, the upkeep and preservation of our existing roadway, bridge, public transportation, and aviation and port assets must be the State's top priority. It is almost certain that there will be an emphasis on measurable results and asset management principles. Over the last year, the Department has placed a considerable emphasis on the development of quantifiable performance metrics, and the efforts that have been made to-date match up well with federal initiatives; they will serve the State for many years to come. However, the reality is that we have a tremendous preservation challenge in Connecticut.

The Department's Capital Program for 2011 – 2015, presented in Appendix B, List of Projects, reflects investment priorities that are consistent with assumed federal investment priorities and realistic State and federal funding projections. This Capital Plan clearly demonstrates that without additional funding ongoing commitments will greatly limit discretionary choices beyond existing infrastructure repair and rehabilitation initiatives.

The reality is that existing funding sources will not produce enough money to address all the "have-to-do" projects in the state. The Department has approximately $3 - 4 billion in "unfunded" initiatives in our Highway/Bridge and Public Transit program. The fundamental reason for this is that the Department has several significant (Mega) projects that will absorb a majority of federal and State funding. The commitment of funds to these mega projects severely limits the funding remaining for not only much needed preservation requirements, but for projects to upgrade and expand the State's transportation system. The clear outcome is that the Department must limit and match what it plans to do, with that which it can realistically achieve. Of particular concern to the Department, is the need to consider the impacts of initiating the preliminary engineering phases of new projects utilizing "earmark" dollars (federal and State) when it is clear that we do not have the financial resources to support the construction of these projects.

E. NEED FOR ADDITIONAL FUNDING FOR TRANSPORTATION

As stated in, *Connecticut on the Move, Strategic Long-Range Transportation Plan 2009 – 2035*…

> CTDOT's ability to successfully meet its statutory responsibilities and implement the strategic actions outlined in this 2009 LRP is dependent on having sufficient resources. The federal and

[1] The current federal surface authorization transportation act, the *Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, expired on September 30, 2009, and has been extended through a series of continuing resolutions.

State money that CTDOT will receive will not be sufficient to maintain the state's transportation system in a state-of-good-repair or to expand bus and rail services to meet the growing public demand. Additional state funding will be required to make the additional capital investments and to meet operational needs.

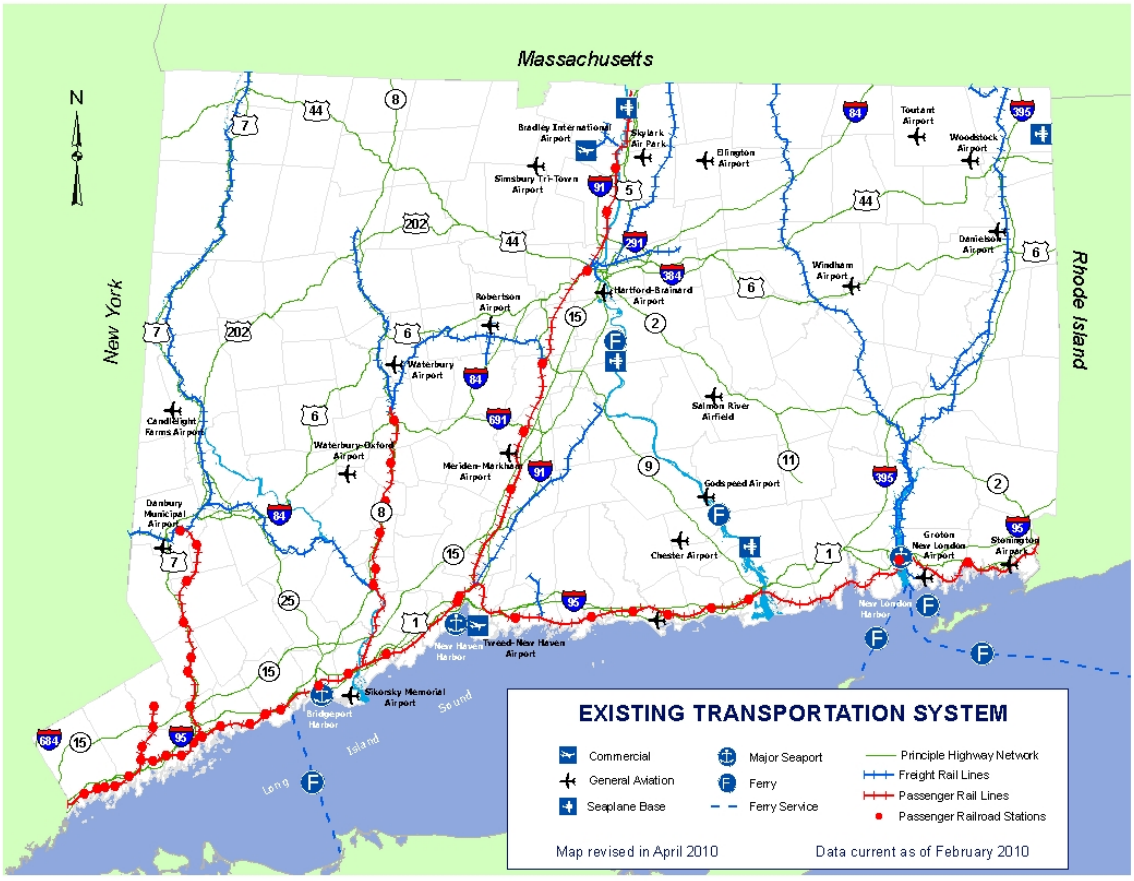
The availability of federal and state funding to pay for transportation services and facilities in Connecticut are critical issues and concerns that must be addressed. Obtaining sufficient financial resources to effectively manage and maintain the transportation system in a state-of-good-repair, not to mention providing funding for capacity enhancements, continues to be a challenge. "State-of-good repair" is a condition where all assets necessary to support the level of service established with respect to each user of the transportation system 1) are functioning within their design life; 2) can be sustained through normal maintenance; 3) have regular cyclical replacement of life-expired assets; and 4) have components with replacement to current use and engineering standards, so that the sustainability and useful life of the system is optimized. As the infrastructure continues to age, the demand for financial resources will continue to increase.

Additional sources of revenue must be identified and provided at both the federal and state levels in order for CTDOT to fulfill its mission: to provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the state and the region.

II. DEPARTMENT INITIATIVES

The 2011 *Master Transportation Plan* (MTP) presents the Connecticut Department of Transportation's (CTDOT) plans for transportation services and facilities that are owned, operated and/or receive funding from the Department. This chapter contains descriptions of the Department's high priority and regionally significant capital projects and studies that are underway or that will be undertaken within the next five years. The descriptions include information on the status of these projects as of November 2010, unless specifically indicated. This chapter also includes information on the Department's bicycle and pedestrian initiatives and its actions to comply with the federal Clean Air Act. For reference, **Figure II-1** is provided to show Connecticut's existing transportation system upon which the planned studies and projects will be implemented.

Figure II-1. Connecticut's Existing Transportation System



A. AIRPORTS

ConnDOT is responsible for the following six state-owned airports: Bradley International Airport, Hartford-Brainard Airport, Groton-New London Airport, Waterbury-Oxford Airport, Windham Airport, and Danielson Airport. In addition, ConnDOT distributes funding through state grants-in-aid to the following five municipal airports for improvements and studies: Tweed-New Haven Regional Airport, Igor I. Sikorsky Memorial Airport, Danbury Municipal Airport, Meriden-Markham Municipal Airport and Robertson Airport. The municipal airport projects are included in the Federal Aviation Administration's five-year capital improvement plan for the State of Connecticut. The major projects and initiatives planned or underway at these state-owned and municipal airports are described in this section of the 2011 MTP. The locations of these airports, as well as the locations of other major components of Connecticut's transportation infrastructure, are shown in **Figure II-1.** The major airport studies and projects described in this section are listed in **Table II-1**.

1. STATE-OWNED AIRPORTS

Table II-1. CTDOT's Major Projects and Studies for State-Owned Airports

PROJECT NUMBER(S)	TITLE OF STUDY/PROJECT	STATUS (Completed, Underway, New)
Bradley International Airport, Windsor Locks, CT		
DOT01650393	Bradley International Airport, New Terminal B Program – Reconstruct Murphy Terminal	Underway
DOT01650406	Relocate Airfield Electrical Vault	Underway
DOT01650386	Sound Insulation Program	Underway
DOT01650435	Rehabilitation of Taxiway C North	New
Danielson Airport, Danielson, CT		
Project No. 68-204	Update of Danielson Airport Master Plan	Completed in October 2008
Groton-New London Airport, Groton, CT		
DOT00580310	Groton-New London Airport Master Plan	Summer 2011
DOT00580303	Safety Area Improvements	Underway
Hartford-Brainard Airport, Hartford, CT		
DOT00630661	Master Plan Update	New

Table II-1. CTDOT's Major Projects and Studies for State-Owned Airports

PROJECT NUMBER(S)	TITLE OF STUDY/PROJECT	STATUS (Completed, Underway, New)
DOT00630637	Construct New Maintenance Facility	New
Waterbury-Oxford Airport, Waterbury, CT		
Project No. 107-154	Update of Airport Master Plan	Completed in September 2007
DOT01070167	Voluntary Home Acquisition	Underway
DOT0107XXXX	Reconstruct Runway 18-36	New
Windham Airport, Windham, CT		
DOT01630175	Install Hazard Beacons	New
All State-Owned General Aviation Airports		
DOT01702733	Obstruction Analysis	Underway
DOT01703011	General Aviation Business Plans	Underway

Source: CTDOT Bureau of Policy and Planning, September 2010 & Bureau of Aviation & Ports, November 2010

BRADLEY INTERNATIONAL AIRPORT

Bradley International Airport, New Terminal B Program – Reconstruct Murphy Terminal (Project No. 165-393)

The project entails developing a new Terminal B complex at Bradley International Airport. It will include the following elements: a new terminal building with concourses, a new two-level roadway system in front of the terminal and new roadway alignments approaching the airport to provide space for a new consolidated car rental facility and parking garage. The terminal and concourses will be built in two phases as the demand for gates increases. The project will be divided into many construction packages which will be phased over time. A Preliminary Engineering study has been completed and the schematic design is underway to define size and location of facilities and to define the design packages and construction phasing of the program. The first phase would entail relocating facilities such as the airfield electric vault within the existing terminal before demolishing old Terminal B. The next phase would entail relocating utilities and roadways in preparation for the new buildings and aircraft parking apron. The final phases would be construction of the terminal, concourses and other support facilities to complete the complex. The relocation of the new airfield electrical vault has begun and will be complete in the fall of 2011. **Figure II-2**, an aerial photograph of Bradley International Airport, shows the locations of the terminals and other airport facilities.

Figure II-2. Aerial Photograph of Bradley International Airport

Relocate Airfield Electrical Vault (Project No. DOT01650406)

Federal Aviation Regulation Part 139 requires each certificate holder to provide and maintain lighting systems for air carrier operations at night and during conditions below visual flight rule minimums. This project is necessary to replace the airfield electrical vault that has reached the end of its expected life; the existing air vault has been in use since the 1950s. The project will eliminate existing airfield lighting equipment in the old Murphy Terminal, which will be demolished, and replace it with new equipment in a new, purpose-built building that will provide efficient and reliable lighting power and control to the airfield. A new vault with new equipment and controls must be located and connected to the existing airfield lights along with new power feeds and emergency generator before the terminal can be demolished. Duct bank routings across the airfield will be necessary for rerouting of the airfield electrical cabling to the new airfield lighting vault. The estimated project completion date is August 2011.

Bradley International Airport- Sound Insulation Program (Project No. DOT165386)

This project will consist of the sound proofing of homes as determined by the Part 150 Noise Study. As of December 2010, CTDOT had completed the construction of the nine-home test program. The construction of the next 100 homes will begin in the spring of 2011; the Department is working on the design of the next 110 homes. The proposed improvements include new windows and doors, central air cooling systems, and additional insulation as required.

Bradley International Airport- Rehabilitate Taxiway "C" North (Project No. DOT01650435)

The project includes the rehabilitation of a 6,100' long by 75' wide portion of Taxiway C from the intersection of Runway 15-33 to the Runway 24 end. The rehabilitation will include a mill and overlay of bituminous pavement, new taxiway edge lights along with a new section of concrete adjacent to the aircraft hold position. The project is scheduled for construction in the fall of 2012.

GROTON-NEW LONDON AIRPORT

Groton-New London Airport- Airport Master Plan Update (DOT00580310)

As of December 2010, the Groton-New London Airport Master Plan Update was underway and scheduled for completion in the summer of 2011. The update will include a new FAA-approved Airport Layout Plan depicting a 20-year airport improvement plan along with a schedule for implementation.

Figure II-3. Aerial View of Groton-New London Airport

Groton-New London Airport-Runway Safety Area Improvements (DOT00580303)

This project includes the safety area improvements to the ends of Runway 5-23. Improvements include grading, paving and electrical work along with the installation of an Engineered Materials Arresting System (EMAS) on both runway ends. The improvements are required by FAA mandates and will be complete by the spring of 2012.

HARTFORD-BRAINARD AIRPORT

Hartford-Brainard Airport- Master Plan Update (Project No. DOT00630661) This project is scheduled to begin in the spring of 2011 and will include the development of a new FAA-approved Airport Layout Plan. The plan, which includes a future development plan for the airport, will look at existing facilities, operations, and based aircraft. Also included will be a 20-year improvement plan, capital plan and a schedule for implementation.

Hartford-Brainard Airport- Construct New ARFF and Maintenance Building (Project No. DOT00630637)

This project was in the design phase as of December 2010; construction is scheduled for the spring of 2012. The project will include the construction of a new facility that will include new maintenance

vehicle bays, fire apparatus bays, men's and women's bunk rooms, restrooms, a break room, a workshop, storage rooms and associated site work.

WATERBURY-OXFORD AIRPORT

Waterbury-Oxford Airport- Voluntary Home Acquisition (Project No. DOT01070167)

Figure II-4. Aerial View of Waterbury-Oxford Airport

The project includes the voluntary acquisition of approximately 72 homes in the approach to Runway 18. This project was an approved measure in the recently completed FAA Part 150 Noise study. The project is currently underway with an estimated completion in 2015 based on available Federal Funds.

Waterbury-Oxford Airport- Reconstruction of Runway 18-36 (Project No. DOT0107XXXX)

This project includes the rehabilitation of a 5,000' long by 100' wide portion of Runway 18-36. The project will entail a mill and overlay of existing pavement, new electric lighting and striping. The project is scheduled for design in 2013 and construction in 2014.

2. MUNICIPAL AIRPORTS

Table II-2. Major Projects and Studies for Municipal Airports

PROJECT NUMBER(S)	TITLE OF STUDY/PROJECT	STATUS (Completed, Underway, New)
Tweed New Haven Airport, New Haven and East Haven, CT		
DOT0092XXX	Master Plan Update	New
Igor I. Sikorsky Memorial Airport, Bridgeport, CT		
DOT00150336PE	Design and Permits for the Realignment of Main Street and Safety Area Improvements	Underway
DOT0015XXXX	Relocate Main Street and Safety Area Improvements	New

Table II-2. Major Projects and Studies for Municipal Airports

PROJECT NUMBER(S)	TITLE OF STUDY/PROJECT	STATUS (Completed, Underway, New)
Danbury Municipal Airport, Danbury, CT		
DOT0034XXXX	Rehabilitate Taxiway B	New
DOT0034XXXX	Rehabilitate Runway 8-26	New
Meriden –Markham Municipal Airport, Meriden and Wallingford, CT (No projects or studies)		
Robertson Airport, Plainville, CT		
DOT00119XXXX	Rehabilitate Runway 2-20	

Source: CTDOT Bureau of Policy and Planning, September 2010 & Bureau of Aviation & Ports, November 2010

The following are descriptions of the major projects and studies that are underway or that will be undertaken at the municipally-owned airports during the period 2011 through 2015.

TWEED NEW HAVEN AIRPORT

Tweed New Haven Airport- Master Plan Update

This project is scheduled to begin in the spring of 2013 and will include the development of a new FAA-approved Airport Layout Plan. The plan, which includes a future development plan for the airport, will look at existing facilities, operations, and based aircraft. Also included will be a 20-year improvement plan, capital plan and a schedule for implementation.

BRIDGEPORT-SIKORSKY AIRPORT

Bridgeport-Sikorsky Memorial Airport - Design and Permitting for Realignment of Main Street and Runway Safety Area Improvements

This project consists of the preparation of design plans and specifications for the relocation of a portion of Main Street and Runway Safety Area Improvements. The project also includes the preparation of all required permit applications for the proposed project. A portion of Main Street will be relocated in order to provide for the FAA-mandated safety area while maintaining existing runway length. The project is currently underway and CTDOT is expected to have all permit applications to the Connecticut Department of Environmental Protection (CTDEP) in the spring of 2011.

Bridgeport-Sikorsky Memorial Airport - Relocate Main Street and Runway Safety Area Improvements

This project consists of the relocation of a portion of Main Street along with the construction of safety area improvements for the main runway at the Airport. The roadway will be realigned to allow for the safety improvements and will be raised to alleviate flooding problems. The existing road will be removed and graded to accept the safety area improvements. The safety area improvements will include the installation of Engineered Materials Arresting Systems (EMAS), a light-weight concrete product that crushes under aircraft therefore assisting in stopping the aircraft. This project is schedule for the spring of 2013.

DANBURY MUNICIPAL AIRPORT

Danbury Municipal Airport- Rehabilitate Taxiway B

This project includes the mill and overlay of a portion of Taxiway B at the airport. The existing pavement has reached the end of its useful life and has numerous distress types. The pavement will be milled, cracks sealed and repaved. The project will also include new lighting, signs and wiring. The project is scheduled to begin in the fall of 2011.

Danbury Municipal Airport - Rehabilitate Runway 8-26

This project consists of the rehabilitation of Runway 8-26 at the airport. The pavement has reached the end of its useful life and has numerous distress types. The runway is 150’ wide by 4,422’ long. The project will include a mill and overlay along with new lighting, signs, striping and wiring. The project is scheduled to begin in the spring of 2014.

ROBERTSON AIRPORT

Robertson Airport- Rehabilitate Runway 2-20

This project consists of the rehabilitation of the main runway, Runway 2-20, at the airport. The runway is 75’ wide and 3,665’ long. The pavement has reached the end of its useful life and has numerous distress types. The project will include new lighting, signs, striping, and wiring. The design of the project will be initiated in the fall of 2011; construction is scheduled for the spring of 2013.

B. PUBLIC TRANSPORTATION PROJECTS

CTDOT's Transit Capital Project Management Plan gives priority to safety-related projects, to projects that are necessary to bring the transit infrastructure and rolling stock to a state-of-good-repair and keep them in that condition, and to projects which provide accessibility to the disabled, as required by the Americans with Disabilities Act (ADA). CTDOT's Bureau of Public Transportation uses a comprehensive menu of transit services, demand management strategies, capital improvements, and employer and employee incentives to maintain and improve market share. Other general goals include increasing the use of technology to improve operational efficiency and customer service and reducing single-occupant vehicle use through telecommuting, compressed workweeks, and flextime. The high priority or regionally significant bus and rail capital projects that are underway or that will be undertaken by the Department during the period of 2011 through 2015 are listed in Table II-3 and described in this section.

Table II-3. CTDOT'S High Priority & Regionally Significant Bus and Rail Projects

LOCATION	MODE	PROJECT NUMBER(S)	TITLE OF PROJECT	STATUS (Completed, Underway, New)
Statewide	Bus	Project No. 400-0043	CT Transit System-wide Bus Replacements	To be completed by May 2012
New Britain, Newington, West Hartford & Hartford	Bus	Project No. 0171-305	New Britain to Hartford Bus Rapid Transit (BRT) System	To be completed in 2014
New Haven	Rail	Project No.: 301-0088	New Haven Rail Maintenance Facilities Improvements Program	Underway
New Haven	Rail	Project No. 301-114	Parking Garage at New Haven Union Station	Design Underway
Not Applicable	Rail	Project No. 300-0116	Manufacture and Delivery of M-8 Electric Multiple Unit (EMU) Rail Cars	Underway To be completed in Sept. 2013
Fairfield	Rail	Project No. 0301-0060 & 301-096	Fairfield ADA-Accessible Railroad Station Project	Underway
Multiple towns	Rail	Project No. 170-2296	New Haven – Hartford – Springfield Rail Line	Design Underway
Multiple towns	Rail	Project No.302-0007	Danbury Branch Centralized Traffic Control (CTC) System	To be completed by May 2012
Stamford	Rail	Project No. 301-47	Stamford Parking Garage	New

Source: CTDOT Bureau of Public Transportation and Bureau of Engineering and Construction. November 2010.

1. BUS PROJECTS

CT Transit System-wide Bus Replacements (Project No. 400-0043)

This project will replace buses that have reached the end of their useful life. The available funding will provide funds to replace 150 to 175 buses over the period of 2011 - 2015. The Department will look to procure diesel and proven hybrid technology buses for each type or size of bus that is required. The buses will be operating on CTTransit routes in Hartford, New Haven, Stamford, New Britain and Waterbury.

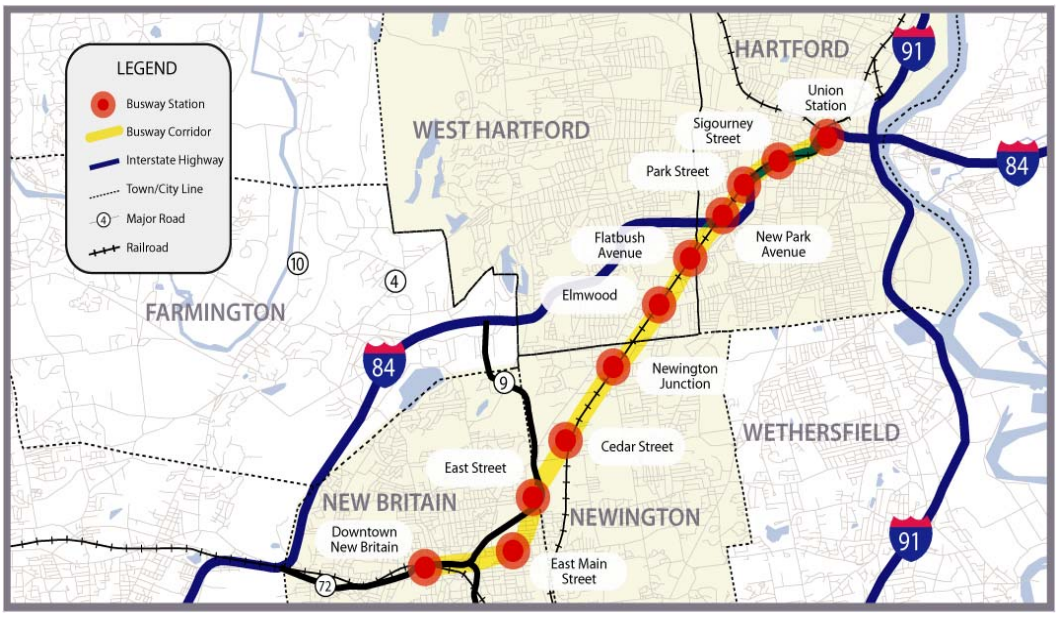
New Britain to Hartford Bus Rapid Transit (BRT) System (Project No. 0171-305)

This project entails construction of an exclusive bus-only roadway between downtown New Britain and downtown Hartford. It will be constructed along 9.4 miles of inactive and active rail corridors located in the towns/cities of New Britain, Newington, West Hartford and Hartford. It will include construction of a roadway, reconstruction of 11 bridges, construction of 11 transit stations with amenities, roadway and station landscaping, signage, lighting, a multi-use pathway and other related activities. Through coordination between the Department and Central Connecticut State University, the busway design accommodates the possibility for a 12th station stop to support the proposed East Campus expansion. **Figure II-5** shows the location of busway corridor and the locations of the busway stations. A 4.4-mile multi-use trail will be constructed adjacent to the north/west side of the busway from downtown New Britain to the Newington Junction Station in Newington.

The bus rapid transit (BRT) corridor follows an abandoned railroad right-of-way from New Britain to approximately 2,000 feet south of Newington Junction (a distance of approximately 4.4 miles). From this point north, the busway corridor lies within the active Amtrak railroad right-of-way and is, for the most part, parallel to the active Amtrak rail line (a distance of approximately 5.0 miles). The busway is typically 32 feet wide, two 12-foot lanes and two 4-foot shoulders with additional passing lanes at the transit stations.

The Environmental Impact Statement (EIS) was completed and the Federal Transit Administration (FTA) issued a Record of Decision (ROD) on March 21, 2002. A re-evaluation to the EIS documenting minor scope changes was submitted to FTA on April 19, 2006, and approved on June 2, 2006. The Department received permission on October 26, 2006, to proceed to the Final Design phase of the project. On January 7, 2008, the FTA approved the Department's request to remove the Flatbush Avenue overpass from the busway project and construct and fund it as a stand-alone project. The Department submitted the Federal Fiscal Year 2011 New Starts Report on September 2009. The Department continues to advance this project through the New Starts funding process. Receipt of the Full Funding Grant Agreement from the Federal Transit Administration is anticipated by early 2011. This agreement is the source for the majority of the federal funding for the busway project. Construction is expected to start in summer of 2011. It is anticipated that the project will be completed and that the BRT will commence revenue operation and be open for use by the public in the summer of 2014. For additional information, visit the project website at www.ctrapidtransit.com. Information on the status of this project is also posted on the Department's website at www.ct.gov/dot under "Major Project Updates."

Figure II-5. Map Showing New Britain to Hartford Busway Route & Stops



2. RAIL PROJECTS

Figure II-6. New M-8 Rail Car

Manufacture and Delivery of M-8 Electric Multiple Unit (EMU) Rail Cars (Project No. 300-0116)

In August 2006 Metro-North Railroad, acting on behalf of the Department, awarded a contract to Kawasaki Rail Car for the manufacture and delivery of up to 380 electric multiple unit (EMU) rail cars.

The acquisition of new rail cars is a critical need for New Haven Line (NHL) commuter rail service, since the first generation of 241 M-2 EMU cars on the NHL is over thirty years old. Replacement of these rail cars will address fleet reliability, ridership and service demand, in addition to meeting requirements of the ADA. The purchase of these cars would also enable operation of the EMU equipment on Shore Line East (SLE) east of New Haven to New London.

The Connecticut General Assembly approved funding for the procurement of the M-8 equipment in 2005 and the Bond Commission authorized it in August 2006. In August 2010 the Bond Commission authorized funding for the optional purchase of 42 additional cars bringing the total number of cars authorized to 342. The Department can exercise the option to purchase up to 38 additional rail cars as funding becomes available, which would bring the total to 380 cars. The first of the 300 cars ordered began arriving in December 2009, and the remainder of cars will be delivered through September 2013.

New Haven – Hartford – Springfield Rail Line (Project No. 170-2296)

This project will establish commuter rail service and high-speed inter-city passenger service along a 62-mile corridor from Springfield to New Haven. The original commuter rail proposal, which was based on the "New Haven - Hartford - Springfield Commuter Rail Implementation Study" that was completed by the Department in June 2005, recommended a start-up service between Springfield and New Haven. This project would have added 18 miles of double track, upgraded nine existing stations with high-level platforms and pedestrian overpasses, and added three new stations. The project would have established 30-minute frequency in the peak hours.

The Federal High Speed Intercity Passenger Rail (HSIPR) Service initiative required that the project scope be restructured to take advantage of federal funding. Although costs associated with commuter rail are not eligible for funding under the HSIPR initiative, common elements such as double tracking and signal upgrades are. The project will be coordinated with improvements in Massachusetts and Vermont to form a high speed corridor between Montreal, Boston, Springfield, New Haven, and New York.

The State of Connecticut has approved $20 million in State bonds and has been designated to receive a $40 million Federal Track 1A HSIPR grant to perform double tracking on a 10-mile stretch between Meriden and Berlin. The work will be performed by Amtrak.

In 2010 the Connecticut State Bond Commission approved $260 million in State bonds, and the CTDOT has been designated to receive a $120 million Federal Track 2 HSIPR grant to complete double tracking along the corridor; install interlockings, signal and communication; rehabilitate bridges and culverts; and upgrade stations and grade crossings. Work on the Connecticut River Bridge and the Hartford Viaduct is not included and is not required to establish the service. Information on the status of this project is available on the Department's website at www.ctdot.gov under "Major Project Updates."

New Haven Rail Yard Facilities Improvements Program (Project No. 301-0088)

The purpose of the New Haven Rail Yard Facilities Improvements Program (the program) is to transform the existing New Haven Rail Yard (NHRY) into a fully functional facility that provides for efficient and effective storage, dispatching, inspection, maintenance and cleaning of an increasing fleet of rail cars. The improvements will 1) provide the space, equipment, and administrative support structures needed to operate and maintain a new generation of rail cars; and 2) coordinate the new facilities with the existing facilities. Service lines using the rail yard include the New Haven Line and Waterbury Line, both of which are run by Metro-North Railroad (MNR), and the Shore Line East, which is currently run by Amtrak. The improvements will also provide for a future New Haven to Hartford service. CTDOT's proposed program of improvements to the NHRY will support improved rail transit service in Connecticut well into the twenty-first century.

The facilities are being built on approximately 74 acres of state-owned land that comprises the existing NHRY. The project is located within an area roughly bounded by Union Avenue to the west, Cedar and Hallock Streets to the south, Church Street Extension and Brewery Street to the east, and Route 34 to the north.

The overall program was initiated to raise the quality of rail service through procurement of a new generation of M-8 electric multiple-unit (EMU) rail cars that will replace the existing M-2 fleet of cars, originally procured in the early 1970s. The M-2 cars were designed to operate for 30 years and have exceeded their life expectancy.

The program is being designed to transform the existing NHRY into a coordinated campus able to effectively serve this expanding fleet of multiple unit electric rail cars as well as the locomotive-hauled fleet of coaches. The major objectives of the program are:

- To provide inspection and repair facilities for the increasing rail fleet that will allow for efficient and safe replacement and repair of components and sub systems, storage and retrieval of parts, and inspection and testing of components and vehicles;
- To increase the wheel truing capacity;
- To provide the offices, shops and facilities required for support of the rail car fleet and service lines by MNR and CTDOT;
- To increase the number of electrified and non-electrified storage tracks needed for the increasing rail fleet;
- To modify track connections between the NHRY and the main line which will enhance efficient train movement between the NHRY and the main line;
- To install the utility systems, roads and site work required to support the overall campus;
- To provide the infrastructure and systems to ensure a safe and secure facility; and
- To provide a wash facility for the rail cars.

Figure II-7 Aerial Photo of New Haven Rail Yard

The program will be constructed in phases over many years under a series of construction contracts. Construction on the first highest priority phase, Tier I, started in 2008 and will continue through 2019. The anticipated completion date of this program is 2020. The estimated cost for the Tier 1 program is approximately $706,000,000. A combination of federal and state funds will be used to fund this program. Tier 2 and Tier 3 projects are currently in the planning phase. Projects included in these two tiers are required in order to complete the New Haven Rail Yard reconstruction and to fully

maintain the rail car fleet. As of December 2010 these projects were not funded. Information on the status of these projects is posted on the Department's website at www.ct.gov/dot under "Major Project Updates."

Tier 1 Projects:

***M-8 Acceptance Facility (Project No. 300-131)*:** Four tracks were installed at the east end of the yard and are being used for acceptance activities for the new incoming fleet of M-8 rail cars by the car builder, Kawasaki, Inc., for the New Haven Rail Line. Future projects will use these tracks as connector routes or storage following completion of the project. This project was completed in July 2009. Kawasaki has moved in, and the first 22 cars are now on-site and undergoing acceptance testing.

***Electric Multiple Unit (EMU) and Critical System Replacement (CSR) Shop Improvements (Project No. 300-0137)*:** The purpose of this project is to renovate the EMU Shop and the CSR Shop to current State building code, improve the working environment in the shops and offices, enhance safety, and to extend the life of the buildings. The renovation generally consists of installing fire detection and alarm systems, railings, ADA access, emergency lighting, and making heating, ventilation and air conditioning (HVAC) improvements. The renovations are mainly interior work with some minor exterior work to install security lighting and alarms. Construction was completed in October 2010.

***Diesel Storage Yard (Project No. 301-110)*:** Three new tracks will be installed adjacent to the existing Shoreline East storage tracks, with connections to the inner loop track. These tracks will have no utilities or catenary (Stand-By/Hotel Power will be provided under future Project 300-0138). There is a need to construct them quickly with minimal disruption due to the requirement not to disrupt the existing Waste Stockpile Area and Shoreline East tracks. This project will provide for storage of Shoreline East and Waterbury Branch Diesel/Coach train sets. Gravel access drives, illumination, and minor utility work are also included. The construction phase of this project began in May 2010 and was completed in December 2010.

***Component Change Out (CCO) Facility (Project No. 301-0106)*:** The CCO facility will consist of a maintenance shop with 13 car spots on 3 tracks with overhead cranes and floor lifts to allow easy removal of major car components (trucks, HVAC units, pantographs), support shops to repair and maintain the major car components, parts storage facilities, offices and welfare facilities for employees, a training facility, a security suite with command center and MTA police offices, the Department's offices, and a communications hub. This project will provide the main shop and office complex for the New Haven Rail Yard, and will provide the major maintenance functions for Connecticut's commuter rail fleet, as well as housing administrative and security functions. Site work will include utility and track connections, driveways, security fencing, catenary, and illumination. This project is under construction and is approximately 25 percent complete. It is scheduled to be completed by late 2012.

The CCO facility will be located in the south east corner of the New Haven Rail Yard, adjacent to Brewery Street. This major 293,000-square-foot multi-story, multi-use building will be the largest facility on the site. Packaged with the building are a number of infrastructure items that will be portions of overall rail yard systems to be completed in later construction packages. The CCO will provide space and equipment for the following functions:

- A shop with equipment to hoist thirteen rail cars simultaneously for removal and replacement of large components;
- Support shops used to repair and rehabilitate various rail car components and systems;
- Systems provided to test rail car components and system, i.e. DC power;

- Offices, welfare facilities and support areas for MNR's Mechanical Department;
- Offices, welfare facilities and storage systems for MNR's Stores Department for the CCO Storehouse;
- Offices, classrooms and support facilities for MNR's Training Department;
- Offices and a lock-up to be used by Metropolitan Transit Authority Police;
- Offices and support spaces for CTDOT Construction and CTDOT Rail Operations employees; and
- Space for support activities by MNR Structures, Operations, IT and Communications workers.

***New Haven Yard Independent Wheel Truing Facility (Project No. 300-0139)*:** This facility will supplement the existing wheel mill that is over 50 years old (built in 1960) and obsolete. The facility will be used to reprofile the steel wheels on the new and existing New Haven Line and Shoreline East rolling stock. Similar to automobiles, the wheels on the rail cars must be kept round, or the rail cars cannot be used. Reprofiling consists of milling the wheels to restore wheel diameter parity and profile because of the stresses of track wear, drift, spalling, and wheel flat spots. The wheel machine is mounted under-floor for ease of operation. Vehicles are pulled over the machine to speed turnaround time. The machine will be a tandem type machine that can true both axles on a truck at the same time. (The existing wheel mill houses a milling machine which can only true a single axle at a time.) The building will enclose the machine pit on a single track plus extensions to house a pair of cars indoors at both ends of the facility. Design is complete, and the project will be advertised for construction in February 2011 once funding is secured from the Bond Commission. Construction is anticipated to be complete by mid 2013.

