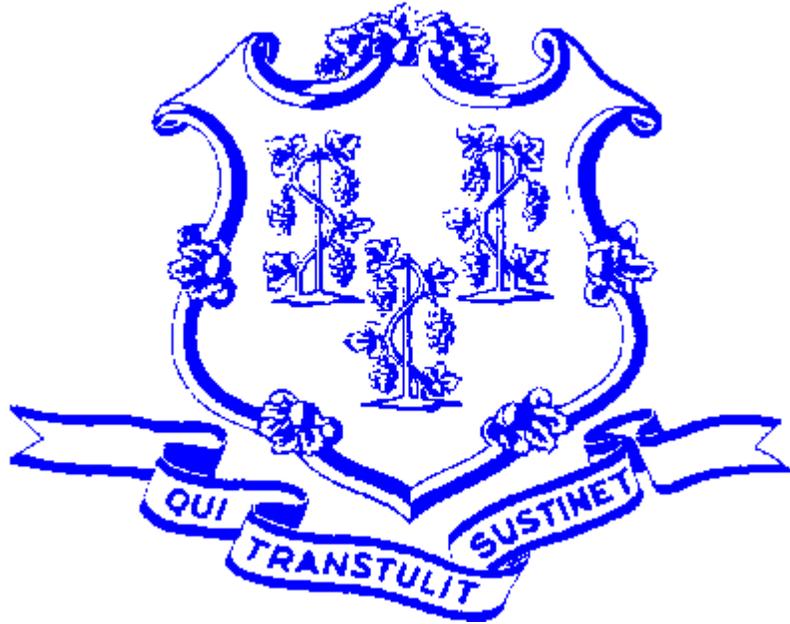


CONNECTICUT



DEPARTMENT OF TRANSPORTATION

2007

STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)

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INTRODUCTION

WHAT IS A STIP?

The Statewide Transportation Improvement Program (STIP) is a four - year financial document that lists all projects expected to be funded in those four years with Federal participation. This present document covers federal fiscal years 2007, 2008, 2009, 2010 and future funding in 2011. The Connecticut Department of Transportation (ConnDOT), Office of Policy, develops this document in **cooperation** with the eleven Metropolitan Planning Organizations (MPOs) and in **consultation** with the four Rural Regional Planning Organizations (RPOs). See Figure 1 for Planning Region map.

The STIP has been developed in accordance with the terms and provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto. According to these regulations, a STIP:

1. must be developed once every four years;
2. must cover a minimum of four years;
3. must list projects in order by year;
4. must be financially constrained by year;
5. must include a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources;
6. must include all significant projects that could affect air quality;
7. must come from conforming State and Regional Long Range Plans;
8. must be found in conformity with the State Implementation Plan (SIP); and
9. individual project entries must contain the following information:
 - Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
 - Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
 - Identification of the Americans With Disabilities Act implementation project elements.

The 2007 - 2011 STIP fulfills these requirements.

The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without TIP/STIP inclusion, a project is ineligible for federal funding.

The TIP/STIP is assessed for its impact on air quality. Based on this assessment, certain of these areas can be designated as non-attainment areas. In Connecticut, there are two moderate ozone non-attainment areas: The

Connecticut portion of the New York-Northern New Jersey-Long Island eight-hour ozone non-attainment area (Fairfield, New Haven and Middlesex Counties) and the Greater Connecticut eight-hour ozone non-attainment area (Hartford, Litchfield, New London, Tolland, and Windham counties). Connecticut also is part of the New York-Northern New Jersey-Long Island PM_{2.5} nonattainment area (Fairfield and New Haven counties) as well. The non-attainment areas are shown in Figure 2, entitled "Connecticut Ozone and Pm_{2.5} Non-attainment areas." Using techniques that have been approved by the EPA, the program has been reviewed to determine if the plans and programs contained in the TIP/STIP, as proposed, will serve to reduce emissions of volatile organic compounds, oxides of nitrogen, carbon monoxide and fine particulate matters.

STIP DEVELOPMENT

HOW IS A STIP DEVELOPED?

The STIP must be developed according to Title 23 of the United States Code.

This law requires that a STIP be developed in **consultation** with the Transportation Management Areas (TMAs), except for projects on the NHS or funded under the Bridge or Interstate Maintenance Programs. In these categories the STIP must be developed in **cooperation** with the TMAs. In all other Urbanizes Areas (UZAs), STIP development is in **cooperation** with the MPOs. In all of the Rural and Urban Areas under 50,000 population, the STIP is developed in **cooperation** with the local officials, except for projects on the NHS or are funded under the Bridge and Interstate Maintenance Programs. In these categories the STIP must be developed in **consultation** with local officials.

Following is the Process that the ConnDOT uses to develop a new STIP. A flow diagram of this process is included in Figure 3.

1. Policy prepares an email requesting the assistance of the Bureau of Public Transportation and Bureau of Engineering and Highway Operations in the preparation of the STIP.
2. Public Transportation prepares a draft list of projects to be initiated in the next five-year period. The list is generated from the Bureau's Twenty-year Capital Program and must be fiscally constrained to the Federal Authorization level. The draft listing is forwarded to Policy.
3. Engineering and Highway Operations prepares a draft list of projects to be initiated in the next five-year period. The list is generated from the Bureau's current Working Schedule of Federal Aid Obligation and must be fiscally constrained to the Federal Authorization level. The draft list is forwarded to Policy.
4. Policy receives the draft lists from the Bureau of Public Transportation and the Bureau of Engineering and Highway Operations, and reviews the program for consistency with long range plans. Policy develops a draft STIP, which includes statewide projects, district-wide projects and other multi-regional projects. Next, Policy checks the program for fiscal constraint, sorts the program by Planning Region and then transmits to each Planning Region their portion of the program.
5. Planning Regions review the draft list of projects sent by ConnDOT, and prepare comments. At this time, any differences in proposed projects

between the Planning Regions and ConnDOT are resolved. This mutually agreed to list is then forwarded to ConnDOT.

6. Annual "Interagency Consultation Meetings" are held in each of the non-attainment areas. Each meeting provides an opportunity to discuss air quality modeling procedures and project selection criteria (see attach draft regulations).
7. ConnDOT reviews draft lists of projects received from Planning Regions and re-assembles the STIP, checks for fiscal constraint and produces the DRAFT STIP.
8. Policy provides Office of Inventory and Forecasting with DRAFT STIP. Inventory and Forecasting conducts air quality assessment and prepares conformity report.
9. Policy provides Office of Inventory and Forecasting a list of STIP CMAQ projects. Inventory and Forecasting conducts a CMAQ project analysis and prepares a CMAQ Project Summary Report.
10. Final STIP fiscal constraint issues resolved, if any.
11. Policy assembles DRAFT STIP, all projects and narrative combined into a complete document, printed and published.
12. Draft Planning Region TIPs and Conformity Report made available for public review and comment.
13. Draft STIP and Conformity Report made available for public review and comment.
14. RPOs address all comments provided by the public concerning the regional TIP and Conformity Report.
15. ConnDOT addresses all comments provided by the public concerning the Statewide TIP and Conformity Report.
16. MPO technical committees meet to discuss draft TIP and Conformity Report, and make recommendation to MPO board.
17. MPO boards review draft TIP, Conformity Report and technical committee recommendation. MPO takes action to endorse TIP and Conformity Report, and make an Air Quality Statement.
18. MPOs submit endorsed TIP and Air Quality Statement to ConnDOT office of Policy for processing.

- 19.** Policy reviews endorsed TIP against agreed to list of projects. If in agreement, reassembles STIP and develops fiscal constraint tables.
- 20.** Commissioner endorses STIP.
- 21.** Policy transmits to FHWA and FTA (EPA through FHWA), final STIP and copies of each MPO endorsed TIP. Request federal approval of program.
- 22.** Policy sends STIP and Conformity Report to ConnDEP for evaluation of conformity.
- 23.** EPA reviews STIP for conformity, provides comments to FHWA.
- 24.** FHWA, FTA and EPA approve or disapprove the STIP and the Conformity Report.
- 25.** Policy publishes final STIP.
- 26.** Policy distributes a copy of the final STIP to interested parties.
- 27.** ConnDOT begins the obligation of funds for projects.
- 28.** ConnDOT begins the project initiation process.

FUNDING SOURCES FOR THE STIP

There are three sources of funds for this program: 1. Federal transportation appropriations, 2. The State Special Transportation Fund (primarily in the form of bond authorizations) and 3. A small amount of local funds.

FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the SAFETEA-LU. Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Explanations of eligible uses of each category of funding, limitations, federal and state funding ratios, and availability are provided below:

Interstate Maintenance (IM) (90/10)

The IM program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. This program will not fund reconstruction projects that add new travel lanes to the freeways 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. These funds can only be used on Interstate highways. Federal funds can be used to pay for up to 90 percent of a project's cost. A State match of 10 percent is required.

National Highway System (NHS) (80/20)

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 freeways and specially designated "principal arterials". Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc.

The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as it improves travel in the corridor. Funds can even be transferred to some of the Surface Transportation Programs (STP) as well. The funding ratio for the NHS program is 80 percent federal funds to be matched by 20 percent state funds.

Surface Transportation Program (STP) (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. Functional classification of local road is not eligible. This Program has a variety of subcategories defined below.

STP Urban

Fifty (50) 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 (STPH), STP-Bridgeport/Stamford (STPBS), STP-New Haven (STPNH), STP-other urban (STPO) and the STP-urban clusters (STPO).

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

STP Anywhere (STPA)

Thirty (30) 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, ConnDOT usually determines where the funds will be spent. The STP-Rural program is a subcategory of the STP Anywhere program. This subcategory provides funds to be spent in rural areas. The amount of rural funds is based on mileage from a previous federal program called the rural secondary program. A small percentage of rural funds may be used on rural minor collectors. The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 20 percent state funds or 20 percent local funds for the rural minor collector roadways.

STP Enhancement Program (STPT)

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. ConnDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State.

Each RPO submits its highest priority projects and ConnDOT 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. Typically, the State does not provide the matching funds for this program.

Highway Safety Improvement Program (HSIP) (90/10)

This program authorizes a new core Federal-aid funding program to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

Highway Bridge Replacement and Rehabilitation Program (BRXZ)

This program provides funds to assist the States in their programs to replace or rehabilitate deficient highway bridges and to retrofit bridges on public roads. This program has two subcategories.

Bridge Program: ON System

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. ConnDOT 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. Available funds are currently programmed for Bridges on the State Highway system. The funding ratio for the "On System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

Bridge Program: OFF System

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. ConnDOT 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. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges. The funding ratio for the "Off System" Bridge Program is 80 percent federal funds to be matched by 20 percent state funds.

High Priority Projects (HPP) (80/20)

This was a new program under TEA-21 and continued under SAFETEA-LU. It made available to Connecticut, approximately \$240 million in federal funding over the six-year life of SAFETEA-LU. The funds are for specific projects identified by

Congress. These projects are commonly referred to as demonstration projects. It is unknown what impact this program will have in the new legislation.

Congestion Mitigation and Air Quality Program (CMAQ) (80/20)

Congestion Mitigation and Air Quality (CMAQ) is a program that addresses congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the Clean Air Act Amendment (CAAA). In determining project eligibility under these criteria, priority should be given to implementing those projects and programs that are included in an approved State Implementation Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Some examples of CMAQ-eligible projects are:

- Programs for improved public transit
- Restriction of certain roads or lanes to, or construction of such roads or lanes for use by, passenger buses or high-occupancy vehicles (HOV)
- Employer-based transportation management plans, including incentives
- Traffic flow improvement programs that achieve emission reductions
- Fringe and transportation corridor parking facilities serving multiple-occupancy vehicle programs or transit service
- Programs for the provision of all forms of high-occupancy, shared-ride services
- Sections of the metropolitan area to the use of non-motorized vehicles or pedestrian use, both as to time and place
- Programs for secure bicycle storage facilities and other facilities, including bicycle lanes, for the convenience and protection of cyclists, in both public and private areas
- Employer-sponsored programs to permit flexible work schedules

The CMAQ Program provides approximately \$1.6 billion nationwide, annually for six years. Each state is guaranteed at least 0.5 percent of the annual CMAQ apportionment. The remainder of CMAQ funds is apportioned to states for areas that do not meet the National Ambient Air Quality Standards (non-attainment areas), based on a legislative formula specified in TEA-21. This formula takes into account the severity of the air pollution problems in each state, as well as the population in areas that do not meet air quality standards for ozone. Many CMAQ projects can qualify for 100 percent federal funding.

ConnDOT has set aside \$2 million of CMAQ funds for the solicitation of project proposals from the MPOs for FFY 2007. This amount will be reviewed annually on the basis of funds provided and projects programmed.

Ferry Boat Discretionary (FBD) (80/20)

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The funding ratio is 80 percent Federal and 20 percent State or Local.

Historic Covered Bridge Preservation (HCBPP)(80/20)

This program provides funds to assist States in their effort to rehabilitate or repair and to preserve the Nation's historic covered bridges. The funding ratio is 80 percent federal and 20 percent state.

National Corridor Planning and Development (NCPD) (80/20)

This program provides funding for the planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Eligible corridors are listed in ISTEA, the 1995 Highway Designation Act and TEA-21. The funding ratio is 80 percent Federal and 20 percent State.

Recreational Trails (RT)(80/20)

This program provides funding to the Department of Environmental Protection (DEP) to develop and maintain recreational trails for motorized and nonmotorized recreational trail users. The DEP will forward applications to the Park and Recreation Directors or the First Elected Officials of each municipality for consideration. Funding ratios are 80 percent federal and 20 percent local.

Scenic Byways Program (SB)

This program provides funds for the designation by the Secretary of Transportation of roads that have outstanding scenic, historic, cultural, natural, recreational and archaeological qualities as All-American Roads or National Scenic Byways. This program also provides funds for projects on existing Scenic roadways and for planning, designing, and developing State scenic byway programs. The funding levels are 80 percent federal and 20 percent state.

Transportation and Community and System Preservation Program (TCSP)

This program provides funding for the planning and implementation of projects that address the relationships between transportation and the community. Projects should include improving the efficiency of the transportation system; reducing the impacts of transportation on the environment; reducing the need for costly future public infrastructure investments; ensuring efficient access to jobs, services and center of trade; and examining and encouraging private sector development patterns which meet these purposes. The funding levels are 80 percent federal and 20 percent local.

Section 330 ,115 & 117 (100)

This program is dedicated for those projects that are established by congressional designation. The funding ratio is 100 percent federal and is available until expended.

Safe Routes to School (SRS) (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 ConnDOT 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.

FTA Section 5316 Job Access and Reverse Commute Grants (50/50)

This program provides funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment.

FTA Section 5317 New Freedoms Initiative (50/50)

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

FTA Section 5309 Capital Funding Program

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new transit service projects (“New Start” - 40%), the improvement and maintenance of existing rail and other fixed guideway systems (“Rail Modernization”- 40%), and the rehabilitation of bus systems (“Bus and Other”- 20%).

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 funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share.

FTA Section 5307 Capital and Subsidy (Operating) Program

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 TIPs and the 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.

ConnDOT 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.

All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-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.

FTA Section 5310 Capital Program

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled.

The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local.

FTA Section 5311 Capital & Operating Program

The FTA Section 5311 Program provides funds to assist in the development, improvement and use of public transportation systems in non-urbanized and small urban areas. The funds are used in the following ways:

- To reimburse the five rural transit districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio.
- For Section 5311 transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.
- For transit research, technical assistance, training and related support services, including eligible Section 5310 recipients, using 100 percent federal funds.

STATE FUNDING

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. 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.

LOCAL FUNDING

Limited projects included in the STIP require a local match to federal funds. The municipality in which the job takes place provides this. Local funding sources may include bonding, LOCIP or other sources.

FINANCIAL PLAN

The TIP/STIP for FFY 2007 – 2011 contains 448 projects in 32 federal funding categories. It programs \$3.0 billion in federal funds, which will be matched by \$1.0 billion in state funds and \$34 million in local funds, for a total program cost of \$4.1 billion. Of the \$1.0 billion in state funds, \$358 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.6 billion (64%) will be used for highway and bridge capital programs and a total of \$1.5 billion (36%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP:

- The replacement and demolition of the “Q” bridge and additional reconstruction of I-95 in the New Haven area.
- US 7 Brookfield bypass
- US 7 and CT 15 interchange improvements in Norwalk
- The replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- Reconstruction of I-84 in Waterbury
- Relocation of Rt. 72 in Bristol
- The replacement of the catenary system for Metro North from Greenwich to New Haven
- The rehabilitation of the Walk and Saga Bridge
- Construction of new Fairfield RR Station
- The construction of the Waterbury bus garage
- The New Britain – Hartford Busway
- Statewide bus replacements
- Replacement of the five NH line substations
- Rehabilitation of the Soundbeach Ave and Tomac Ave bridges, Greenwich
- New Haven Shops and Yard Master Complex Facility
- Replacement/rehabilitation of highway bridges throughout the State
- Safety related improvements to highways throughout the State

Federal authorizations for FFY 2007 - 2011 are estimated as constant values based on SAFETEA-LU authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

The TIP/STIP is financially constrained and the spending plan is based on reasonable projections of available resources. Tables 1-4 provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the five years of this TIP/STIP. These tables also demonstrate that the program is financially constrained by showing the balance each funding category (Authorization vs. STIP programmed amount).

