



U.S. Department
of Transportation
**Federal Transit
Administration**

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SEP 22 2008

Edgar T. Hurlle
Transportation Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
2800 Berlin Turnpike, P.O. 317546
Newington, CT 06131-7546

**Re: New Britain-Hartford Busway – Reevaluation of the Final Environmental Impact
Statement (FEIS)**

Dear Mr. Hurlle:

Thank you for your June 19, 2008 letter and supporting documentation advising the Federal Transit Administration (FTA) of proposed minor modifications to the scope for the New Britain-Hartford Busway. Based upon a review of material submitted, FTA concurs with ConnDOT that the project changes will cause minor environmental impacts and do not alter the conditions under which a Record of Decision (ROD) and §106 determination were issued in March 21, 2002, and reevaluated with FTA concurrence on June 6, 2006.

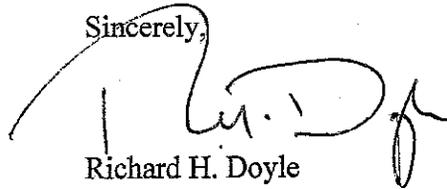
The Reevaluation letter identifies the following eleven changes: (1) Minor reconfiguration of the bus circulation pattern at the New Britain terminal; (2) Reconfiguration of the Truman Overpass with a dedicated drop-off lane; (3) Relocation of the Multi-Use Trail so as to avoid crossing the active Busway; (4) Relocation of the East Main Street Station platforms closer to the East Main Street intersection with the Busway; (5) Substitution of precast concrete barrier topped by protective fence between the Multi-Use Trail and Busway in favor of six-inch curb topped by six-foot protective fence; (6) Elimination of the Flatbush Avenue Overpass; (7) Minor reconfiguration of New Park Avenue (Kane Street) Station; (8) Elimination of Laurel Street Bridge reconstruction consistent with the original FEIS; (9) Relocation of the Sigourney Street Station 100 feet west of Sigourney Street; (10) Reduction from two lanes to one lane for 1,200 feet in the area under the I-84 viaduct north of Sigourney Street; (11) Elimination of the reconstruction of I-84 EB off-ramp over the Busway consistent with the original FEIS. In each case, the proposed changes represent a reduction in project scope and resulting impacts.

Please be advised that while FTA has concurred with ConnDOT's proposal to complete the Flatbush Avenue Bridge project as a separate Federal Highway Administration (FHWA) project, distinct from the New Britain-Hartford Busway New Starts Project per our January 7, 2008 letter, FTA does not concur that the Flatbush Avenue Bridge should be removed from the National Environmental Policy Act (NEPA) document for the project, identified as change

number 6. With respect to this activity, FTA's ROD and previous reevaluation still stand, to be used by FHWA to satisfy NEPA requirements for the Flatbush Avenue project. With respect to the reduction to a single lane under the I-84 viaduct, identified as change number 10, FTA is in agreement that ConnDOT has satisfactorily documented the environmental impact of the proposed change for NEPA purposes. Furthermore, ConnDOT has provided FTA with additional justification for this change focusing on the end result for the rider via email sent on August 8, 2008 from ConnDOT Construction Division Chief Mark Rolfe, which is hereby incorporated into the FEIS Reevaluation by reference. Finally, with respect to the substitution in favor of six-inch curb topped by six-foot protective fence for the Multi-Use Trail, identified as change number 5, FTA has accepted the statement sent via email on August 18, 2008 from ConnDOT Transit Administrator Sanders that "The alternative selected results in no significant safety impacts along the busway/multi-use trail interface" and hereby incorporates said email into the FEIS Reevaluation by reference.

Please let me know if you have any questions regarding this matter. FTA looks forward to continuing to work with the ConnDOT on this important transit improvement.

Sincerely,

A handwritten signature in black ink, appearing to read "R. H. Doyle", with a large, sweeping flourish extending from the end of the signature.

Richard H. Doyle
Regional Administrator

cc: J. Parker, ConnDOT