***Rewire Snow Melters (Project No. 301-0140)*:** This project will re-feed the yard and mainline switch snow melters from the traction power system to the yard power system. This will alleviate an anticipated deficit in traction power for the 2013/2014 winter season. This is required during the interim period when the new M-8's are onsite and the new 1086 traction power substation is not online yet. Design is complete. The project will be advertised for construction in November 2012, and must be completed by the fall of 2013.

***Yard Power Upgrade (Project No. 301-0144)*:** This project will provide a new feed from the power utility, United Illuminating (UI), for the yard power distribution system. This is required because, as the new yard facilities are brought online, power consumption is anticipated to exceed the capacity of the existing feeders by 2013. In addition, the existing feeders are shared with other customers, are aerial, and are on the same pole line. This project will provide two dedicated feeders with sufficient capacity for long-term future expansion, installed underground and fed directly from UI's Water Street substation. A new Point of Entry enclosure will be constructed on the former U.S. Postal Service property adjacent to the Route 34 overpass. This will serve as the interface between UI and MNR. A new duct bank will be installed to feed the existing Hallock Street substation from the new POE. This project is under design now. It is anticipated that the project will be advertised for construction in late 2011, and that construction will be completed by late 2012.

***Central Distribution Warehouse (Project No. 301-0121)*:** A new central warehouse facility is required for the overall New Haven Line to serve as the main distribution point for stores material for the storerooms contained within the individual shops, as well as for major components of the M-8 cars. The Department has evaluated several options for this, including purchasing and fitting out an offsite warehouse to serve this purpose, or constructing a high density automatic storage and retrieval system (ASRS) directly adjacent to the Component Change Out (CCO) Shop. Either option must occur prior to demolition of the Stores Building,

which is scheduled for mid 2013. The Stores building is being removed to allow for the construction of additional storage tracks required to store the new M-8 EMUs when they are not in service. After analyzing several available offsite locations, the Department has determined that the most cost effective option is to construct the ASRS adjacent to the CCO Shop. The automated storage and retrieval (ASRS) facility will have a space-saving, fully automated storage and retrieval system (ASRS) where parts and inventory will be stacked vertically. It will provide a centralized, automated warehouse for the entire New Haven Line's fleet maintenance functions, and will be connected to the main CCO shop. Currently, a construction change order is being prepared to add the ASRS to the ongoing CCO Shop project.

Employee Parking (Project No. 301-0120): It will be necessary to purchase or lease offsite parking areas for railroad employees, since the areas currently used for parking will be displaced by the footprint of new facilities. The first major displacement of parking will occur when construction of the Independent Wheel Truing (IWT) Facility is initiated 2011, so an interim plan to accommodate employee parking within the site or offsite needs to be in place by that time. Currently, employee parking is being added in selected locations throughout the New Haven Rail Yard to the IWT Facility project by Addendum. The adjacent CSX and New Haven Reserve properties, which are contiguous with the rail yard, are being purchased to provide some of the required space for parking in the short term. A long-term plan will be identified after the IWT project is complete.

***Maintenance of Way Facility (Project No. 301-0124)*:** This project will provide a facility to house the Metro-North departments that maintain the yard and main line infrastructure. This will address both short-term and long-term needs. The short-term requirement is to accommodate the Structures Department staff currently housed in the Stores Building, which is slated for demolition in 2013. The current plan is to move this operation to the existing building on the 152 Water Street property, which is in the process of being purchased. The existing building requires minor life safety upgrades before it can be occupied. The current schedule for this work calls for design to start in early 2011, advertising for construction in January 2012, and completion of renovations by early 2013. The 152 Water Street property must be acquired by early 2012 to maintain this schedule.

***Stores Building Demolition (Project No. 301-111)*:** Once all of the current occupants of the current Stores Building ("Building 10") have moved into their new quarters in the Component Change Out Shop and elsewhere, the Stores Building will be demolished to make way for the West End Storage Yard (Project 300-0138). The demolition contract will require complete removal of the building including foundations and associated site features (slabs, loading docks, equipment pads, etc). The design phase of this project is scheduled to take place in 2012; construction is scheduled to begin in late 2013 and be completed by January 2014.

***West End Yard Improvements (Project No. 300-138)*:** A new six-track storage yard for electric multiple unit (EMU) rail cars will be constructed within the footprint of the former Stores Building and connected into the existing track network. The new yard will provide storage for two 10-car trains and four 8-car trains with full service utilities (toilet dumps, paved aisles, water, high mast lighting), and will address EMU car storage needs. Additional storage is required for the anticipated expansion of Connecticut's EMU commuter rail fleet. This will be constructed after the Stores building is demolished, in late 2013.

***Running Repair Shop Upgrades (Project No. 301-0125)*:** The existing Running Repair Shop will be upgraded so that it can be used more effectively as a Service and Inspection Facility. Rooftop access platforms, a stand-by generator, additional Stores and employee welfare facilities and upgraded cranes will be provided. This will occur after the Component Change Out Shop

project is complete in 2012 and the current Running Repair operation is relocated to the EMU Shop in 2013. The project is currently in the Schematic Design Phase.

New Haven Supply Station 1086 (Project No. 301-0038): This project entails the construction of a new substation to provide a new power source for the New Haven Line traction power (overhead catenary) system from the power utility, United Illuminating (UI), adjacent to New Haven Union Station. Currently, the east end of the New Haven Line traction system is only fed from the Devon substation, adjacent to the Housatonic River. This has resulted in low voltage levels on the east end of the New Haven Line. Projected traction power loads will increase due to increases in fleet size and scheduled service, plus the need for a stable power source for the new, high-technology M-8 cars. Therefore, this additional electrical supply point is required to increase voltage levels that would allow more conservative protective relay settings, efficient train acceleration, and more reliable operation of the new M-8 cars. Funding is in place and bids were opened for the construction contract in December, 2010. Construction is anticipated to be completed by late 2012. Agreements have been consummated with the power supplier, UI, to provide for their portion of the work and to purchase the specialized switchgear needed for the substation.

East End Yard (Project No. 301-0127): This project will continue the track reconfiguration started under the West End Yard project. The track will be reconfigured between the main line and the east end of the yard to provide redundant connections between the main line and the yard, to provide connections to the east end of the shops, and to provide for the footprint of the car wash facility. Utilities, catenary, and site work will also be upgraded. This will occur after 2015. In conjunction with this project, the main line signal system will be modified to reflect the additional track connections to the main line.

***Main Line Signal System Modification (Project No. 301-0128)*:** The main line signal system will be expanded and modified to accommodate the track improvements made under the East End Yard project, which will include installing Track 8 in the East Cut and redundant track connections between the yard and main line. This will be performed by Metro-North staff at the same time as the East End Yard project.

***Paint and Heavy Repair Shop (Project No. 301-0130)*:** The existing CSR Shop is to be renovated and converted to a Paint and Heavy Repair Shop. The exterior skin of the building will be replaced to meet energy codes and extend the service life of the building. A paint booth will be installed on one track, a continuous jacking pad will be installed on the heavy repair tracks, and the office space will be upgraded or replaced. This will occur after 2015.

Tier 2 & 3 Projects:

***Existing Wheel Mill Upgrade (Project No. 301-146*):** The existing wheel mill is to be retained for the long-term future. It will supplement the new Independent Wheel Truing Facility's (IWT) capacity. The existing milling machine is very out of date and needs to be upgraded. The existing building is in poor condition and requires life safety and serviceability upgrades. A study has been completed to determine the scope and cost of these upgrades. It is anticipated that this project will go to construction after the new IWT is completed in early 2013.

EMU/Program Shop Upgrades (Project No. 301-0126): The existing EMU Shop will be renovated to convert it to a Program Shop and extend the service life of the building. The shop area will be provided with a new roof and wall systems to meet energy codes, and a new DC power system will be installed. This will occur after 2015.

Car Wash Facility (Project No. 301-0131): A new car wash facility for the portion of the commuter rail fleet stored in New Haven will be constructed at the east end of the yard and located so that trains can access any yard storage track after washing. This fully enclosed, all weather facility will contain a single-track wash bay and a support area for wash equipment. This facility will extend the service life of the rolling stock and enhance appearance of the rail cars. This will occur after 2015 and simultaneously with the East End Yard project.

Pedestrian Bridge (Project No. 301-0123): A pedestrian overpass that connects the various major shop facilities (Component Change Out, EMU, Wheel Truer) to the south station platform (Platform D) will provide a sheltered, unhindered access way between these facilities. This will greatly enhance safety by eliminating grade-level track crossing by employees, and encourage commuting by train to work. The schedule and funding for this work is TBD.

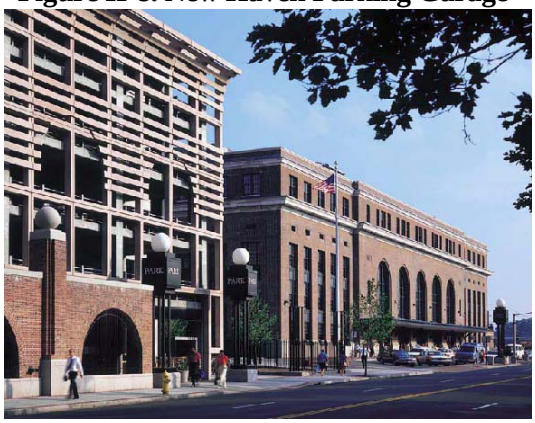
***Final Track Completion (Project No. 301-0132)*:** The existing "bone yard" tracks will be upgraded with new steel catenary, and any older steel catenary remaining on existing yard connector tracks (Track 38 adjacent to the EMU Shop, the Coal Bridge Track, and the west end of the EMU Shop) will be replaced so that all catenary is up to date. The existing tracks will be rehabilitated to current standards. Remaining utility and site work will be completed to unify the yard facilities. This will be the last project in the New Haven Yard program.

Fuel Cells in Component Change Out Facility (Project No. 301-0122): A study was completed, per legislative direction that concluded that fuel cells could satisfy the base load of the Component Change Out Shop. A space has been set aside for them outside the CCO building footprint, but inside the possible onsite Central Warehouse footprint, and the CCO building has been designed to accommodate future installation. The method of procurement, installation, and maintenance must be determined.

***Yard Signal System (Project No. 301-0129)*:** There are many switches in the yard between the west end storage yard and the main line. These are to be controlled by a yard signal system. A train control system, similar to the system in place for the '60's yard, will be installed to allow movements between the main line and the storage yard via automatically controlled and signalized switches. The initial installation will be coordinated with the West End Yard project and expanded when the East End Yard and Final Track Completion projects are constructed. This system will improve operating efficiency, increase safety, and decrease crew costs. Metro-North staff will perform this installation at the same time as they are undertaking the East End Yard track reconfiguration project. The scope of this project will be further refined prior to 2015.

Parking Garage at New Haven Union Station (Project No. 301-114)

Figure II-8. New Haven Parking Garage



This project will create at least a 670-space to 1,000-space garage on the parcel of State-owned land between the historic Union Station and the Church Street Extension overpass over the rail yard. The facility will feature a pedestrian bridge connecting the new garage to the station building at its second level. This will allow separation of pedestrian and vehicular flow. The lowest level of the facility is envisioned to be an area for the circulation of bus, taxi and rental cars. With Union Station being on the National Register of Historic Places, this project will require

coordination with the State Historic Preservation Office. This project is considered Phase 1 of a multi-phase project where additional parking to meet future forecasted demand would be built adjacent to the existing parking garage on the opposite side of the station. A major challenge is developing a thorough set of documents to ensure preservationists that a new parking supply can be added in such close proximity and, in fact, connect to a historic building. The other major challenge is addressing the temporary relocation of buses, deliveries and normal commuting patterns of patrons during construction.

The preliminary engineering phase will produce 1) a schematic design; and 2) a Federal Environmental Assessment/Connecticut Environmental Impact Evaluation which will determine environmental and socio-economic impacts, as well as establish an initial estimate for the construction cost of this facility. The Department has selected Medina Consultants to perform the assignment. A scope of work has been developed shared with the City of New Haven. The design is currently underway with all project stakeholders participating.

The Department will gain an understanding of the level of regional and community support or criticism of this project when it holds its public hearing for the National Environmental Policy Act /Connecticut Environmental Policy Act (NEPA/CEPA) document anticipated in late 2011. Following the approval of the NEPA/CEPA document, a supplemental agreement would be negotiated to complete the design effort. Information on the status of this project is posted on the Department's website at www.ct.gov/dot under "Major Project Updates."

Danbury Branch Centralized Traffic Control (CTC) System (Project No. 302-0007)

This project will install a Centralized Train Control (CTC) and signal system on the Danbury Branch. Currently, the Danbury Branch does not have a signal system and trains operate under a system known as a manual block. Therefore, multiple train movements on the branch are limited by the blocks established. Switches at Norwalk, Wilton, Branchville and Danbury must be manually operated by a train crew member. The CTC Signal System will enable monitoring of train positions along the rail line and allow for a remote control operation of track switches from Metro-North's Control Center. The passing sidings at Norwalk, Wilton, Branchville and Danbury will function as fully automatic control points (CPs). The project will also add a passing siding in Bethel. Signals at these sidings will operate in the same manner as signals on the New Haven Mainline. These signals indicate to a train to stop or proceed based on the on-board cab signal indications. Also, the signals and switches are interlocked for positive control of train moves. Lastly, the branch will be electrically segmented into approximately one-mile-long blocks which will enable Metro-North's Control Center to electronically monitor the location of all trains and provide cab signal indication to each train based on the conditions of the track ahead. The project work installs two power substations and new signal equipment to operate the electronic track circuits, via buried and aerial mounted power, signal and fiber-optic communication cable. Once completed, the Danbury Line signal system will be consistent with the New Haven Main Line. The Danbury Branch, being part of the New Haven Main Line, is also operated and maintained by Metro-North Railroad (MNR). This project will be completed under two contracts administered by MNR and related Force Account (FA) activities. The project is expected to be completed by May 2012.

Fairfield ADA-Accessible Railroad Station (Project No. 0301-0060 & 301-096)

This project was initially a tri-party agreement between the Department, the town of Fairfield, and a private developer to create a commercial development on a 35-acre site near the Fairfield-Bridgeport town line. Now, the Department has taken the lead on moving this project forward in coordination with the Town of Fairfield. Construction began on this new ADA-accessible railroad

station in the summer of 2008; it features 1,020-foot-long canopy-covered, high level platforms; a pedestrian bridge; and a vehicular bridge over the tracks. Upon completion in 2011, the project will include an entry road, environmental cleanup of a former foundry site and up to 1,440 new surface parking spaces for rail commuters. The Department's project is funded by a combination of FHWA, FTA and state money. The State will secure the facility until the drainage, parking, and road components of the affiliated municipal project are completed.

Figure II-9. Replacement of Stamford Parking Garage

Stamford Parking Garage (Project No. 301-47)

The Department of Transportation (Department) is making plans to demolish the existing 700-vehicle garage, which was built in the late 1980s, and replace it with 1,000 parking spaces at or in close proximity to the existing facility. The existing garage, while structurally sound, was poorly built and will require extensive maintenance and reconstruction efforts in the years ahead in order to remain fully functional and safe to operate.

Before the facility is demolished, and as required by Public Act 09-186, the Department must make plans to accommodate those commuters presently parking at the facility. This analysis will become part of the Connecticut Environmental Policy Act document that must be completed for this project. All options for maintaining the supply of commuter parking are being investigated, including exploring public/private partnerships with the local development community. The Department expects that a decision on how best to accommodate these commuters will be made in 2011.

C. HIGHWAY PROJECTS

The high priority or regionally significant highway projects that are underway or that the Department will be undertaking during the period from 2011 through 2015 are listed in Table II-4 and described in this section.

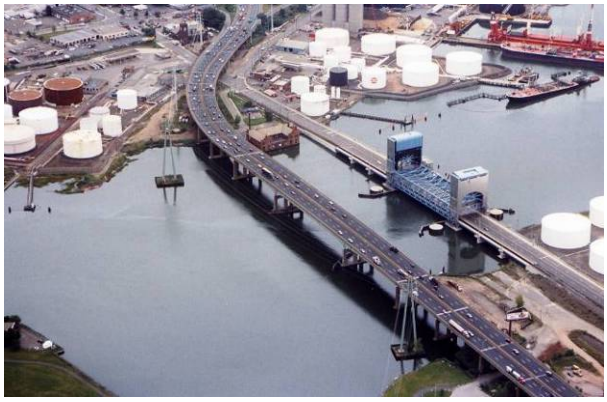
Table II-4. CTDOT's High Priority & Regionally-Significant Highway Projects

LOCATION	MODE	PROJECT NUMBER(S)	TITLE OF PROJECT	STATUS (Completed, Underway, New)
Brookfield	Highway	Project No. 18-113	U.S. 7 – Bypass, Brookfield	Completed in March 2010
Wilton	Highway	Project No. 161-118, 161-124	Reconstruction and Widening of Route 7, Wilton	To be completed in spring of 2011
New Haven	Highway	Project Nos.0092-0531, 0092-0532, 0092-618, 0092-0619, 0092-0649;	Interstate 95 (I-95) New Haven Harbor Crossing Corridor Improvement Program–Pearl Harbor Memorial Bridge ("Q" Bridge)	Construction Underway
New Haven	Highway	Project No. 0092-0522	Replace Interstate 95 Bridge over the West River – New Haven	In Design
Stratford & Milford		Project Nos. 138-221, 138-232	Replacement of the Moses Wheeler Bridge, Stratford and Milford	Construction Underway
Bristol & Plainville	Highway	Project No. 17-137	CT 72- Relocation of Route 72 Expressway in Bristol and Plainville	To be completed June 2011
Avon	Highway	Project No. 04-123	U.S. 44 Safety & Traffic Operational Improvements	To be completed spring of 2011
Meriden & Middletown	Highway	Project No. 0082-0299	Rehabilitation of Arrigoni Bridge	New
Glastonbury & Wethersfield	Highway	Project No. 0053-0175	Rehabilitation of the Putman Bridge	New
Fairfield & Trumbull	Highway	Project Nos. 50-204/206 and 144-178/180	Route 15 Merritt Parkway	Construction Underway
Multiple Routes	Highway	Various Projects	Bridge and Pavement Preservation Program	Design Underway
Statewide	Highway	Various Projects	Safety Program	Design Underway

West Hartford	Highway	Project No. 155-162	CT 173/SR 529 Reconstruction of New Britain Avenue	Underway
Statewide	Highway	Project Nos. 170-2875, 170-2876, 171-346, 172-391, 172-392, 172-393, 172-394, 174-351	List 21 Culvert Repairs	Design has begun. Funding is being sought for construction.
New Haven	Highway	Project 92-547	CT 63 (Whalley Avenue) Reconstruction	Construction is Underway

Source: CTDOT Bureau of Engineering and Construction. November 2010.

Figure II-10. "Q" Bridge - I-95 in New Haven



Interstate 95 (I-95) New Haven Harbor Crossing Corridor Improvement Program–Pearl Harbor Memorial Bridge ("Q" Bridge) (Project Nos. 0092-0529, 0092-0532, 0092-0619; list does not include all "Q"-Bridge projects)

The I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program includes proposed improvements to approximately 7.2 miles of Interstate 95 in New Haven, East Haven and Branford. The program limits extend on I-95 from Interchange 46 (Sargent Drive/Long Wharf Drive, New Haven) to Interchange 54 (Cedar Street, Branford). The project consists of a new I-95 ten-lane bridge over New Haven Harbor, widening I-95 by one lane in each direction between New Haven (Exit 48) and Branford (Exit 54), reconfiguring the I-95/I-91/Route 34 interchange, and a number of transit and rideshare program improvements. This project will replace the existing "Q" Bridge crossing, which is nearly 50 years old and is in need of replacement; it will also reduce existing and future traffic congestion in the I-95 corridor. The overall project is being accomplished in separate phases over several years.

The first project, a new rail passenger station on State Street in New Haven (Project No. 92-529), is complete and operational. Roadway reconstruction projects involving the widening of I-95 in East Haven and Branford, (Project Nos. 14-173, 43-122) are complete, as are several other minor contracts throughout the corridor in preparation for undertaking the large remaining contracts.

The following major priority capital projects were completed in 2009 or 2010:

Project No. 92-533/569 – Completes the widening of I-95 to the east of Pearl Harbor Memorial Bridge in East Haven's Frontage Road areas. Construction was essentially complete in October 2008, well in advance of the scheduled completion time.

Project No. 92-613 – Contract involved the relocation of a major sanitary sewer facility under the Quinnipiac River. The existing facility was in close proximity and posed a significant risk, to

the safe construction of the new bridge. Construction was initiated in 2008 and was completed in 2009.

The following major projects, which are part of the "Q"Bridge mega project, are in the construction phase:

Project No. 92-618 – This contract is essentially the initial phase of the replacement of the Pearl Harbor Memorial Bridge itself. It involves construction of the new bridge foundations, including the temporary trestles to provide equipment access across the Quinnipiac River, from which to build the new bridge. Construction was initiated in 2008 and will be completed in 2011.

Project No. 92-619 – Entails the creation of a flyover ramp from I-95 to Route 34 and the temporary relocation of the exit 46 ramps in Long Wharf. It also provides for a two-lane ramp connection from I-91 southbound to I-95 southbound. The opening of new Ramp H and flyover bridge (I-95 Northbound to Route 34 Westbound) is scheduled for April 2011. Construction was initiated in 2008 and will be completed in 2011.

Project No. 92-532 –Entails constructing the new Pearl Harbor Memorial Bridge and removing the old bridge. Foundation elements of the new bridge are under construction and identified as Project No. 92-618. Construction was initiated in 2009 and will be completed in 2015.

Project No. 92-531 – Entailed reconstructing the I-95/I-91 and Route 34 interchange. Construction will be initiated in 2011 and will be completed in 2016.

Project No. 92-649 - Entails the addition of an auxiliary lane from Route 10 to Route 34 and the southerly relocation of Interchange No. 46, Long Wharf Drive. Construction will be initiated in 2012 and will be completed in 2015. As of December 2010, this project was in the design phase.

The forecasted completion date for this project is November 2016. Additional information about this mega project is available on the website for this project, www.I95NewHaven.com; updates on the status of this project are posted on the Department's website at www.ct.gov/dot under "Major Project Updates."

Replace Interstate 95 Bridge over the West River – New Haven (Project No. 0092-0522)

This project entails the replacement of Bridge No. 00163, I-95 over the West River, which is nearing the end of its serviceable life. The existing bridge will be replaced with a new, wider structure, which will extend to the south of the existing location. In addition, Interchanges 44 and 45 on I-95 will be reconfigured. The existing loop ramps for the two interchanges will be eliminated, and the interchanges will be combined into one diamond interchange. The new interchange will provide access to all areas, which the current configuration provides. The proposed project also includes the construction of a four-lane section of roadway to connect Ella Grasso Boulevard to Kimberly Avenue, and to provide access to West Haven from the new interchange. The project is under design.

Replacement of the Moses Wheeler Bridge, Stratford and Milford (Project Nos. 138-221, 138-232)

These projects provide for the replacement of the Moses Wheeler Bridge, carrying I-95 over Housatonic River between Stratford and Milford. Phase 1, entailing construction of the new bridge foundations, is underway, with a construction completion date of September 2011. Phase 2 involves construction of the new Moses Wheeler Bridge and approach roadways; it will go out to bid January 2011.

CT 72- Relocation of Route 72 Expressway in Bristol and Plainville (Project No. 17-137)

Figure II-11. Relocation of Route 72 in Bristol & Plainville -Pine Street Looking East from Barber Road near Wall #102

The relocation of Route 72 in Bristol and Plainville consists of a 2.0 mile (3.3 kilometers) relocation of Route 72, connecting the existing Route 72 expressway in Plainville to Route 229 (Middle Street) in Bristol, as well as the reconstruction of 2.4 miles (4 km) of existing secondary and local roadways.

As part of this project, a new three-span bridge (No. 06619) is being constructed to convey Route 72 over the Pequabuck River, a box culvert is being constructed at Yards Pond, four retaining walls and five embankment walls are being constructed, 4.7 acres (19,000 square meters) of wetlands are being created, and significant utility relocation work is being undertaken. The project was 80 percent complete as of October 2010; the forecasted completion date is June 2011. Information on the status of this project is available on the Department's web site at www.ct.gov/dot under "Major Project Updates."

U.S. 44 Safety & Traffic Operational Improvements (Project No. 04-123)

The project was initiated as a result of a corridor study conducted by the Capitol Region Council of Governments (CRCOG) in September of 2000. As a result of the study, recommendations were endorsed by the Town of Avon, CRCOG, and the Department. The recommendations were to soften horizontal curves, provide left turn lanes, install a painted median, provide 8-foot-wide shoulders and re-align offset intersections.

This project consists of widening of Route 44 from approximately 500 feet east of the intersection with Route 10 easterly to the West Hartford – Avon town line for a total length of approximately 1.4 miles. U.S. Route 44 is being reconstructed to soften existing curves east of Pine Tree Lane and west of Montevideo Drive, a planted median is being constructed between the Avon/West Hartford town line and Pine Tree Lane, and a textured median is being constructed from Pine Tree Lane to the western project limits. This median will provide separation between opposing vehicles with a cable median barrier system through the curved sections. The project also includes the closure of the existing intersection between Route 44 and Montevideo Road in conjunction with a new connection from Montevideo Road to Parsons Way. Other project improvements include restricting access at the eastern junction of Pine Tree Lane to "right in" and "right out only" turns, various drainage and guiderail upgrades and widening of the existing narrow shoulders. Construction began in April of

2008 and was expected to be substantially complete by December 2010, with the exception of some minor work which will be completed in the spring of 2011.

Reconstruction and Widening of Route 7, Wilton (Project No. 161-118, 161-124)

To improve the overall traffic operations and safety along Route 7, the CTDOT is overseeing the reconstruction and widening of the arterial from Wolfpit Road to just north of Olmstead Hill Road. The following also will be done as part of this project: rehabilitation of four bridges, construction of four retaining walls, signalization, plantings, and the creation of a wetland area. It was 99 percent complete as of January 2011; the forecasted completion date is spring of 2011.

Rehabilitation of Arrigoni Bridge (Project No. 82-299)

This project involves the rehabilitation of the Arrigoni Bridge carrying Connecticut Route 66 over Route 9, the Connecticut River, Providence & Worcester (P & W) Railroad and local roads. There are two phases of work planned. The first phase, which is anticipated to be under construction in the spring of 2011, is planned to address the serious condition of the decks of the two main spans over the Connecticut River. The concrete filled steel grid deck in the main spans 10 and 11 and supporting steel stringers will be completely replaced, followed by placement of membrane waterproofing and bituminous wearing surface. The deck replacement will be completed in three construction stages with one lane of traffic maintained in each direction for each stage. The sidewalks and concrete barrier curb in these spans will also be replaced, maintaining one sidewalk for pedestrian use at all times. The drainage system and scuppers will be cleaned and repaired as needed and the bridge bearing pads will be replaced at 10 locations. Concrete pedestals with severe scale, spalls, and hollow areas will also be repaired.

Phase 2 involves the full deck, parapet and sidewalk replacement of the Middletown and Portland approach spans, placement of membrane waterproofing and bituminous wearing surface. Steel portions of the superstructure and substructure will be cleaned, strengthened and painted as needed. The tied arches and the impacted rust at the eyebar connections will be cleaned and the approach guiderail will be upgraded.

Rehabilitation of the Putnam Bridge (Project No. 53-175)

This project will involve the rehabilitation of the Putnam Bridge carrying Connecticut Route 3 over the Connecticut River (Br. 00417). The project is planned to repair the parts of the bridge most susceptible to leakage.

I- 84 – Upgrade Expressway, Farmington (Project No. 0051-0259)

The Department, the Federal Highway Administration, the Capitol Region Council of Governments, and the Central Connecticut Regional Planning Agency completed a Hartford West Major Investment Study in 1999. As part of this study, improvements were recommended for segments of I-84 in Farmington and West Hartford. Under this project, improvements would be made on I-84 in Farmington in vicinity of the Route 9, Route 4, and U.S. Route 6 interchanges. As of January 2011, no funding was available to undertake the construction phase of this project.

Route 15 (Project Nos. 50-204/206 and 144-178/180)

These projects were initiated as part of an overall improvement program to provide safety upgrades, pavement and bridge rehabilitation, and landscape restoration along the entire 37.4 miles of the Merritt Parkway. These projects cover a 9-mile section located in the Towns of Fairfield and Trumbull and are the fourth in a series of seven contracts. All proposed improvements are in

conformance to the Merritt Parkway Master Plan and follow the recommendations of the Merritt Parkway Advisory Committee, which reviews any proposed activities on the Merritt Parkway on a quarterly basis.

The projects are composed of four components: safety upgrades, pavement resurfacing, bridge rehabilitation/restoration, and landscape enhancements. The safety component includes the upgrading of guide railing and the removal of obstacles such as rock outcrops and trees located very close to the road. The resurfacing component restores the longevity of pavement and allows for roadway cross-slope corrections to improve drainage. The bridge rehabilitation component allows for repairs of deteriorating concrete, restoration of historic fabric and the removal of graffiti. The landscape enhancement component restores the Parkway to a park-like setting by removing overgrowth (dead, diseased, or leaning trees and invasive vegetation) and replanting the roadside/median with new trees and shrubs. This construction contract was started in the summer of 2009; it is anticipated that the project will be completed in the fall of 2012.

CT 173/SR 529 Reconstruction of New Britain Avenue (Project No. 155-162)

This project involves the reconstruction of New Britain Avenue in West Hartford from the vicinity of Somerset Street to South Street, including addition of exclusive left-turn lanes, raised landscaped medians, a bus turnout area, and widened sidewalks. In addition, the overhead utility lines crossing New Britain Avenue will be relocated underground, decorative illumination poles will be used, and paver sidewalks will be installed. The improvements will address vehicular and pedestrian safety as well as providing aesthetic improvements. The project design was completed in September 2010; construction is scheduled to begin in the spring of 2011.

List 21 Culvert Repairs (Project Nos. 170-2875, 170-2876, 171-346, 172-391, 172-392, 172-393, 172-394, 174-351)

These projects involve repairs to 27 culverts rated in poor, serious or critical condition. The culverts are located throughout the state under both expressways and secondary roads. The repairs generally involve lining the existing pipes or installing a new pipe inside the existing pipe, but full replacements are also involved at some locations. Design has begun but funding for the construction of this work is still being sought. If permits are received in a timely manner and funding sources are found, construction would begin in 2013.

CT 63 (Whalley Avenue) Reconstruction (Project 92-547)

Project 92-547 involves the construction of safety and traffic operational improvements along CT Route 63 (Whalley Avenue) in New Haven from Glenview Terrace to Emerson Street. The offset intersection of East Ramsdell Street will be relocated opposite Ramsdell Street to form a normal four way intersection. Left turn lanes, bump-outs to shorten pedestrian crossings, and on-street parking will be provided. Drainage upgrades, new concrete sidewalks and replacement of the traffic signals will also be included. As of November 2010 the project was in the construction phase; it is expected to be completed in the summer of 2011.

Bridge and Pavement Preservation Programs (Various Statewide Projects)

The Preservation Programs are a new and focused initiative to achieve a state-of-good-repair to our infrastructure assets. At its core is a commitment to dedicate a certain level of funding each and every year to address Pavement and Bridge conditions utilizing Asset Management principles and performance metrics. For example, pavement preservation projects will involve various treatments that are designed to extend the useable pavement life of existing pavements. The Pavement Preservation Program is intended to keep pavement surfaces in good condition before they deteriorate to the point that major reconstruction is needed. A comprehensive review of pavement

conditions throughout the state is conducted every year in order to establish a prioritized list of sections eligible for these treatments. The bridge preservation program will comprehensively address bridges rated in poor condition from the annual condition List reports.

The programmatic approach is endorsed by the Federal Highway Administration, and the projects are eligible for federal funding. With a dedicated level of funding, the program development (planning) and design effort can move more efficiently. It is anticipated that the program will proceed from project scoping (identification) to bidding in approximately 15 months. The specific projects utilizing the SFY2012 funds (which support the 2012 calendar year construction program) will be specifically defined in the early 2011. Specific projects will be identified in the Bond Commission requests and the subsequent allotment process.

Safety Program (Various Statewide Projects)

The Connecticut Department of Transportation (Department) is responsible for implementation of the Highway Safety Improvement Program (HSIP) in Connecticut. In accordance with Title 23 of the Code of Federal Regulations, Part 924, the Department has developed a Strategic Highway Safety Plan (SHSP) and administrates, on a statewide basis, several programs, procedures and processes to address hazardous elements on the State's roadways system. Projects can qualify for the Department's HSIP funds when they are initiated from the following sources:

- Suggested List of Surveillance Study Sites (SLOSSS)
- Local Road Accident Reduction Program (LRARP)
- "5 Percent" List
- Railway-Highway Grade Crossing Program (RHGCP)
- Projects Supporting SHSP Emphasis Areas
- Section 402 Safety Program
- Special Safety Projects deemed eligible by the Department with Federal Highway Administration (FHWA) concurrence.
- FHWA proven safety countermeasures (PSC)

Responsibility for carrying out the administration of the HSIP within the Department is assigned to the Division of Traffic Engineering and the Office of Policy and Planning. Coordination and collaboration with the Department's external partners is maintained through the periodic meetings of the SHSP Steering Committee, SHSP Emphasis Area sub-groups, direct contact with Federal, State, Regional Planning Agencies and local agencies where appropriate and quarterly project status reporting to the FHWA Connecticut Division Office.

D. LOCAL BRIDGE PROGRAM

Projects to repair and replace bridges owned by towns and cities are funded primarily through three separate funding sources: the Off-System Bridge Program within the federal Highway Bridge Replacement and Rehabilitation Program (HBRR), the Urban program within the federal Surface Transportation Program and the State of Connecticut's Local Bridge Revolving Fund (LBRF).

1. Federal Off-System Bridge Program

The federal funds that may be used for local bridges are a portion of the Department's allotment of HBRR Off-System Bridge Program funds. The amount that is allocated to rehabilitate and replace local bridges varies annually depending upon the amount that is allocated to the Department, and the amount of the funding from this program that the Department uses for its own needs. Up to 100 percent of the federal Off-System Bridge Program funds allocated to the

Department may be expended annually to repair local bridges identified as being in poor condition. However, it is NOT necessary for a bridge to be in "poor" condition to be federally-funded. HBRR funds can be used for bridges that are structurally deficient, functionally obsolete, or that have a few other specified issues. The Department typically commits about $15 million in new federal funds to replace and rehabilitate local bridges every year, but again, not all of those bridges are in poor condition. Federal funds for local bridges are not matched with State funds - the towns pick up the 20 percent non-federal share.

2. Federal Surface Transportation Program (STP) - Urban

The Urban Program provides funds for capital improvements to roads that are classified as "collector" or "arterial" roads. Funding is made available to urban areas in the state on a formula basis. Towns and cities may apply for funding to undertake various transportation improvement projects, including the repair and rehabilitation of local bridges, as long as the bridges are part of a "collector" or "arterial" road. There are no provisions in SAFETEA-LU or in the Department's funding allocation formula that limit the amount of STP-Urban program funds that can be spent on local bridges.

3. State Local Bridge Program

To qualify for the State Local Bridge Program, a bridge must be in poor condition (have a rating of "poor", "serious", "critical", or "failed"). The State Local Bridge Program is funded from a revolving fund that is not part of the Department's annual operating budget, and is not part of the Special Transportation Fund (although seed money was transferred from the STF to the Local Bridge Revolving Fund (LBRF) about 20 years ago). CTDOT typically has enough federal funds to cover all of the applications received, but is chronically short of State funds. For example, for SFY2008 the Department committed to fund only 2 of the 12 applications for State funding received.