OPERATION AND MAINTENANCE

SAFTEA-LU regulations require that the STIP demonstrate that appropriate funds are available to adequately operate and maintain the transportation system as a whole. The majority of funds used to pay operating and maintenance costs are State funds.

Operating and maintaining transportation systems are costly. Connecticut has many systems and processes that are required to monitor, analyze, and disseminate roadway/infrastructure data for operational, maintenance, and managerial uses as reflected in the Department's estimated budget.

Connecticut also uses ITS to assist in managing roadway maintenance efforts and to enhance safety on the transportation system. Relative to operations and maintenance, ITS focuses on integrated management of maintenance fleets, identifying when specialized service vehicles are required, determining when hazardous road conditions require remediation, and improving work zone mobility and safety.

This is demonstrated in the "Estimated DOT Operating Budget" located in table 5.

AIR QUALITY CONFORMITY FINDING

In response to the Clean Air Act of 1970, the U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) for various pollutants, including Ozone (and its precursors VOC and Nox), Particulate Matter and Carbon Monoxide. The Conformity process insures that transportation projects contained in Long Range Plans and TIPS meet the goals of the NAAQS by means of each state's Statewide Implementation Plan (SIP).

EPA has designated certain areas of the country where the NAAQS have been exceeded. These are called 'non-attainment' areas. Connecticut is presently in non-attainment for Ozone and PM2.5, thus necessitating conformity analysis for these pollutants in their respective areas.

For Ozone, the entire state is in moderate non-attainment and Conformity dictates that the following tests must be met:

Future mobile-source (on-road) emissions must be lower than they were in the base year (2002);

Future mobile-source emissions must be less than interim Ozone budgets (2007) for each non-attainment area.

For PM2.5, Fairfield and New Haven counties in Connecticut share non-attainment status with counties from New York and New Jersey. Therefore, a joint conformity determination must be made with those other areas. Before interim PM2.5 budgets have been deemed adequate by EPA, a 'build less than baseline' test determines the conformity test. This means that all future PM2.5 emissions must be less than the baseline year (2002) PM2.5 emissions.

Conformity determinations for Ozone and PM2.5 are found in separate documents entitled "Connecticut Department of Transportation Ozone Air Quality Conformity Determination – June 2006" and "Connecticut Department of Transportation PM 2.5 Air Quality Conformity Determination – June 2006".

The Program and Plan were found to be in conformance.

ADOPTION SCHEDULE AND PUBLIC INVOLVEMENT PROCESS

The final draft STIP/TIP is made available for public review. Prior to any public informational meetings, a legal notice is placed in several of Connecticut's major daily newspapers. This notice announces that the draft STIP is available for public inspection and comment at the various local regional planning agencies, and at the Connecticut Department of Transportation Headquarters in Newington, Connecticut. Also, Connecticut's MPOs agree to include in their Public Information Meeting Notice that an opportunity is provided to review and discuss the draft STIP at the same public meeting for review of their TIP. Rural Regional Planning Organizations also publicize the opportunity to meet and discuss the draft STIP document.

The draft STIP public comment period is provided for a minimum of 30 days. After review and consideration of all public comments, a final version of the STIP is prepared and submitted to the FHWA and the FTA for their approval. Explicit consideration and response is given to public input, and all who submit written comments are notified of the availability of the final approved document.