In March 2009, PA 09-2 transferred $28 million out of the LBRF into the General Fund as part of the State's deficit mitigation effort. Removal of these funds has effectively shut down the State Local Bridge Program. No new projects have been initiated since SFY2008, and the Department has been unable to honor funding commitments for many projects already underway. Public Act 09-2 of the General Assembly's September 2009 Special Session authorized the issuance of bonds to fund completion of projects already committed-to, but as of this writing, the State Bond Commission has not taken up the bonding request. With the State Local Bridge Program stalled, the number of deficient bridges has grown; nearly one-third of all municipal bridges are now deficient. Below is a table, Table II-5, providing the number of local bridges that are eligible for funding under the two programs as of October 2010.

Table II-5. Municipal Bridges: Number, Condition & Eligibility for Funding

MUNICIPAL BRIDGES

Span Length	Total Number	Structurally Deficient	POOR Condition	SERIOUS Condition	Functionally Obsolete	Total No. Deficient*	HBRR Eligible	State LBP Eligible
Greater than 20 Feet	1,332	208	124	84	401	486	242	105
Less than 20 Feet	2,102	228	153	75	405	545	0	174
Total	**3,434**	**436**	**277**	**159**	**806**	**1,031**	**242**	**279**

* Structurally Deficient, Functionally Obsolete, or both (as of October 2010)

Note that because the Department does not inspect municipal bridges with spans of less than 20 feet, the condition of these smaller structures is likely much worse than indicated above. Most municipalities do not have a formal bridge inspection program, putting the public at risk from uninspected bridges. The Department has sought funding to inspect these structures, so far without success.

E. CTDOT'S MAJOR PLANNING STUDIES

The strategic development of the state's transportation program requires evaluation of the travel corridors to identify future needs and establish priorities for implementing improvements. The recommendations for corridor improvements normally evolve from corridor studies and/or other types of studies related to specific modes or problems. In many situations, a number of studies are done over a period of years. Some studies are conducted by CTDOT and some are conducted by regional planning organizations (RPOs). All of them are coordinated with various state and federal agencies and the public. The primary goal is to develop strategies that focus on resolving the most critical transportation problems while attaining CTDOT goals, assisting in implementing other statewide goals and using CTDOT's resources in the most effective manner. In many corridors, the problems are so extensive and complex that a number of strategies must be implemented. There are also financial constraints, environmental considerations and other factors that have considerable influence on the development of the total transportation program.

The need for planning studies is identified in long-range plans prepared by the RPOs. CTDOT has the lead responsibility on several of the studies and is working in consultation with the RPOs and the towns. Other ongoing studies are being conducted by the RPOs, in cooperation with CTDOT and the corridor towns. Major planning studies that were completed in 2009 or 2010 or for which the Department currently has lead responsibility are listed in **Table II-6**. The transportation planning studies that are underway or that are scheduled to be conducted by the RPOs or towns are listed in **Table II-8**.

The studies will be the basis for developing a coordinated, integrated plan of transportation improvements for each corridor, including the scheduling for implementation of projects over a 20-year period. Most of the corridor studies will also include access management plans for the corridor towns. The towns are actively participating in the process through corridor advisory committees.

Public participation is encouraged through a variety of mechanisms including interactive web sites, newsletters and public information meetings scheduled throughout the course of the studies. When undertaking studies and implementing projects, ConnDOT applies Context-Sensitive Solutions (CSS). CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves environmental, scenic, aesthetic, and historic resources while maintaining safety and mobility. Through CCS process, the Department will form partnerships with identified community stakeholders to develop transportation improvement projects that meet the state's transportation needs while giving appropriate consideration to community issues and impacts.

Table II-6. CTDOT'S MAJOR PLANNING STUDIES

LOCATION	MODE	PROJECT NUMBER(S)	TITLE OF STUDY	STATUS (Completed, Underway, New)
Manchester	Highway	DOT00760202	Buckland Area Transportation Study	Completed 7/2009
Waterbury	Aviation	DOT01070167	Waterbury-Oxford Environmental Assessment and Proposed Stage Relocation Plan	Completed 10/2009
Statewide	Bicycle & Pedestrian	DOT07089998	State Bicycle, Pedestrian Plan and Bicycle Map	Completed 12/2009
Waterbury -Danbury	Highway	DOT01510301	I-84/Route 8 Waterbury Interchange Needs and Feasibility Study	Completed 6/2010
Groton – New London	Aviation	DOT00580310	Groton-New London Airport Master Plan	Summer 2011
Hartford-Brainard	Aviation	DOT00630661	Hartford-Brainard Airport Master Plan	2013
Danbury	Rail	DOT03020008	Danbury Rail Branch Electrification Study (Phases I and II)	Summer 2011 completion
Waterbury – New Canaan	Rail	DOT01702562	Waterbury and New Canaan Branch Lines Study	Waiting for funding for the env. phase
Orange	Rail	DOT0106-0120	Construction of New Rail Station in Orange	Underway
Seymour/Beacon Falls/ Naugatuck	Highway	DOT01240164	Route 8 Deficiencies and Needs Study	2011 completion
Woodbridge/New Haven	Highway	DOT00920623	Route 15 Interchange 59 Deficiencies and Needs Study	Spring 2012 completion
Waterbury - Danbury	Highway	DOT01740316	I-84 Waterbury – Danbury Environmental Impact Statement	Underway
New Haven-Hartford-Springfield	Rail	DOT01702296	2030 Vision for High Speed and Intercity Passenger Rail Service In New England Environmental Assessment	Anticipated completion 2011

Table II-6. CTDOT'S MAJOR PLANNING STUDIES

LOCATION	MODE	PROJECT NUMBER(S)	TITLE OF STUDY	STATUS (Completed, Underway, New)
Salem-Waterford	Highway	DOT01200081	Route 82/85/11 Salem-Waterford Final Environmental Impact Statement	Pending
New Haven	Highway	DOT00920619	Reevaluation of the Reconstruction of I-95 through Long Wharf	Completed April 2010
Norwalk	Highway	DOT01020269	Route 7/Merritt Parkway 4F and Environmental Assessment	Pending
Old Lyme-New London	Highway	DOT01702725	I-95 Interchanges 70-84 Environmental Impact Statement	Pending

Source: CTDOT Bureau of Policy and Planning, November 2010.

Groton-New London Airport Master Plan (Project No. DOT00580310)

The Airport Master Plan Update (AMPU) will provide planning guidelines for future development of the airport. The development needs identified as a result of this plan are intended to satisfy present and future aviation demand, while being compatible with the surrounding environment, community development and other transportation systems. The current Master Plan was completed in 1998. Much of the data used to develop this plan are outdated, and the community and region that the airport serves today are different from that of ten years ago. As such, one of the goals for this AMPU is to identify and analyze the socioeconomic changes that have occurred in the local communities and the southeastern region of Connecticut, and assess their effects on the airport. This AMPU will also review the potential influence of other airports that may have affected activity at Groton-New London Airport, along with industry changes in general aviation.

Hartford-Brainard Airport Master Plan (Project No. DOT00630661)

The purpose of this study is to develop a Sustainability Airport Master Plan Update for Hartford-Brainard Airport (HFD) in Hartford, Connecticut. This study incorporates current sustainability principals while planning for future development of the airport. The development needs identified as a result of this plan will be intended to satisfy present and future aviation demand, while being compatible with the environment, community development, and other transportation systems.

Danbury Branch Electrification Study and Environmental Impact Statement (Project No. 302-0008)

The purpose of Danbury Branch Electrification Feasibility Study is to evaluate a range of infrastructure and service improvements to determine their potential to enhance significantly the Branch's attraction as a competitive alternative to driving in the Route 7 corridor and other adjacent north/south corridors or commuting on the Harlem Line. The study will result in a list of recommended infrastructure and service improvements that will include an evaluation of the costs and benefits of the recommended improvements. The results of this study will provide decision-

makers with the information necessary to determine how the needs of the Danbury Branch fit in an overall statewide transportation strategy that must balance needs and funding ability.

Phase I of this study was completed in January 2006, with the completed review of preliminary alternatives and identification of "candidate alternatives" for detailed analysis in Phase 2.

Phase I recommended the following alternatives for further study:

Alternative A - No Build. This alternative assumes no major new investments other than what has already been approved or required for regular maintenance of the Danbury Branch Line.

Alternative B - Transportation System Management (TSM). This alternative encompasses everything that can be done without new construction or new vehicle procurement including service improvements such as new outbound service, express service, and skip stop service.

Alternative C - South Norwalk to Danbury Improvements (Build Options). This option includes electrification, passing sidings, curve realignments, and station improvements.

Alternative D - Danbury to New Milford Extension and Improvements. This option includes extending diesel service to New Milford, track reconstruction, curve realignments, passing sidings, new stations, and electrification.

Alternative E – Transportation Strategy Board Option for partial electrification from South Norwalk to the vicinity of Route 15 (Merritt Parkway). This option would electrify the line from South Norwalk to an area near Route 15 and the Wilton Station.

The Record of Decision for the EIS will be published in the summer of 2011. The infrastructure improvement requirements along the study corridor have also begun. Additional information on this project is available on the internet at: www.danburybranchstudy.com.

Waterbury and New Canaan Branch Lines Needs and Feasibility Study (Project No. 170-2562)

The Department, in cooperation with the South West Regional Planning Agency (SWRPA), Greater Bridgeport Regional Planning Agency (GBRPA), Council of Governments of the Central Naugatuck Valley (COGCNV), the Valley Council of Governments (VCOG), other state, federal, municipal and local stakeholders, is conducting a Waterbury and New Canaan Branch Lines Needs and Feasibility Study to investigate the needs and opportunities in the corridors along the Waterbury and New Canaan branch lines of the New Haven Line. The product of this study, which began in December 2007, is an assessment of the deficiencies and needs in these two branch line corridors and evaluation of a range of transit service options and infrastructure requirements to determine their potential to significantly enhance the corridor's transit services to be as competitive alternatives to driving in the Route 106 and Route 8 and other adjacent north/south corridors. The result of this analysis is a study report recommending a comprehensive set of transportation improvements, which were arrived at through a collaborative effort. The recommended improvements were developed to fit within an overall statewide transportation strategy that must balance needs and the State's ability to fund such improvements.

The study identifies a short list of service and infrastructure improvements on the two branch lines. Improvements on the New Canaan Line can be implemented when funding becomes available for design and construction. The following alternatives to improve service on the Waterbury Line will be evaluated in the NEPA/CEPA Environmental Documentation phase when funding becomes available:

Waterbury Branch Line Improvement Alternatives (Project No. 170-2562)

Recommendation 1: Beacon Falls Passing Siding - Even without signalization, a passing siding in Beacon Falls would improve flexibility and allow additional service by enabling more than one train to operate on the branch at once.

Recommendation 2: Full Signalization - Adding a passing siding and signalizing the branch would provide an even greater benefit, enabling multiple trains on the branch at once.

Recommendation 3: Waterbury Storage Yard - The ability to store trains at the northern end of the branch would improve operational flexibility, allowing staging of trains at both ends of the branch.

Recommendation 4: Three Additional Passing Sidings - Adding passing sidings at Devon, Derby, and Waterbury—in addition to a passing siding at Beacon Falls—enables increased service, as well as operational flexibility in case of breakdown.

Recommendation 5: Increased Train Length with High-Level Platforms - Initially, capacity is not an issue on the branch, but it is likely that ridership would increase if Recommendations 1-4 were implemented. Lengthening platforms to allow for longer train consists could increase capacity on the branch to serve the ridership generated by improved service. Longer, high-level platforms would also improve safety and decrease boarding time.

Recommendation 6: Devon Station - Ultimately, the way to substantially increase service on the branch without degrading mainline service is to build a new station that provides Waterbury Branch customers with frequent access to NHL trains, without taking up mainline schedule slots.

Station Improvements Package 1 - Improving station facilities along the branch would improve the customer experience and enable better multi-modal connections.

Station Improvements Package 2 - In addition to the improvements included in Package 1, Package 2 would provide an operational benefit by allowing longer trains and would improve safety.

Shuttle Bus Service - Until funds are available for capital improvements, supplemental bus service could fill service gaps in the Waterbury Branch schedule.

New Canaan Branch Line Improvement Alternatives (Project No. 170-2562)

Recommendation 1: New Canaan Station Signalization - Extending the signal system to New Canaan Station and providing remote switch operations would reduce the time required to enter and leave the station.

Recommendation 2: Springdale Passing Siding - Adding a passing siding at Springdale would enable multiple trains to operate on the branch at the same time.

Recommendation 3: New Canaan Station Signalization + Springdale Siding + Two-Platform Springdale Station - Adding New Canaan Station signalization, a passing siding, and a second platform at Springdale would enable additional service on the branch and allow reverse-peak trains to pick up and discharge passengers at Springdale while waiting on the passing siding.

Station Improvements Package - Extending platforms at New Canaan and Springdale and adding a second platform at Talmadge Hill would alleviate platform crowding, decrease boarding time, improve passenger safety, and improve the customer experience.

Additional information on this project is available on the internet at www.waterbury-newcanaanrail.org.

Construction of New Rail Station in Orange (Project No. 106-120)

Although the City of West Haven was chosen for the location of the railroad station in the July 2007 Connecticut Environmental Impact Evaluation, which compared the West Haven and Orange sites, this determination did not preclude the future consideration of a commuter railroad station at the Orange site. The Federal Transit Administration has provided an earmark grant for approximately $1.2 million to prepare a NEPA document and preliminary planning for the Orange railroad station. At this time, the Department is completing the planning and environmental evaluation of the proposed station. An Environmental Assessment is scheduled to be published in the late spring/early summer of 2011.

Route 8 Deficiencies and Needs Study (Project No. DOT01240164)

The Department (CTDOT), Valley Council of Governments (VCOG) and Council of Governments of Central Naugatuck Valley (COGCNV) have recognized the need to evaluate Route 8 between Interchanges 22 and 30 in Seymour, Beacon Falls, Naugatuck, and Waterbury. The purpose of this study is to identify transportation deficiencies and define near-term and long-term transportation improvements. A previously completed study of the I-84/Route 8 Interchange (I-84 Waterbury Interchange Needs Study) analyzed Interchanges 30 through 35 of Route 8. A previously completed Corridor Planning Study analyzed Interchanges 11 through 22 along Route 8. Other initiatives being considered along this transportation corridor include a VCOG assessment of the widening of Route 67 west of Route 8, a VCOG assessment of a possible connector road between Routes 42 and 67, a CTDOT study that will evaluate the needs of the Waterbury Rail Branch, and the analysis and development of a plan by the Connecticut Department of Economic and Community Development to establish an intermodal transportation center in Waterbury that would serve the corridor.

Route 15 Interchange 59 Deficiencies and Needs Study (Project No. DOT00920623)

The Department (CTDOT) is conducting a Transportation Needs and Deficiencies Study of the area around Route 15 at Interchange 59, Route 63, and Route 69 in the City of New Haven and the Town of Woodbridge. The northern limit is Bradley Road and the southern limit is Davis Street. This study was initiated as a result of the traffic congestion and high accident rates in the area. Due to the interrelation between the Route 15 interchange and the local operations, CTDOT decided that the entire area should be studied as a whole, rather than as individual locations. The study will examine the interchange configuration in terms of how well the ramps operate and how they affect Route 15 mainline operations and the local roadway network. The study will develop a recommended plan for the interchange and local roadway network from which individual projects could be prioritized and constructed to complement future projects that are already programmed. It will identify the existing transportation conditions, including traffic level of service, safety, and the related roadway geometry; identify future (year 2030) demand and needs; evaluate alternatives; and make practical, cost-efficient improvement recommendations. This study also will identify anticipated social and environmental issues and constraints that will be considered when evaluating alternatives and developing recommended actions. The study will result in a plan of recommendations for the interchange and surrounding roadway network from which improvement projects could be prioritized and constructed in future years.

I-84 Waterbury – Danbury Environmental Impact Statement (Project No. 174-316)

Transportation improvements have been proposed to improve safety and to accommodate for a projected increase in traffic volumes along approximately 30 miles of I-84 from Interchange 1 in Danbury, Connecticut to Interchange 19 in Waterbury, Connecticut. The findings of the following two major deficiency and needs studies prepared by the Department indicate that improvements are necessary:

- The I-84 Needs and Deficiencies Study – June 2000
- The I-84 West of Waterbury Needs and Deficiencies Studies – November 2001

The National and Connecticut Environmental Policy Acts require that a Federal Environmental Impact Statement and a Connecticut Environmental Impact Evaluation (EIS/EIE) be prepared prior to the design and construction of the transportation improvements. An EIS/EIE is being undertaken to study the impacts of several proposed transportation improvements including the preferred alternative, construction of an additional travel lane in both directions. A coordination plan, required by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) has been developed.

The following towns are included in the EIS/EIE study area: Danbury, Brookfield, Bethel, Southbury, Middlebury and Waterbury. The EIS/EIE will refer to the deficiency and needs studies for the analysis of other alternatives such as improved mass transit, Transportation Systems Management and managed travel lanes. Federal, state, and local agencies, as well as the public, will be involved in the development of the EIS/EIE. In 2003, $1.8 million in National Highway Systems funds and $200,000 in state-funded bonded interstate money funds was allocated to this project. In 2008, another $3.6 million in State bonding was authorized for this project. As of November 2010 there was no identified funding for the construction phase of this project.

2030 Vision for High Speed and Intercity Passenger Rail Service in New England Environmental Assessment (Project No. 170-2296)

An original proposal for commuter rail service was based on the "New Haven-Hartford-Springfield Commuter Rail Implementation Study" that was completed by the Department in June 2005. The Implementation Study recommended a Start-Up Commuter Rail service between New Haven and Springfield. The project would have added 18 miles of double track, upgraded nine existing stations with high-level platforms and pedestrian overpasses, and added three new stations. The project also would have established 30-minute frequency in the peak hours.

During the study process, funding became available for High Speed and Intercity Passenger Rail (HSIPR) Service under the American Recovery and Reinvestment Act (ARRA). The proposed improvements were then restructured to take advantage of this federal funding. Although any costs associated with commuter rail are not eligible for funding under the HSIPR initiative, common elements such as double tracking and signal upgrades are. The project will be coordinated with improvements in Massachusetts and Vermont to form a High Speed Corridor from New York City to Montreal via New Haven and Springfield and also from Springfield to Boston via Worcester.

This project will establish commuter rail service and high-speed inter-city passenger service along a 62-mile corridor from Springfield to New Haven. Connecticut authorized $20 million in State Bonds and received a $40 million Federal Track 1A HSIPR grant to perform double tracking on a 10-mile stretch between Meriden and Berlin. The Categorical Exclusion is being reviewed by the Federal Rail Administration. The actual construction of the double tracking is anticipated to be performed by Amtrak.

Connecticut also authorized $260 Million in State Bonds and was awarded a $121 million Federal Track 2 HSIPR grant to complete double tracking along the corridor, install interlockings, signals and communication, rehabilitate bridges and culverts, and upgrade stations and grade crossings. Work on the Connecticut River Bridge and the Hartford Viaduct is not included and is not required to establish the service. An Environmental Assessment of the New Haven-Springfield Rail Improvements is anticipated to be completed in 2011.

Route 82/85/11 Salem-Waterford Final Environmental Impact Statement (Project No. 120-81)

It is proposed to construct an extension of Route 11 as an access-controlled, four-lane arterial roadway from Route 82 in Salem to I-95 in the vicinity of the Waterford/East Lyme town line, a distance of approximately 8.5 miles. Construction of the Route 11 arterial would complete the freeway connection between the Greater Hartford area and the Greater New London area. Route 11 would separate through and local traffic on Routes 82 and 85 and would also improve safety and reduce congestion on these routes. As highlighted by local legislators and first officials, this improvement could support enhanced economic development in southeastern Connecticut. This proposed project is supported by the Transportation Strategy Board's 2003 report. The Final Environmental Impact/Section 4(f) Statement has been completed. Additional in-depth environmental studies and engineering are required to be undertaken prior to a Record of Decision and the start of full design efforts. As of November 2010 there was no funding available to conduct the required environmental and engineering studies. There is no funding identified for the construction phases of this project.

Reevaluation of the Reconstruction of I-95 through Long Wharf (Project No. 92-619)

This project involves the addition of an auxiliary lane on I-95 Northbound (NB) from Route 10 to Route 34 and the southerly relocation of the I-95 NB on and off ramps at Interchange No. 46. This project is part of the New Haven Harbor Crossing Corridor Improvement Program ("Q" Bridge Program) under Contract E2. In April 2010 the Federal Highway Administration approved a Reevaluation of the Final Environmental Impact Statement/Final Section (4f) FEIS/Section 4(f)) and Record of Decision for the Interstate 95 (I-95) New Haven Harbor Crossing Improvements to include the above changes in the original proposal.

Current construction costs have been estimated at $30 million and involve an auxiliary lane as described above and the reconfiguration of Interchange 46. The project is tentatively scheduled for advertisement in March 2012. It is anticipated that construction would start in August of 2012 and that construction would be completed in January of 2015.

Route 7/ Merritt Parkway 4F and Environmental Assessment (Project No. 102-269)

On December 15, 2000, a Finding of No Significant Impact (FONSI) was issued by the Federal Highway Administration for improvements to the Route 7 corridor in Norwalk and Wilton which included the RT 7/ Main Avenue/Merritt Parkway intersection. This FONSI also included approval of the Section 4(f) Evaluation for the entire project. As a result of litigation, it was determined that a more detailed discussion of the historic resources in the Section 4(f) Evaluation of the Merritt Parkway was required; therefore, construction was halted indefinitely.

The Division of Consultant Design coordinated with the local residents of the RT 7/Merritt Parkway/Main Avenue intersection area and developed a preliminary plan to design the required new interchange while preserving, to the best extent possible, the historic resources of the Merritt Parkway. The design of this project is currently being postponed due to budgetary constraints.

I-95 Interchanges 70-84 Environmental Impact Statement (Project No. 170-2725)

Transportation improvements to the I-95 Corridor have been proposed to improve safety and to accommodate the projected increase in traffic volumes along approximately 12.3 miles of I-95 from Interchange 70 in Old Lyme, Connecticut to Interchange 84 in New London, Connecticut. The following two major deficiency and needs studies identified the need for such improvements:

- Southeastern Connecticut Corridor Study, dated January 1999; and

- I-95 Corridor Feasibility Study, Branford to Rhode Island, dated December 2004

The National and Connecticut Environmental Policy Acts require that a Federal Environmental Impact Statement/Connecticut Environmental Impact Evaluation (EIS/EIE) be prepared prior to the design and construction of the improvements. Preliminary measures to prepare an EIS/EIE to study impacts of several proposed transportation improvements within the corridor including the preferred alternative, construction of an additional travel lane in both directions, are being undertaken. The following towns are to be included in the EIS/EIE study area: Old Lyme, East Lyme, Waterford, and New London. The EIS/EIE will refer to the feasibility studies for the analysis of other alternatives such as improved mass transit, Transportation Systems Management and managed travel lanes. Federal, state, and local agencies, as well as the public, will be involved in the development of the EIS/EIE. As of November 2010, $3.1 million in Special Tax Obligation Bond funds had been authorized for this project.

F. WATER TRANSPORTATION PROJECTS & STUDIES

CTDOT is responsible for overseeing, managing, and coordinating various water transportation-related facilities, services, and activities. ConnDOT's Bureau of Aviation & Ports is responsible for the licensing of Connecticut marine pilots; assisting State Harbor Masters; the operation of the Connecticut State Ferry Service; and the planning, development, and operation of the State Pier Complex which consists of Admiral Harold E. Shear State Pier and former Central Vermont Railroad Pier in the Port of New London. The Bureau also has been involved with security of the three major commercial ports in the state- New London, New Haven, and Bridgeport – through participation in the U.S. Coast Guard Sector Long Island Sound Area Maritime Security Committee. As the property owner, the bureau applies for Port Security Grants for the State Pier Complex that are offered on an annual basis by the Department of Homeland Security. The locations of these ferry services and deep water ports, such as the State Port Complex at New London Harbor, are shown in **Figure III 1**, a map of the Existing Transportation System in Connecticut. The projects that are underway or scheduled to be undertaken during the period 2011 through 2015 are listed in **Table II-7** and discussed in this section.

Table II-7. CTDOT'S MAJOR WATER TRANSPORTATION-RELATED STUDIES & PROJECTS

PROJECT NUMBER(S)	TITLE OF STUDY/PROJECT	STATUS (Completed, Underway, New)
State Pier Complex in New London		
DOT00940222PL	State Pier Needs and Deficiencies Study	Underway
DOT0094XXXX	Reconstruct East and West Wharves	New
DOT0094XXXX	Design, Permit and Dredge State Pier	New
DOT0094XXXX	Dredge State Pier	New
Rocky Hill-Glastonbury Ferry		
DOT01703002	Replace Ferry Engines	New
DOT01180163	Design and Construct New Office Building	Underway
Chester Hadlyme Ferry		
DOT01703002	Replace Ferry Engine	New

Source: CTDOT Bureau of Aviation & Ports, December 2010.

1. STATE PIER COMPLEX – NEW LONDON

The State Pier Complex is part of the Port of New London. The Port of New London is located in New London Harbor, a natural harbor in Connecticut located at the mouth of the Thames River, which is near the east end of Long Island Sound. It is one of three deep water ports in Connecticut. The State Pier Complex, which is operated by CTDOT, is located immediately south of I-95 in the upper portion of New London Harbor. It has two 1,000-foot-long cargo piers, the Admiral Shear State Pier and the Central Vermont Railroad (CVRR) Pier, that are located approximately 3.8 miles up river from the deep waters of Long Island Sound via the main navigational channel. In addition to easy access to I-95, the piers have the advantage of a railroad connection that extends as far as Canada to the north and the west coast of the USA. CTDOT's Bureau of Aviation & Ports has a contract with a private stevedore company, Logistec, USA, to operate a marine terminal at the Admiral Shear State Pier. Logistec, USA is under contract to manage the cargo operations at the State Admiral Shear State Pier facility, as well as to provide security for the entire complex in accordance with the Maritime Transportation Security Act (MTSA). Additionally, the Bureau of Aviation and Ports has a leasing agreement with the Thames River Seafood Cooperative for use of the western most part of the CVRR Pier as a support facility for scallopers and other fishing vessels.

Figure II-12. Aerial View of State Pier Complex in New London, CT

Admiral Shear State Pier - The Admiral Shear State Pier has two berths alongside the 1,000-foot concrete pier. The advertised controlling depth is 35 feet mean low water (MLW) along the east side. There is also a quay wall providing 500 feet of wharf space with controlling depths of 14-16 feet at MLW with potable water and electricity available. A 53,000-square-foot warehouse (World Cargo Building) available with a dry sprinkler system and a new 48,000-square-foot warehouse were completed in 2002. Both warehouses are equipped with truck and rail car loading capabilities. The grounds offer approximately five acres of open storage that was recently fenced and gated to make it more secure. The pier also has a rail line running its length with direct ship-to-railcar ability. The on-dock rail line is directly connected to a rail siding that provides connections via New England Central Railroad Inc. to New England and Canada. Access will also be provided to a privately

owned railway yard with 150-car capacity. The entire Admiral Shear pier has been totally reconstructed and is fully operational.

Central Vermont Railroad (CVRR) Pier - The CVRR Pier consists of a rectangular "finger" pier that is bounded on the east by the Admiral Shear Pier and to the west by Winthrop Cove and upland area. This pier is constructed of a perimeter cut stonewall, with the interior being earth filled with a paved bituminous surface. The pier dimensions are approximately 1,000 feet in length, with a principal width of 225 feet, for a length of 270 feet at the outboard or the southern end of the pier. However, it lacks a deep berth. It does, however, readily accept various types of shallow draft vessels such as barges, fishing vessels, and pilot boats, which functionally do not require a deep draft, thus enhancing the versatility of the complex. A project completed in 2005 further enhanced the CVRR Pier by providing power, potable water to its west side; fire suppression, and lighting along its center. Other improvements that were made to the pier to accommodate commercial fishing included the following: vehicle access delineation, security lighting, eyebolts for vessel fendering, cleats for securing vessels, and water and electrical services.

State Pier - Needs and Deficiency Study (Project No. DOT00940222PL)

A study will be undertaken to analyze the State Pier property and its related infrastructure to determine the best business use or uses of the existing facility. The study will focus on developing a recommended plan for the commercial marine use of the study area compatible with the surrounding area. It will also identify environmental issues and constraints that must be considered when evaluating alternative uses of the State Pier facility.

State Pier - Reconstruct East and West Wharves (Project No. DOT0094XXXX)

A project will be undertaken to reconstruct the east (150' by 50') and west (120' by 50') pier wharves at the Admiral Shear State Pier. This project will consist of complete removal of the existing above-water deck and superstructure consisting of bituminous asphalt, timber planks and pre-cast concrete panels, the substructure consisting of wood timber piles, and masonry retaining wall. The wharves will then be reconstructed to replicate the recently reconstructed main finger pier completed in 2002. The superstructure (deck) is to be constructed of concrete pavers on top of cast in place and pre-cast concrete, the substructure will be steel piles driven into the river bed and a retaining wall will be constructed utilizing pre-cast concrete units and armor stone. Miscellaneous site work including fender installations and extension of utilities will also be included within the reconstruction effort to accommodate shipping operations.

State Pier - Design, Permit and Dredge State Pier (Project No. DOT0094XXXX)

The project includes the development of design plans, and permit applications for the dredging of the State Pier facility. Bathometric surveys along with material sampling and testing have been completed, and the results are to be used in the preparation of final plans and construction.

2. CONNECTICUT STATE FERRY SERVICE

CTDOT's Bureau of Aviation & Ports operates the Connecticut State Ferry Service. This service is comprised of two separate, seasonal ferry services across the Connecticut River between the towns of Chester and Hadlyme and Rocky Hill and Glastonbury, the latter being the nation's oldest continuously running ferry service. These services provide a highway link across the Connecticut River between Chester and Hadlyme on Route 148, and between Rocky Hill and Glastonbury on Route 160. The ferries load directly from Route 148 and Route 160 where the roadways meet the river. The Connecticut State Ferry Service also provides one of the safest links across the Connecticut River for bicyclists and pedestrians. The Chester-Hadlyme ferry service operates from April through November, and the Rocky Hill-Glastonbury ferry service operates from May through

October. Both services operate from 7:00 a.m. until 6:45 p.m. on weekdays and from 10:30 a.m. until 5:00 p.m. on weekends. Occasionally, however, mechanical problems, severe weather, and river conditions may temporarily interrupt service.

Figure II-13. Ferry Boat

Replacement of Engines on Rocky Hill/ Glastonbury and Chester/ Hadlyme Ferry Boats (Project No. DOT01703002)

A project has been initiated at the Rocky Hill/ Glastonbury and Chester/ Hadlyme ferries to replace the engines on the two boats. The existing engines are approximately 40 years old, require more than routine maintenance and have parts that are no longer manufactured. CTDOT has conducted an analysis to determine 1) the best engines to be used for the vessels; and 2) cost estimates to replace the engines. The project is scheduled to commence in the winter of 2011 and be complete by the spring of 2012.

Design & Construction of Rocky Hill Ferry Office Building (Project No. DOT00180163)

A project has been initiated to design and construct a new office building for the Rocky Hill Ferry personnel. The facility will be used as an office, break room and repair facility for the crew of the Rocky Hill Ferry. The project is in the design phase and is scheduled to be constructed in 2012.

G. BICYCLE AND PEDESTRIAN INITIATIVES

The Connecticut Department of Transportation's bicycle and pedestrian projects and initiatives that are underway or planned are discussed in this section.

STATEWIDE BICYCLE AND PEDESTRIAN PLAN AND MAP UPDATES

In January 2007, the Department initiated an update of the existing Bicycle and Pedestrian Transportation Plan, and development of a new statewide bicycle map. Two key elements of the update were the benchmarking of best practices in other states and the integration of public involvement in the update process. Practices in three noteworthy states and four states neighboring Connecticut were reviewed: Oregon, Wisconsin, and New Jersey, New York, Massachusetts, Vermont and Rhode Island. Public involvement was coordinated through a Steering Committee consisting of stakeholders from Connecticut's regional planning agencies and bicycle and pedestrian advocacy groups, as well as the state Department of Environmental Protection and Department of Public Health... In addition, two rounds of public meetings were held in October 2008 and in the spring of 2009 at varied locations throughout the state as part of the planning process.

In December 2009, the Department approved an update of the Statewide Bicycle and Pedestrian Transportation Plan. The *2009 Connecticut Bicycle and Pedestrian Transportation Plan* (Plan) provides direction for the Department in developing policy and pursuing initiatives to advance programs and projects to accommodate non-motorized transportation (bicycling, walking, and horse riding). The primary focus of the plan's vision, goals, and strategies is to advance bicycling and walking as means of transportation, while recognizing their value for recreation and fitness. This plan

places special focus on state facilities, for which CTDOT is responsible for designing and maintaining.

Development of an updated statewide bicycle map to replace the current map, which was published in 2002, was still underway as of November 2010. The Connecticut Bicycle Map Update will reflect changes in federal law and subsequent revised guidelines and funding sources and it will display changes in Connecticut's bicycling infrastructure. Emphasis is being placed on development of a system to convey relevant bicycle level of service information on state roads to users, such as shoulder width, and average daily traffic volumes. In addition to producing a printed map to replace the current map, GPS and other technologies are being explored to provide additional valuable information online which is not displayed on the printed map. Information regarding this initiative can be found on the project web site at www.ctbikepedplan.org.

SHARE THE ROAD AWARENESS CAMPAIGN

Effective October 2008, as mandated by Public Act 08-101, the Department implemented a pilot safety awareness campaign titled "Share the Road." This campaign emphasizes the need for motorists, bicyclists, pedestrians and equestrians to share transportation facilities safely. The campaign utilizes graphic display ads on buses, radio announcements, and a website with information and resources to enable users of all transportation modes to share the road safely.

AN ACT IMPROVING BICYCLE AND PEDESTRIAN ACCESS – (PUBLIC ACT 09-154)

In 2009, PA 09-154 was enacted. This act extended the scope of Section 13a-57b of the Connecticut General Statutes (CGS). CGS Section 13a-57b requires that the Commissioner of Transportation, whenever possible, encourage the inclusion of areas for bicycles and pedestrians when (1) creating a layout of a state highway, in accordance with section 13a-57; or (2) relocating a state highway, in accordance with CGS Section 13a-56. The Department assesses the need and opportunities to provide bicycle and pedestrian accommodations on all transportation projects, beginning during conceptual planning through design and construction.

Public Act 09-154 (CGS Section 13a-153f) extended the scope of this act by requiring that 1) accommodations for all users be a routine part of the planning, design, construction and operating activities of all highways; and 2) a minimum of one percent of all transportation monies received by the state and/or municipalities "shall be expended to provide facilities for all users, including, but not limited to, bikeways and sidewalks with appropriate curb cuts and ramps." The Department tabulated the amount of funds expended on non-motorized transportation and for 2009 expended 1.9 percent of transportation monies on these type projects. In 2010 the Department expended 1.1 percent of funds. An issue the Department is resolving is how to fully account for all the bicycle and pedestrian improvements that are done each year. Since the inclusion was already a requirement from CGS Section 13a-57b, many of these types of improvements are already included in larger projects and are unable to be broken out and, therefore, not included in the percentage of funds expended.

CONNECTICUT BICYCLE AND PEDESTRIAN ADVISORY BOARD

Public Act 09-154 (CGS Section 13b-13a) also created a Connecticut Bicycle and Pedestrian Advisory Board (CBPAB), consisting of eleven members, whose duties "shall include, but not be limited to, examining the need for bicycle and pedestrian transportation, promoting programs and facilities for bicycles and pedestrians in this state, and advising appropriate agencies of the state on policies, programs and facilities for bicycles and pedestrians. " Five members of the Board are

appointed by the Governor, and one member is appointed by each of the following: the speaker of the House of Representatives; the president pro tempore of the Senate; the majority leader of the House of Representatives; the majority leader of the Senate; the minority leader of the House of Representatives; and the minority leader of the Senate. The members shall be electors of the state and have a background and interest in issues pertaining to walking and bicycling. This board is housed under the Department for administrative purposes.

NEW INITIATIVE TO ENHANCE BICYCLE AND PEDESTRIAN PROJECTS

In October of 2010, the Department announced a proposal to modify some of its policies, programs, and practices to be more supportive of non-motorized travel modes. The changes, announced in a draft policy statement entitled, "Proposed CTDOT Initiatives to Support Bicycle and Pedestrian Options," were part of the Department's efforts to develop a more balanced multi-modal transportation system, and to support the State's goals of livable and sustainable communities. The changes are intended to position the Department to become more proactive in planning, designing, and funding programs and projects that make it safer and more convenient for residents to walk and bicycle in Connecticut.

This initiative is not intended to be a comprehensive or all encompassing bicycle and pedestrian policy. Rather, it is intended to outline a significant shift in the Department's multi-modal strategy to one more supportive of bicycle and pedestrian needs. It is also intended to develop a more rational approach to identifying high priority state-level needs, and allocating scarce resources to meet those needs. Six proposed changes the Department is considering were included in the draft. These six proposed changes are listed below:

1. CTDEP-CTDOT collaboration: more collaboration between these two state agencies.
2. STP-Enhancement funding: reserve funds for state bicycle-pedestrian projects
3. STP-Urban funding: allow the use of Urban funds for bicycle-pedestrian projects
4. CTDOT sidewalk policy: allow funding of sidewalks where appropriate & financially feasible
5. Design manual: revise manual to fully address bicycle-pedestrian needs
6. Quick fix program: initiate new program to quickly respond to small bicycle/pedestrian mobility problems

MERRITT PARKWAY TRAIL ENVIRONMENTAL ASSESSMENT

Construction of a multi-use trail has long been discussed along the 37.5 mile length of the Merritt Parkway. The trail would be located generally within the existing right of way for the northbound side of the parkway, although some portions of the trail would likely have to be located on adjacent local roads. This Environmental Assessment would be the first step towards the potential construction of such a trail. The process would include a conceptual layout of the trail, numerous public meetings to gather public input about the trail, both before and after the conceptual layout, and a determination of the environmental impacts and costs of the trail. The Environmental Assessment would then be used to make a decision whether to proceed with the design and construction of the facility. An application was submitted in April, 2010 through the National Scenic Byways Program for funding to complete the Environmental Assessment. Once funding has been established, it is expected that the assessment will take 18 months to complete.

H. CTDOT'S MAJOR REGIONAL PLANNING ORGANIZATION & TOWN TRANSPORTATION PLANNING STUDIES

Table II-8. CTDOT'S MAJOR REGIONAL PLANNING STUDIES

RPA	LOCATION	MODE	PROJECT NUMBER(S)	TITLE OF STUDY	STATUS (Completed, Underway, New)
CRCOG	Bloomfield/Windsor	Highway	DOT00110150	Route 305 Corridor Study	Completed 2009
CRCOG	Tolland	Highway	DOT01420147	Route 195 Corridor Study	Completed 3/2010
CRCOG	Hartford	Highway	DOT00630649	I-84 Viaduct Study	Phase 1 – Complete Winter 2010
CRCOG	Bolton/Coventry/Andover	Highway	DOT00630646	Route 6 Hop River Corridor Transportation Study	Fall 2011
CRCOG	Simsbury	Highway	DOT01280149	Route 10 Corridor Study	2013
CRCOG	Rocky Hill	Highway	DOT01180160	Route 3 Corridor Study	2013
SWRPA	Wilton/Redding/Ridgefield	Highway	DOT01610138	Route 7 Transportation and Land Use Study	Spring 2011
SWRPA	Darien	Highway	DOT00350189	Route 1 Corridor Study	Fall 2011
SWRPA	Greenwich/Stamford	Highway	DOT00560297	Route 1 Operational Improvements Plan	Fall 2011
SWRPA	Westport	Transit	DOT01580204	Westport Parking Study	Fall 2012
COGCNV	Thomaston/Watertown/ Naugatuck/Beacon Falls	Bicycle / Pedestrian	DOT01500315	Regional Naugatuck River Greenway Routing Study	Winter 2010
SCRCOG	Wallingford	Highway		Route 68 Corridor Study	Completed 6/2010
VCOG	Seymour/Beacon Falls	Highway	DOT01240163	Route 67/42 Connector Road Study	2012
Town Studies					
SWRPA	Stamford	Highway	DOT01350313	High Ridge – Long Ridge Road Corridor Study	2013
CRERPA	Essex	Highway	DOT00490107	Essex Transportation Study	2011

Source: CTDOT Bureau of Policy & Planning, September 28, 2010.

Route 6 Hop River Corridor Transportation Study (Project No. DOT00630646)

The Capitol Region Council of Governments (CRCOG) and the Department (CTDOT) have initiated a study to address safety, access management and development potential / growth along the Route 6 corridor in the towns of Bolton, Coventry, Andover and Columbia. CRCOG will be working with their partners such as the Windham Region Council of Governments (WINCOG), town officials and the public over 12 to 18 months to identify constraints and opportunities throughout the 11-mile study corridor running between Notch Road in Bolton and Route 66 in the Town of Columbia. The study will also evaluate the stretch of Route 66 between Route 6 and the Willimantic River, an additional two-mile segment.

Route 195 Corridor Study (Project No. DOT01420147)

The Department (CTDOT) and Capitol Region Council of Governments (CRCOG) are concluding a transportation study on Route 195 in Tolland. Initially the study was intended to identify the transportation needs and define near-term and long-term improvements along a 2.5 mile stretch of Route 195, but early in the study it became apparent that the community had a strong interest in improvements to Tolland Green. Alternatives reviewed throughout this study focused on traffic calming and safety in this historic town center. The final plans create a more pedestrian friendly environment through the use of several traffic calming techniques, additional Green area, enhanced crosswalks, and overall increased safety.

CRCOG managed the overall study with technical assistance provided by a consultant. A local Advisory Committee was appointed by the Tolland Town Council in an effort to guide the study and provide local input into the process. Meetings with the Advisory Committee were held throughout the study. Public informational meetings and workshops were held to present findings and solicit comments from the community.

The study recommendations have been accepted by the Advisory Committee and approved by the Town Council. The final plans consist of corridor recommendations that reflect comments from the Town and public and they successfully accomplish the goal of calming traffic, improving safety, and enhancing multi-modal facilities in the Town Green area. The recommendations are based on solid engineering principals; however, detailed design and construction drawings must still be advanced separate from this corridor study process.

I-84, Hartford Viaduct, Hartford (Project No. DOT0063644)

The Connecticut Department of Transportation (CTDOT) recently completed an evaluation of the I-84 viaduct in Hartford. That study concluded that the ¾ mile-long structure through the central area of Hartford, while in need of immediate repairs, will also need to be fully reconstructed or replaced within 10-15 years. A short-term repair project is currently underway, but these repairs are not considered a permanent fix. CTDOT recognizes that there is a need to begin the planning and community involvement process for the longer-term reconstruction or replacement of the Viaduct.

The City of Hartford, working through a committee of stakeholders entitled the HUB of Hartford, and CRCOG have agreed to undertake the initial phase of this process. Phase 1 of this study is complete and three preliminary alternatives plus the no-build option has been vetted through public comment. CRCOG, in conjunction with CTDOT, is working to obtain funding for the next phase of this study which would be a deficiencies and needs study in which the Phase 1 recommendations would be used as a starting point.

Route 10 Corridor Study (Project No. DOT01280149)

The Capitol Region Council of Governments (CRCOG), the Department (CTDOT) and the Town of Simsbury are initiating a study to address safety, access management and development potential /

growth along the Route 10 corridor in the town of Simsbury. CRCOG will be working with town officials and the public over a ten-month period to identify constraints and opportunities throughout the seven-mile study corridor running between the Simsbury/Avon border and Wolcott Road.

Route 3 Corridor Study (Project No. DOT01180160)

The Capitol Region Council of Governments (CRCOG), the Department (CTDOT) and the Town of Rocky Hill are initiating a study to address safety, access management and development potential/ growth along the Route 3 corridor in the town of Rocky Hill. CRCOG will be working with town officials and the public over a 12 to 18 month period to ensure safe and efficient circulation of vehicles, pedestrians, and bicyclists within the project area. The primary road segments included in the study include Route 3 south of Route 160 (New Britain Avenue), Interstate 91 (Interchange 23), West Street, and Brook Street in Rocky Hill.

Route 7 Transportation and Land Use Study (Project No. DOT01610138)

The Route 7 Transportation and Land Use Study will analyze the Route 7 Corridor and develop an updated transportation improvement policy for the study area. The study will be conducted in two phases. The primary study objective of Phase I is to develop an operational plan which maximizes the capacity and improves safety along Route 7 along corridor between Olmstead Hill Road in Wilton and Route 35 in Ridgefield, while factoring in smart growth planning and considering transit-oriented development potential.

Pending approval of funding for Phase II of the study, an updated curb-cut/access management plan for the segment of Route 7 between Miry Brook Road in Danbury just south of the Route 7 Expressway and the Norwalk/Wilton municipal boundary will be developed. Additional transit-oriented development analysis will also be conducted in Phase II of the study.

Route 1 Corridor Study – Darien (Project No. DOT00350189)

The purpose of this study is to develop a comprehensive transportation plan for U.S. Route 1 (Boston Post Road) from Nearwater Lane to Old Kings Highway North. The plan will:

- Provide for improved mobility, accessibility, and safety for all travelers, business owners, and residents along the corridor;
- Incorporate land uses and development strategies that will support the transportation system recommendations and vice versa; and
- Benefit the overall quality-of-life in Downtown Darien.

The recommendations of the plan will be designed to fit the character of the Downtown environment while preserving scenic, aesthetic, historic, and environmental resources. The plan will outline changes that will promote the long-term vision for the corridor while addressing the transportation needs and deficiencies.

Route 1 Operational Improvements Plan (Project No. DOT00560297)

The purpose of this study is to develop a plan to improve traffic operations and safety on U.S. Route 1 in Greenwich and Stamford, Connecticut, to improve pedestrian friendliness, manage access, minimize congestion, accommodate transit, and enhance the corridor's economic potential and community character.

The completed plan will identify and analyze locations with operational deficiencies, project and evaluate future conditions, and recommend short-term and long-term strategies to improve the safety and operation of U.S. Route 1 for all users.

Westport Parking Study (Project No. DOT01580204)

South Western Regional Planning Agency (SWRPA), in conjunction with the Connecticut Department of Transportation, initiated a study to evaluate existing commuter parking facilities at and near the Westport and Green's Farms rail stations in Westport; identify and assess potential improvements; and develop an implementation strategy. The primary study objectives are to develop an implementation strategy that will increase rail commuter parking capacity; improve utilization of existing and added parking capacity; and improve multi-modal access to both stations.

Regional Naugatuck River Greenway Routing Study (Project No. DOT01500315)

The Council of Governments Central Naugatuck Valley (COGCNV) has conducted a routing study for the Naugatuck River Greenway through the towns of Beacon Falls, Naugatuck, Watertown, and Thomaston. The study is part of an effort to build a 44-mile multiuse recreational trail along the Naugatuck River from Torrington to Derby, Connecticut. This study was undertaken to determine the following:

- Identify important destinations that should be connected to the greenway.
- Research potential issues along various portions of the greenway.
- Recommend a precise route for the greenway.
- Provide greenway cost estimates.
- Recommend phasing for construction.

A stand-alone report for each of the four towns, as well as a regional report that encompasses the recommendations for the entire greenway in the Central Naugatuck Valley region, was produced. The regional report incorporates the recommendations of the individual reports listed above, as well as Waterbury Development Corporation's *Waterbury Greenway Study* (completed in February 2010). Draft final reports are available for viewing at the COGCNV website at http://www.cogcnv.org .

Route 68 Corridor Study (Project No. DOT 07099996PL)

The Route 68 Corridor Study was funded by the South Central Regional Council of Governments (SCRCOG) through the Unified Planning Work Program (UPWP). This study focused on safety, traffic operations and strategies to reduce congestion and minimize delays. The Study Area encompasses CT Route 68 (Church Street) in the Town of Wallingford from Hanover Street, on the west, to North Main Street Extension, on the east. This study focuses on short-term and mid-term solutions to improve public safety and traffic mobility in the area. The goal of the Route 68 Corridor Study is to focus on broad creative solutions to quantify the type, location and cost for conventional long-term highway improvements and to develop other short- to mid-term strategies that would address identified safety and operational issues.

Route 67/42 Connector Study (Project No. DOT01240163)

The goal of the Route 67 & 42 Connector Road, Seymour-Beacon Falls Area Transportation Study Project is to develop a solution to the transportation needs of this part of the Valley Region that is compatible with the involved communities' Vision of the Future. The increased traffic volumes in the Valley Region have resulted in congestion and safety concerns along several major transportation routes. Some of the specific goals of the project are to:

- Increase mobility and reduce congestion along the primary travel routes
- Support local community goals and visions
- Improve accommodations for pedestrians, bicyclists and transit users
- Improve safety throughout the Study Area

The consultant, McFarland-Johnson, will use a project-specific Public Participation program to involve public officials and the public in the project development process. That process will result in the development of a full range of alternatives to improve the mobility and safety of the transportation system within the study area. Solutions developed through this project will include specifics about roadway capacity, intersection level of service, new connectors and multi-modal accommodation, but will also include consideration of how the transportation solution and land use are related.

High Ridge – Long Ridge Road Corridor Study (Project No. DOT01350313)

The City of Stamford and the Department (CTDOT), jointly with the South Western Regional Planning Organization (SWRPA), are developing a Corridor Improvement Plan to improve traffic operations and safety on the High Ridge Road and Long Ridge Road corridors while at the same time making it bicycle and pedestrian friendly, managing access, maintaining traffic flow, minimizing congestion and accommodating transit in relation to land use.

Essex Transportation Study (Project No. DOT00490107)

Mobility in the town of Essex is intimately related to its land use, demographics, and travel patterns. This study will look at potential increases in development along transportation corridors in the town and changes in travel patterns to determine how the mobility needs of Essex will change. The Town Transportation Study will develop recommendations to address Essex's current and future transportation needs, so solutions today will prepare Essex to meet the needs of the future.

I. INITIATIVES BEING UNDERTAKEN PURSUANT TO THE AMERICANS WITH DISABILITIES ACT (ADA)

1. ADA PARATRANSIT INITIATIVES

The ADA mandates require equal access to public transportation services. The Federal Transit Administration adopted regulations that mandate the provision of complementary ADA paratransit services in the same service area and during the same hours of the regular fixed-route bus services. ConnDOT expends in excess of $24.5 million annually for the provision of ADA paratransit services that mirror the regular fixed-route bus services throughout the state. In addition, on average, over $3 million is expended each year to purchase vehicles used in the ADA service each year.

ADA requirements are also an integral component of all our public transportation service and facility design and construction activities. ADA architectural design standards are incorporated into the design of all public facilities projects including transit stations, pedestrian access to facilities, design of vehicles, etc. However, segregating those ADA-related costs from other project costs would be difficult.

2. ADA HIGHWAY ENGINEERING AND CONSTRUCTION INITIATIVES

In Connecticut, the Highway Design Manual (HDM) serves as the basis for all new highway construction/significant alteration activity occurring within the State highway right-of-way. The HDM is in compliance with all aspects of the ADA. The Department is, therefore, confident that the accessibility objective is achieved in all construction/significant alteration work being accomplished in the State highway right-of-way. Since the Department systemically includes ADA elements in highway construction projects, it is not possible to separate costs for the portions of the project which provide these features.

It is recognized, however, that such new construction activity only covers a small portion of the State-maintained highway system. As part of its ADA Transition Plan for Public Rights-of-Way, the Department is programming an annual ADA compliance project to address existing barriers to accessibility along State routes. The first project, which is addressing portions of Route 1, 10 and 34 in New Haven is scheduled for construction in fiscal year 2012.

J. ACTIONS TO COMPLY WITH CLEAN AIR ACT

The federal Clean Air Act Amendments (CAAA) and federal transportation reauthorization legislation passed in the 1990s established an interrelationship of clean air and transportation planning. In order to receive federal transportation funds, the Department and the Metropolitan Planning Organizations (MPOs) in Connecticut must cooperatively work to develop and endorse an Air Quality Conformity Statement which certifies to the federal government that the State Transportation Improvement Program (STIP) conforms to the requirements of the CAAA. More specifically, the conformity statement certifies that projects in the STIP will conform to Connecticut's State Implementation Plan (SIP), a federally mandated plan to reduce the emissions of volatile organic compounds, nitrogen oxides, carbon monoxide and particulate matter. This interrelationship, which some people consider to be the most significant development in federal environmental policy in the 1990s, will continue to evolve.

On August 15, 1997, the U.S. Department of Environmental Protection (EPA) published the "Transportation Conformity Rule Amendments: Flexibility and Streamlining; Final Rule." The Conformity Rule established the requirements that will insure that the Transportation Improvement Programs (TIPs) and Transportation Plans (TPs) conform to the State Implementation Plan (SIP). Connecticut is currently developing state regulations that will define, in state law, agency responsibilities and will insure high levels of interagency cooperation and opportunity for public participation.

The SIP process, administered by the Connecticut Department of Environmental Protection (CT DEP), is directed at attaining air quality standards. Air pollution comes from the following three primary sources: 1) motor vehicles (mobile highway sources); 2) non-highway equipment such as motor boats, lawn and garden equipment (mobile non-highway sources); and 3) utility fuel combustion, storage tanks, and use of solvents and consumer products (stationary point and area sources).

As part of the SIP process, the CTDEP is working closely with the Connecticut Department of Motor Vehicles (DMV) and CTDOT on developing a workable, enhanced motor vehicle inspection and maintenance program that meets the goals of the state's overall SIP plan.

Final transportation conformity on-road emission budgets for the 8-hour ozone National Ambient Air Quality Standards (NAAQS) were effective June 27, 2008. **Table II-9** shows the emissions budgets established for the Reasonable Further Progress (RFP) milestone year of 2008, and the required attainment year of 2009. In August 2010, CTDEP requested the withdrawal of the 2012 Transportation Conformity Budgets for Ozone, as the State of Connecticut met the 1997 ozone NAAQS and had achieved monitored compliance in advance of the June 2010 attainment deadline. Therefore, the 2012 Motor Vehicle Emission Budgets are no longer necessary to ensure attainment.

On March 12, 2008, EPA revised the eight-hour ozone NAAQS from 0.08 parts per million (ppm) to 0.075 ppm. EPA is currently reconsidering if this standard is stringent enough. It is anticipated that EPA will finalize its decision by the end of 2010. When EPA finalizes the revised ozone NAAQS, the agency will establish a schedule for states to recommend nonattainment/attainment area

boundaries and a timeframe for EPA to act upon those recommendations. Final EPA designations may not occur until the end of 2011.

Table II-9. 2008 and 2009 Adequate Motor Vehicle Ozone Emissions Budgets

(Tons per Summer Day)

	2008		2009	
	VOC	**NOx**	**VOC**	**NOx**
CT Portion of NY-NJ-LI Area	29.7	60.5	27.4	54.6
Greater CT Area	28.5	54.3	26.3	49.2

Source: CTDOT, Bureau of Policy and Planning, Census/ Modeling Unit. Table revised in November 2010.

In July of 1997, EPA issued NAAQS for fine particulate matter ($PM_{2.5}$), designed to protect the public from exposure to $PM_{2.5}$ at levels that may cause health problems. Areas not meeting the $PM_{2.5}$ NAAQS are called $PM_{2.5}$ nonattainment areas. These areas have had or contributed to $PM_{2.5}$ levels higher than allowed under EPA's national air quality standard. In Connecticut, the southwest area of the state (designated as the NY-NJ-CT $PM_{2.5}$ Nonattainment area) must be analyzed for Air Quality Conformity for $PM_{2.5}$.

Annual budgets for the 2009 Connecticut portion of the NY-NJ-CT $PM_{2.5}$ non-attainment area were established on October 29, 2007. The budget for direct $PM_{2.5}$ is 360 annual tons and 18,279 annual tons for NOx ($PM_{2.5}$ precursor). EPA issued a final rule which tightened the 24-hour PM2.5 NAAQS from the 1997 level of 65 micrograms per cubic meter (ug/m3) to 35 ug/m3 (71FR61144). In this final rule, EPA retained the 1997 annual PM2.5 NAAQS of 15.0 ug/m3. EPA's final rule designating nonattainment areas for the 2006 24-Hour PM2.5 NAAQS, published in the Federal Register on November 13, 2009, was effective December 14, 2009. On October 29, 2010, EPA notified FHWA and FTA that the CTDOT's air quality conformity report was in accordance with EPA's Transportation Conformity Rule.

Highway mobile source emissions are being dramatically reduced. The reductions in these and other transportation-related emissions are playing a primary role in Connecticut's SIP process and in achieving clean air. As additional strategies and technologies are developed, it is anticipated that further reductions in emissions will occur. The reductions will result in health benefits in the state and will contribute to addressing concerns about climate change.

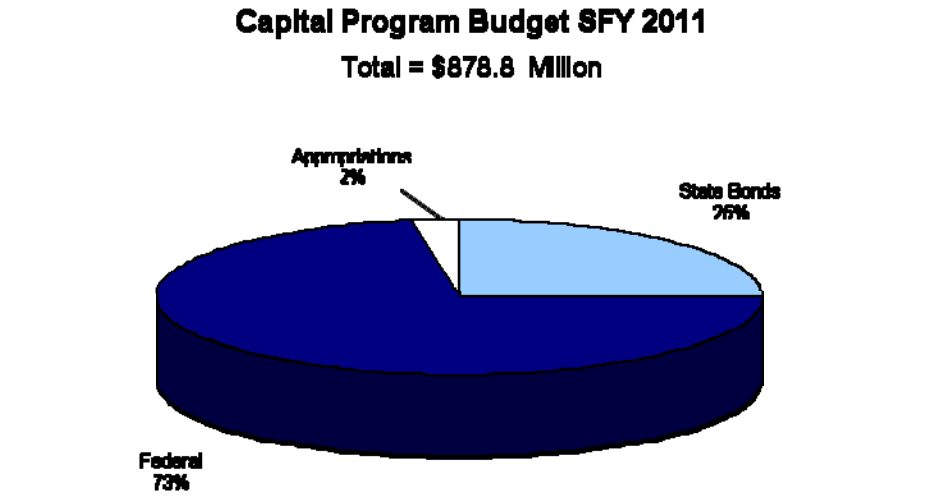
Federal Congestion Mitigation and Air Quality (CMAQ) Program funds may be used to fund transportation projects or programs that will contribute to attainment or maintenance of the NAAQS for ozone, carbon monoxide and particulate matter to ensure compliance with the transportation conformity provisions of the Clean Air Act. The specific projects for which CMAQ funds are being used are identified in "Appendix B. List of Projects."

III. TRANSPORTATION FUNDING

Transportation programs in Connecticut are primarily financed from state, federal and local sources. Federal and state funds are the primary sources of funding for state transportation programs and local transportation programs. Federal surface transportation funds are normally provided through a congressional procedure that culminates in the passage of a comprehensive, multi-year surface transportation act. This act authorizes the maximum funding limits, establishes programs, and determines fund eligibility and distribution. Federal highway acts are generally passed every four to six years. Actual spending limits (ceilings) are set through the passage of annual appropriations acts. 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.

Figure III-1 shows the sources of Connecticut's transportation funding for capital projects. For SFY2011 it is estimated that 73 percent of the State's funding will come from the federal government, 25 percent from State bonds and 2 percent from State appropriations from the STF.

Figure III-1. Sources of Funding for CTDOT's Capital Program



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of November 2010.

Of the transportation-related issues and concerns that must be addressed now and in the future, the most
critical one is the need for increased levels of federal and state funding for transportation services and facilities in Connecticut.

The current federal transportation act, the *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)* was signed into law by President Bush on August 10, 2005. It replaced the *Transportation Equity Act for the 21st Century* (TEA-21), which expired on September 30, 2003. (From September 30, 2003, until the passage of SAFETEA-LU in 2005, federal transportation programs were funded by a series of continuing resolutions that maintained the funding and program structure in place during the last year of TEA-21.)

SAFETEA-LU reauthorized the federal highway, transit, safety, research, and motor carrier programs for the six-year period, FFY2004 through FFY2009, and provided a national total of $286.4 billion in budget authority for the six-year period. Of the $286.4 billion in budget authority, $201.6 billion was provided for highways, $5.1 billion for highway safety programs, and $52.6 billion for transit programs. SAFETEA-LU expired on September 30, 2009; however, Congress has been passing continuing resolutions, based on SAFETEA-LU formulas and at similar funding levels, to enable the states to receive federal funding for surface transportation projects. Descriptions of federal funding categories and project eligibility are included as Appendix B.

1. SAFETEA-LU FUNDING FOR CONNECTICUT

SAFETEA-LU had provided to Connecticut an average of $540.1 million per year of *actual* apportionments and allocations for highway improvements. In addition to the authorized apportionment levels, SAFETEA-LU had continued the provision for "Revenue Aligned Budget Authority" (RABA) through 2009. This had been intended to adjust funding levels according to a formula based on actual and projected federal Highway Trust Fund (HTF) contributions.

With respect to federal funding for transit in Connecticut, the SAFETEA-LU had provided capital improvement funds averaging $121.5 million per year for the four remaining years of the term of this legislation FFY2006 – FFY2009. Additionally, SAFETEA-LU provided several transit-related earmarks for Connecticut. SAFETEA-LU provided only minimum support for added highway capacity or increased transit (rail and bus) service.

FFY2010 funding, under the continuing resolutions, was $522.6 million. The final continuing resolution also authorized funding for the first quarter of FFY2011 at 25 percent of this total. For the purpose of this discussion, it has been decided to continue the assumption of 10 percent growth over six years. Furthermore, it has been assumed that the base year, FFY 2011, would be funded at the same level as FFY2010, given that the first quarter of FFY2011 Federal-Aid Highway Program (FAHP) funding has been authorized at that level. Table III-1. Projected Federal Funding for Highway Programs, and Table III-2. Projected Federal Funding for Public Transportation Programs, (at end of the chapter) have been developed based on these assumptions, to illustrate estimated funding for FFY 2012-2017.

2. FEDERAL TRANSPORTATION PROGRAM REAUTHORIZATION

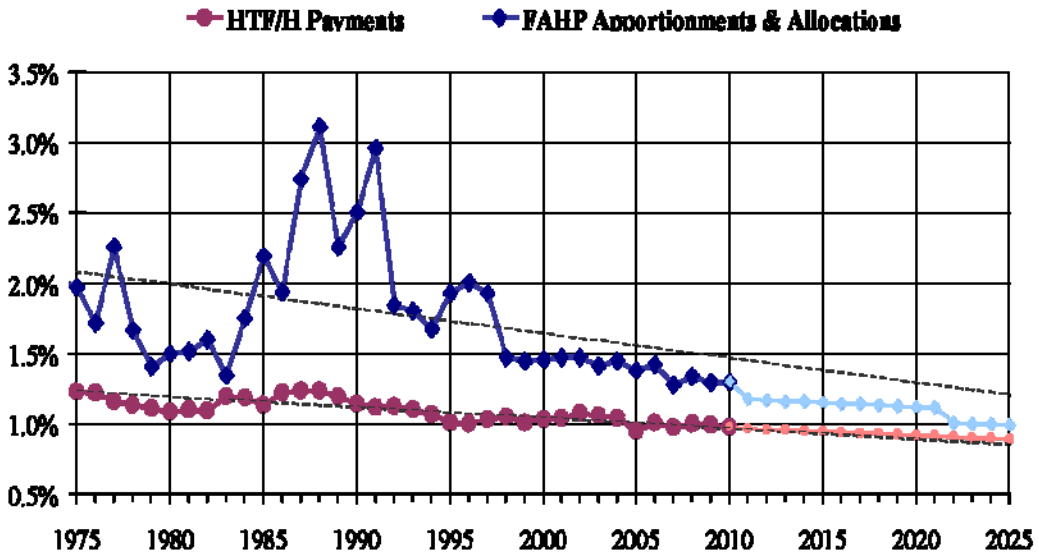
The prospects for timely, multi-year reauthorization of Federal transportation programs are not good. The previous two reauthorizations were significantly delayed and currently, there is no *clear* consensus as to whether Federal transportation programs should continue to be authorized on a multi-year basis. Hence, it is unlikely that a multi-year authorization, with its attendant stable policy, would be enacted before 2012, at the earliest. Current discussions and published information on future federal funding suggest that it is highly likely that any significant increase in Federal funding would be distributed on a competitive basis, much as the FAHP discretionary funding was awarded in the '80s. The situation would also continue to be complicated by the need to align FAHP spending with available revenues, an imbalance that is aggravated by the unwillingness to raise the Federal motor fuel tax and to re-direct diverted revenues back to the HTF.

Perhaps the most important lesson to be learned from the experience of recent decades is that it is imprudent to rely on a single revenue source to fund capital investments in the highway system. The fundamental advantage of a diversified revenue stream is that the burden is shared among a number of sources, so that if any given source were adversely affected, the impact on the revenue stream, as a whole, would be minimized. Ideally, the revenue burden would reflect, as closely as possible, the benefits to those upon whom the burden is placed. Therefore, as alternate revenue sources are developed, it would be appropriate to structure these as a cohesive body of revenue based on the

utility of the system to the user. However, there is no clear consensus as to how a diversified revenue stream might be structured, despite a wealth of potential revenue sources.

Connecticut has become overly-dependent on federal funding programs that are trending against us. As shown in **Figure III-2,** the State's share of the FAHP peaked in 1988, and has declined since then.

Figure III-2. Conn. Federal Aid Highway Program Funding vs. Highway Trust Fund Contributions



Source: Phillip B. Moberg, Transportation Supervising Planner, Bureau of Policy and Planning, CTDOT, November 2010. The 2009 and 2010 data are based on the highway statistics series volumes for those years, but may not reflect certain recessions and other adjustments. (HTF = Highway Trust Fund and FAHP = Federal Aid Highway Program)

Three factors have been primarily responsible for driving this trend. The first was that the state's highway system had largely matured by that time, while many other states' systems were continuing to experience considerable growth. The second was that the FAHP was restructured, with the passage of the Intermodal Surface Transportation Act of 1990 (ISTEA). This restructuring caused Connecticut's funding to become more stable, but also caused Connecticut's portion of the total program to decline in a distinctly stepped pattern. The third reason was a philosophical change in the basis of funding allocation that began with the passage of the descriptively-titled Transportation Equity Act for the 21st Century (TEA-21). This act shifted the calculation of each state's total funding to a weighted ratio of its share of HTF contributions to its share of FAHP funding, known as relative equity.

It appears probable that Federal revenue sources will continue to be sufficiently limited and tenuous to make untenable any *significant* growth in the Federal programs as we have known them: the pressure to align spending with revenues will continue to intensify. To the extent there is any growth above this level, it is likely to be on a competitive basis, and the competition is likely to be very strong. It is also probable that relative equity, or some similar mechanism, would continue to put downward pressure on Connecticut's funding in direct proportion to the state's diminishing proportion of total HTF contributions.

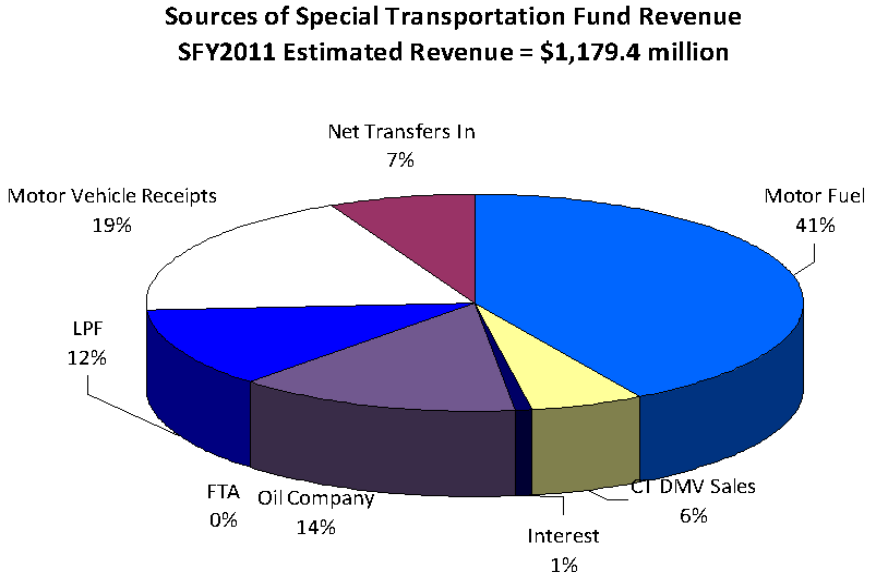
3. STATE FUNDING

State transportation programs are funded from Connecticut's Special Transportation Fund (STF), which receives revenues from transportation-related taxes, fees, and revenues, and transfers from the State's General Fund. The STF pays the debt service cost for state bonds issued as a means of providing funds for the state's share of transportation projects; supports a small program of Pay-As-You-Go activities; and finances the capital projects, operations and services of CTDOT, excluding support of Bradley International Airport (BDL).[6] In addition, the STF finances most of the operations and services of the Connecticut Department of Motor Vehicles.

In recent state fiscal years (SFY), Connecticut's total transportation capital program was between $658 million and $2.1 billion per year, with between $212 million and $1.6 billion coming from state bonds; $12 million coming directly from STF appropriations; and the remainder coming from federal program funds. As shown in **Figure III-1**, the cost of the Capital Program for SFY2011 is currently estimated at $878.8 million. Of this amount, 73 percent ($639.1 million) will come from federal program funds The State's 25 percent share of this cost is estimated at $218.2 million with $21.4 million (2 percent) coming from appropriations from the STF.

Figure III-3 shows the sources of estimated revenue in SFY2011 for Connecticut's Special Transportation Fund.