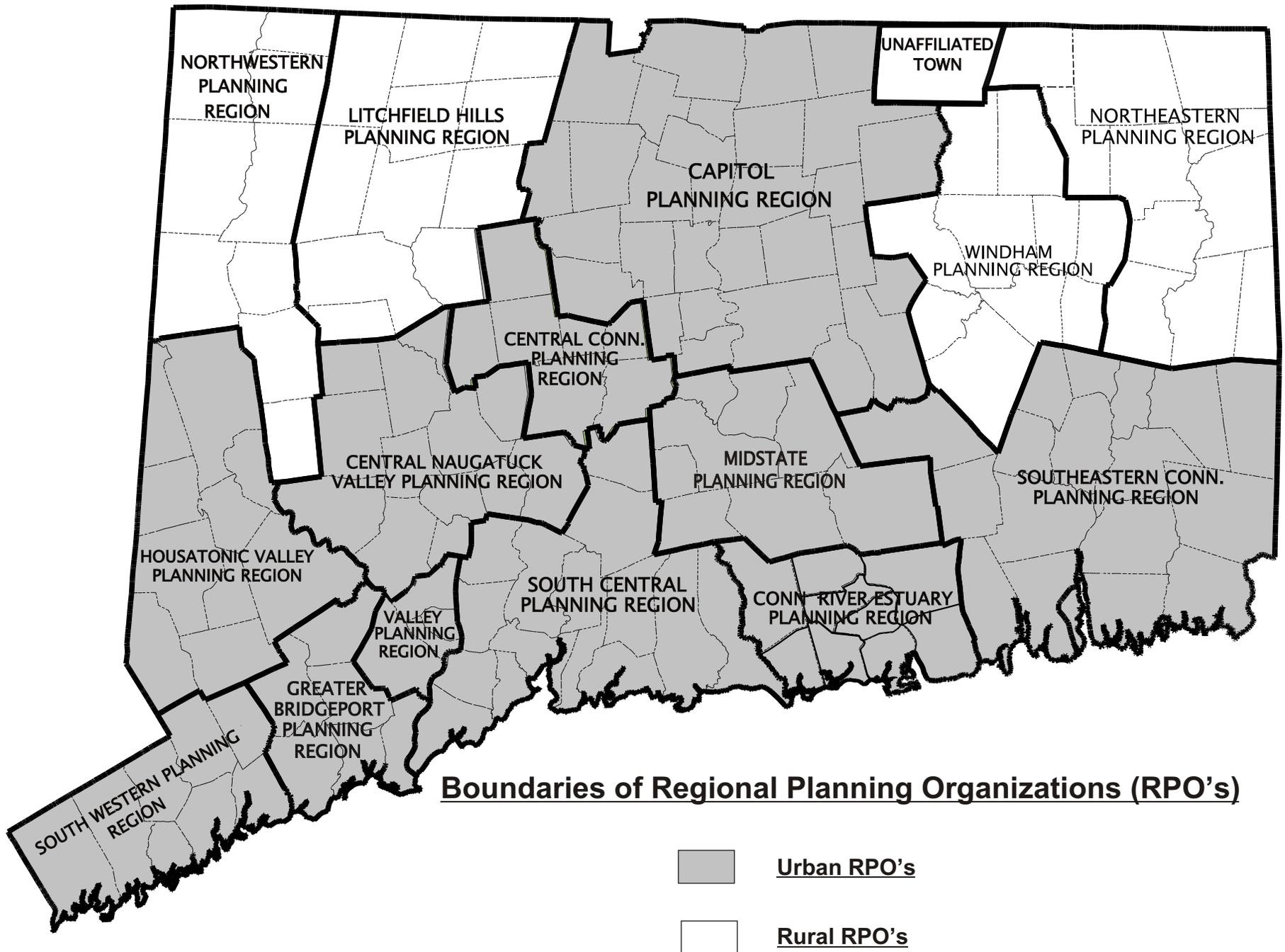


FIGURE I

Non –Attainment Statue for Ozone and PM2.5

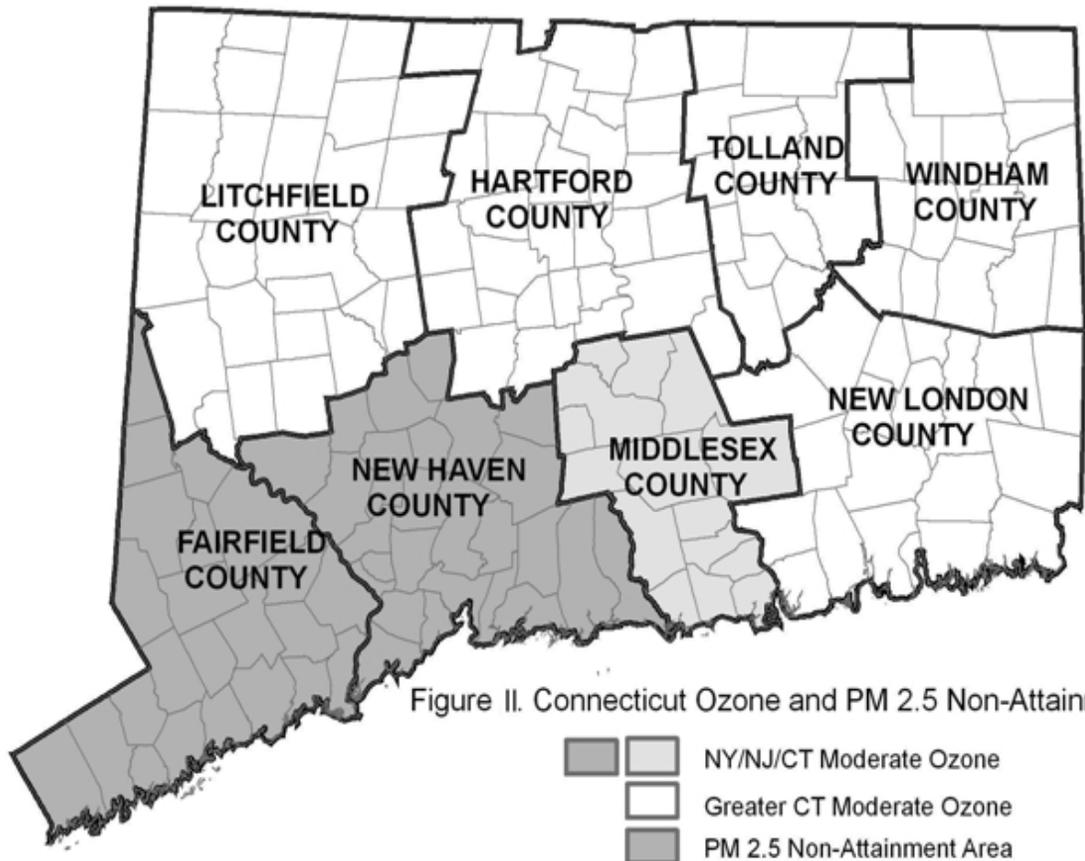


FIGURE II

TIP/STIP PROCESS

This flow chart depicts the process which was used to develop the current TIP/STIP. Attached is a list of twenty-eight activities that match the numbers shown next to each of the nodes in the flow chart.

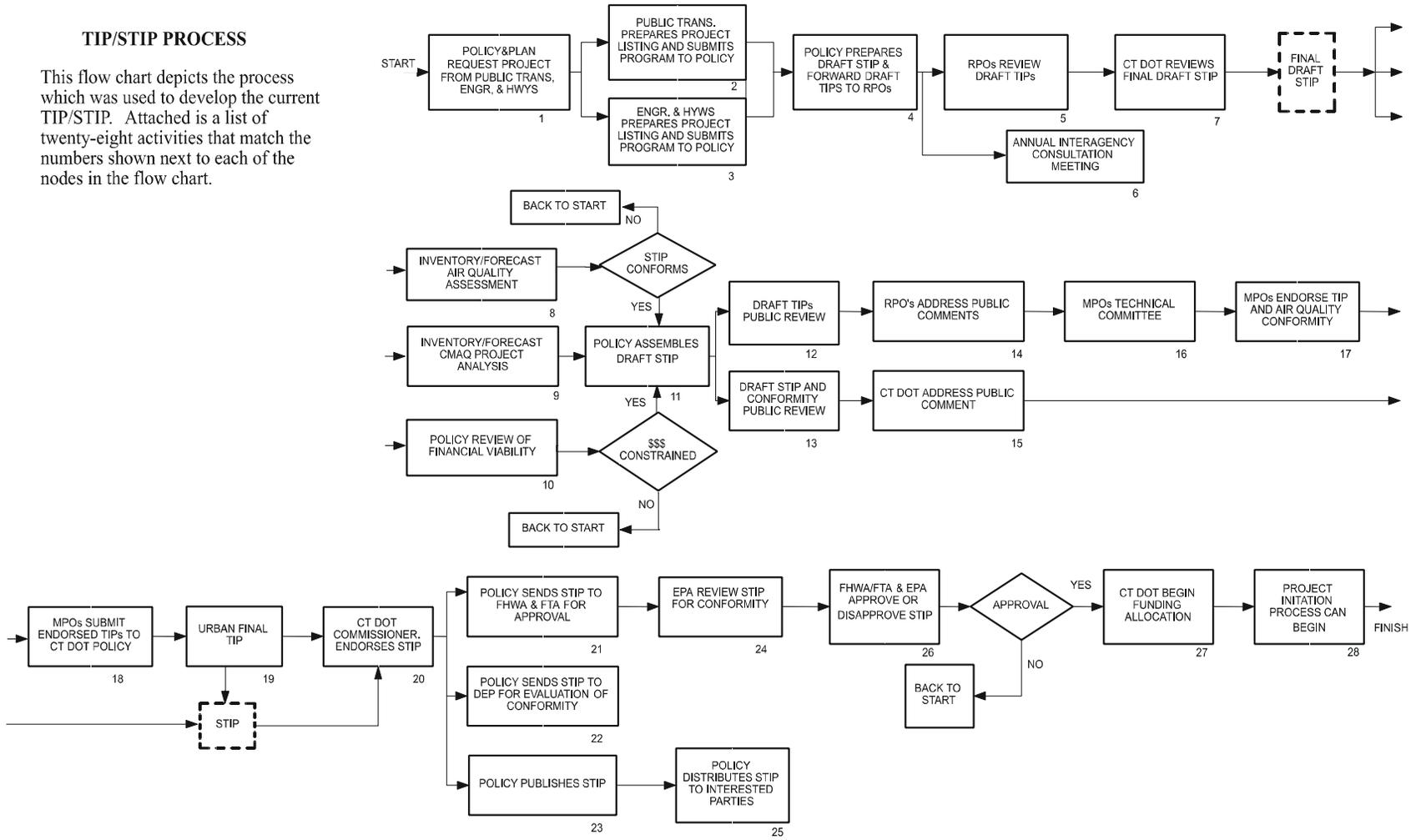


FIGURE III

SAFETEA-LU FFY2007-FFY2011 AUTHORIZED VERSUS STIP (000's)
HIGHWAY PROGRAMS

FUNDING CATEGORY	ESTIMATED AUTHORIZN FFY 2007	FINAL STIP FFY 2007	BALANCE TO PROGRAM FFY 2007	ESTIMATED AUTHORIZN FFY 2008	FINAL STIP FFY 2008	BALANCE TO PROGRAM FFY 2008	ESTIMATED AUTHORIZN FFY 2009	FINAL STIP FFY 2009	BALANCE TO PROGRAM FFY 2009
ADDITIONAL OBLIGATIONS	0	40,000	-40,000	0	40,000	-40,000	0	40,000	-40,000
BRIDGE DISCRETIONARY	0	0	0	0	0	0	0	0	0
BRIDGE REHABLTN & REPLCMNT	118,122	45,000	73,122	119,363	60,000	59,363	120,564	54,000	66,564
CMAQ RESERVED FUNDS	0	0	0	0	18,107	-18,107	0	29,031	-29,031
CONGSTN MITGTN & AIR QUALITY	42,983	47,156	-4,173	43,435	25,328	18,107	43,871	14,840	29,031
CONGRESSIONAL EARMARK, FFY 2004	7,000	7,000	0	0	0	0	0	0	0
CONGRESSIONAL EARMARK, FFY 2005	11,828	11,828	0	0	0	0	0	0	0
DEMONSTRATION PROJECTS	7,095	7,095	0	0	0	0	0	0	0
DISCRETIONARY EARMARK	0	0	0	0	0	0	0	0	0
FERRY BOAT DISCRETIONARY	2,400	2,400	0	0	0	0	0	0	0
HIGHWAY SAFETY IMPROVEMENT PROGRAM	11,488	8,100	3,388	11,648	8,100	3,548	11,804	8,100	3,704
HISTORIC COVERED BRIDGE PRESERVATION PROG	0	0	0	0	0	0	0	0	0
ITS - DISCRETIONARY EARMARK	0	0	0	0	0	0	0	0	0
INTERSTATE	0	0	0	0	0	0	0	0	0
INTERSTATE MAINTENANCE	66,419	66,887	-468	67,117	90,938	-23,821	67,792	91,083	-23,291
INTERSTATE MAINTENANCE DISCRETIONARY	0	0	0	0	0	0	0	0	0
INTERSTATE TRADE-IN EASTERN CONN	0	0	0	0	0	0	0	0	0
NATIONAL CORRIDOR PLANNING & DEVELOPMENT	0	0	0	0	0	0	0	0	0
NATIONAL HIGHWAY SYSTEM	62,215	89,025	-26,810	62,869	92,632	-29,763	63,502	117,635	-54,133
NATIONAL HIGHWAY TRANSPRTN SAFETY ADMINISTRATION	0	0	0	0	0	0	3,085	3,085	0
RECREATIONAL TRAILS	600	600	0	600	600	0	600	600	0
SAFE ROUTES INFRASTRUCTURE	1,615	0	1,615	1,987	0	1,987	2,470	0	2,470
SAFE ROUTES NON INFRASTRUCTURE	179	0	179	221	0	221	274	0	274
SCENIC BYWAYS	0	0	0	0	0	0	0	0	0
TRANSPRTN & COMMNTY & SYS PRESRVTN PROGRAM	873	873	0	0	0	0	0	0	0
SURFACE TRANSPRTN PROG - STPT RESERVED FUNDS	0	3,326	-3,326	0	5,620	-5,620	0	8,838	-8,838
SURFACE TRANSPRTN PROG - Enhancements	8,838	5,512	3,326	8,838	3,219	5,619	8,838	0	8,838
SURFACE TRANSPRTN PROG - Less Enhancements *	133,946	189,111	-55,165	134,288	158,707	-24,419	134,611	131,940	2,671
HIGH PRIORITY PROJECTS	37,074	20,674	16,400	37,074	3,570	33,504	37,074	1,832	35,242
TOTALS:	512,676	544,587	-31,912	487,440	506,821	-19,381	494,485	500,984	-6,499