Figure III-3. SFY2011 Sources of Revenue for Connecticut's Special Transportation Fund



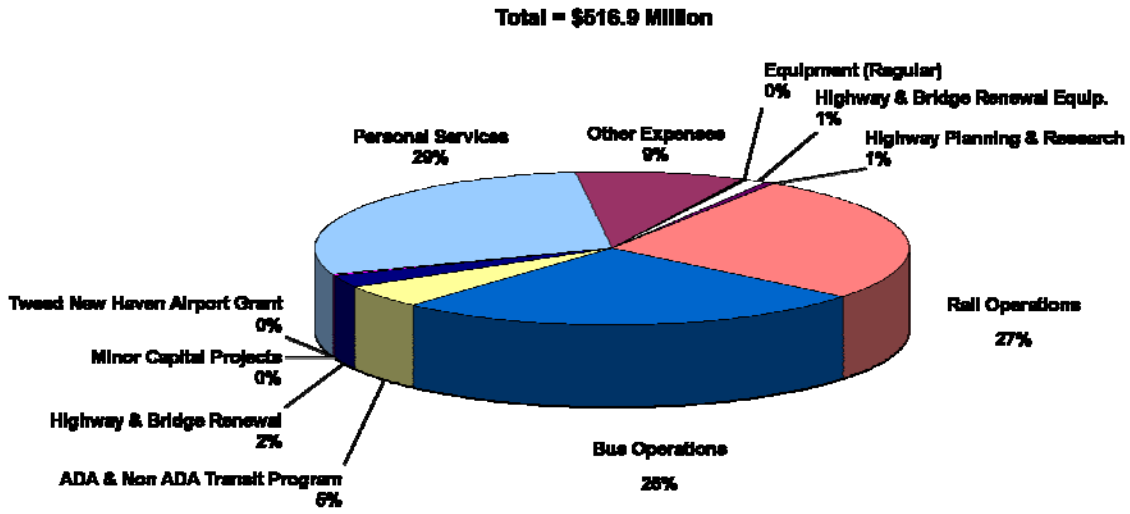
Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised in January 2011.

[6] Operating and capital program costs for Bradley International Airport (BDL) are financed via the Bradley Enterprise Fund which is funded with revenues generated at the airport.

It shows that STF revenues are generated by transportation-related taxes, licenses and permits, as well as Special Transportation Obligation (STO) Bonds. It shows that for SFY2011, it was anticipated that 41 percent of the estimated revenue would come from state motor fuel taxes and 19 percent would be generated from motor vehicle receipts. This could change, however, if the Connecticut General Assembly changes the gas tax or the motor vehicle-related fees. As more people switch to more fuel-efficient vehicles and make other changes in their lives to reduce their fuel costs, revenues from both the state and federal motor fuels tax could decrease. Also, if the fuel tax, which is typically levied on a per gallon basis, fails to keep pace automatically with rising construction costs, which has been the case in recent years, the real purchasing power of the trust fund revenues could actually decline. Indexing of the fuel tax to some measure of inflation could offset any loss of funds due to inflation.

Figure III-4. CTDOT's Operating Budget for SFY2011, shows how the Department's $517 million operating budget is allocated. It shows that 58 percent is allocated to public transportation subsidies for both bus and passenger rail (including 5 percent for Americans with Disabilities Act para-transit programs), 29 percent is allocated to personal services, 9 percent is allocated to other expenses, 2 percent is allocated to highway and bridge renewal, 1 percent is allocated to highway and bridge renewal equipment, and 1 percent is allocated to highway planning and research. In SFY2009 and SFY2010, 51 percent and 54 percent, respectively, were allocated to public transportation. It is anticipated that demand for investments in public transportation will continue to grow if fuel prices increase.

Figure III-4. CTDOT's Operating Budget for SFY2011

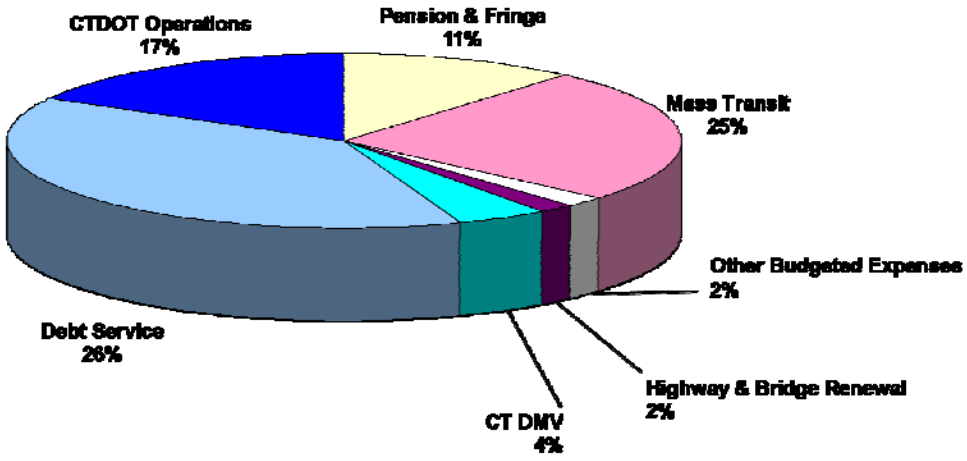


Source: Bureau of Finance & Administration. Data based on a State Fiscal Year Graphic revised in June 2010

Figure III-5. Expenditures from Connecticut's Special Transportation Fund, presents a breakout of STF estimated expenditures. For SFY2011, 39 percent of the STF is allocated to pay debt on highway, rail and bus transportation projects paid for with bonds; 25 percent is allocated to operate and subsidize mass transit; 17 percent is allocated to CTDOT operations; 11 percent is allocated to pension and fringe benefits; 4 percent is allocated to the Department of Motor Vehicles; 2 percent is allocated to renewal of state-owned and maintained highways and bridges; and 2 percent is allocated to other budgeted expenses.

Figure III-5. Expenditures from Connecticut's Special Transportation Fund

SFY2011 Estimated Expenditure = $ 1,187.8 Million



Source: Bureau of Finance & Administration. Data based on a State Fiscal Year Graphic revised in June 2010

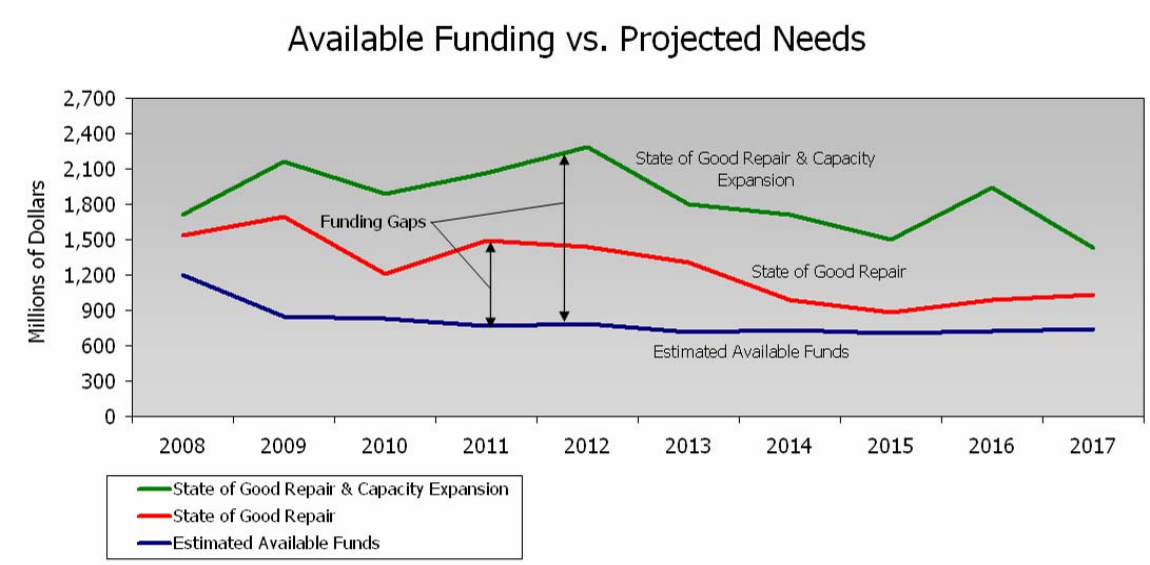
Table III-4 presents CTDOT's Projected Capital Program for SFY2011 through SFY2015, as of December 2010. It is based on state and federal program categories and the expected future authorizations.

4. CURRENT & PROJECTED RESOURCE NEEDS

In 2008, CTDOT conducted an assessment of the level of resources needed to maintain, restore, and reconstruct or replace our infrastructure. The total cost of maintaining, restoring, or replacing the state's transportation infrastructure was projected over the next 10 years. The 10-year cost projection was then compared to the estimate of available federal and state funds over the 10-year period. This provided a rough estimate of our level of need versus our financial capacity to meet that need.

The conclusion of 2008 assessment is that the cost of the projected 10-year program greatly exceeds anticipated revenues. The analysis is summarized in **Figure III-6**, Available Funding vs. Projected Needs. It shows anticipated available funding versus projected needs for preservation, maintenance and improvements (i.e., state-of-good-repair), and versus capacity expansion. The lower line in **Figure III-6** represents the anticipated revenue from 2008 through 2017 for transportation projects and programs (highways and public transportation.) The red (middle) line represents the projected level of funds needed to preserve existing infrastructure (maintain, repair, reconstruct, and replace). The difference between the two lower lines is termed the 'state-of-good-repair funding gap' and indicates the anticipated funding shortfall to preserve the existing network. The upper line in the graph represents the projected funding needed for preservation, improvements and capacity enhancements. The difference between the upper and lower lines is the "overall funding gap" between the anticipated revenue and the projected preservation, improvement and capacity enhancement needs.

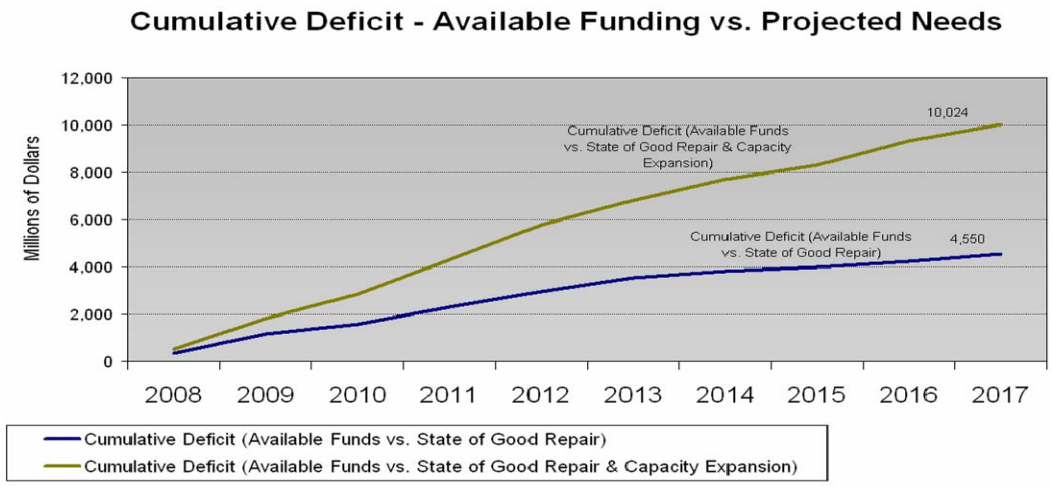
Figure III-6. Available Funding vs. Projected Needs



The state-of-good-repair funding gap shown in, **Figure III-6**, Available Funding vs. Projected Needs, is a function of two trends. First, projected revenues are expected to decrease in the next few years as bonding capacity in the STF diminishes, and as funding from the 10-year special funding programs authorized by the Legislature in 2005 and 2006 is depleted. Those two special programs provided an infusion of bonding capacity ($1.3 billion in 2005 and $1.0 billion in 2006) that helped reduce some of the backlog of the major capital projects in Connecticut. Second, the maintenance and preservation needs are increasing over the near term. The combination of increasing needs and decreasing revenues creates a gap of $300 – $500 million per year that does not diminish significantly until 2013 or 2014.

The graph, **Figure III-7. Cumulative Deficit-Available Funding vs. Projected Needs**, illustrates the cumulative funding gaps for the state-of-good-repair expenditures only (lower diagonal line) and the total funding gap (upper diagonal line). The blue (lower) line is the cumulative unfunded need for state-of-good-repair improvements. Today the gap between anticipated revenue and projected needs is about $2 billion. However, the Department estimates that it will grow to over $4.5 billion in 2017.

Figure III-7. Cumulative Transportation Funding Deficit



Some of the projected funding shortfall is due to the significant increase in construction costs and delays in constructing projects. According to the National Surface Transportation Policy and Revenue Study Commission (NSTPRSC), between 2004 and 2006 the cost of building highways and streets, as measured by the Federal Highway Administration's Bid Price Index (BPI), increased by approximately 43 percent. The impact of delays in constructing projects is discussed in the NSTPRSC report. This report states that from 2002 to 2005, the average project development time was more than 10 years, although it fell somewhat in 2006. In light of the rapid increase in construction costs over the past several years, delays in completing projects have become very expensive. The report further states that

> Using the average increase in highway and bridge construction costs since 1997, if the average project development time for highway projects could be reduced from 13 years to 6 years, the cost of the project could be reduced by almost 40 percent. This savings could then be applied to other projects, substantially reducing overall funding needed for highway construction programs.

The Department has been working to minimize delays in constructing projects by reviewing and revising its internal operations, when appropriate, and coordinating with regulatory agencies to further streamline elements of the process for implementing projects. The Department is also committed to building the public's confidence in its ability to wisely and cost-effectively spend taxpayers' dollars to meet current and future mobility needs. As stated in the Connecticut's 2009 long-range transportation plan, *Connecticut on the Move-Strategic Long-Range Transportation Plan 2009-2035*, one of the first steps in building this trust is to develop performance measures and establish goals and objectives to meet them. The next step is for the Department to demonstrate that it can meet it's agreed upon goals and objectives. Greater public confidence in CTDOT's abilities to objectively and cost effectively determine, prioritize and address the state's mobility needs should lead to greater collaboration and agreement among stakeholders on ways to shorten the process for implementing projects, minimize construction delays and, hence, reduce project costs. Thus far, as of December 31, 2010, CTDOT had developed 31 performance measures for various programs and activities. These measures are posted on the Department's website at www.ct.gov/dot and updated quarterly. Additional performance measures will be posted as they are developed.

CTDOT is working cooperatively with stakeholders to identify and implement ways to wisely and strategically maximize the use of its limited available funds. The Department is striving to maximize its available resources by continuing to review its business processes and identifying and proposing ways to reduce the costs of projects by reducing the average amount of time it takes to construct projects, and, where appropriate, entering into public/private partnerships.

The Department is also developing strategies and internal capabilities to effectively compete for federal grant monies. However, these actions, alone, will not result in sufficient funding to enable CTDOT to fulfill its mission: to provide a safe and efficient intermodal transportation network that improves the quality of life and promotes economic vitality for the state and the region. Additional sources of revenue must be identified and provided at both the federal and state levels. The Department has been working closely with the members of Connecticut's Transportation Strategy Board (TSB) to identify and consider new sources of revenue to fund transportation projects and services. CTDOT, the TSB, the Governor, the Connecticut General Assembly, Connecticut's Congressional Delegation and other stakeholders must work cooperatively with each other and with other states to advocate for developing a means to provide a consistent level of funding for transportation that is sufficient to enable the Department to protect the State's substantial investments in its transportation system and services to meet the state's and the region's current and future mobility needs.

Table III-1. Projected Federal Funding for Highway Programs

PROJECTED TEN-PERCENT GROWTH IN FEDERAL TRANSPORTATION FUNDING FROM 2011 -2017

(Highways)

Federal Hwy Transportation Programs	2011	2012	2013	2014	2015	2016	2017
Federal Hwy Transportation Program	173,901,645.00	173,901,645.00	176,800,006.00	179,698,366.00	182,596,727.00	185,495,088.00	188,393,449.00
Bridge	5,340,733.00	5,340,733.00	5,429,745.00	5,518,757.00	5,607,770.00	5,696,782.00	5,785,794.00
Metro. Planning	9,939,525.00	9,939,525.00	10,105,184.00	10,270,843.00	10,436,501.00	10,602,160.00	10,767,819.00
State Planning	66,706,126.00	66,706,126.00	67,817,895.00	68,929,664.00	70,041,432.00	71,153,201.00	72,264,970.00
Interstate Maintenance	61,507,857.00	61,507,857.00	62,532,988.00	63,558,119.00	64,583,250.00	65,608,381.00	66,633,512.00
National Hwy System	44,824,173.00	44,824,173.00	45,571,243.00	46,318,312.00	47,065,382.00	47,812,451.00	48,559,521.00
C M / A Q	78,386,393.00	78,386,393.00	79,692,834.00	80,999,274.00	82,305,713.00	83,612,152.00	84,918,593.00
STP	1,301,016.00	1,301,016.00	1,322,700.00	1,344,383.00	1,366,067.00	1,387,750.00	1,409,434.00
Rail/Highway X-ing	1,815,678.00	1,815,678.00	1,845,939.00	1,876,201.00	1,906,462.00	1,936,723.00	1,966,985.00
SRTS	201,742.00	201,742.00	205,104.00	208,467.00	211,829.00	215,191.00	218,554.00
H S I P	748,137.00	748,137.00	760,606.00	773,075.00	785,544.00	798,013.00	810,482.00
Equity Bonus	11,462,205.00	11,462,205.00	11,653,242.00	11,844,279.00	12,035,315.00	12,226,352.00	12,417,389.00
Total Federal Highway Program Funds	27,177,250.00	27,177,250.00	27,630,204.00	28,083,158.00	28,536,113.00	28,989,067.00	29,442,021.00
Federal Hwy Transportation Program	8,683,131.00	8,683,131.00	8,827,850.00	8,972,569.00	9,117,288.00	9,262,006.00	9,406,725.00
FAHP Total	491,995,611.00	491,995,611.00	500,195,540.00	508,395,467.00	516,595,393.00	524,795,317.00	532,995,248.00

Table III-2. Projected Federal Funding for Public Transportation Programs

PROJECTED TEN-PERCENT GROWTH IN FEDERAL TRANSPORTATION FUNDING FROM 2011 -2015

(Public Transportation)

Ten-Percent Growth	2011	2012	2013	2014	2015	2016	2017
Sec. 5307 Capital	87,899,866.00	89,364,864.00	90,829,862.00	92,294,859.00	93,759,857.00	95,224,855.00	96,689,853.00
Sec. 5307 Enhancement	503,902.00	512,300.00	520,699.00	529,097.00	537,495.00	545,894.00	554,292.00
Sec. 5309 FG - Rail	47,732,417.00	48,527,957.00	49,323,498.00	50,119,038.00	50,914,578.00	51,710,118.00	52,505,659.00
Sec. 5309 FG - Bus	4,396,000.00	4,469,267.00	4,542,533.00	4,615,800.00	4,689,067.00	4,762,333.00	4,835,600.00
Sec. 5309 FG - Earmarks	6,396,000.00	6,502,600.00	6,609,200.00	6,715,800.00	6,822,400.00	6,929,000.00	7,035,600.00
Sec. 5310 E&D (16(b)(2))	1,645,694.00	1,673,122.00	1,700,550.00	1,727,979.00	1,755,407.00	1,782,835.00	1,810,263.00
Sec. 5311 Rural Transp.	2,698,412.00	2,743,386.00	2,788,359.00	2,833,333.00	2,878,306.00	2,923,280.00	2,968,253.00
Sec. 5311 RTAP	94,014.00	95,581.00	97,148.00	98,715.00	100,282.00	101,849.00	103,415.00
Sec. 5303 MPO Planning	1,040,322.00	1,057,661.00	1,074,999.00	1,092,338.00	1,109,677.00	1,127,016.00	1,144,354.00
Sec. 5313 State Planning	276,071.00	280,672.00	285,273.00	289,875.00	294,476.00	299,077.00	303,678.00
Sec. 5317 New Freedom	1,217,088.00	1,237,373.00	1,257,658.00	1,277,942.00	1,298,227.00	1,318,512.00	1,338,797.00
Sec. 3037 Job Access	1,486,615.00	1,511,392.00	1,536,169.00	1,560,946.00	1,585,723.00	1,610,500.00	1,635,277.00
FTA Subtotal	155,386,401.00	157,976,175.00	160,565,948.00	163,155,722.00	165,745,495.00	168,335,269.00	170,925,041.00

Table III-3. Summary of CTDOT's Projected Capital Program for SFY2011 -SFY2015

Authorizations Estimated in 2011 Dollars (millions)(as of December 2010)			
Authorization	**2011**	**2012**	**2013-2015**
Aviation			
Appropriations	0.00	0.00	0.00
Bonds	2.00	2.00	6.00
Federal	9.60	4.80	13.20
Other	0.00	0.00	0.00
Dept. Facilities			
Appropriations	0.00	0.00	0.00
Bonds	6.40	6.40	19.20
Federal	0.00	0.00	0.00
Other	0.00	0.00	0.00
Hazardous Waste			
Appropriations	0.00	0.00	0.00
Bonds	10.80	6.00	18.00
Federal	0.00	0.00	0.00
Other	0.00	0.00	0.00
Interstate			
Appropriations	0.00	0.00	0.00
Bonds	13.00	13.00	39.00
Federal	0.00	56.30	256.30
Other	0.00	0.00	0.00
Intrastate			
Appropriations	0.00	0.00	0.00
Bonds	44.00	44.00	132.00
Federal	19.50	60.10	443.70
Other	0.00	0.00	0.00
Other R & BR			
Appropriations	9.20	9.20	27.60
Bonds	0.00	0.00	0.00
Federal	20.00	20.00	60.00
Other	0.00	0.00	0.00
Resurfacing			
Appropriations	2.00	2.00	6.00
Bonds	68.90	68.90	206.70
Federal	50.00	50.00	150.00
Other	0.00	0.00	0.00
Safety			
Appropriations	1.20	1.20	3.60
Bonds	0.00	0.00	0.00
Federal	12.80	12.80	38.40
Other	0.00	0.00	0.00

Source: Office of Capital Services, Bureau of Finance and Administration, Connecticut Department of Transportation

(Continued on next page)

Table 3 (Continued)
Summary of CTDOT's Projected Capital Program for SFY2011 -SFY2015

Authorizations Estimated in 2011 Dollars (millions)(as of December 2010)			
Authorization	**2011**	**2012**	**2013-2015**
Special Projects			
Appropriations	0.00	0.00	0.00
Bonds	24.50	0.00	0.00
Federal	0.00	0.00	0.00
Other	0.00	0.00	0.00
State Bridge			
Appropriations	0.00	0.00	0.00
Bonds	33.00	33.00	0.00
Federal	21.40	33.00	297.00
Other	0.00	0.00	0.00
STP/Urban Systems			
Appropriations	0.00	0.00	0.00
Bonds	8.50	8.50	25.50
Federal	41.00	41.00	123.00
Other	0.00	0.00	0.00
Transit			
Appropriations	0.00	0.00	0.00
Bonds	40.00	40.00	120.00
Federal	143.80	143.80	431.40
Other	0.00	0.00	0.00
Waterways			
Appropriations	0.00	0.00	0.00
Bonds	0.30	0.20	0.70
Federal	0.00	0.00	0.00
Other	0.00	0.00	0.00
AUTHORIZATION TOTAL OF ALL CATEGORIES			
Authorization	**2011**	**2012**	**2013-2015**
Appropriations	12.40	12.40	37.20
Bonds	251.40	222.00	567.10
Federal	318.10	421.80	1,813.00
Other	0.00	0.00	0.00

APPENDIX A

LIST OF ACRONYMS

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APPENDIX A. LIST OF ACRONYMS

A

2009 LRP	2009 Long Range Plan
AA/DEIS	Alternatives Analysis / Draft and Final Environmental Impact Statement
ADA	Americans with Disabilities Act
ALP	Airport Layout Plan
AMPU	Airport Master Plan Update
ARRA	American Recovery and Reinvestment Act
ASRS	Automated Storage and Retrieval System

B

BDL	Bradley International Airport
BOC	Body-on-chassis
BPI	Bid Price Index
BRT	Bus Rapid Transit

C

CAAA	Clean Air Act Amendments
CBPAB	Connecticut Bicycle and Pedestrian Advisory Board
CCO	Component Change Out
CEPA	Connecticut Environmental Policy Act
CEQ	Council on Environmental Quality
CGS	Connecticut General Statutes
CMAQ	Congestion Mitigation and Air Quality
COG	Council of Governments
COGCNV	Council of Governments of the Central Naugatuck Valley
CPs	Control Points
CRERPA	Connecticut River Estuary Regional Planning Organization Capitol Region
CRCOG	Council of Governments
CSR	Critical System Replacement
CSS	Context-Sensitive Solutions
CSX	CSX Corporation
CT	Connecticut
CTDEP	Connecticut Department of Environmental Protection
CTDOT	Connecticut Department of Transportation
CTC	Centralized Traffic Control
CVRR	Central Vermont Railroad

D

DC	Direct Current
DMV	Connecticut Department of Motor Vehicles

DNL	decibel noise level
DOT	Department of Transportation

E

EA	Environmental Assessment
EA/DEIE	Federal Environmental Assessment/Draft Environmental Impact Evaluation
EA/R	Environmental Assessment/ Relocation
EIE	Environmental Impact Evaluation
EIS	Environmental Impact Statement
EMAS	Engineered Materials Arresting System
EMU	electric multiple unit
EPA	United States Environmental Protection Agency

F

FA	Force Account
FAA	Federal Aviation Administration
FAHP	Federal-Aid Highway Program
FAR	Federal Aviation Regulations
FEIS	Final Environmental Impact Statement
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration

G

GBRPA	Greater Bridgeport Regional Planning Agency
GHG	greenhouse gas
GPS	Global Positioning System

H

HBRR	Highway Bridge Replacement and Rehabilitation Program
HDM	Highway Design Manual
HFD	Hartford-Brainard Airport
HTF	Highway Trust Fund
HSIPR	High Speed and Intercity Passenger Rail Service
HVAC	Heating Ventilation and Air Conditioning
HVCEO	Housatonic Valley Council of Elected Officials

I-L

I-	Interstate
ISTEA	Intermodal Surface Transportation Act of 1990
IT	Information Technology
ITS	Intelligent Transportation Systems
IWT	Independent Wheel Truing

LBP	Local Bridge Program
LBRF	Local Bridge Revolving Fund
LI	Long Island

M

MA	Massachusetts
MLW	Mean Low Water
MNRMPO	Metro-North Railroad Company Metropolitan Planning Organizations
MTA	Metropolitan Transportation Authority
MTP	Master Transportation Plan
MTSA	Maritime Transportation Security Act

N

N/A	Not Available
NAAQS	National Ambient Air Quality Standards
NB	Northbound
NCP	National Corridor Planning
NEPA	National Environmental Policy Act
NHCC	New Haven Harbor Crossing
NHL	New Haven Line
NHRY	New Haven Rail Yard
NJ	New Jersey
No.	Number
Nos.	Numbers
NSTPRSC	National Surface Transportation Policy and Revenue Study Commission
NY	New York

O

OPM	Office of Policy and Management
OXC	Waterbury-Oxford Airport

P

PM 2.5	Fine Particulate Matter less than 2.5
POE	Point of Entry
PPM	Parts Per Million

Q-R

"Q" Bridge	Pearl Harbor Memorial Bridge
"Q" Bridge	New Haven Harbor Crossing Corridor Improvement Program
Program	Revenue Aligned Budget Authority
RABA	Reasonable Further Progress
RFP	Record of Decision
ROD	Regional Planning Organization
RPO	Runway Protection Zone
RPZ	Route

RTE

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Act
SCRCOG	South Central Regional Council of Governments
SFY	State Fiscal Year
SIP	State Implementation Plan
SLE	Shore Line East
SRTS	Safe Routes to School
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STO	Special Transportation Obligation
STP	Surface Transportation Program
SWRPA	Southwestern Regional Planning Agency

T

TBD	to be determined
TEA-21	Transportation Equity Act for the Twenty First Century
TIPs	Transportation Improvement Programs
TPs	Transportation Plans
TSB	Transportation Strategy Board
TSM	Transportation System Management

U

UI	United Illuminating
UPWP	Unified Planning Work Program
U.S. or US or USA	United States of America
USDOT	United States Department of Transportation

V-Z

VCOG	Valley Council of Governments
WB	Westbound
WINCOG	Windham Region Council of Governments

APPENDIX B

LIST OF PROJECTS

APPENDIX B. LIST OF PROJECTS

A. OVERVIEW OF APPENDIX B

Appendix B "List of Projects"(Appendix B) is based on a Federal Fiscal Year (FFY) and presents CTDOT's constrained transportation program for FFY 2011-2015. The list includes projects that are expected to be funded through the Capital Program during the next five years. The majority of the projects listed represent construction phases of a project; however, a few projects that are in the design or operations phases are included, and the phase is identified in the project description. The Bureau of Aviation & Ports program includes an annual allocation for the funding of Preliminary Engineering (PE), Construction (CN), Rights-of-Way and modifications to projects. Data contained within Appendix B is current as of January 2011, unless otherwise noted.

The amount and use of funds is projected annually based on the federal funding categories and funding levels designated by *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU). This was done by assuming that the SAFETEA-LU federal program categories would be continued and funding would remain at the FFY2010 levels for each year thereafter through FFY2015. CTDOT's program also identifies those projects using funds remaining from prior authorizations as well as those projects that are 100 percent state-funded.

Please note that the dollar amounts and years in which projects are shown in Appendix B may differ from the published *2010 Statewide Transportation Improvement Program* (STIP), which is an on-going process developed jointly by the Metropolitan Planning Organizations (MPOs) and CTDOT pursuant to the requirements of SAFETEA-LU.

There are several important factors to understand in reviewing the MTP, especially in relation to other planning and financial documents; these are noted as follows:

- the actual level of federal funding shown in Appendix B is lower than the authorized level due to federal obligation limits (ceiling);
- FFY2011 federal funding amounts include funds carried over from FFY2010;
- State funding amounts carry forward from year to year if not fully utilized;
- there may be some differences in project and phase scheduling because the MTP is based on the FFY as opposed to the SFY;
- schedules and phases may also differ because the MTP is based on federal program categories as opposed to state program categories; and
- projects continually change as they move through various development stages, which, in turn, continually change the overall transportation program. This is particularly important to note since the MTP is developed at a different time of the year than many other planning and financial documents.
- In cases where specific projects have not yet been identified, placeholders have been built into the plan to more accurately reflect the amount of funding planned to be utilized from a program.

There are also many factors that influence CTDOT's program, including the following:

- the large number of projects involved;
- the level of federal funding; and,
- the various difficulties and unique issues that are often encountered relating to development of specific projects.

Hence, a considerable amount of project-specific information, such as funding sources, schedules, estimated costs, etc. may be revised in a short period of time. Therefore, Appendix B should not be used as a source of precise, detailed information on projects. It is more useful as an indicator of the size and scope of CTDOT's program and statewide transportation needs.

Appendix B is divided into the following sections: projects for which the Bureau of Engineering and Construction is responsible, projects for Bureau of Public Transportation is responsible, and projects for which Bureau of Aviation and Ports. Within these sections, the projects are organized by fiscal year, and projects are grouped by federal funding program.

B. INTERPRETATION OF TABLES

1. GENERAL INFORMATION AND GUIDELINES

The years (2011, 2012, etc.) at the top of each table represent Federal Fiscal Years (FFY). The Total Project Cost of the individual projects is listed in the "Total" column. This total cost represents the entire funding needs for a project; it includes funding for Federal Fiscal years 2011 through 2015, as well as any costs that might fall outside the five years covered by the plan. The FY Total Cost represents the sum of federal, state and other (local) funds programmed for the specific fiscal year. A further breakdown of the federal and state funds is provided. The federal and state funds may not always add up to the total dollars, which often include other (local) funds.

2. PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

This table presents costs for specific projects and is organized by the CTDOT bureau responsible for the project: Bureau of Engineering and Construction, Bureau of Public Transportation, and Bureau of Aviation and Ports. Please note that the Bureau of Engineering and Construction is responsible for projects pertaining to various modes of transportation. Within these sections, projects are organized by state fiscal year and grouped by federal funding program. The same project may be listed multiple times in the same year if more than one funding program is being used to fund the project.

The funds listed for the project represent the funds required from the specific federal program in which the project is listed plus the state matching funds associated with that program.

C. SAFETEA-LU FEDERAL FUNDING PROGRAMS

The following section provides an overview of the various SAFETEA-LU federal funding programs currently active. For reference, the program code used in the MTP Appendix B is provided for each program description. The federal/state/other funding ratios are shown in the parentheses. Please be aware that individual projects may reflect actual funding ratios other than those listed here as a result of non-participating project work, special funding sources, and improvement types.

1. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAM (100)

The State of Connecticut is annually assessed a three percent penalty from its National Highway System (NHS), Surface Transportation Program (STP), and Interstate Maintenance (IM) Program to the State's 402 Safety Program because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. The Department programs these funds towards hazard elimination eligible projects. This program is designed to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. MTP Appendix B Program Code(s): NHS.

2. FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROGRAMS

a) HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

This program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventative maintenance. This program has two subcategories: Bridge Program: On-System and Bridge Program: Off-System.

BRIDGE PROGRAM: ON-SYSTEM (80/20)

The primary federal bridge program is the "On-System" Bridge Program. It provides funds to replace or rehabilitate bridges on the Federal-aid road system. CTDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. The funding ratio for the "On-System" Bridge Program is 80 percent federal funds to be matched by 20 percent State funds, although bridges on the Interstate system are eligible for 90 percent reimbursement. Only State-maintained and owned bridges are considered for inclusion in this program since the needs of these structures exceed available funding. MTP Appendix B Program Code(s): BRX.

BRIDGE PROGRAM: OFF-SYSTEM (80/20)

Another, smaller federal bridge program is the "Off-System" Bridge Program. It provides funds to replace or rehabilitate bridges that are not on the Federal-aid road system. CTDOT has a program of regularly inspecting and rating the condition of local, as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Many of the funded projects are municipal bridges. The funding ratio for the "Off-System" Bridge Program is 80 per cent federal funds to be matched by 20 percent State funds. MTP Appendix B Program Code(s): BRZ.

b) CONGESTION MITIGATION AND AIR QUALITY PROGRAM (CMAQ) (80/20)

The Congestion Mitigation and Air Quality (CMAQ) program was created under the Intermodal Surface Transportation Efficiency Act (lSTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21) and reauthorized by SAFETEA-LU. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NMQS) for ozone, carbon monoxide (CO), and particulate matter (PM) to ensure compliance with the transportation conformity provisions of the Clean Air Act. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State. Under SAFETEA-LU, states have been directed to give priority to two categories of funding. First, to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects. Second, priority is to be given to cost-effective congestion mitigation activities that provide air quality benefits. Eligible projects and programs are:

- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Alternative Fuels and Vehicles
- Congestion Reduction & Traffic Flow Improvements
- Transit Improvements strian Facilities and Programs
- Travel Demand Management
- Public Education and Outreach Activities
- Transportation Management Associations
- Carpooling and Vanpooling
- Freight lntermodal
- Diesel Engine Retrofits &Other Advance Truck Technologies
- Idle Reduction
- Training
- Inspection/Maintenance (I/M) Programs
- Experimental Pilot Projects

Under SAFETEA-LU, the CMAQ Program provides approximately $8. 6 billion nationwide, over the five-year program (2005-2009). Each state is guaranteed at least 0.5 percent of the year's total program funding, regardless of whether the State has any non-attainment or maintenance areas. These flexible funds or minimum apportionment funds can be used anywhere in the state for projects eligible for either CMAQ or the Surface Transportation Program.

Federal CMAQ funds are apportioned annually to each State according to the severity of its ozone and CO problem. The population of each county (based upon Census Bureau data) that is in a non-attainment or maintenance area for ozone and/or CO is weighted by multiplying it by the appropriate SAFETEA-LU CMAQ apportionment weighting factor. PM non-attainment and maintenance areas and former one-hour areas, except those few one-hour maintenance areas participating in Early Action Compacts, are not included in the apportionments.

The Federal share for most eligible projects is generally 80 percent (90 percent for projects on the Interstate System). Activities identified in 23 U.S.C. Section 120(c), including traffic control signalization, commuter carpooling and vanpooling, and signalization to provide priority for transit vehicles, may be funded at up to 100 percent Federal share if they meet the conditions of that section. MTP Appendix B Program Code(s): CMAQ.

c) EQUITY BONUS PROGRAM (Add Description of Program)

The Equity Bonus provides funding to States based on equity considerations. These include a minimum rate of return on contributions to the Highway Account of the Highway Trust Fund, and a minimum increase relative to the average dollar amount of apportionments under TEA-21. Selected states are guaranteed a share of apportionments and High Priority Projects not less than the state's average annual share under TEA-21. This program replaces TEA-21's Minimum Guarantee program.

d) HIGH PRIORITY PROJECTS / SAFETEA-LU (80/20)

This program was created under TEA-21 and was continued in SAFETEA-LU. The program provided approximately $128 million in federal funding over the six-year life of TEA-21, and an additional $185 million in SAFETEA-LU. The funds are for specific projects identified by Congress. MTP Appendix B Program Code(s): HPP, HPPS.

e) HIGHWAY SAFETY IMPROVEMENT PROGRAM (90/10, 100 LIMITED)

SAFETEA-LU authorized this new core Federal-aid funding program beginning in FY2006 to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. Prior to 2006, safety improvements were funded through a ten (10) percent set-aside of all STP funds. CTDOT uses a list of high accident rate locations to select and develop candidate projects for this program. Projects are also selected from CTDOTs program to improve railroad grade crossings. Each State's apportionment of these funds is subject to a set-aside for construction and operational improvements on high-risk rural roads. The funding ratio is 90 percent federal funds, except that the federal share is 100 percent for certain safety improvements. MTP "Appendix B" Program Code(s): SIPH, SIPR, STPX, SECTION 125.

f) INTERSTATE MAINTENANCE (90/10)

The Interstate Maintenance Program provides federal funds to rehabilitate, restore, reconstruct and resurface (4R) most routes on the Interstate Highway System. This program will not fund reconstruction projects that add new travel lanes to the freeway s unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. Federal funds can be used to pay for up to 90 percent of a project's cost. MTP "Appendix B" Program Code(s): I-M.

g) PROGRAM PLACEHOLDER

Program Placeholder will be for projects yet to be identified that are intended to use federal funds.

h) NATIONAL HIGHWAY SYSTEM (80/20)

National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other free ways and specially designated "principal arterials." Qualified major roadways include: 1-91, 1-84, 1-291, 1-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, U.S. 44, etc.

Under certain circumstances, NHS funds may also be used to fund transit improvements in NHS corridors. The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent state funds. MTP "Appendix B" Program Code(s): NHS

j) SAFE ROUTES TO SCHOOL (100)

This program is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and 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. Funds are to be administered by CTDOT to provide financial assistance to State, local, and regional agencies, including non-profit organizations that demonstrate the ability to meet the requirements of the program. MTP Appendix B Program Code(s): SRSI.

k) SURFACE TRANSPORTATION PROGRAM (80/20)

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. In addition to the MTP Appendix B Program Code of STP, this program has a variety of subcategories.

STP-URBAN (80/20)

Fifty percent of all STP funds are reserved for the STP-Urban Program. It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP- Urban Program is 80 percent federal funds to be matched by 20 percent State and/or local funds. Subcategories of the STP Urban Program include the STP-Hartford, STP-Bridgeport/Stamford, STP-Springfield, STP-New Haven/Meriden, STP-other urban and the STP-urban clusters.

The STP-Urban Program provides funds for capital improvements to eligible roads in urban areas. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects. MTP Appendix B Program Code(s): STPB, STPH, STPNH, STPO, and STPX.

STP -RURAL (80/20)

The STP Rural Program is a sub-category of the STP Urban Program. A certain proportion of the STP Urban Funds must be spent in rural areas (areas having a population of less than 5,000). STP Rural Funds can be used for any type of transportation project. The funding ratio for the STP Rural Program is 80 percent federal funds with a 20 percent match in State/local funds. MTP Appendix B Program Code(s): STPR.

STP -ANYWHERE (80/20)

Thirty percent of all STP funds are reserved for the STP-Anywhere Program. These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, CTDOT usually determines where the funds will be spent. In addition to the STPA program, the Equity Bonus program provides funding to states based on equity considerations. The eligibility for this program is the same as STP funds, but it is not subject to the set-aside calculations. The funding ratio for the STP-Anywhere Program and the Equity Bonus program is 80 percent federal funds to be matched by 20 percent State funds. MTP Appendix B Program Code(s): STPA.

STP -TRANSPORTATION ENHANCEMENT (80/20)

Ten percent of all STP funds must be spent on enhancement projects. This program is for projects that go above and beyond what is customarily considered part of a transportation activity. The enhancement project must relate to the intermodal transportation system by reason of function or impact and must be encompassed in one of the 12 eligible enhancement areas. CTDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State. Each RPO submits its highest priority projects and CTDOT selects from among the submittals. The funding ratio for the STP-Enhancement Program is 80 percent federal funds to be matched by 20 percent local funds. MTP Appendix B Program Code(s): STPT.

l) VARIOUS OTHER PROGRAMS

There are a number of other programs under which projects are listed in the MTP. These programs include:

- Highway Planning and Research (HPR) & (SPR);
- Metropolitan Planning (MP);
- Transportation & Community System Preservation (TCSP) - the projects listed under this program are programmed with funds earmarked by federal legislation.

Section 117, 125, and 330 - the projects listed under these programs are programmed with funds earmarked by federal legislation.

3. FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

a) SECTION 5307 CAPITAL AND OPERATING PROGRAM (80/20)

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of these 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. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various regional Transportation Improvement Programs (TIPs) and the State Transportation Improvement Program (STIP). The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the state, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy. All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph 111-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to. The capital program requires a 20

percent non-federal match. Federal regulations restrict the amount that can be used for operating assistance. MTP Appendix B Program Code(s): 5307.

b) SECTION 5309 CAPITAL FUNDING PROGRAM (80/20)

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Pro gram provides capital funding for the establishment of new rail projects ("New Start"-40 percent), the improvement and maintenance of existing rail and o ther fixed guideway s ystems ("Rail Modernization"-40 percent), and the rehabilitation of bus sy stems ("Bus and Other"-20 percent). The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects f unded t hrough Section 5309. State and local go vernments are required to fund 20 percent of project co sts, although they are permitted and expected to provide a larger local share. MTP "Appendix B" Program Code(s): 5309.

c) SECTION 5310 CAPITAL PROGRAM (80/20)

The FTA Section 53 10 P rogram provides capital assistance to nonpr ofit organizations that provide specializ ed transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agenci es approved by the State t o coordinate services for the elderly and disabled. The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local. MTP "Ap pendix B" Program Code(s): 5310.

d) SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

The FTA Section 5311 Pr ogram provides funds to assist in the development, improvement and use of public transpo rtation systems in non-ur banized and small urban areas. The funds are used in the following ways:

- To reimburse the five rural transits districts for operating adm inistrative deficits on a 50/33/17 (federal/state/local) matching ratio.
- For Section 5311 transit operators to purchase wheelchair accessibl e vans and small buses on an 80/20 (federal/state) ratio.
- For transit research, techn ical assi stance, training a nd related support services, incl uding eligible Section 5310 recipients, using 100 percent federal funds.

e) SECTION 5316 JOB ACCESS AND REVERSE COMMUTE GRANTS (SO/50)

The FTA Section 531 6 Program provid es funds for transportation services designed to transport welfare recipien ts to and fr om jobs and activities related to their em ployment. The basic matching ratio for this pro gram is 50 percent federal and 50 percent local. MTP "Appendix B" Program Code (s): 5316.

f) SECTION 5317 NEW FREEDOMS INITIATIVE (50/50)

The FTA Section 5317 Program provides funds that assist individuals with disabilities with transportation. Eli gible activities include new public transportation alternatives beyond th ose required by the ADA. The basic matching ratio for this pr ogram is 50 percent federal and 50 pe rcent local. MTP "Appendix B" Program Code(s): 5317.

g) HIGH-SPEED INTERCITY PASSENGER RAIL (HSIPR) PROGRAM.

The HSIPR is an ARRA program that is intended to help address the nation's transportation challenges b y investing in an efficient network of passenger rail corridors that connect co mmunities across the country. These investments focus on three key objectives:

1) Building new high-speed rail corrido rs that expan d and f undamentally improve passenger transportation in the geographic regions they serve;
2) Upgrading existing intercity passenger rail services; and
3) Lay ing the groundwor k for future high-speed passenger rail service s through individual projects and planning efforts.

4. FEDERAL AVIATION ADMINISTRATION (FAA) PROGRAMS

AIRPORT IMPROVEMENT PROGRAM (AIP)

The AIP provides funding to assi st sponsors, owners, or operators of public-use airports in the develop ment of a nationwide sy stem of airports adequate to meet the needs of civil aeronautics. It provides fundin g for projects to improve airport infrastructure such as r unways, taxiways and aircraft parking aprons, term inal im provements, la nd acquisitions and noise cont rol. *Vision 100 – Century of Aviation Reauthorization Act* (P.L. 108-17 6) was the last long-term Federal Aviation Administration (FAA) reauthorization legislation for aviation. Fundin g authorization for aviation prog rams set forth in Vision 100 – Centur y of Aviation Reauthorization Act (P.L. 108- 176) and authorization for taxes and fees that provide revenue for the aviation trust

fund expired at the end of FFY2007. While FAA reauthorization legislation was considered during the 110th Congress, the only related legislation enacted consisted of several short-term extensions for aviation trust fund revenue collections and aviation program authority. The *Federal Aviation Administration Extension Act, Part II* (P.L. 110-330) extended these authorizations until March 31, 2009, thus carrying the issue of FAA reauthorization over to the 111th Congress. On March 30, 2009, the *Federal Aviation Administration Extension Act of 2009* (P.L. 111-12) was enacted, further extending revenue collections and aviation program authority through the end of FY2009, and on October 1, 2009, the *FY2010 Federal Aviation Administration Extension Act* (P.L. 111-69) was enacted, further extending this authority through the end of calendar year 2009. On December 16, 2009, the *FY2010 Federal Aviation Administration Extension Act, Part II* (P.L. 111-116) was enacted further extending the existing authority until March 31, 2010. H.R. 6190 (Extension Act of 2010, Part 3), extended the existing authority until December 31, 2010. **H.R. 6473: Airway Extension Act of 2010, Part 4** extended the existing authority through March 31, 2011.

E. NON-FEDERAL FUNDING (STATE, LOCAL, AND OTHER) SOURCES

The federal share payable on a transportation project is generally 80 or 90 percent of the total project cost depending on the scope of improvement. The non-federal share or "match" consists of state, local or other funds.

a) SPECIAL TRANSPORTATION FUND

Connecticut's Special Transportation Fund (STF) was established by the State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. The major sources of STF funds are the motor fuel tax and the motor vehicle receipts, which, combined, make up approximately 80 percent of the total fund revenue. MTP "Appendix B." Program Code(s): STE.

b) SPECIAL LEGISLATION

Additional State resources to support capital improvements for the State's highway and transit infrastructure were made available in Public Acts 05-4, 06-136, 07-7 and 09-2. Funding for these initiatives comes from the sale of STF bonds and annual dedicated revenues streams. Included in these special legislative authorizations are the Fix-It-First roadway and bridge programs, and the Governor's Initiatives (I-95 and non I-95 highway improvement programs).

c) OTHER SOURCES

A limited number of projects in the MTP "Appendix B" include a local match to federal funds or include private sources for financing.

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APPENDIX B1

INDEX OF PROGRAM CODES

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INDEX OF PROGRAM CODES

PROGRAM CODE	PROGRAM	PROGRAM CODE	PROGRAM
5307	SECTION 5307 CAPITAL AND OPERATING PROGRAM	MINOR	MINOR PROGRAM PLACEHOLDER
5309	SECTION 5309 CAPITAL FUNDING PROGRAM	MP	METROPOLITAN PLANNING
5310	SECTION 5310 CAPITAL PROGRAM	NEW STARTS	NEW STARTS PROGRAM
5311	SECTION 5311 CAPITAL AND OPERATING PROGRAM	NHS	NHS NATIONAL HIGHWAY SYSTEM
5316	SECTION 5316 JOB ACCESS AND REVERSE COMMUTE	SECTION 117	CONGRESSIONAL EARMARK
5317	SECTION 5317J FTA NEW FREEDOMS INITIATIVE	SECTION 125	HIGHWAY SAFETY IMPROVEMENT PROGRAM
AIP	AIRPORT IMPROVEMENT PROGRAM	SECTION 330	EARMARK DISCRETIONARY
BRX	BRIDGE ON-SYSTEM	SIPH	HIGHWAY SAFETY IMPROVEMENT PROGRAM
BRZ	BRIDGE OFF-SYSTEM	SIPR	HIGHWAY SAFETY IMPROVEMENT PROGRAM—RURAL
CMAQ	CONGESTION MITIGATION AND AIR QUALITY PROGRAM	SPR	HIGHWAY PLANNING AND RESEARCH
EBS EQUIT	Y BONUS PROGRAM	SRSI	SAFE ROUTES TO SCHOOL /INFRASTRUCTURE
FIF—BRIDGE	FIX IT FIRST BRIDGE PROGRAM	STATE	STATE FUNDING
FIF-ROADWAY	FIX IT FIRST ROADWAY PROGRAM	STPA	SURFACE TRANSPORTATION PROGRAM - ANYWHERE
G-95	GOVERNOR'S INITIATIVE	STPB	SURFACE TRANSPORTATION PROGRAMBRIDGEPORT/
G-N95	GOVERNOR'S INITIATIVE	STPH	SURFACE TRANSPORTATION PROGRAM - HARTFORD
HISPR	HIGH-SPEED INTERCITY PASSENGER RAIL PROGRAM	STPNH	SURFACE TRANSPORTATION PROGRAM - NEW HAVEN
HPP	HIGH PRIORITY PROJECTS	STPO	SURFACE TRANSPORTATION PROGRAM - OTHER URBAN
HPPS	HIGH PRIORITY PROJECTS / SAFETEA-LU	STPR	SURFACE TRANSPORTATION PROGRAM - RURAL
HPR	HIGHWAY PLANNING AND RESEARCH	STPT	SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION
I-M	INTERSTATE MAINTENANCE	STPX	SURFACE TRANSPORTATION PROGRAM-RAILROAD CROSSING

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APPENDIX B2

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

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TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2011

	Total Project Cost	FY11 Total	Total Fed	Total State
Projected Funding			508,958,141	391,590,507
Federal Earmark Funding			10,673,968	0
PE/ROW/Mods Set-aside			113,940,528	14,520,029
Balance to Program			405,691,581	377,070,478

PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source	ADVERTISED
171- 351	Various	DISTRICT 1	Bridge Joint Replacement - 11 bridges	1,700,000	1,700,000	1,360,000	340,000	BRX	
171- 353	Various	DISTRICT 1	Bridge Steel Repairs, under joints, 14 bridges	2,600,000	2,600,000	2,080,000	520,000	BRX	
172- 381	Various	DISTRICT 2	Repairs to Bridge Deck Joints	1,163,000	1,163,000	930,400	232,600	BRX	
172- 399	Various	DISTRICT 2	Bridge Steel Repairs, under joints, 14 bridges	2,400,000	2,400,000	1,920,000	480,000	BRX	
173- 401	Various	DISTRICT 3	Bridge Bearing Replacement	2,100,000	2,100,000	1,680,000	420,000	BRX	
173- 411	Various	DISTRICT 3	Bridge Joint Replacement - 6 bridges	1,500,000	1,500,000	1,200,000	300,000	BRX	
173- 413	Various	DISTRICT 3	Bridge Steel Repairs, under joints, 13 bridges	2,100,000	2,100,000	1,680,000	420,000	BRX	
173- 414	Various	DISTRICT 3	Bridge Joints, asphaltic plug - 44 bridges	3,900,000	3,900,000	3,120,000	780,000	BRX	
174- 354	Various	DISTRICT 3	Bridge Joint Replacement - 11 bridges	1,500,000	1,500,000	1,200,000	300,000	BRX	
174- 356	Various	DISTRICT 4	Bridge Steel Repairs, under joints, 18 bridges	2,150,000	2,150,000	1,720,000	430,000	BRX	
174- 357	Various	DISTRICT 4	Bridge Joints, asphaltic plug - 38 bridges	1,600,000	1,600,000	1,280,000	320,000	BRX	
63- 621	Sigourney St	HARTFORD	Rehab Br 03624 o/ Central NE RR	3,400,000	3,400,000	2,720,000	680,000	BRX	
73- 174	CT 8	LITCHFIELD	Br 00606 o/ Campville Road	3,000,000	3,000,000	2,400,000	600,000	BRX	
82- 299	Rt 66	MIDDLETOWN	Arrigoni Bridge Rehabilitation	18,800,000	18,800,000	15,040,000	3,760,000	BRX	
92- 532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	51,631,324	51,631,324	0	BRX	Y
102- 317	CT 15	NORWALK	Rehab Br 00718	2,300,000	2,300,000	1,840,000	460,000	BRX	
170-2811		STATEWIDE	Oversight of List 20 & 21 Bridges (HBP)	9,200,000	1,831,250	1,465,000	0	BRX	Y
170-2868	Various	STATEWIDE	CE Bridge Insp - underwater on/off	2,856,260	952,087	761,669	0	BRX	Y
170-2868	Various	STATEWIDE	CE Bridge Insp - underwater on/off	2,856,260	952,086	761,670	0	BRX	Y
170-2993	Various	STATEWIDE	SF Bridge Inspection - on/off	19,235,000	6,400,000	5,120,000	0	BRX	Y
170-3013	Various	STATEWIDE	CE Bridge Inspection (FFY10-13)	29,703,000	11,125,000	8,900,000	0	BRX	Y
170-3046	Various	STATEWIDE	Gusset Plate Strengthening, (8) truss bridges	1,000,000	1,000,000	800,000	200,000	BRX	
138- 221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	21,340,000	21,340,000	0	BRX	Y
153- 120	US 6	WATERTOWN	Br 00464 o/ Steele Brook	1,500,000	1,500,000	1,200,000	300,000	BRX	
29- 98	Sandy Brk Rd	COLEBROOK	Replace Br 05140 o/ Sandy Brk	2,160,000	2,160,000	1,728,000	0	BRZ	
122- 102	Village St	DEEP RIVER	Replace Br 04636 o/ Deep River	2,400,000	2,400,000	1,920,000	0	BRZ	
50- 209	Merritt St	FAIRFIELD	Replace Br 04957 o/ Horse Tavern Brk	1,588,000	1,588,000	1,270,400	0	BRZ	
55- 136	Silver St	GRANBY	Replace Br 04517 o/ E. Branch Salmon Bk	2,700,000	2,700,000	2,160,000	0	BRZ	
57- 109	Bitgood Rd	GRISWOLD	Br 04669 o/ Pachaug River	1,965,000	1,965,000	1,572,000	0	BRZ	
61- 135	Tuttle Ave	HAMDEN	Br 04894 o/ Mill River	2,019,600	2,019,600	1,615,680	403,920	BRZ	
77- 214	Laurel Lane	MANSFIELD	Replace Br 05366 o/ Mt. Hope River	1,410,000	1,410,000	1,128,000	0	BRZ	
82- 296	Westlake Dr	MIDDLETOWN	Replace Br 05954 o/ Miner Brook	1,600,000	1,600,000	1,280,000	0	BRZ	
89- 119	Hickok Rd	NEW CANAAN	Replace Br 04998 o/ Silvermine River	2,744,680	2,744,680	2,195,744	0	BRZ	
89- 120	Mariomi Rd	NEW CANAAN	Replace Br 04999 o/ Silvermine River	2,140,540	2,140,540	1,712,432	0	BRZ	
102- 328	Triangle St	NORWALK	Br 03851 o/ Metro North RR (List 20)	6,500,000	6,500,000	5,200,000	1,300,000	BRZ	
103- 258	Pleasant St	NORWICH	Rehab Br 04745 o/ Yantic River	385,000	385,000	308,000	0	BRZ	
115- 113	Chase Rd	PUTNAM	Replace Br 04761 o/ Five Mile River	2,198,400	2,198,400	1,758,720	0	BRZ	
116- 130	Simpaug Tpke	REDDING	Rehab Br 05225 o/ Metro-North RR	5,800,000	5,800,000	4,640,000	1,160,000	BRZ	
158- 187	North Ave	WESTPORT	Rehab Br 04968 o/ Aspetuck River	1,040,200	1,040,200	832,160	208,040	BRZ	
53- 181	Main St	GLASTONBURY	Signal System - Putnam Blvd to Welles St, 6 signals	1,887,000	1,887,000	1,887,000	0	CMAQ	
102- 326	Various	NORWALK	So. Norwalk CBD Signal System (Phase 2)	1,954,000	1,954,000	1,954,000	0	CMAQ	
170-2870	Various	STATEWIDE	CT Clean Fuels (NY-NJ-CT)	1,026,000	1,026,000	821,000	0	CMAQ	
170-2871	Various	STATEWIDE	CT Clean Fuels (Greater CT)	1,026,000	1,026,000	821,000	0	CMAQ	
170-T840	Various	STATEWIDE	Statewide Marketing (Greater CT)	410,000	410,000	328,000	82,000	CMAQ	
170-T841	Various	STATEWIDE	Statewide Marketing (NY-NJ-CT)	651,000	651,000	521,000	130,000	CMAQ	
170-T842	Various	STATEWIDE	Telecommuting Partnership (Greater CT)	245,000	245,000	196,000	49,000	CMAQ	
170-T843	Various	STATEWIDE	Telecommuting Partnership (NY-NJ-CT)	391,000	391,000	313,000	78,000	CMAQ	
170-TX08	Various	STATEWIDE	Advanced Tech Buses	3,580,000	3,580,000	2,864,000	716,000	CMAQ	
170-TXX1	Various	STATEWIDE	Statewide Trans. Demand Management (Greater CT)	1,772,000	1,772,000	1,417,000	354,000	CMAQ	
170-TXX2	Various	STATEWIDE	Statewide Trans. Demand Management (NY-NJ-CT)	2,822,000	2,822,000	2,258,000	564,000	CMAQ	
21- 107	CT 63	CANAAN	Thin overlay, Cornwall town line to South Canaan Rd	1,200,000	1,200,000	960,000	240,000	EBS	
67- 119	US 7	KENT	Route 7 Bypass - Environmental mitigation	650,000	522,080	417,664	104,416	EBS	
68- 214	CT 101	KILLINGLY	Pavement Preservation; Valley Rd to RI state line	1,950,000	1,950,000	1,560,000	390,000	EBS	

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BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2011

	Total Project Cost	FY11 Total	Total Fed	Total State
Projected Funding			508,958,141	391,590,507
Federal Earmark Funding			10,673,968	0
PE/ROW/Mods Set-aside			113,940,528	14,520,029
Balance to Program			405,691,581	377,070,478

PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY11 Total	Total Fed	Total State	Funding Source	ADVERTISED
77-228	CT 89	MANSFIELD	Pavement Preservation, chip seal from CT 195 north 3.25 miles	650,000	650,000	520,000	130,000	EBS	
92-651		NEW HAVEN	Boathouse Platform (80%) - Phase 1	10,500,000	10,500,000	8,400,000	2,100,000	EBS	
130-177	US 6	SOUTHBURY	Pavement Preservation; Pine Hill Rd Southbiry to CT 64 Woodbury	1,500,000	1,500,000	1,200,000	300,000	EBS	
151-285	I-84	WATERBURY	Replace Sanitary Sewer Station	18,000,000	18,000,000	14,400,000	3,600,000	EBS	
170-xxxx		STATEWIDE	Planning's Travel Model	2,000,000	2,000,000	1,600,000	400,000	EBS	
EBS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	5,636,333	5,636,333	4,529,067	1,127,267	EBS	
25-140	Various	CHESHIRE	Culvert replacement on Rts. 68 & 70	1,810,000	1,770,000	0	1,600,000	FIF-Bridge	Y
25-140	Various	CHESHIRE	Culvert replacement on Rts. 68 & 70 (Utility	1,810,000	40,000	0	40,000	FIF-Bridge	Y
79-215	CT 71	MERIDEN	Br 01080 o/ Harbor Brook	4,000,000	4,000,000	0	4,000,000	FIF-Bridge	
93-166	CT 175	NEWINGTON	Replace Br 04324 o/ planned New Britain/Hartford Busway	3,100,000	3,100,000	0	3,100,000	FIF-Bridge	
98-100	CT 17	NO. BRANFORD	Rehab Br 02185 o/ Farm Brook	1,245,000	1,245,000	0	1,245,000	FIF-Bridge	
103-256	CT 97	NORWICH	Replace Br 02588 o/ Byron Brook (U-20)	2,100,000	2,100,000	0	2,100,000	FIF-Bridge	
135-291	US 1	STAMFORD	Rehab Br 03824 o/ Rippowam River	6,500,000	6,500,000	0	6,500,000	FIF-Bridge	
137-143	US 1	STONINGTON	Replace Br 01898 o/ Stony Brook (U-20)	2,857,000	2,857,000	0	2,857,000	FIF-Bridge	
137-144	US 1	STONINGTON	Replace Br 01900 o/ Quanaduck Cove (U-20)	2,339,000	2,339,000	0	2,339,000	FIF-Bridge	
142-148	CT 74	TOLLAND	Br 00840 - Replace deck and paint	1,830,000	1,830,000	0	1,830,000	FIF-Bridge	
88-176	CT 9	NEW BRITAIN	Replace 35 luminaire foundations, CT 175 to CT 72 (CN)	160,000	160,000	0	160,000	FIF-Roadway	
92-xxxx	Rt 34	NEW HAVEN	Rt 34 Downtown Crossing	4,900,000	4,900,000	0	4,900,000	FIF-Roadway	
63-643	Flatbush	HARTFORD	New Flatbush Ave. bridge o/ Amtrak RR	31,960,000	31,960,000	0	31,960,000	G-N95	
92-629		NEW HAVEN	New Traffic Signals @ N. Haven Gateway College	4,061,000	4,061,000	0	4,061,000	G-N95	
58-283		GROTON	Mystic Streetscape Ext. (Phase II)	2,546,785	1,319,185	1,055,348	0	HPP	
61-148		HAMDEN	Farmington Canal Greenway Tunnel	1,203,800	1,203,800	963,040	0	HPPS	
79-226	Various	MERIDEN	Quinnipiac Rv. Linear Trail (Phase 3)	1,750,000	1,750,000	711,680	0	HPPS	
148-198	Trail	WALLINGFORD	Quinnipiac Rv Trail - Rts 15 to 150 (Phase 3)	2,281,000	856,000	684,800	0	HPPS	
151-296	Homer St	WATERBURY	Widening; Waterville St to Nottingham Terr.	7,668,000	7,668,000	2,340,000	0	HPPS	
156-175	Campbell Ave	WEST HAVEN	Campbell Ave Street Scape Improvements	6,500,000	6,500,000	3,234,100	0	HPPS	
711-9998		STATEWIDE	FY 2011/2012 SPR PLANNING PROGRAM - L55	19,446,464	6,947,161	5,502,514	1,444,646	HPR	Y
58-317	I-95	GROTON	I-95 Safety Impr., Breakout from 58-307	23,000,000	23,000,000	20,700,000	2,300,000	I-M	
63-639	84/91	HARTFORD	Rehab Bridge 05868, I-84/91 Flyover, pier cap & joints	600,000	600,000	540,000	60,000	I-M	
82-302	I-91	MIDDLETOWN	I-91 Illumination & Guiderail improvements	10,000,000	10,000,000	9,000,000	1,000,000	I-M	
92-619	I-95	NEW HAVEN	Contract E2 - Breakout of 92-531, Rt 34 Flyover & temp. tie down	116,072,801	9,852,866	8,571,993	34,382	I-M	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	7,730,000	7,730,000	0	I-M	Y
164-234	I-91	WINDSOR	Pavement Preservation; Novachip Capen St, Windsor to CT 140 E. Windsor	6,300,000	6,300,000	5,670,000	630,000	I-M	
88-180	I-84	NEW BRITAIN	Pavement Preservation; CT 72 (New Britain) to US 6 (Farmington)	10,000,000	10,000,000	4,116,636	5,883,564	I-M/100% State	
711-9996		STATEWIDE	SFY2011-2012 PL Urban Program (80/10/10)	16,503,000	10,202,898	8,162,078	0	MP	
18-123	US 7	BROOKFIELD	Update Signing, Danbury to Brookfield	4,000,000	4,000,000	3,200,000	800,000	NHS	
93-164		NEWINGTON	Digital Design Environment Development	3,227,196	687,500	550,000	0	NHS	Y
128-150	RT 10	SIMSBURY	Pavement Preservation; Owens Brook Blvd to Granby town line	2,600,000	2,600,000	2,080,000	520,000	NHS	
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	9,280,000	9,280,000	0	NHS	Y
159-187	CT 15	WETHERSFIELD	Pavement Preservation; CT 175 Wethersfield to I-91 Htfd.	3,500,000	3,500,000	2,800,000	700,000	NHS	
170-2692	SR 401	STATEWIDE	Upgrade terminal & signage for BDL Apt.	3,536,580	3,536,580	2,825,264	711,316	NHS	Y
170-3004	Various	HARTFORD	Staff Nwgtn. Ops. Ctr. serving Gr. Htfd Area (8/1/10 - 7/31/12)	9,052,000	4,526,000	3,620,800	0	NHS	Y

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BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

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	Total Project Cost	FY11 Total	Total Fed	Total State
Projected Funding			508,958,141	391,590,507
Federal Earmark Funding			10,673,968	0
PE/ROW/Mods Set-aside			113,940,528	14,520,029
Balance to Program			405,691,581	377,070,478

PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY11 Total	Total Fed	Total State	Funding Source	ADVERTISED
170-3014	Various	STATEWIDE	CE Sign Support Inspection (FFY10-13)	6,492,000	1,875,000	1,500,000	0	NHS	Y
173-407	Various	BRIDGEPORT	Staff Bpt. Ops. Ctr. serving Branford to NY State line (8/1/10 - 7/31/12)	10,982,000	4,941,900	4,941,900	0	NHS	Y
NHS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	22,075,222	22,075,222	17,660,178	4,415,044	NHS	
77-229	UCONN	MANSFIELD	Technology Transfer Center - CY2011	140,000	140,000	140,000	0	RTAP	
138-234		STRATFORD	Stratford Greenway Bikeway/Pedestrian Trail	296,700	296,700	260,000	0	SECT 125	
148-198	Trail	WALLINGFORD	Quinnipiac Rv Trail - Rts 15 to 150 (Phase 3)	2,281,000	1,425,000	1,425,000	0	SECT 125	
87-144	Maple St	NAUGATUCK	Int. Impr. @ Maple/Firehouse Rd	227,000	227,000	204,300	0	SIPH	
88-169	Myrtle St	NEW BRITAIN	Revise Signal @ Burritt St	227,100	227,100	204,390	0	SIPH	
151-317	Washington	WATERBURY	Install signal, Washington St @ Sylvan Ave	241,273	241,273	241,273	0	SIPH	
166-99	CT 69	WOLCOTT	Geom. Impr. & Traffic Signal @ Woodtick Rd	2,050,000	2,050,000	1,849,000	205,000	SIPH	
170-2829		STATEWIDE	Installation of rumble strips on NHS inter/non-interstate expressways (FY10)	525,000	525,000	420,000	105,000	SIPH	
170-3047	Various	STATEWIDE	Study high frequency accident locations (SLOSSS) 2/1/11 thru 1/31/13	500,000	500,000	450,000	50,000	SIPH	
170-3058	Various	STATEWIDE	Local Road Accident Reduction Program (7/1/11 - 6/30/13)	400,000	400,000	360,000	40,000	SIPH	
173-403	Various	DISTRICT 3	SLOSSS Traffic Signals	3,625,000	3,625,000	3,625,000	0	SIPH	
174-317	Various	DISTRICT 4	Guide rail on NHS Routes	1,785,000	1,785,000	1,785,000	0	SIPH	
170-3055	Various	STATEWIDE	High Risk Rural Road Signing Program	1,091,475	1,091,475	1,091,475	0	SIPR	
711-9997		STATEWIDE	FY 2011/2012 SPR RESEARCH PROGRAM - L56	4,518,341	1,509,170	1,207,336	301,834	SPR	Y
09-96	Various	BETHEL	Pedestrian Safety Improvements	411,000	411,000	275,000	0	SRSI	
49-108		ESSEX	Pedestrian Safety Improvements	457,000	457,000	457,000	0	SRSI	
92-650	Various	New Haven	Pedestrian safety improvements; Grand Ave, Exchange Ave, E. Pearl St and Ferry St	500,000	500,000	500,000	0	SRSI	
102-329	Strawberry Hill	NORWALK	Ped/Bike Sfty Impr on Strawberry Hill Ave	608,260	608,260	368,000	0	SRSI	
132-129	Eli Terry	S. WINDSOR	Ped Safety Improvements vic. Eli Terry Elementary School	470,000	470,000	470,000	0	SRSI	
132-130	Orchard Hill	S. WINDSOR	Ped Safety Improvements vic. Orchard Hill Elementary School	350,000	350,000	350,000	0	SRSI	
135-298	Cove Rd	STAMFORD	K.T. Murphy Elementary School	920,500	920,500	417,000	0	SRSI	
14-180	CT 146	BRANFORD	Seawall Repair; Sibil Ave @ Limewood Ave	100,000	100,000	0	100,000	STATE	
39-97		EAST GRANBY	East Granby Salt Shed roof replacement	262,400	262,400	0	262,400	STATE	Y
76-214	I-84	MANCHESTER	Pavement Preservation; I-291 to Slater Street	10,500,000	10,500,000	0	10,500,000	STATE	
81-90	Rt 66	MIDDLEFIELD	Rt 66 Drainage Modification	25,000	25,000	0	25,000	STATE	
92-638	I-95	NEW HAVEN	Contaminated Soil Mgmt. 2 (March 2011-March 2014)	10,796,091	6,970,000	0	6,970,000	STATE	Y
137-154	CT 234	STONINGTON	ED - Repair/reline Br#06792 6' culvert vic Mystic Reservoir	128,600	128,600	0	128,600	STATE	
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	30,806,600	0	30,806,600	STATE	Y
170-2872	Various	STATEWIDE	CHAMP Services - Dispatch radio upgrades	150,000	150,000	0	150,000	STATE	
170-3015	Various	STATEWIDE	Dist 1 & 2 - BMM Repairs under DAS contract	250,000	250,000	0	250,000	STATE	
170-3016	Various	STATEWIDE	Dist 3 & 4 - BMM Repairs under DAS contract	250,000	250,000	0	250,000	STATE	
170-3059	Various	Dist 3 & 4	Bridge Repairs via DAS Contract for BMMs	1,000,000	1,000,000	0	1,000,000	STATE	
170-3060	Various	Dist 1 & 2	Bridge Repairs via DAS Contract for BMMs	1,000,000	1,000,000	0	1,000,000	STATE	
xxI-NTER		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	5,000,000	5,000,000	0	5,000,000	STATE	
xxI-NTRA		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	13,000,000	13,000,000	0	13,000,000	STATE	
14-174	SR 740	BRANFORD	Realignment, Brookwood to Williams Rds	5,800,000	5,800,000	4,640,000	1,160,000	STPA	
63-668	Misc	HARTFORD	DRS: Motor Fuel Tax Enforcement (11-13)	105,000	35,000	35,000	0	STPA	Y
77-206	CT 195	MANSFIELD	SB Bypass Lane @ Chaffeville Rd	2,015,000	2,015,000	1,612,000	403,000	STPA	
84-102	CT 25	MONROE	Various Int. Improvements	6,901,400	6,901,400	5,521,120	1,308,208	STPA	Y
92-589		NEW HAVEN	NH/Farmington Canal Greenway Phase III (H680)	1,516,120	134,807	134,807	0	STPA	Y
167-100	CT 63	WOODBRIDGE	Int. Impr. @ CT 67	4,300,000	4,300,000	3,440,000	860,000	STPA	
170-2987	Various	STATEWIDE	Rapid Response Bridge Repairs by State Forces	500,000	500,000	400,000	100,000	STPA	
171-327	Various	DISTRICT 1	Install STC Traffic Signals	1,600,000	1,600,000	1,280,000	320,000	STPA	