*Note: Includes Equity Bonus Authorization

TABLE 1

SAFETEA-LU FFY2007-FFY2011 AUTHORIZED VERSUS STIP (000's)
HIGHWAY PROGRAMS

<u>FUNDING CATEGORY</u>	<u>ESTIMATED AUTHORIZN FFY 2010</u>	<u>FINAL STIP FFY 2010</u>	<u>BALANCE TO PROGRAM FFY 2010</u>	<u>ESTIMATED AUTHORIZN FFY 2011</u>	<u>FINAL STIP FFY 2011</u>	<u>BALANCE TO PROGRAM FFY 2011</u>
<u>ADDITIONAL OBLIGATIONS</u>	0	40,000	-40,000	0	40,000	-40,000
<u>BRIDGE DISCRETIONARY</u>	0	0	0	0	0	0
<u>BRIDGE REHABLTN & REPLCMNT</u>	121,792	198,600	-76,808	123,002	5,000	118,002
<u>CMAQ RESERVED FUNDS</u>	0	31,552	-31,552	0	24,120	-24,120
<u>CONGSTN MITGTN & AIR QUALITY</u>	44,318	12,766	31,552	44,758	20,638	24,120
<u>CONGRESSIONAL EARMARK, FFY 2004</u>	0	0	0	0	0	0
<u>CONGRESSIONAL EARMARK, FFY 2005</u>	0	0	0	0	0	0
<u>DEMONSTRATION PROJECTS</u>	0	0	0	0	0	0
<u>DISCRETIONARY EARMARK</u>	0	0	0	0	0	0
<u>FERRY BOAT DISCRETIONARY</u>	0	0	0	0	0	0
<u>HIGHWAY SAFETY IMPROVEMENT PROGRAM</u>	11,963	8,100	3,863	12,120	8,100	4,020
<u>HISTORIC COVERED BRIDGE PRESERVATION PROC</u>	0	0	0	0	0	0
<u>ITS - DISCRETIONARY EARMARK</u>	0	0	0	0	0	0
<u>INTERSTATE</u>	0	0	0	0	0	0
<u>INTERSTATE MAINTENANCE</u>	68,483	67,673	810	69,163	33,993	35,170
<u>INTERSTATE MAINTENANCE DISCRETIONARY</u>	0	0	0	0	0	0
<u>INTERSTATE TRADE-IN EASTERN CONN</u>	4,225	4,225	0	0	0	0
<u>NATIONAL CORRIDOR PLANNING & DEVELOPMENT</u>	0	0	0	0	0	0
<u>NATIONAL HIGHWAY SYSTEM</u>	64,148	166,545	-102,397	64,785	0	64,785
<u>NATIONAL HIGHWAY TRANSPRTN SAFETY ADMINISTRATION</u>	0	0	0	0	0	0
<u>RECREATIONAL TRAILS</u>	600	600	0	600	600	0
<u>SAFE ROUTES INFRASTRUCTURE</u>	2,878	0	2,878	3,336	0	3,336
<u>SAFE ROUTES NON INFRASTRUCTURE</u>	320	0	320	371	0	371
<u>SCENIC BYWAYS</u>	0	0	0	0	0	0
<u>TRANSPRTN & COMMNTY & SYS PRESRVTN PROGRAM</u>	0	0	0	0	0	0
<u>SURFACE TRANSPRTN PROG - STPT RESERVED FUNDS</u>	0	8,839	-8,839	0	8,838	-8,838
<u>SURFACE TRANSPRTN PROG - Enhancements</u>	8,838	0	8,838	8,838	0	8,838
<u>SURFACE TRANSPRTN PROG - Less Enhancements *</u>	78,326	66,897	11,429	84,492	137,107	-52,615
<u>HIGH PRIORITY PROJECTS</u>	15,000	0	15,000	15,000	0	15,000
TOTALS:	420,892	605,797	-184,905	426,466	278,396	148,070

*Note: Includes Equity Bonus Authorization

TABLE 2

SAFETEA-LU FFY2007-FFY2011 AUTHORIZED VERSUS STIP (000's)

PUBLIC TRANSIT PROGRAMS

FUNDING CATEGORY	ESTIMATED	FINAL	BALANCE TO	ESTIMATED	FINAL	BALANCE TO	ESTIMATED	FINAL	BALANCE TO
	AUTHORIZN	STIP	PROGRAM	AUTHORIZN	STIP	PROGRAM	AUTHORIZN	STIP	PROGRAM
	FFY 2007	FFY 2007	FFY 2007	FFY 2008	FFY 2008	FFY 2008	FFY 2009	FFY 2009	FFY 2009
FTA SECTION 5307C CAPITAL	73,542	71,147	2,395	73,542	67,048	6,494	73,542	20,644	52,898
FTA SECTION 5307E ENHANCEMENTS	558	0	558	558	0	558	558	0	558
FTA SECTION 5307O SUBSIDY	3,894	3,894	0	3,894	3,894	0	3,894	3,894	0
FTA SECTION 5307Q EARMARK	0	0	0	0	0	0	0	0	0
FTA SECTION 5307S FLEX FUNDS	8,720	8,720	0	5,000	5,000	0	0	0	0
SECTION 5307 TOTALS:	86,714	83,761	2,953	82,994	75,942	7,052	77,994	24,538	53,456
FTA SECTION 5309A FGM CAPITAL	42,755	45,600	-2,845	44,849	76,800	-31,951	46,505	56,640	-10,135
FTA SECTION 5309C FGM CAPITAL (Region 10)	1,684	6,454	-4,770	1,684	1,684	0	1,684	1,684	0
FTA SECTION 5309F BUS (All Earmark)	15,411	15,411	0	6,468	6,468	0	7,527	7,527	0
FTA SECTION 5309P NEW START	5,881	5,881	0	35,551	35,551	0	68,682	68,682	0
FTA SECTION 5309T HPP FUNDS (Temporary)	0	0	0	0	0	0	0	0	0
SECTION 5309 TOTALS:	65,731	73,346	-7,615	88,552	120,503	-31,951	124,398	134,533	-10,135
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED AREAS	2,376	441	1,935	2,570	738	1,832	2,716	674	2,042
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	1,291	1,291	0	1,291	1,291	0	1,291	1,291	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	87	170	-83	91	170	-79	93	170	-77
SECTION 5311 TOTALS:	3,754	1,902	1,852	3,951	2,199	1,752	4,101	2,135	1,966
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	1,439	1,140	299	1,558	1,234	324	1,636	1,295	341
FTA SECTION 5316G JOB ACCESS GRANTS(3037G)	1,187	1,122	65	1,286	1,122	164	1,356	1,122	234
FTA SECTION 5317J NEW FREEDOMS INITIATIVE	1,089	1,034	55	1,176	1,034	142	1,244	1,034	210
HIGH PRIORITY PROJECTS (PublicTrans)	0	0	0	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	3,715	3,296	419	4,020	3,390	630	4,235	3,451	784
FTA TOTALS:	159,914	162,305	-2,391	179,517	202,034	-22,517	210,728	164,657	46,071
FTA SECTION 5307P CAPITAL CARRYOVER	6,400	6,400	0	0	0	0	0	0	0
FTA SECTION 5307R ENHANCEMENTS CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5309B FGM CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5309D FGM CARRYOVER (Region 10)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309G BUS CARRYOVER (All Earmark)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309Q NEW START CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0	0	0	0
FTA SECTION 5311R CARRYOVER OF 5310 CAPITAL FUNDS TRANSFERRED TO 5311	240	240	0	240	240	0	240	240	0
FTA SECTION 5316H JOB ACCESS GRANTS CARRYOVER(3037H)	0	0	0	0	0	0	0	0	0
ALL SECTIONS CARRYOVER TOTALS:	6,640	6,640	0	240	240	0	240	240	0
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	166,554	168,945	-2,391	179,757	202,274	-22,517	210,968	164,897	46,071
Less FTA Sec 5307 Flex Funds**	-8,720	-8,720	0	-5,000	-5,000	0	0	0	0
AUTHORIZED LEVEL STIP TOTALS:	157,834	160,225	-2,391	174,757	197,274	-22,517	210,968	164,897	46,071