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PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY11 Total	Total Fed	Total State	Funding Source	ADVERTISED
173- 291	US 1	DISTRICT 3	Int. Impr. On Rt 1 at Capital/Island Brook and East Main/Beecher/Huntington	5,000,000	5,000,000	4,000,000	1,000,000	STPA	
174- 328	Various	DISTRICT 4	Install STC Traffic Signals	186,000	186,000	149,600	18,700	STPA	
174- 334	Various	DISTRICT 4	Install STC Traffic Signals	1,656,000	1,656,000	1,324,800	331,200	STPA	
15- 310	Various	BRIDGEPORT	Phs B-City Wide Signal System	4,703,916	418,558	334,846	0	STPB	Y
135- 295	Stillwater Rd	STAMFORD	Reconstr., Skyview Dr to Stillview Rd	3,000,000	3,000,000	2,400,000	600,000	STPB	
11- 151	CT 189	BLOOMFIELD	Int. Improv. @ Gabb Rd	4,085,000	4,085,000	3,268,000	817,000	STPH	
63- 641	Broad St.	HARTFORD	Reconstr., Capitol Ave to Farmington Ave	2,421,000	2,421,000	1,936,800	484,200	STPH	
88- 174	Beaver St.	NEW BRITAIN	Reconstruction of Beaver Street	3,720,000	3,720,000	2,976,000	372,000	STPH	
129- 112	CT 190	SOMERS	Reconst 9th Dist Rd & Sokal Rd w/ LT lanes	3,320,000	3,320,000	2,656,000	664,000	STPH	
132- 127	Kelly Rd	SOUTH WINDSO	Reconstruction; Avery St to Vernon town line	3,563,000	3,563,000	2,850,400	712,600	STPH	
88- 172	Glen St	NEW BRITAIN	Pedestrian Safety Improvements	513,000	513,000	437,520	0	STPH/SRSI	
167- 104	Peck Hill Rd	WOODBRIDGE	Reconstr., Christmas Tree Rd to Old Quarry Rd	1,300,000	1,300,000	1,040,000	130,000	STPNH	
09- 88	Plumtrees Rd	BETHEL	Int. Impr. @ Walnut Hill Rd & Whittlesey Ave	4,183,000	4,183,000	3,346,400	418,300	STPO	
09- 91	Walnut Hill Rd	BETHEL	Bridge Replacement o/ Limekiln Brook	1,806,000	1,806,000	1,444,800	361,200	STPO	
170-2999		STATEWIDE	Urban Program - Design Activities (PL)	500,000	166,667	133,334	0	STPO	Y
26- 118	CT 148	CHESTER	Replace Br 02695 o/ Great Brook	2,600,000	2,600,000	2,080,000	520,000	STPR	
06- 118		BEACON FALLS	Bicycle/Ped Facility along the Naugatuck River	673,000	673,000	538,400	0	STPT	Y
07- 182		BERLIN	Berlin RR Station Enhancement	1,625,000	1,625,000	1,300,000	0	STPT	
18- 131	Trail	BROOKFIELD	Still River Multi-Use Trail, Phase 1 (Breakout of 18-128)	240,000	240,000	192,000	0	STPT	
87- 143		NAUGATUCK	Naugatuck Rv. Ped/Bicycle Greenway	1,710,000	1,710,000	1,368,000	0	STPT	
162- 148	Main St	WINCHESTER	Main St Streetscape Enhancements (Phase 2)	1,166,025	1,166,025	932,820	0	STPT	
139- 103	Harvey Lane	SUFFIELD	Modernize Railroad Crossing	1,090,000	1,090,000	1,090,000	0	STPX	
79- 231	W. Main	MERIDEN	Streetscape; Cook to North Second St.	1,574,600	1,574,600	379,290	0	TCSP	
120- 87	CT 85	SALEM	Water Treatment Relocation Breakout from 120-86 (Salem Roundabout)	589,510	589,510	471,609	117,901	TCSP	
			TOTAL:			405,691,581	190,012,938		
			BALANCE:			0	187,057,540		

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2012

	Total Project Cost	FY12 Total	Total Fed	Total State
Projected Funding			489,161,829	292,268,472
Federal Earmark Funding			31,603,403	0
PE/ROW/Mods Set-aside			85,971,396	17,700,769
Balance to Program			434,793,836	274,567,703

PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source	ADVERTISED
15-248	US 1	BRIDGEPORT	Rehabilitate Br#00325 o/ Stillman Pond Brook	1,500,000	1,500,000	1,200,000	300,000	BRX	
43-128	CT 100	EAST HAVEN	Replacement of Br 01665 and Improvements on Route 100 at US Route 1	5,000,000	5,000,000	4,000,000	1,000,000	BRX	
53-xxxx	CT 3	GLASTONBURY	Putnam Bridge Rehabilitation	20,000,000	20,000,000	16,000,000	4,000,000	BRX	
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	19,100,000	19,100,000	0	BRX	Y
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	7,200,000	7,200,000	0	BRX	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	40,294,379	40,294,379	0	BRX	Y
170-2811		STATEWIDE	Oversight of List 20 & 21 Bridges (HBP)	9,200,000	1,831,250	1,465,000	0	BRX	Y
170-2993	Various	STATEWIDE	SF Bridge Inspection - on/off	19,235,000	6,600,000	5,280,000	0	BRX	Y
170-3013	Various	STATEWIDE	CE Bridge Inspection (FFY10-13)	29,703,000	10,778,000	8,622,400	0	BRX	Y
BRX-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	37,024,662	10,524,662	8,419,730	2,104,932	BRX	
28-198	Prospect Hill Rd	COLCHESTER	Rehabilitate Br#00395 o/ CT Route 2	1,100,000	1,100,000	880,000	220,000	BRZ	
56-295	Shore Rd	GREENWICH	Replace Br 05011 o/ Horseneck Brook	1,875,000	1,875,000	1,500,000		BRZ	
56-296	Lockwood Ave	GREENWICH	Rehab Br 00017 o/ I-95	6,634,000	6,634,000	5,307,200	1,326,800	BRZ	
56-300	Round Hill Rd	GREENWICH	Replace Br 05489 o/ Converse Pond Brk	1,815,000	1,815,000	1,452,000	0	BRZ	
57-110	Edmund Rd	GRISWOLD	Br 04673 o/ Pachaug River	1,834,000	1,834,000	1,467,200	0	BRZ	
57-111	Bitgood Rd	GRISWOLD	Br 04668 o/ Hopeville Pond	1,965,000	1,965,000	1,572,000		BRZ	
73-180	Blue Swamp	LITCHFIELD	Rehab Br 05373 o/ Shepaug River	1,331,000	1,331,000	1,064,800		BRZ	
89-121	Jelliff Mill	NEW CANAAN	Replace Br 05574 o/ Noroton River	2,295,000	2,295,000	1,836,000	0	BRZ	
92-635	E. Rock Rd	NEW HAVEN	Rehab Br 04418 o/ Mill Rv	1,500,000	1,500,000	1,200,000	0	BRZ	
95-225	Aspetuck Ridge I	NEW MILFORD	Br 05111 o/ Merryall Brook	1,300,000	1,300,000	1,040,000	260,000	BRZ	
95-245	Aspetuck Ridge I	NEW MILFORD	Replace Br 05655 o/ W. Aspetuck Rv	1,215,000	1,215,000	972,000		BRZ	
96-191	Walnut Tree Rd	NEWTOWN	Replace Br 05028 o/ Pootatuck River	1,620,000	1,620,000	1,296,000		BRZ	
102-319	Perry Ave	NORWALK	Rehab Br 04154 o/ Norwalk River	2,500,000	2,500,000	2,000,000		BRZ	
102-320	James St	NORWALK	Replace Br 04989 o/ Silvermine River	1,500,000	1,500,000	1,200,000		BRZ	
104-167	Flat Rock Hill Rd	OLD LYME	Rehab Br 00245 o/ I-95	3,758,500	3,758,500	3,006,800		BRZ	
104-170	Four Mile River F	OLD LYME	Rehabilitate Br#00246 o/ I-95	1,210,000	1,210,000	968,000	242,000	BRZ	
108-176	Sterling Hill	PLAINFIELD	Rehab Br 04751 o/ Ekonk Brk	1,000,000	1,000,000	800,000		BRZ	
108-178	Moosup Pond Rd	PLAINFIELD	Rehabilitate Br#00303 o/ I-395 (List 22)	1,325,000	1,325,000	1,060,000	265,000	BRZ	
109-163	Stillwell Dr	PLAINVILLE	Replace Br 04545 o/ Quinnipiac River	2,600,000	2,600,000	2,080,000		BRZ	
109-165	Tomlinson Ave	PLAINVILLE	Replace Br 04546 o/ Quinnipiac River	1,410,000	1,410,000	1,128,000		BRZ	
130-165	Spruce Brook	SOUTHBURY	Br 05032 o/ Transylvania Brook	2,227,000	2,227,000	1,781,600		BRZ	
131-199	W. Queen	SOUTHINGTON	Rehab Br 04564 o/ Quinnipiac Rv	937,500	937,500	750,000		BRZ	
135-304	Guinea Road	STAMFORD	Rehab Br 00700 o/ Merritt Parkway (CT15)	2,000,000	2,000,000	1,600,000	400,000	BRZ	
146-188	West Main	VERNON	Replace Br 04573 o/ Hockanum Rv	2,000,000	2,000,000	1,600,000		BRZ	
158-206	Beachside ave	WESTPORT	Rehabilitate Br#00069 o/ I-95	1,400,000	1,400,000	1,120,000	280,000	BRZ	
167-106	Merritt St	WOODBRIDGE	Replace Br 04920 o/ West Rv	1,700,000	1,700,000	1,360,000		BRZ	
92-488	Various	NEW HAVEN	Computerized Signal System (Phase 3D)	3,668,000	3,668,000	3,668,000	0	CMAQ	
170-2870	Various	STATEWIDE	CT Clean Fuels (NY-NJ-CT)	1,057,000	1,057,000	846,000	0	CMAQ	
170-2871	Various	STATEWIDE	CT Clean Fuels (Greater CT)	1,057,000	1,057,000	846,000	0	CMAQ	
170-T840	Various	STATEWIDE	Statewide Marketing (Greater CT)	422,000	422,000	337,000	84,000	CMAQ	
170-T841	Various	STATEWIDE	Statewide Marketing (NY-NJ-CT)	671,000	671,000	537,000	134,000	CMAQ	
170-T842	Various	STATEWIDE	Telecommuting Partnership (Greater CT)	252,000	252,000	202,000	50,000	CMAQ	
170-T843	Various	STATEWIDE	Telecommuting Partnership (NY-NJ-CT)	403,000	403,000	323,000	81,000	CMAQ	
170-TX08	Various	STATEWIDE	Advanced Tech Buses	3,687,000	3,687,000	2,949,000	738,000	CMAQ	
170-TXX1	Various	STATEWIDE	Statewide Trans. Demand Management (Greater CT)	1,825,000	1,825,000	1,460,000	365,000	CMAQ	
170-TXX2	Various	STATEWIDE	Statewide Trans. Demand Management (NY-NJ-CT)	2,907,000	2,907,000	2,325,000	581,000	CMAQ	
171-305		DISTRICT 1	CMAQ BUSWAY TRANSFER	10,000,000	10,000,000	10,000,000	0	CMAQ	
92-570		NEW HAVEN	Boathouse Building @ Long Wharf (80%) - Phase 2	15,000,000	13,500,000	10,800,000	2,700,000	EBS	
92-571		NEW HAVEN	Shoreline Restoration @ Long Wharf (80%)	3,200,000	3,200,000	2,560,000	640,000	EBS	
92-655	Various	NEW HAVEN	ADA-compliant sidewalk improvements, US 1, CT 10, CT 34	400,000	400,000	320,000	80,000	EBS	
171-305		DISTRICT 1	EBS BUSWAY TRANSFER	15,449,632	15,449,632	15,449,632	0	EBS	

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PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY12 Total	Total Fed	Total State	Funding Source	ADVERTISED
EBS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	1,775,136	25,136	20,109	5,027	EBS	
73-173	CT 8	LITCHFIELD	Culvert rehab, 06684, 06685 & 06687	1,658,911	1,658,911	0	1,658,911	FIF-Bridge	
117-149	CT 35	RIDGEFIELD	Br 02277 o/ Ridgefield Brook (U-20)	2,800,000	2,800,000	0	2,800,000	FIF-Bridge	
FIF-ROAD		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	26,722,733	26,722,733	0	26,722,733	FIF-Roadway	
102-278	I-95	NORWALK	Revise Interchange/Speed change lanes	93,168,972	93,168,972	0	93,168,972	G-95	
02-125	Various	ANSONIA	Ansonia Park and Riverwalk - Phase 2	1,519,263	724,863	724,863	0	HPP	
02-125	Various	ANSONIA	Ansonia Park and Riverwalk - Phase 2	1,519,263	794,400	635,520	0	HPPS	
58-308	Thomas Rd	GROTON	Constr. of ped/cycle facility along Thomas Rd	1,488,750	1,023,750	819,000	0	HPPS	
63-626	Huyshope Ave	HARTFORD	Streetscape Improvements at Coltsville	11,623,800	9,673,800	7,739,000	0	HPPS	
77-223	CT 195	MANSFIELD	Storrs Rd - Roadway Impr. and Streetscape	4,142,000	4,142,000	3,313,600	0	HPPS	
92-621		NEW HAVEN	Farmington Canal Greenway	7,636,250	7,636,250	6,109,000		HPPS	
99-124	Union Station	NORTH CANAAN	Restoration of Railroad Station	2,532,900	1,221,625	977,300	0	HPPS	
100-174		NORTH HAVEN	Construct Valley Service Road	1,115,000	1,115,000	892,000	0	HPPS	
102-334	West/Belden Ave	NORWALK	Traffic Signal Upgrade along West & Belden Avenues	1,953,000	1,953,000	1,562,400	0	HPPS	
121-130	US 44	SALISBURY	Safety Impr. @ CT 41 (West Junction)	700,000	700,000	560,000	140,000	HPPS	
124-165	CT 67	SEYMOUR	Spot Improvements from Swan Ave to Franklin St	699,900	699,900	559,920	139,980	HPPS	
126-163		SHELTON	Housatonic Riverwalk	1,515,000	1,515,000	1,212,000		HPPS	
135-310	West Main	STAMFORD	Replace Br 02212 o/ Mill River	1,370,000	1,370,000	1,096,000	0	HPPS	
163-194		WINDHAM	Hop River Trail (Demo ID CT126, capped at 1,799,800.12 federal)	1,832,500	1,832,500	1,465,800	0	HPPS	
711-9998		STATEWIDE	FY 2011/2012 SPR PLANNING PROGRAM - L55	19,446,464	7,223,232	5,778,586	1,444,647	HPR	Y
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	8,550,000	8,550,000	0	I-M	Y
92-619	I-95	NEW HAVEN	Contract E2 - Breakout of 92-531, Rt 34 Flyover & temp. tie down	116,072,801	4,183,480	4,183,480	0	I-M	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	930,000	930,000	0	I-M	Y
171-305		DISTRICT 1	I-M BUSWAY TRANSFER	32,400,000	32,400,000	32,400,000	0	I-M	
IM-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	7,215,797	7,211,159	6,490,043	721,116	I-M	
63-633	US 44	HARTFORD	Safety Impr., Homestead Ave to Garden St	15,870,000	13,300,000	10,640,000	2,660,000	NHS	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	12,150,000	12,150,000	0	NHS	Y
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	5,000,000	5,000,000	1,222,220	NHS	
93-164		NEWINGTON	Digital Design Environment Development	3,227,196	778,864	623,091	0	NHS	Y
170-2773	Various	STATEWIDE	Repair/Replace overhead sign supports	2,000,000	2,000,000	1,600,000	400,000	NHS	
170-3004	Various	HARTFORD	Staff Nwgtn. Ops. Ctr. serving Gr. Htfd Area (8/1/10 - 7/31/12)	9,052,000	3,017,250	2,413,800	0	NHS	Y
170-3014	Various	STATEWIDE	CE Sign Support Inspection (FFY10-13)	6,492,000	1,875,000	1,500,000	0	NHS	Y
171-305		DISTRICT 1	NHS BUSWAY TRANSFER	8,810,000	8,810,000	8,810,000	0	NHS	
172-391	Various	VARIOUS	Rehab 3 culverts, CT 9 in Haddam	2,000,000	2,000,000	1,600,000	400,000	NHS	
172-392	Various	VARIOUS	Rehab 5 culverts, CT 2 in Marlborough, Colchester and Preston	2,000,000	2,000,000	1,600,000	400,000	NHS	
173-407	Various	BRIDGEPORT	Staff Bpt. Ops. Ctr. serving Branford to NY State line (8/1/10 - 7/31/12)	10,982,000	3,294,675	3,294,675	0	NHS	Y
63-626	Huyshope Ave	HARTFORD	Streetscape Improvements at Coltsville	11,623,800	1,950,000	1,950,000	0	SECT 117	
92-583		NEW HAVEN	Parcel G and H - Harbor Access (FY03 Earmark 4260)	1,987,000	1,987,000	1,987,000	0	SECT 330	
09-98	Walnut Hill Rd	BETHEL	Intersection Improvement; Walnut at Hoyt Road	375,000	375,000	337,500	0	SIPH	
15-334	US 1	BRIDGEPORT	Traffic signal upgrade, additional lane and pavement marking revisions @ Lindley St	260,000	260,000	260,000	0	SIPH	
15-335	CT 127	BRIDGEPORT	Widening & geometric revisions @ Evers St	1,000,000	1,000,000	1,000,000	0	SIPH	
17-183	CT 69	BRISTOL	Widening; CT 69 @ Maple Ave & Peacedale St #2	1,292,700	1,292,700	1,292,700	0	SIPH	
34-338	Lake Ave	DANBURY	Install signal, Lake Ave @ Shannon Ridge Rd	181,912	181,912	181,912	0	SIPH	
43-127	CT 100	EAST HAVEN	Replacement of Br 01665 and Improvements on Route 100 at US Route 1	1,300,000	1,300,000	1,170,000	130,000	SIPH	
57-116	Stone Hill Rd	GRISWOLD	Intersection Improvement; Stone Hill at Roode Road	364,000	364,000	327,600	0	SIPH	

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Balance to Program			434,793,836	274,567,703

PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY12 Total	Total Fed	Total State	Funding Source	ADVERTISED
92-640	CT 10	NEW HAVEN	Install Southbound LT lane @ Lamberton Street	562,000	562,000	562,000	0	SIPH	
94-245	Bank Street	NEW LONDON	Intersection Improvement; Bank at Howard St & Blinman St	375,000	375,000	337,500	0	SIPH	
98-103	CT 139	NO. BRANFORD	Widen vic. Marbar St and Valley Rd.	2,509,000	2,509,000	2,509,000	0	SIPH	
102-306	US 1	NORWALK	Int. Impr. @ Cedar St	1,000,000	1,000,000	1,000,000	0	SIPH	
107-173	Governor's Hill R	OXFORD	Intersection Improvement; Governor's at Old Church Road	313,620	313,620	282,258	0	SIPH	
120-86	CT 82/85	SALEM	Roundabout @ Intersection of CT 82 & CT 85	5,000,000	5,000,000	5,000,000	0	SIPH	
144-188	CT 127	TRUMBULL	Revise Traffic signal and turning lanes at Reservoir Ave	1,386,000	1,386,000	1,386,000	0	SIPH	
148-202	CT 68	WALLINGFORD	Intersection Improvement; CT 68 @ CT 150	710,000	710,000	710,000	0	SIPH	
153-118	CT 73	WATERTOWN	Realignment of Main Street	2,115,000	2,115,000	1,903,500		SIPH	
170-3057	Various	STATEWIDE	School Zone Signing - fluorescent yellow-green signs	790,500	790,500	790,500	0	SIPH	
171-352	Various	DISTRICT 1	SLOSSS Traffic Signals (100% SIPH)	1,975,820	1,975,820	1,975,820	0	SIPH	
172-383	Various	DISTRICT 2	Upgrade guiderail at various locations in District 2	2,541,500	2,541,500	2,541,500	0	SIPH	
172-398	Various	DISTRICT 2	SLOSSS Traffic Signals (100% SIPH)	1,975,820	1,975,820	1,975,820	0	SIPH	
173-412	Various	DISTRICT 3	SLOSSS Traffic Signals (100% SIPH)	1,975,820	1,975,820	1,975,820	0	SIPH	
174-355	Various	DISTRICT 4	SLOSSS Traffic Signals (100% SIPH)	1,975,820	1,975,820	1,975,820	0	SIPH	
711-9997		STATEWIDE	FY 2011/2012 SPR RESEARCH PROGRAM - L56	4,518,341	1,509,171	1,207,337	301,834	SPR	Y
110-133		PLYMOUTH	Pedestrian Safety Improvements	430,000	430,000	430,000		SRSI	
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	24,750,000	0	24,750,000	STATE	Y
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	11,000,000	0	11,000,000	STATE	Y
92-638	I-95	NEW HAVEN	Contaminated Soil Mgmt. 2 (March 2011-March 2014)	10,796,091	3,826,091	0	3,826,091	STATE	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	5,740,000	0	5,740,000	STATE	Y
xxI-NTRA		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	13,000,000	13,000,000	0	13,000,000	STATE	
RESU-RFAC		STATEWIDE	TBD Pavement Preservation Requirements	18,000,000	18,000,000	0	18,000,000	STATE	
xGOV-xN95		STATEWIDE	Project to be determined	17,491,055	17,491,055	0	17,491,055	STATE	
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	5,000,000	5,000,000	1,777,780	STPA	
170-2876	STPA Culverts	VARIOUS	Rehab 3 culverts, CT 188 in Southbury and CT 57 in Weston	750,000	750,000	600,000	150,000	STPA	
171-305		DISTRICT 1	STPA BUSWAY TRANSFER	14,510,368	14,510,368	14,510,368	0	STPA	
172-393	STPA Culverts	VARIOUS	Rehab 3 culverts, CT 82 Chester and Ct 148 Killingworth	1,000,000	1,000,000	800,000	200,000	STPA	
172-394	STPA Culverts	VARIOUS	Rehab 2 culverts, CT 207 in Franklin and SSR 430 in Mansfield	1,000,000	1,000,000	800,000	200,000	STPA	
174-351	STPA Culverts	VARIOUS	Rehab 3 culverts, CT 69 Burlington, CT 219 Granby, CT 254 Thomaston	1,000,000	1,000,000	800,000	200,000	STPA	
56-301	Riversville Rd	GREENWICH	Replace Br 05014 o/ Byram Rv	2,360,000	2,360,000	1,888,000		STPB	
102-297	East Ave	NORWALK	Reconstruction @ Metro North Br No. 42.14	4,316,350	4,316,350	3,453,080	863,270	STPB	
102-340	Rowayton Ave	NORWALK	Reconstruction and lowering in vicinity of RR Bridge 04152R	2,720,000	2,720,000	2,176,000	544,000	STPB	
135-297	Hope St	STAMFORD	Widening; Minivale Rd to Northill St	3,843,000	3,843,000	3,074,400		STPB	
17-174	South St	BRISTOL	Int. Impr. @ South, Union & Church Sts.	2,132,000	2,132,000	1,705,600		STPH	
63-633	US 44	HARTFORD	Safety Impr., Homestead Ave to Garden St	15,870,000	2,570,000	2,056,000	514,000	STPH	
76-212	No. Main St	MANCHESTER	Reconstr., Stock Place to North Street	3,361,000	3,361,000	2,688,800		STPH	
131-198	Mount Vernon	SOUTHINGTON	Reconstruction of Mt Vernon Rd	4,045,000	4,045,000	3,236,000	404,500	STPH	
164-233	Prospect Hill	WINDSOR	Reconstr & widening, fr CT 75 to West St	3,925,000	3,925,000	1,842,000	230,250	STPH	
34-325	Backus Ave	DANBURY	Signal Upgrade from Kenosia to Park Rds	824,000	824,000	817,000	0	STPO	
170-2999		STATEWIDE	Urban Program - Design Activities (PL)	500,000	166,666	133,333		STPO	Y
18-128	Trail	BROOKFIELD	Still River Multi-Use Trail, Phase 2 (follows 18-131)	593,375	593,375	474,700	0	STPT	
36-183		DERBY	Naugatuck River Greenway (Phase III)	1,362,800	1,362,800	1,090,240	0	STPT	
58-308	Thomas Rd	GROTON	Constr. of ped/cycle facility along Thomas Rd	1,488,750	465,000	372,000	0	STPT	

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PROJECT	ROUTE	TOWN	DESCRIPTION								Funding Source ADVERTISED
77-217	CT 195	MANSFIELD	Storrs Rd Downtown Streetscape Impr.	1,416,750		1,416,750		1,133,400		0	STPT
99-124	Union Station	NORTH CANAAN	Restoration of Railroad Station	2,532,900		1,311,275		1,049,020		0	STPT
144-186	Trail	VARIOUS	Rails to Trails (Pequonnock Vly to the Sound)	2,062,500		2,062,500		1,650,000			STPT
STPT-xxxx		STATEWIDE	TBD Enhancement Requirements	4,151,100		4,151,100		3,000,880		830,220	STPT
83-233	Oronoque Rd	MILFORD	Modernize Railroad Crossing	1,427,500		1,427,500		1,427,500		0	STPX
92-464	Grand Ave	NEW HAVEN	Modernize Railroad Crossing (120)	872,500		872,500		872,500		0	STPX
99-114	US 7	NORTH CANAAN	Modernize Railroad Crossing	1,012,500		1,012,500		1,012,500		0	STPX
99-115	US 7/US 44	NORTH CANAAN	Modernize Railroad Crossing	1,080,000		1,080,000		1,080,000		0	STPX
116-125	Long Ridge Rd	REDDING	Modernize Railroad Crossing	1,485,000		1,485,000		1,485,000		0	STPX
			TOTAL:					434,793,836		247,888,338	
			BALANCE:					0		26,679,365	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2013

	Total Project Cost	FY13 Total	Total Fed	Total State
Projected Funding			489,161,829	148,918,569
Federal Earmark Funding			0	0
PE/ROW/Mods Set-aside			122,290,457	17,700,769
Balance to Program			366,871,372	131,217,800

PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY13 Total	Total Fed	Total State	Funding Source	ADVERTISED
60-152	CT 9	HADDAM	Rehab Br 03290, CT 9 NB o/ Nedobity Rd	2,600,000	2,600,000	2,080,000	520,000	BRX	
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	22,380,000	22,380,000	0	BRX	Y
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	31,320,000	31,320,000	0	BRX	Y
117-157	US 7	RIDGEFIELD	Replace Br 02029 o/ Norwalk River	2,100,000	2,100,000	1,680,000		BRX	
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	42,887,897	42,887,897	0	BRX	Y
151-316	CT 8	WATERBURY	Rehab Br 03190A CT 8 NB o/ CT 8 SB & Riverside St	4,000,000	4,000,000	3,200,000	800,000	BRX	
BRX-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	9,742,015	42,015	33,612	8,403	BRX	
14-181	School Ground R	BRANFORD	Rehabilitate Br#04848 o/ Notch Hill Brook	2,227,000	2,227,000	1,781,600		BRZ	
25-143	E. Johnson Ave	CHESHIRE	Rehabilitation Br 04836, o/ Quinnipiac River	540,000	540,000	432,000	0	BRZ	
56-299	Bailiwick Rd	GREENWICH	Replace Br 05491 o/ Byram Rv	2,656,700	2,656,700	2,125,200	0	BRZ	
56-309	Lake Ave	GREENWICH	Rehabilitate Br#00696 o/ Merritt Parkway	950,000	950,000	760,000	190,000	BRZ	
101-112	Boom Br Rd	NO. STONINGTC	Br 04744 o/ Pawcatuck River	488,000	488,000	390,400		BRZ	
102-315	Westmere Ave	NORWALK	Replace Br 04440 o/ Farm Creek	1,300,000	1,300,000	1,040,000		BRZ	
102-324	Burnell Blvd	NORWALK	Rehab Br 04046 o/ Metro North (Phase 2)	10,000,000	10,000,000	8,000,000	2,000,000	BRZ	
170-2870	Various	STATEWIDE	CT Clean Fuels (NY-NJ-CT)	1,089,000	1,089,000	871,000	0	CMAQ	
170-2871	Various	STATEWIDE	CT Clean Fuels (Greater CT)	1,089,000	1,089,000	871,000	0	CMAQ	
170-T840	Various	STATEWIDE	Statewide Marketing (Greater CT)	434,000	434,000	348,000	87,000	CMAQ	
170-T841	Various	STATEWIDE	Statewide Marketing (NY-NJ-CT)	691,000	691,000	553,000	138,000	CMAQ	
170-T842	Various	STATEWIDE	Telecommuting Partnership (Greater CT)	260,000	260,000	208,000	52,000	CMAQ	
170-T843	Various	STATEWIDE	Telecommuting Partnership (NY-NJ-CT)	415,000	415,000	332,000	83,000	CMAQ	
170-TX08	Various	STATEWIDE	Advanced Tech Buses	3,798,000	3,798,000	3,038,000	760,000	CMAQ	
170-TXX1	Various	STATEWIDE	Statewide Trans. Demand Management (Greater CT)	1,880,000	1,880,000	1,504,000	376,000	CMAQ	
170-TXX2	Various	STATEWIDE	Statewide Trans. Demand Management (NY-NJ-CT)	2,994,000	2,994,000	2,395,000	599,000	CMAQ	
171-305		DISTRICT 1	CMAQ BUSWAY TRANSFER	10,600,000	10,600,000	10,600,000	0	CMAQ	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	28,869,741	28,869,741	0	EBS	Y
84-99	CT 25	MONROE	Br 02220 o/ Pequonnock Reservoir	2,500,000	2,500,000	0	2,500,000	FIF-Bridge	
16-98	CT 133	BRIDGEWATER	Metal Beam Rail vic. Wewaka Brook	4,870,000	3,560,000	0	3,560,000	FIF-Roadway	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	11,720,000	11,720,000	0	I-M	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	34,730,000	34,730,000	0	I-M	Y
170-2875	Various	VARIOUS	Rehab 5 culverts, I-95 Guilford, I-395 Montville & Thompson	4,600,000	4,600,000	4,140,000	460,000	I-M	
IM-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	6,781,692	2,181,692	1,963,523	218,169	I-M	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	24,740,000	24,740,000	0	NHS	Y
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	3,680,000	3,680,000	0	NHS	Y
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	2,000,000	2,000,000	0	NHS	
170-3014	Various	STATEWIDE	CE Sign Support Inspection (FFY10-13)	6,492,000	742,000	593,600	0	NHS	Y
170-xxxx	Various	HARTFORD	Staff Nwgtn. Ops. Ctr. serving Gr. Htfd Area (FY13-	13,750,000	6,250,000	5,000,000	1,250,000	NHS	
171-305		DISTRICT 1	NHS BUSWAY TRANSFER	990,000	990,000	990,000	0	NHS	
173-xxxx	Various	BRIDGEPORT	Staff Bpt. Ops. Ctr. serving Branford to NY State line (FY13-14)	14,375,000	6,875,000	5,500,000	1,375,000	NHS	
NHS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	7,443,177	7,443,177	5,954,542	1,488,635	NHS	
12-95	SR 533	BOLTON	Curve realign. in vic of Box Mountain Rd	1,260,400	1,260,400	1,134,360		SIPH	
17-182	US 6	BRISTOL	Widening; Brook/Mix intersection to Camp Street	7,353,000	7,353,000	7,353,000	0	SIPH	
34-324	CT 53	DANBURY	Int. Impr. @ Coal Pit Hill and Triangle St	2,700,000	2,700,000	2,700,000	0	SIPH	
54-83	CT 4	GOSHEN	Roundabout modifications @ Route 63	2,500,000	2,500,000	2,500,000	0	SIPH	
16-98	CT 133	BRIDGEWATER	Metal Beam Rail vic. Wewaka Brook	4,870,000	1,310,000	0	1,310,000	STATE	
26-120	CT 148	CHESTER	Rehab Br 02937 o/ Pattaconk Brk	2,378,000	2,378,000	0	2,378,000	STATE	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	25,230,259	0	25,230,259	STATE	Y
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	20,000,000	0	20,000,000	STATE	Y
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	16,350,000	0	16,350,000	STATE	Y

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2013

	Total Project Cost	FY13 Total	Total Fed	Total State	
Projected Funding			489,161,829	148,918,569	
Federal Earmark Funding			0	0	
PE/ROW/Mods Set-aside			122,290,457	17,700,769	
Balance to Program			366,871,372	131,217,800	

PROJECT	ROUTE	TOWN	DESCRIPTION	Total Project Cost	FY13 Total	Total Fed	Total State	Funding Source ADVERTISED
170-2428		STATEWIDE	Salt Shed Roof Repairs	1,200,000	1,200,000	0	1,200,000	STATE
RESU-RFAC		STATEWIDE	TBD Pavement Preservation Requirements	19,000,000	19,000,000	0	19,000,000	STATE
59-159	CT 77	GUILFORD	Replace Br 02481 o/ brook (List 22)	1,000,000	1,000,000	800,000	200,000	STPA
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	5,000,000	5,000,000	0	STPA
171-346	STPA Culverts	VARIOUS	Rehab 4 culverts, CT 99 Cromwell and SR 410 Middletown	1,500,000	1,500,000	1,200,000	300,000	STPA
STPA-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	15,637,960	15,637,960	12,510,368	3,127,592	STPA
102-325	US 1	NORWALK	Intersection Improvements on US Route 1 at Route 53	4,500,000	4,500,000	3,600,000	900,000	STPB
25-138	CT 42	CHESHIRE	Realignment & Drainage @ King Rd	1,640,000	1,640,000	1,312,000		STPNH
103-259	Sherman St	NORWICH	Rehab Br#04047 and 03797 o/ Yantic River	3,560,000	3,560,000	2,848,000	356,000	STPO
151-297	Chase Ave	WATERBURY	Widening; Nottingham Terr to N. Main St	5,043,500	5,043,500	4,034,800		STPO
STPT-xxxx		STATEWIDE	TBD Enhancement Requirements	10,000,000	10,000,000	8,000,000	2,000,000	STPT
17-140	Emmett St	BRISTOL	Modernize Railroad Crossing (17)	1,056,250	1,056,250	1,056,250	0	STPX
82-276	Butternut St	MIDDLETOWN	Modernize Railroad Crossing (46)	420,000	420,000	420,000	0	STPX
xxI-NTRA		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	10,000,000	10,000,000	0	10,000,000	
MINR-xxxx		STATEWIDE	TBD Minor Program Requirements	54,613,099	54,613,099	43,690,479	0	
			TOTAL:			366,871,372	118,817,058	
			BALANCE:			0	12,400,742	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2014

	Total Project Cost	FY14 Total	Total Fed	Total State
Projected Funding			489,161,829	131,294,742
Federal Earmark Funding			0	0
PE/ROW/Mods Set-aside			122,290,457	17,700,769
Balance to Program			366,871,372	113,593,973

PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source	ADVERTISED
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	59,020,000	59,020,000	0	BRX	Y
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	25,230,000	25,230,000	0	BRX	Y
92-639	I-95	NEW HAVEN	Contaminated Soil Mgmt. 3 (March 2014-November 2016)	25,400,000	3,479,400	3,479,400	0	BRX	
92-639	I-95	NEW HAVEN	Contaminated Soil Mgmt. 3 (March 2014-November 2016)	25,400,000	2,140,000	0	2,140,000	BRX	
BRX-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	11,065,136	11,065,136	8,852,109	2,213,027	BRX	
13-87	Stanton Rd	BOZRAH	Rehab Br 04590 o/ Yantic River	625,000	625,000	500,000		BRZ	
13-88	Stanton Hill	BOZRAH	Rehab Br 04591 o/ Yantic River	625,000	625,000	500,000		BRZ	
19-107	Fitzgerald Rd	BROOKLYN	Replacement of Br 05377	1,012,500	1,012,500	810,000		BRZ	
32-139	Pucker St.	COVENTRY	Replace Br 04621 o/ Hop River	1,834,000	1,834,000	1,467,200		BRZ	
95-248	Mill St	NEW MILFORD	Rehab Br 05314 o/ Great Brk	1,724,250	1,724,250	1,379,400		BRZ	
135-306	Wilson Ave	STAMFORD	Rehabilitate Br#00024 o/ I-95	5,000,000	5,000,000	4,000,000	1,000,000	BRZ	
146-193	Main St	VERNON	Rehab Br 04575 o/ Tankerhoosen Rv	2,783,000	2,783,000	2,226,400		BRZ	
56-307	CT 15	GREENWICH	Rehabilitate Br#02138 o/ Horseneck Brook (culvert)	400,000	400,000	320,000	80,000	EBS	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	28,869,741	28,869,741	0	EBS	Y
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	9,770,000	9,770,000	0	I-M	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	36,680,000	36,680,000	0	I-M	Y
IM-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	6,781,692	6,781,692	6,103,523	678,169	I-M	
173-xxxx	Various	BRIDGEPORT	Staff Bpt. Ops. Ctr. serving Branford to NY State line (FY13-14)	14,375,000	7,500,000	6,000,000	1,500,000	NHS	
170-xxxx	Various	HARTFORD	Staff Nwgtn. Ops. Ctr. serving Gr. Htfd Area (FY13-	13,750,000	7,500,000	6,000,000	1,500,000	NHS	
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	4,000,000	4,000,000	0	NHS	
NHS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	7,035,177	7,035,177	5,628,142	1,407,035	NHS	
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	26,830,000	26,830,000	0	NHS	Y
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	21,760,259	0	21,760,259	STATE	Y
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	14,000,000	0	14,000,000	STATE	Y
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	19,360,000	0	19,360,000	STATE	Y
102-296	CT 15	NORWALK	Resurf/Bridge/Safety Impr, CT 124 to US 7	8,000,000	6,400,000	0	6,400,000	STATE	
102-296	CT 15	NORWALK	Resurf/Bridge/Safety Impr, CT 124 to US 7	8,000,000	1,600,000	0	1,600,000	STATE	
135-270	CT 15	STAMFORD	Resurf/Safety, Stamford to New Canaan	55,000,000	11,000,000	0	11,000,000	STATE	
135-270	CT 15	STAMFORD	Resurf/Safety, Stamford to New Canaan	55,000,000	9,600,000	0	9,600,000	STATE	
140-157		THOMASTON	Thomaston Salt Shed	1,800,000	1,800,000	0	1,800,000	STATE	
159-181		WETHERSFIELD	Wethersfield Salt Shed	1,700,000	1,700,000	0	1,700,000	STATE	
MINR-xxxx		STATEWIDE	TBD Minor Program Requirements	108,017,861	108,017,861	86,414,289	5,268,291	STATE	
RESU-RFAC		STATEWIDE	TBD Pavement Preservation Requirements	3,300,000	3,300,000	0	3,300,000	STATE	
92-649	I-95	NEW HAVEN	Long Wharf; final revisions and tie-in to Contract E (90%)	30,000,000	6,000,000	6,000,000	0	STPA	
STPA-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	16,887,960	16,887,960	13,510,368	3,377,592	STPA	
07-185	Farmington Ave	BERLIN	Replace Br#04474 o/ Mattabesset River	3,156,000	3,156,000	2,524,800	315,600	STPH	
100-175	Sackett Pt Rd	NORTH HAVEN	Road reconstruction & bridge replacement	13,000,000	13,000,000	10,400,000	1,300,000	STPNH	
96-196	Peck's Lane	NEWTOWN	Realignment of Peck's Lane at CT 25, w/ drainage system	1,470,000	1,470,000	1,176,000	294,000	STPO	
STPT-xxxx		STATEWIDE	TBD Enhancement Requirements	10,000,000	10,000,000	8,000,000	2,000,000	STPT	
109-148	Neal Court	PLAINVILLE	Modernize Railroad Crossing (68)	590,000	590,000	590,000	0	STPX	
139-104	Suffield St	SUFFIELD	Modernize Railroad Crossing (53)	590,000	590,000	590,000	0	STPX	
			TOTAL:			366,871,372	113,593,973		
			BALANCE:			0	0		

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF ENGINEERING AND CONSTRUCTION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2015

	Total Project Cost	FY15 Total	Total Fed	Total State
Projected Funding			489,161,829	119,957,891
Federal Earmark Funding			0	0
PE/ROW/Mods Set-aside			122,290,457	17,700,769
Balance to Program			366,871,372	102,257,122

PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source	ADVERTISED
92-532	I-95	NEW HAVEN	Q Bridge - Contract B (87%)	548,934,651	74,525,185	74,525,185	0	BRX	Y
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	3,868,262	3,868,262	0	BRX	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	18,188,062	18,188,062	0	BRX	Y
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	27,932,295	27,932,295	0	EBS	Y
EBS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	1,171,807	1,171,807	937,446	234,615	EBS	
92-531	I-91/I-95	NEW HAVEN	Reconstr. - Contract E (90%)	373,060,000	27,932,295	27,932,295	0	I-M	Y
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	18,188,062	18,188,062	0	I-M	Y
IM-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	7,147,962	7,147,962	6,433,166	714,796	I-M	
135-270	CT 15	STAMFORD	Resurf/Safety, Stamford to New Canaan	55,000,000	22,700,000	22,700,000	0	NHS	
170-xxxx	Various	HARTFORD	Staff Nwgtn. Ops. Ctr. serving Gr. Htfd Area (FY15)	6,250,000	6,250,000	5,000,000	1,250,000	NHS	
173-xxxx	Various	BRIDGEPORT	Staff Bpt. Ops. Ctr. serving Branford to NY State line (FY15)	6,875,000	6,875,000	5,500,000	1,375,000	NHS	
NHS-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	19,072,677	19,072,677	15,258,142	3,814,535	NHS	
92-627	I-95	NEW HAVEN	Contract B2 (w/ E) - Breakout of 92-532, SB West approach	107,502,888	15,871,738	0	15,871,738	STATE	Y
92-639	I-95	NEW HAVEN	Contaminated Soil Mgmt. 3 (March 2014-November 2016)	25,400,000	4,000,000	0	4,000,000	STATE	
135-283		STAMFORD	Stamford Salt Shed	1,800,000	1,800,000	0	1,800,000	STATE	
138-221	I-95	STRATFORD	Replace Br 00135, Moses Wheeler	373,725,000	14,990,000	0	14,990,000	STATE	Y
xBR-IDGE		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	8,300,000	8,300,000	0	8,300,000	STATE	
xxI-NTER		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	5,000,000	5,000,000	0	5,000,000	STATE	
xxI-NTRA		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	10,000,000	10,000,000	0	10,000,000	STATE	
RESU-RFAC		STATEWIDE	TBD Pavement Preservation Requirements	19,000,000	19,000,000	0	19,000,000	STATE	
STPA-xxxx		STATEWIDE	TBD Bridge/Pavement Preservation Requirements	24,387,960	24,387,960	19,510,368	4,877,592	STPA	
STPT-xxxx		STATEWIDE	TBD Enhancement Requirements	10,000,000	10,000,000	8,000,000	2,000,000	STPT	
MINR-xxxx		STATEWIDE	TBD Minor Program Requirements	141,122,611	141,122,611	112,898,089	9,028,846		
			TOTAL:			366,871,372	102,257,122		
			BALANCE:			0	0		

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF PUBLIC TRANSPORTATION — DATA CURRENT AS OF DECEMBER 2010

Fiscal Year 2011

			Projected Funding (Appropriation)	Total Project Cost		FY11 Total 1,254.61	Total Fed 508.62	Total State 745.99		
PROJECT	ROUTE	TOWN	DESCRIPTION						Funding Source	ADVERTISED
0170-	NA	VARIOUS	Transit Capital Planning	0.40		0.40	0.32	0.08	5307	
0171-0305	NBH Busway	VARIOUS	New Britain Hartford Busway - ACQ	22.75		22.75	18.20	4.55	5307	
0301-0049	NHL	VARIOUS	PTC Design	12.00		12.00	9.60	2.40	5307	Y
0301-0054	NHL	VARIOUS	ML Catenary - Section B	10.00		10.00	8.00	2.00	5307	Y
0301-0070	NHL	VARIOUS	ML Catenary - Section C1b & Bridges	140.00		14.00	11.20	2.80	5307	Y
0301-0072	NHL	VARIOUS	Substation Replacement	54.00		20.00	16.00	4.00	5307	Y
0302-0007	NHL	VARIOUS	Danbury CTC	67.15		25.00	20.00	5.00	5307	Y
0304-0008	NHL	VARIOUS	Waterbury Branch Bridges	10.00		10.00	8.00	2.00	5307	
VARIOUS	VARIOUS	VARIOUS	Transit Districts Statewide Bus Replacements	0.40		0.40	0.32	0.08	5307	Y
VARIOUS	VARIOUS	VARIOUS	Transit District Projects	10.00		8.00	8.00	0.00	5307	Y
	CT Transit	VARIOUS	CT Transit System Wide Bus Replacements	5.40		5.40	4.32	1.08	5,307	Y
	CT Transit	VARIOUS	CT Transit System Wide Admin/SCV	2.70		2.70	2.16	0.54	5307	
	CT Transit	VARIOUS	CT Transit Hartford Facility (roof/rehab)	5.00		5.00	4.00	1.00	5307	
	NHL	GREENWICH	Sound Beach & Tomac	34.00		34.00	27.20	6.80	5,307	
	NHL	VARIOUS	New Haven Line Track Program	18.75		18.75	15.00	3.75	5307	
	NHL	VARIOUS	NHL Bridge Timber/ S-program	6.00		6.00	4.80	1.20	5307	
0301-0070	NHL	VARIOUS	ML Catenary - Section C1b & Bridges	140.00		55.88	44.70	11.18	5307/5309	Y
	VARIOUS	VARIOUS	Section 5310 Program	1.65		1.65	1.65	0.00	5310	
	VARIOUS	VARIOUS	Section 5311 Program	4.35		2.70	2.70	0.00	5311	
	VARIOUS	VARIOUS	Section 5316 Program	1.44		1.44	1.44	0.00	5316	
	VARIOUS	VARIOUS	Section 5317 Program	1.19		1.19	1.19	0.00	5317	
0171-2296	NHHS	VARIOUS	NHHS	900.00	*	326.00	40.00	286.00	HSIPR	
0171-0305	NBH Busway	VARIOUS	New Britain Hartford Busway - CON	572		125	100	25	NEW STARTS	
0300-0033	NHL	VARIOUS	Bridge Design	1.80		1.80	0.00	1.80	STATE	
0300-0116	NHL	VARIOUS	M8 Rail Car Purchase Option (42 Cars/soft costs/ CO's	140.00		140.00	0.00	140.00	STATE	Y
0300-0116	NHL	VARIOUS	M8 Rail Car Purchase Option (38 Cars)	81.64		81.64	0.00	81.64	STATE	
0301-0038	NHL	NEW HAVEN	NH Supply 1086	12.00		12.00	0.00	12.00	STATE	Y
0301-0039	NHL	NEW HAVEN	NHY IWT	48.00		42.63	0.00	42.63	STATE	
0301-0088	NHL	NEW HAVEN	NHY Design	71.00		10.00	0.00	10.00	STATE	Y
0301-0140	NHL	NEW HAVEN	NHY Snow Melters	2.00		2.00	0.00	2.00	STATE	
0431-0006	CT Transit	WATERTOWN	Waterbury Bus Maint Facility(Addl Design)	60.00		1.00	0.00	1.00	STATE	
	NHL	VARIOUS	Lovomotive Overhaul Spec Development	2.30		2.30	0.00	2.30	STATE	Y
	NHL	VARIOUS	Concrete Tie (ROCLA)-Phase 2	13.55		5.35	0.00	5.35	STATE	Y
	WTD	WINDHAM	Windham Bus Maint Facility PE	0.34		0.34	0.00	0.34	STATE	
	SLE	VARIOUS	Shore Line East Station Improvements	60.02	*	60.02	0.00	60.02	STATE	
	NHL	VARIOUS	NHL Branch Line Improvements	10.20		10.20	0.00	10.20	STATE	
			TOTAL:			1,077.52	348.79	728.73		
			BALANCE:			177.09	160	17.26		

* Total Project Cost reflects partial funding only. Remaining unfunded portion listed on the Unfunded Intiatives table and/or the Major Long Term Unfunded Initiatives table

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF PUBLIC TRANSPORTATION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2012				**Total**		**FY12 Total**		**Total Fed**		**Total State**	
			Projected Funding (Appropriation)	**Project Cost**		800.10		519		281.29	
PROJECT	ROUTE	TOWN	DESCRIPTION								Funding Source ADVERTISED
	NWTD	DAYVILLE	Northwest TD Facility	17.00		16.73		8.00		8.73	5307
TBD	VARIOUS	VARIOUS	Transit Districts Statewide Bus Replacements	0.00		0.00		0.00		0.00	5307
TBD	VARIOUS	VARIOUS	Transit District Projects	8.00		6.40		6.40		0.00	5307
	CT TRANSIT	VARIOUS	Replace Radio System - Bus	30.00		30.00		24.00		6.00	5307
	NHL	VARIOUS	Locomotive Overhauls	18.00		18.00		14.40		3.60	5307
	NHL	VARIOUS	NHL Bridge Timber/ S-program	6.00		6.00		4.80		1.20	5307
0300-0077	NHL	VARIOUS	PE Devon & Cos Cob	18.00		10.00		8.00		2.00	5309
	VARIOUS	VARIOUS	Section 5310 Program	1.65		1.65		1.65		0.00	5310
	VARIOUS	VARIOUS	Section 5311 Program	4.35		2.70		2.70		0.00	5311
	VARIOUS	VARIOUS	Section 5316 Program	1.44		1.44		1.44		0.00	5316
	VARIOUS	VARIOUS	Section 5317 Program	1.19		1.19		1.19		0.00	5317
	NHL	VARIOUS	ML Catenary - Section C1a and Section C2	129.27		129.27		114.56		14.71	5307/5309
	NHL	VARIOUS	NHL - PTC (Including Waterbury Branch)	120.00		60.00		48.00		12.00	5307/5309
	NHL	VARIOUS	New Haven Line Track Program	27.50		27.50		22.00		5.50	5307/5309
0171-2296	NHHS	VARIOUS	NHHS	900.00	*	121.00		121.00		0.00	HSIPR
0171-0305	NBH Busway	VARIOUS	New Britain Hartford Busway - CON	572.00		125.00		100.00		25.00	NEW STARTS
0135-	NHL	STAMFORD	Stamford Parking Garage	35.00	*	35.00		0.00		35.00	STATE
0300-0033	NHL	VARIOUS	Bridge Design	1.18		1.18		0.00		1.18	STATE
0300-0138	NHL	NEW HAVEN	NHY West End Yard	62.00		62.00		0.00		62.00	STATE
0301-0088	NHL	NEW HAVEN	NHY Design	71.00		10.00		0.00		10.00	STATE
0301-0111	NHL	NEW HAVEN	NHY Stores Building Demo	4.90		4.90		0.00		4.90	STATE
0301-0125	NHL	NEW HAVEN	NHY Running Repair Upgrades	31.10		31.10		0.00		31.10	STATE
	NHL	NEW HAVEN	NHY Substation (Hallock)	10.00		10.00		0.00		10.00	STATE
	NHL	VARIOUS	Bridge Culvert Replacement Program	3.01		3.01		0.00		3.01	STATE
	NHL	VARIOUS	NHL Branchline Improvements	32.30		32.30		0.00		32.30	STATE
	WTD	WINDHAM	Windham Bus Maint Facility	5.00		5.00		0.00		5.00	STATE
			TOTAL:			751.36		478.13		273.23	
			BALANCE:			48.74		41		8.06	

* Total Project Cost reflects partial funding only. Remaining unfunded portion listed on the Unfunded Intiatives table and/or the Major Long Term Unfunded Initiatives table

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF PUBLIC TRANSPORTATION — DATA CURRENT AS OF DECEMBER 2010

Fiscal Year 2013

			Projected Funding	Total Project Cost	FY13 Total 391.85	Total Fed 236.37	Total State 155.48	
PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source ADVERTISED
	CT TRANSIT	VARIOUS	CT Transit System Wide Bus Replacements	14.00	14.00	11.20	2.80	5307
	CT TRANSIT	VARIOUS	Replace Fareboxes - Bus	20.00	20.00	16.00	4.00	5307
	NA	VARIOUS	Transit Capital Planning	0.40	0.40	0.32	0.08	5307
	VARIOUS	VARIOUS	Transit Districts Statewide Bus Replacements	6.50	6.50	5.20	1.30	5307
	VARIOUS	VARIOUS	Transit District Projects	8.00	6.40	6.40	0.00	5307
	NHL	VARIOUS	NHL Bridges - Walk, Saga, East Ave, Osborne Ave	400.00	88.00	64.92	23.08	5307/5309
	NHL	VARIOUS	NHL - PTC (Including Waterbury Branch)	120.00	60.00	48.00	12.00	5307/5309
0300-0077	NHL	VARIOUS	PE Devon & Cos Cob	18.00	8.00	6.40	1.60	5309
	NHL	VARIOUS	NHL Bridge Timber/ S-program	6.00	6.00	4.80	1.20	5309
	VARIOUS	VARIOUS	Section 5310 Program	1.65	1.65	1.65	0.00	5310
	VARIOUS	VARIOUS	Section 5311 Program	4.35	2.70	2.70	0.00	5311
	VARIOUS	VARIOUS	Section 5316 Program	1.44	1.44	1.44	0.00	5316
	VARIOUS	VARIOUS	Section 5317 Program	1.19	1.19	1.19	0.00	5317
0171-0305	NBH Busway	VARIOUS	New Britain Hartford Busway - CON	572.00	82.70	66.16	16.54	NEW STARTS
0300-0138	NHL	NEW HAVEN	NHY West End Yard	87.58	87.58	0.00	87.58	STATE
	NHL	VARIOUS	Bridge Culvert Replacement Program	0.00	0.00	0.00	0.00	STATE
	NHL	VARIOUS	Bridge Design	2.00	2.00	0.00	2.00	STATE
			TOTAL:		388.55	236.37	152.18	
			BALANCE:		3.30	0.00	3.30	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF PUBLIC TRANSPORTATION — **DATA CURRENT AS OF DECEMBER 2010**

Fiscal Year 2014

			Projected Funding	Total Project Cost	FY14 Total 177.98	Total Fed 137.98	Total State 40.00	
PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source ADVERTISED
	CT TRANSIT	VARIOUS	CT Transit System Wide Bus Replacements	18.00	18.00	14.40	3.60	5307
	NHL	VARIOUS	NHL Bridge Timber/ S-program	6.00	6.00	4.80	1.20	5307
	VARIOUS	VARIOUS	Transit Districts Statewide Bus Replacements	6.70	6.70	5.36	1.34	5307
	VARIOUS	VARIOUS	Transit District Projects	8.00	6.40	6.40	0.00	5307
	NHL	VARIOUS	NHL Bridges - Walk, Saga, East Ave, Osborne Ave	400.00	101.40	75.64	25.76	5307/5309
	NHL	VARIOUS	New Haven Line Track Program	12.50	12.50	10.00	2.50	5309
	VARIOUS	VARIOUS	Section 5310 Program	1.65	1.65	1.65	0.00	5310
	VARIOUS	VARIOUS	Section 5311 Program	4.35	2.70	2.70	0.00	5311
	VARIOUS	VARIOUS	Section 5316 Program	1.44	1.44	1.44	0.00	5316
	VARIOUS	VARIOUS	Section 5317 Program	1.19	1.19	1.19	0.00	5317
	NHL	VARIOUS	Bridge Design	2.00	2.00	0.00	2.00	STATE
	NHL	NEW HAVEN	Bridge Culvert Replacement Program	0.00	0.00	0.00	0.00	STATE
			TOTAL:		159.97	123.57	36.40	
			BALANCE:		18.01	14.41	3.60	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF PUBLIC TRANSPORTATION — DATA CURRENT AS OF DECEMBER 2010

Fiscal Year 2015

			Projected Funding	Total Project Cost	FY15Total 195.99	Total Fed 152.39	Total State 43.60	
PROJECT	ROUTE	TOWN	DESCRIPTION					Funding Source ADVERTISED
	CT TRANSIT	VARIOUS	CT Transit System Wide Admin/SCV	1.00	1.00	0.80	0.20	5307
	CT TRANSIT	VARIOUS	CT Transit System Wide Bus Replacements	32.25	32.25	25.80	6.45	5307
	NA	VARIOUS	Transit Capital Planning	0.40	0.40	0.32	0.08	5307
	NHL	NEW HAVEN	NHL Bridge Timber/ S-program	8.50	8.50	6.80	1.70	5307
	VARIOUS	VARIOUS	Transit Districts Statewide Bus Replacements	35.00	35.00	28.00	7.00	5307
	VARIOUS	VARIOUS	Transit District Projects	8.00	6.40	6.40	0.00	5307
	NHL	VARIOUS	NHL Bridges - Walk, Saga, East Ave, Osborne Ave	400.00	90.37	72.30	18.07	5307/5309
	NHL	VARIOUS	New Haven Line Track Program	6.25	6.25	5.00	1.25	5309
	VARIOUS	VARIOUS	Section 5310 Program	1.65	1.65	1.65	0.00	5310
	VARIOUS	VARIOUS	Section 5311 Program	4.35	2.70	2.70	0.00	5311
	VARIOUS	VARIOUS	Section 5316 Program	1.44	1.44	1.44	0.00	5316
	VARIOUS	VARIOUS	Section 5317 Program	1.19	1.19	1.19	0.00	5317
	NHL	VARIOUS	Bridge Design	2.00	2.00	0.00	2.00	STATE
	NHL	VARIOUS	Bridge Culvert Replacement Program	6.85	6.85	0.00	6.85	STATE
			TOTAL:		195.99	152.39	43.60	
			BALANCE:		0.00	0.00	0.00	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF AVIATION AND PORTS — **DATA CURRENT AS OF NOVEMBER 2010**

FISCAL YEAR 2011

PROJECT	ROUTE	TOWN	MODE	IMPROVEMENT TYPE.	DESCRIPTION	Total Fed	Total State	Other	TOTAL	Funding Source
DOT0034X001CN		Danbury	Airports	Grant in Aid	Rehab TW B & C	1,000,000	39,473	13,157	1,052,630	AIP
DOT0046X001PL		East Windsor	Airports	Grant in Aid	Feasibilty Study	143,000	5,644	1,856	150,500	AIP
DOT00580319CN		Groton	Airports	Airport Improvement	Rehab TW D	720,000	80,000		800,000	AIP
DOT058X001CN		Groton	Airports	Airport Improvement	Construct R/W Safety Phase 2	6,650,000	193,000		6,843,000	AIP
DOT00630661PE		Hartford	Airports	Studies/Research	Master Plan Update	285,000	15,000		300,000	AIP
DOT00630667EQ		Hartford	Airports	Equipment	Snow Blower	380,000	20,000		400,000	AIP
DOT00790233CN		Meriden	Airports	Grant in Aid	Construct RSE Building	242,068	9,555	3,185	254,808	AIP
DOT0092X001EQ		New Haven	Airports	Grant in Aid	Runway Sweeper	294,500	11,625	3,875	310,000	AIP
DOT0092X002SE		New Haven	Airports	Grant in Aid	Security Enhancements	475,000	18,750	6,250	500,000	AIP
DOT0092X003EQ		New Haven	Airports	Grant in Aid	CFME Equipment	76,000	3,000	1,000	80,000	AIP
DOT01070167RW		Oxford	Airports	Property Acquisition	Land Purchase for Noise	5,000,000	264,000		5,264,000	AIP
DOT01070172EQ		Oxford	Airports	Equipment	Purchase of snow broom	380,000	20,000		400,000	AIP
DOT0109X001PE		Plainville	Airports	Grant in Aid	Rehab RW design	150,000	6,000	2,000	158,000	AIP
DOT01702733CN		State wide	Airports	Airport Improvement	Obstruction Removal	542,500	32,500		575,000	AIP
DOT01702869CN		State wide	Airports	Airport Improvement	Airport crack Sealing	95,000	5,000		100,000	AIP
DOT0163X001PE		Windham	Airports	Airport Improvement	Install Obstruction Beacon (Des + RW)		500,000		500,000	AIP
DOT01650386NC		Windsor Locks	Airports	Airport Improvement	Sound Insulation (LU-10)	2,500,000		833,333	3,333,333	AIP
DOT01650398RW		Windsor Locks	Airports	Property Acquisition	Land purchase for Bird Mitigation	2,400,000		1,100,000	3,500,000	AIP
DOT01650421PE		Windsor Locks	Airports	Airport Improvement	Construct New building for State Police (Des)		450,000		450,000	AIP
DOT01650435PE		Windsor Locks	Airports	Airport Improvement	Rehab TW C North (DES & EA)		100,000	650,000	750,000	AIP
DOT00940222PL		New London	Waterways	Studies/Research	State Pier needs/ Deficiency Study		200,000		200,000	STATE
					Total	21,333,068	1,973,547	2,614,656	25,921,271	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF AVIATION AND PORTS — **DATA CURRENT AS OF NOVEMBER 2010**

Fiscal Year 2012

PROJECT	ROUTE	TOWN	MODE	IMPROVEMENT TYPE.	DESCRIPTION	Total Fed	Total State	Other	TOTAL	Funding Source
DOT0015X001PE		Bridgeport	Airports	Grant in Aid	EMAS Blocks and Rdwy des	3,800,000	150,000	50,000	4,000,000	AIP
DOT0034X002PE		Danbury	Airports	Grant in Aid	Update Min Standards	95,000	3,750	1,250	100,000	AIP
DOT0034X003CN		Danbury	Airports	Grant in Aid	Rehab Beacon Poles	950,000	37,500	12,500	1,000,000	AIP
DOT0063X001CN		Hartford	Airports	Facility Construction	Construct ARFF and Maint Bld	2,125,000	875,000		3,000,000	AIP
DOT0079X001CN		Meriden	Airports	Grant in Aid	Acquire SRE	167,439	6,609	2,204	176,252	AIP
DOT0092X004CN		New Haven	Airports	Grant in Aid	MALSR Runway 02	665,000	26,250	8,750	700,000	AIP
DOT01070167RW		Oxford	Airports	Property Acquisition	Land purchase noise	5,000,000	264,000		5,264,000	AIP
DOT01702733CN		State wide	Airports	Airport Improvement	Obstruction Removal	425,000	25,000		450,000	AIP
DOT01650386NC		Windsor Locks	Airports	Airport Improvement	Sound Insulation (LU-10)	6,000,000		2,000,000	8,000,000	AIP
DOT01650435CN		Windsor Locks	Airports	Airport Improvement	Rehab TW C North	1,650,000	535,000	1,674,000	3,859,000	AIP
DOT01650X001PE		Windsor Locks	Airports	Facility Demolition	Demo Terminal, IAB & Viaduct Design			5,000,000	5,000,000	AIP
DOT0165X002CN		Windsor Locks	Airports	Airport Improvement	Obstruction removal and Lighting	750,000	250,000		1,000,000	AIP
DOT0094X002		New London	Waterway	Facility Improvement	Pave Vehicle Parking Lot		75,000		75,000	STATE
DOT0094X003		New London	Waterway	Facility Improvement	Reconstruct Wharves at State Pier Design		580,000		580,000	STATE
DOT0094X001		Rocky Hill	Waterway	Facility Improvement	Security Improvemants at the 2 ferry crossings		125,000		125,000	STATE
					Total	21,627,439	2,953,109	8,748,704	33,329,252	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF AVIATION AND PORTS — **DATA CURRENT AS OF NOVEMBER 2010**

Fiscal Year 2013

PROJECT	ROUTE	TOWN	MODE	IMPROVEMENT TYPE.	DESCRIPTION	Total Fed	Total State	Other	TOTAL	Funding Source
DOT0015X002CN		Bridgeport	Airports	Grant in Aid	Realign Rd and Safety Area	6,187,500		2,062,500	8,250,000	AIP
DOT0079X002PE		Meriden	Airports	Grant in Aid	Design Transient Apron		125,000	375,000	500,000	AIP
DOT0092X005PL		New Haven	Airports	Grant in Aid	Master Plan update	TBD	TBD	TBD	TBD	AIP
DOT0092X006CN		New Haven	Airports	Grant in Aid	Terminal Improvements	TBD	TBD	TBD	TBD	AIP
DOT01070167RW		Oxford	Airports	Property Acquisition	Land Purchase Noise	5,000,000	264,000		5,264,000	AIP
DOT0107X001PE		Oxford	Airports	Airport Improvement	Rehab RW 18-36 (des)		400,000			AIP
DOT0109X001CN		Plainville	Airports	Grant in Aid	Rehab runway	2,000,000	106,000		2,106,000	AIP
DOT01702733CN		Statewide	Airports	Airport Improvement	Obstruction removal	550,000	100,000		650,000	AIP
DOT0163X001CN		Windham	Airports	Airport Improvement	Install Obstruction Beacon	95,000	3,750	1,250	100,000	AIP
DOT01650386NC		Windsor Locks	Airports	Airport Improvement	Sound Insulation	7,600,000	300,000	100,000	8,000,000	AIP
DOT0165X003PE		Windsor Locks	Airports	Airport Improvement	Rehab TW S West and U (DESIGN)	1,425,000	56,250	18,750	1,500,000	AIP
DOT0165X005CN	005CN	Windsor Locks	Airports	Airport Improvement	Demo Murphy Terminal, IAB and Viaduct	475,000	18,750	6,250	500,000	AIP
DOT0165X006PE		Windsor Locks	Airports	Airport Improvement	Landside Storm, Utility relocation/demo Des	807,500	31,875	10,625	850,000	AIP
DOT0094X001		New London	Waterways	Facility Improvement	Rehabilitate State Pier Entrance Road		300,000		300,000	STATE
DOT0094X002		New London	Waterways	Facility Improvement	Rehabilitie Whareves at the State Pier		5,800,000		5,800,000	STATE
					Total	24,140,000	7,505,625	2,574,375	34,220,000	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF AVIATION AND PORTS — **DATA CURRENT AS OF NOVEMBER 2010**

Fiscal Year 2014

PROJECT	ROUTE	TOWN	MODE	IMPROVEMENT TYPE.	DESCRIPTION	Total Fed	Total State	Other	TOTAL	Funding Source
DOT0015X003CN		Bridgeport	Airports	Grant in Aid	Rehab RW 6-24	7,600,000	300,000		7,900,000	AIP
DOT0034X002CN		Danbury	Airports	Grant in Aid	Rehab RW 8-26 & lighting	3,800,000	50,000	150,000	4,000,000	AIP
DOT0094X007PL		New Haven	Airports	Grant in Aid	Wildlife mitigation	475,000	18,750	6,250	500,000	AIP
DOT0107016?RW		Oxford	Airports	Property Acquisition	Land Purchase Noise	5,000,000	264,000		5,264,000	AIP
DOT0107X001CN		Oxford	Airports	Airport Improvement	Rehab RW 18-36	3,400,000	300,000		3,700,000	AIP
DOT0163X002PE		Windham	Airports	Airport Improvement	Rehab RW 9-27 (des)		300,000		300,000	AIP
DOT01650386NC		Windsor Locks	Airports	Airport Improvement	Sound Insulation	5,625,500		1,875,000	7,500,500	AIP
DOT0165X003CN		Windsor Locks	Airports	Airport Improvement	Rehab TW S west & U	2,400,000	200,000	800,000	3,400,000	AIP
DOT0165X006PE		Windsor Locks	Airports	Facility Construction	Design New Terminal & Roadway System	TBD	TBD	TBD	TBD	AIP
DOT0165X007PE		Windsor Locks	Airports	Airport Improvement	Rehab TW E & F (design)		125,000	375,000	500,000	AIP
DOT0165X008CN		Windsor Locks	Airports	Facility Construction	Landside Storm, Utility relocation demo	TBD	TBD	TBD	TBD	AIP
DOT0094X001		New London	Waterway	Facility Improvement	Dredge State Pier Design and Permit		200,000		200,000	STATE
					Total	28,300,500	1,757,750	3,206,250	33,264,500	

TRANSPORTATION PROJECTS BY FISCAL YEAR AND PRIMARY FUNDING SOURCE

BUREAU OF AVIATION AND PORTS — **DATA CURRENT AS OF NOVEMBER 2010**

Fiscal Year 2015

PROJECT	ROUTE	TOWN	MODE	IMPROVEMENT TYPE.	DESCRIPTION	Total Fed	Total State	Other	TOTAL	Funding Source
DOT0094X008PE		New Haven	Airports	Grant in Aid	Navigational Easements	4,750,000	187,500	62,500	5,000,000	AIP
DOT0094X009CN		New Haven	Airports	Grant in Aid	West Term Ramp Rehab	3,078,000	121,500	40,500	3,240,000	AIP
DOT01070167RW		Oxford	Airports	Property Acquisition	Land Purchase Noise	2,000,000	110,000		2,110,000	AIP
DOT0163X002CN		Windham	Airports	Airport Improvement	Rehab RW 9-27	2,700,000	300,000		3,000,000	AIP
DOT01650386NC		Windsor Locks	Airports	Airport Improvement	Sound Insulation	5,062,500	1,687,500	1,687,500	8,437,500	AIP
DOT0165X004CN		Windsor Locks	Airports	Airport Improvement	Construct New Terminal Roadway	TBD	TBD	TBD	TBD	AIP
DOT0165X007CN		Windsor Locks	Airports	Airport Improvement	Rehab TW E & F	1,837,500	250,000	1,662,500	3,750,000	AIP
DOT0165X008PL		Windsor Locks	Airports	Studies/Research	Master Plan update	562,500		187,500	750,000	AIP
DOT0094X001		New London	Waterway	Facility Improvement	Replace building transformer		75,000		75,000	STATE
DOT0094X002		New London	Waterway	Facility Improvement	Dredge the State Pier		5,000,000		5,000,000	STATE
					Total	19,990,500	7,731,500	3,640,500	31,362,500	

State of Connecticut
Department of Transportation

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