TABLE 3

**SAFETEA-LU FFY2007-FFY2011 AUTHORIZED VERSUS STIP (000's)
PUBLIC TRANSIT PROGRAMS**

FUNDING CATEGORY	ESTIMATED	FINAL	BALANCE TO	ESTIMATED	FINAL	BALANCE TO
	AUTHORIZN FFY 2010	STIP FFY 2010	PROGRAM FFY 2010	AUTHORIZN FFY 2011	STIP FFY 2011	PROGRAM FFY 2011
FTA SECTION 5307C CAPITAL	73,542	72,567	975	73,542	65,870	7,672
FTA SECTION 5307E ENHANCEMENTS	558	0	558	558	0	558
FTA SECTION 5307O SUBSIDY	0	0	0	0	0	0
FTA SECTION 5307Q EARMARK	0	0	0	0	0	0
FTA SECTION 5307S FLEX FUNDS	0	0	0	0	0	0
SECTION 5307 TOTALS:	74,100	72,567	1,533	74,100	65,870	8,230
FTA SECTION 5309A FGM CAPITAL	46,505	41,600	4,905	46,505	48,423	-1,918
FTA SECTION 5309C FGM CAPITAL (Region 10)	1,684	1,684	0	1,684	0	1,684
FTA SECTION 5309F BUS (All Earmark)	0	0	0	0	0	0
FTA SECTION 5309P NEW START	34,710	34,710	0	22,947	22,947	0
FTA SECTION 5309T HPP FUNDS (Temporary)	0	0	0	0	0	0
SECTION 5309 TOTALS:	82,899	77,994	4,905	71,136	71,370	-234
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED AREAS	2,716	848	1,868	2,716	702	2,014
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	0	0	0	0	0	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	93	0	93	93	0	93
SECTION 5311 TOTALS:	2,810	848	1,962	2,810	702	2,108
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	1,636	1,120	516	1,636	1,120	516
FTA SECTION 5316G JOB ACCESS GRANTS(3037G)	1,356	1,122	234	1,356	1,122	234
FTA SECTION 5317J NEW FREEDOMS INITIATIVE	1,244	1,034	210	1,244	1,034	210
HIGH PRIORITY PROJECTS (PublicTrans)	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	4,235	3,276	959	4,235	3,276	959
FTA TOTALS:	164,044	154,685	9,359	152,281	141,218	11,063
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0
FTA SECTION 5307R ENHANCEMENTS CARRYOVER	0	0	0	0	0	0
FTA SECTION 5309B FGM CARRYOVER	0	0	0	0	0	0
FTA SECTION 5309D FGM CARRYOVER (Region 10)	0	0	0	0	0	0
FTA SECTION 5309G BUS CARRYOVER (All Earmark)	0	0	0	0	0	0
FTA SECTION 5309Q NEW START CARRYOVER	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0
FTA SECTION 5311R CARRYOVER OF 5310 CAPITAL FUNDS TRANSFERRED TO 5311	0	0	0	0	0	0
FTA SECTION 5316H JOB ACCESS GRANTS CARRYOVER(3037H)	0	0	0	0	0	0
ALL SECTIONS CARRYOVER TOTALS:	0	0	0	0	0	0
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	164,044	154,685	9,359	152,281	141,218	11,063
Less FTA Sec 5307 Flex Funds**	0	0	0	0	0	0
AUTHORIZED LEVEL STIP TOTALS:	164,044	154,685	9,359	152,281	141,218	11,063

TABLE 4

TIP/STIP PROCESS

This flow chart depicts the process which was used to develop the current TIP/STIP. Attached is a list of twenty-eight activities that match the numbers shown next to each of the nodes in the flow chart.

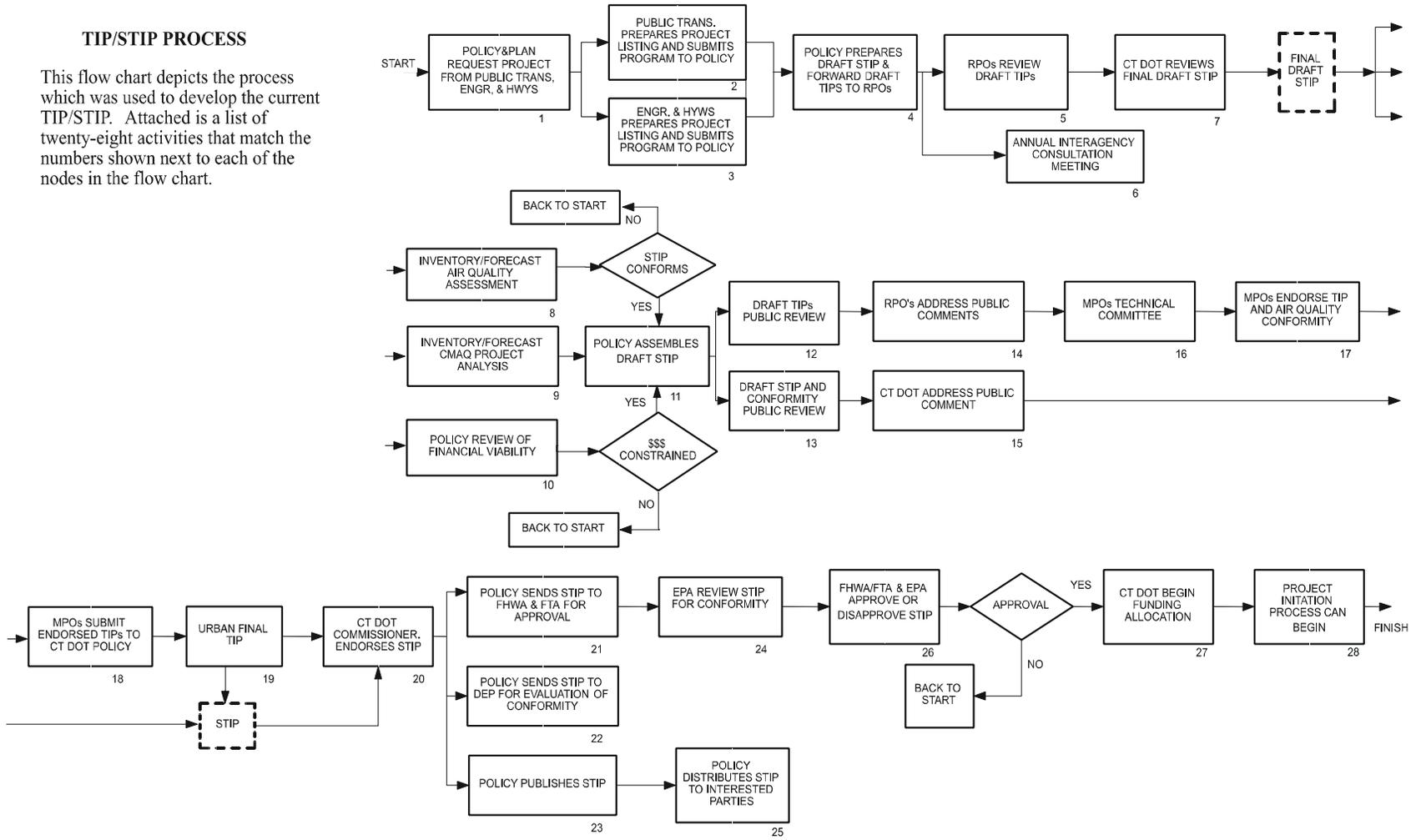


FIGURE III

GLOSSARY OF TERMS USED IN 2007 STIP

Region:

- 01 SOUTH WESTERN REGIONAL PLANNING AGENCY
- 02 HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS
- 03 NORTHWESTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 04 LITCHFIELD HILLS COUNCIL OF ELECTED OFFICIALS
- 05 COUNCIL OF GOVERNMENTS OF THE CENTRAL NAUGATUCK VALLEY
- 06 VALLEY COUNCIL OF GOVERNMENTS
- 07 GREATER BRIDGEPORT REGIONAL PLANNING AGENCY
- 08 SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
- 09 CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY
- 10 CAPITOL REGION COUNCIL OF GOVERNMENTS
- 11 MIDSTATE REGIONAL PLANNING AGENCY
- 12 CT RIVER ESTUARY REGIONAL PLANNING AGENCY
- 13 SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 14 WINDHAM REGION COUNCIL OF GOVERNMENTS
- 15 NORTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
- 16 UNDEFINED TOWN (STAFFORD)
- 70 STATEWIDE PROJECTS
- 71 DISTRICTWIDE PROJECTS - DISTRICT 01
- 72 DISTRICTWIDE PROJECTS - DISTRICT 02
- 73 DISTRICTWIDE PROJECTS - DISTRICT 03
- 74 DISTRICTWIDE PROJECTS - DISTRICT 04
- 75 NY/NJ/CT MODERATE NON-ATTAINMENT PROJECTS
- 76 GREATER CT MODERATE NON-ATTAINMENT PROJECTS
- 77 NH LINE-MAINLINE PROJECTS
- 78 NH LINE SYSTEMWIDE PROJECTS
- 79 CT TRANSIT SYSTEMWIDE PROJECTS
- 80 SHORELINE EAST PROJECTS
- 81 WATERBURY BRANCH-RAIL PROJECTS
- 82 DANBURY BRANCH-RAIL PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

- SECTION 5307C - Capital Funding Programs
- SECTION 5307E - Transit Enhancements Funding Programs (Set-Aside)
- SECTION 5307O - Operating Subsidy Funding Programs
- SECTION 5307P - Carryover - Capital Funding Programs
- SECTION 5307R - Carryover - Transit Enhancements Funding Programs
- SECTION 5307S - Flex Funds

- SECTION 5309A** - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309B** - Carryover - Fixed Guideway Modernization Capital Funding Programs
- SECTION 5309C** - Fixed Guideway Modernization Capital Funding Programs (Region 10)
- SECTION 5309D** - Carryover - Fixed Guideway Modernization Capital Funding Programs (Region 10)
- SECTION 5309F** - Bus Funding Programs
- SECTION 5309G** - Carryover - Bus Funding Programs
- SECTION 5309P** - New Start Funding Programs
- SECTION 5309Q** - Carryover - New Start Funding Programs
- SECTION 5310C** - Capital Funding Programs (Services to Elderly and Disabled)
- SECTION 5311C** - Capital for Non-Urbanized and Small Urban Areas)
- SECTION 5311O** - Operating Subsidy for Non-Urbanized Areas
- SECTION 5311P** - Carryover for Non-Urbanized Areas
- SECTION 5311R** - Carryover of 5310 Capital Funds Transferred to 5311
- SECTION 5311T** - Rural Transportation Assistance Programs (RTAP)
- SECTION 5316G** - Job Access and Reverse Commute Grants Programs
- SECTION 5317J** - New Freedoms Initiative

FEDERAL HIGHWAYS ADMINISTRATION

BRIDGE REHABILITATION AND REPLACEMENT

- BRX** - Bridge On System Programs
- BRZ** - Bridge Off System Programs

SURFACE TRANSPORTATION PROGRAMS

- STPA** - STP Anywhere Programs
- STPBS** - STP Bridgeport/Stamford Programs
- STPH** - STP Hartford Programs
- STPNH** - STP New Haven Programs
- STPO** - STP Other Urban Programs
- STPR** - STP Rural Programs
- STPSP** - STP Springfield Programs
- STPT** - STP Enhancement Programs
- STPU** - STP Designation used by the Capitol Region, indicating that a Project or Group of Projects will be funded from an undetermined combination of the STPH, STPS and STPO Programs.
- STPW** - STP Worcester Program

ALL OTHER FHWA PROGRAMS

- CMAQ** - Congestion Mitigation and Air Quality Programs
- FBD** - Ferry Boat Discretionary Programs
- HPP** - High Priority Programs
- HCBPP** - Historic Covered Bridge Preservation Programs
- HSIP** - Highway Safety Improvement Program
- I** - Interstate Highway System Programs
- I-M** - Interstate Maintenance Programs
- I-MD** - Interstate Maintenance Discretionary Programs
- IXE** - Interstate Trade-In Eastern Conn
- NHS** - National Highway System Programs
- RT** - Recreational trails Programs
- SB** - Scenic Byways Programs
- SRS** - Safe Routes to School Program
- TCSP** - Transportation & Community & System Preservation Program

Proj#:

CT DOT Assigned Project Number

Rte/Sys:

Route Number or Transit System where Project is located.

Town:

Town name or 'Statewide' indication.

Description:

Project Description.

Phase:

Identification of Project Phase -

- PE** Preliminary Engineering
- ROW** Rights Of Way
- CON** Construction
- OTH** Other Activities
- ACQ** Capital Acquisition Activities
- ALL** All Phases

Year:

STIP Year - The Year the Project is expected to be Obligated.
(Stip Year, i.e., 2007, 2008, 2009, 2010 & 2011 (FYI)-for all Years outside of the STIP)

Tot\$(000):

Total Project Dollars in Thousands.

Fed\$(000):

Federal Dollars in Thousands.

Sta\$(000):

State Dollars in Thousands.

Loc\$(000):

Other than State or Federal Dollars, typically Town Dollars in Thousands.

APPENDIX D PUBLIC INVOLVEMENT, REVIEW AND ENVIRONMENTAL JUSTICE

The Connecticut Department of Transportation has “A Guide for Public Outreach” which establishing a public partnership in the development of transportation programs and projects. It is dated November 1995 and is available for review at the ConnDOT headquarters in Newington. This guide was used in the development of the STIP and its public involvement process. Also, all recommendations contained in the Federal Planning Regulations concerning public involvement were adhered to. As guidelines for Environmental Justice are developed by FHWA, they will be incorporated into this document.

The following public involvement process was completed to ensure an opportunity for all to participate in our process:

- A Legal Notice was placed in the following fourteen Connecticut newspapers:
 - The Connecticut Post
 - The Chronicle
 - The Day
 - The Hartford Courant
 - The Middletown Press
 - The New Haven Register
 - The Register Citizen
 - The Northeast Minority News
 - The Waterbury Republican-American
 - The Journal Inquirer
 - The Norwalk Hour
 - The Advocate
 - The News Times
 - The Hartford Inquirer

This Legal Notice stated in detail that the STIP would be available for public review, public informational meetings would be held, and the Department will receive comments. A copy of this notice is included in this Appendix.

- A News Release was prepared containing the detailed information found in the Legal Notice, background information on the STIP and examples of projects included in the STIP. This news release was provided to all 20 Connecticut daily newspapers, over 75 Connecticut radio stations, and all Connecticut television stations. A copy of this news release is included in this Appendix.
- A Brochure detailing the availability of the STIP and announcing the Public Informational Meeting was sent to over 1000 individuals and businesses who have expressed interest in the past in the Transportation planning process.

These names were compiled with the assistance of the RPOs. A copy of this brochure is included in this Appendix.

- ConnDOT requested that each of the RPOs coordinate their public review of their TIP with the State's STIP. As a result, all 11 of the Urban RPOs included the review and comment period for the STIP during their TIP review and the four Rural RPOs included the STIP review and approval on their monthly agendas. ConnDOT staff attended all RPO informational meetings on TIP/STIP and was available for comments.
- ConnDOT held two informational meetings on the STIP on July 24, 2006. Approximately 13 individuals (ConnDOT excluded) attended the afternoon session. Approximately 6 individuals also attended the evening session. The Department received approximately 10 phone calls and emails requesting copies of the STIP and approximately 5 written/verbal comments. These comments have been responded to.
- In an effort to increase public involvement and awareness, a questionnaire was handed out to attendees at the informational meetings. A copy of this questionnaire is included in this Appendix.

NEWS RELEASE
DRAFT 2007 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Transportation shapes our communities and touches much of our lives. Because transportation effects are so pervasive, transportation systems should be designed and operated to produce benefits across the broadest set of societal values. That can only be achieved if planning for transportation improvements reflects those values and the relationships of transportation to other aspects of our society. As part of its planning effort, the Department of Transportation has initiated its public involvement process to receive input from all stake holders in the transportation system.

In its effort to assure that the process provides full and open access to all, the Department is providing opportunities for public review, comment and discussion of the transportation program-related improvements, which are being proposed for the next five years. To accomplish this, a draft Statewide Transportation Improvement Program (STIP) has been prepared and forwarded to each of the regional transportation planning organizations for public review and comment.

This will afford the public more opportunities to become aware of the STIP, to review the STIP and to provide comments related to the STIP. In addition to the regional public notices for the review period and public meetings, the Connecticut Department of Transportation has placed notices in several major newspapers advertising the availability of the draft STIP and where it can be reviewed. It is hoped that these efforts will show that early-on public participation is valued and desired. Explicit consideration and response to public input received will be given.

The Department of Transportation has developed the draft STIP for all areas of the State. The portions of the draft STIP in metropolitan planning areas have been developed in cooperation with the Metropolitan Planning Organizations (MPOs). The MPOs' TIPs have been included in the draft STIP without modification. The Rural Regional Planning Organizations have been consulted on their portion of the STIP.

The draft STIP includes all federally funded highway and transit transportation improvements and is the regions and State's transportation investment program for the next four years. It consists of capital and operating improvements to the State's highways and roads, and public transit systems. Investments in various modes are included in the draft STIP. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans.

The scope of the STIP has expanded over the last few years. The STIP is now a more comprehensive transportation investment document.

With the Clean Air Act Amendments of 1990 (CAAA), MPOs and the State are required to include in the STIP, all significant projects that could affect air quality. The MPOs, the regional transportation agencies responsible for preparing the TIPs in urban areas, and the State, responsible for preparing the STIP outside urban areas, must determine whether the package of proposed transportation investments in their area – regardless of how they are funded – results in better air quality. The TIPs and the STIP must be found in conformity to the State Implementation Plan (SIP). The prepared draft STIP has been assessed for its impact on air quality. Using techniques which have been approved by the U.S. Environmental Protection Agency (EPA), the draft STIP has been reviewed and found that the projects and programs contained therein will serve to reduce emissions of volatile organic compounds, oxides of nitrogen, carbon monoxide and fine particulate matters.

The TIP/STIP for FFY 2007 – 2011 contains 448 projects in 32 federal funding categories. It programs \$3.0 billion in federal funds, which will be matched by \$1.0 billion in state funds and \$34 million in local funds, for a total program cost of \$4.1 billion. Of the \$1.0 billion in state funds, \$358 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.6 billion (64%) will be used for highway and bridge capital programs and a total of \$1.5 billion (36%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the TIP/STIP:

- The replacement and demolition of the “Q” bridge and additional reconstruction of I-95 in the New Haven area.
- US 7 Brookfield bypass
- US 7 and CT 15 interchange improvements in Norwalk
- The replacement of the Moses-Wheeler Bridge (I-95 Stratford-Milford)
- Reconstruction of I-84 in Waterbury
- Relocation of Rt. 72 in Bristol
- The replacement of the catenary system for Metro North from Greenwich to New Haven
- The rehabilitation of the Walk and Saga Bridge
- Construction of new Fairfield RR Station
- The construction of the Waterbury bus garage
- The New Britain – Hartford Busway
- Statewide bus replacements
- Replacement of the five NH line substations
- Rehabilitation of the Soundbeach Ave and Tomac Ave bridges, Greenwich
- New Haven Shops and Yard Master Complex Facility
- Replacement/rehabilitation of highway bridges throughout the State
- Safety related improvements to highways throughout the State

The draft STIP includes a priority list of projects to be carried out in a four-year period. The priority list is grouped by year, with year one being the highest priority. The program is financially constrained by year and the STIP includes a financial plan that demonstrates which projects can be implemented using current and proposed revenue sources. Only those projects for which construction and operating funds can reasonably be expected to be available are included.

On Monday July 24th, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, Connecticut. The first will be at 12:00 noon and the second will be at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the 2007 Statewide Transportation Improvement Program. At these meetings, the public will have an opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation staff will be available to help answer specific questions and clarify any proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort.

Copies of the Draft 2007 STIP have been made available for review for a **thirty day public comment period between July 17 and August 15, 2006**. This document is available for review at the ConnDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. An appointment is suggested in order to adequately schedule all interested parties. To schedule an appointment at ConnDOT, please call (860) 594-2045. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.

Written comments must be received on or before August 15, 2006. Comments should be addressed to:

Mr. Gerald T. Jennings
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546

Please include your name, address, and if applicable, the name of the company or organization you represent with your response.

Statewide Transportation Improvement Program (STIP)

In accordance with the provisions of Title 23, section 135 of the United States code; as amended by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) enacted on August 10, 2005; the Connecticut Department of Transportation (ConnDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by federal funding Category and by Region, which are scheduled to occur over the next four years.

It includes capital and operational improvements to the various modes, which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Long-Range Regional and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations. For the rural regions of the State, the STIP is developed in cooperation with the rural Regional Planning Organizations.

Additional opportunities for Public Review and Comment:

Capitol Region COG Hartford, CT	860 522-2217
Central Connecticut RPA Bristol, CT	860 224-9888
Conn. River Estuary RPA Old Saybrook, CT	860 388-3497
COG of the Central Naugatuck Valley Waterbury, CT	203 757-0535
Greater Bridgeport RPA Bridgeport, CT	203 366-5405
Housatonic Valley CEO Brookfield, CT	203 775-6256
Midstate RPA Middletown, CT	860 347-7214
South Central Regional COG North Haven, CT	203 234-7555
South Western RPA Stamford, CT	203 316-5190
Southeastern Connecticut COG Norwich, CT	860 889-2324
Valley COG Derby, CT	203 735-8688
Litchfield Hills CEO Goshen, CT	860 491-9884
Northeastern Connecticut COG Dayville, CT	860 774-1253
Northwestern Connecticut COG Warren, CT	860 868-7341
Windham Region COG Willimantic, CT	860 456-2221

Public Informational Meeting

2007

Statewide Transportation Improvement Program (STIP)



Connecticut
Department of Transportation

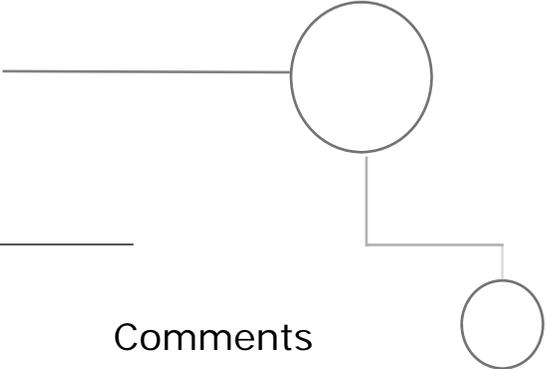
Office of Policy and Planning

Public Informational Meetings

On July 24, 2006, two Informational Meetings will be held at the Connecticut Department of Transportation, 2800 Berlin Turnpike, Newington, CT. The first meeting will begin promptly at 12:00 p.m. and the second will begin at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the draft 2007 STIP. At these meetings, the public will have an opportunity to review, comment and discuss information regarding the STIP's projects and programs. This forum will also provide the project sponsors with information from the public regarding their desires and concerns. Department of Transportation staff will be available one-half hour prior to each meeting to informally discuss the STIP. They will answer specific questions about any of the proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort. Additional locations for public review of the STIP are listed on the reverse side of this pamphlet.

Review Procedures

Copies of the Draft 2007 STIP have been made available for review at specific locations for a thirty-day public comment period between July 17 to August 15 2006. This document is available for review at the ConnDOT Administration Building in Newington and at each of the fifteen Regional Planning Organizations. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at ConnDOT, please call (860) 594-2045. To schedule an appointment at one of the Regional Planning Organizations, please call them directly.



Comments

Written comments must be received on or before August 15, 2006. Please include your name, address and, if applicable, the name of the company or organization you represent with your response. Comments should be addressed to:

Mr. Gerald Jennings

Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, Connecticut 06131-7546





STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION



2800 BERLIN TURNPIKE, P.O. BOX 317546
NEWINGTON, CONNECTICUT 06131-7546

Phone: (860) 594-2040

QUESTIONNAIRE 2007 Draft Public Information Meeting

In an attempt to better serve the public, please take a moment to fill out this questionnaire. Hand in your completed sheets to one of the officiating ConnDOT employee or mail it back in the provided return envelope. Thank you.

About this meeting:

Was this meeting helpful in your understanding of the Transportation Planning Process; Yes or No. If no, please explain thank you.

Is the scheduled time for this meeting convenient for you; Yes or No. If no, please explain.

Would you recommend this meeting to others? Yes or No. If no, please explain.

How did you hear about this meeting? Flyer, Legal Notice, New Release or other?

Do you have any suggestion on how to reach many more people? Yes or No. If yes please provide information. Thank you.

Please provide us with names of organizations, groups or individual that we can invite to future meetings.

Name:
(Organization, Group or Individual)

Address:

Phone:

Fax:

Email:

General comments or suggestions:

THANK YOU FOR YOUR TIME.