

Transportation Improvement Program

FFY 2015-2018 TIP for the Capitol Region

Adopted November 12, 2014

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Transportation Improvement Program

- Section A: List of Projects to Be Funded (by Funding Program & Year)**
- Section B: Air Quality Analysis**
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- Section E: List of Projects to Be Funded (by Town, District, or Statewide)**

What Is the TIP?

What is the TIP? The Transportation Improvement Program (TIP) is the list of all federally funded transportation projects in the Capitol Region. The projects included in this list are all scheduled to receive federal transportation funds within the *next four years*. The TIP is prepared at least every four years, but amended frequently.

CRCOG approval is required before any federal funds can be expended on any transportation project in the Capitol Region. This project review and approval role is one bestowed on CRCOG by federal regulations. The regulations specifically provide regional agencies like CRCOG the opportunity to cooperate with their respective state department of transportation in decisions regarding how federal transportation funds are spent in their region. The approval of both agencies (state and regional) is required for projects to be funded.

What is CRCOG? The Capitol Region Council of Governments is a voluntary association of municipal governments in the Hartford area. The Council was organized to provide towns the opportunity to cooperatively address issues of mutual concern. Much of the Council's programs are directed to providing technical services to individual towns and to helping towns share services that cannot be efficiently provided by individual towns. For example, the Council administers a regional cooperative purchasing program for items like gasoline and fuel oil. The Council also serves as a forum for local elected officials to discuss municipal and regional issues such as transportation planning, solid waste disposal, watershed planning, regional economic planning, regional emergency management planning, state-imposed mandates for municipalities, and state funding for municipalities.

CRCOG is governed by a Policy Board that is comprised of the chief elected official from each of 38 member municipalities. (The City of Hartford is allowed three representatives and three votes.) The Policy Board is advised by CRCOG staff members and a special Transportation Committee. The Council's Transportation Committee is composed of representatives from member towns, the Greater Hartford Transit District, the American Lung Association, the Connecticut Coalition for Environmental Justice, and Bike Walk Connecticut. The Committee meets regularly during the year to consider transportation matters before the Council.

What is the MPO? In every urbanized area in the United States, a Metropolitan Planning Organization (MPO) is designated to conduct regional transportation planning and to select federally funded projects. This MPO system was established by the federal government to give people who are affected by transportation decisions a say in how those decisions are made. Although the State Department of Transportation has the primary role of administering the expenditure of these funds, all federally funded transportation projects in the Region must be approved by the MPO.

The Capitol Region Council of Governments (CRCOG) is the designated MPO for twenty-nine towns in the Capitol Region. As such, the Chief Elected Officials of those towns, listed on the following page, solicited public input on the projects listed in the draft document and subsequently approved the projects listed in this approved document at its meeting on November 12, 2014. Please see a summary of opportunities that were offered for comment on these projects beginning on page 6.

Four towns (New Britain, Southington, Plainville and Berlin) are members of the Central Connecticut Region MPO, and the Chief Elected Officials of that organization will vote on its own TIP. Four additional towns (Coventry, Willington, Mansfield and Columbia) due to their rural nature have not been members of an MPO. Each of these eight towns is currently in the process of considering whether or not to join the

Capitol Region MPO. Any decision will require the approval of the Governor as well as FHWA and FTA. The Town of Stafford has been a member of CRCOG for several years, but its membership in the MPO still requires State and federal approval.

What towns are members of the Capitol Region MPO?

The following towns are members of the Capitol Region Metropolitan Planning Organization:

Andover	Farmington	Somers
Avon	Glastonbury	South Windsor
Bloomfield	Granby	Suffield
Bolton	Hartford	Tolland
Canton	Hebron	Vernon
East Granby	Manchester	West Hartford
East Hartford	Marlborough	Wethersfield
East Windsor	Newington	Windsor
Ellington	Rocky Hill	Windsor Locks
Enfield	Simsbury	

Nine towns, while members of the Capitol Region Planning Region, are not currently members of the Capitol Region MPO. Columbia, Coventry, Mansfield, Stafford, and Willington for transportation planning purposes are not located within an urbanized area, and therefore not a part of any MPO. Projects proposed in rural areas are approved by the CTDOT.

Berlin, New Britain, Plainville, and Southington are members of the Central Connecticut Region MPO, and approve projects located in their towns through that entity.

Who to Contact? Questions regarding this document or any of the projects listed in the document can be directed to the following:

MAIL:	Capitol Region Council of Governments, 241 Main St., Hartford, CT 06106
EMAIL:	kolson@crcog.org
PHONE:	860-522-2217, ext 215
FAX:	860-724-1274
CONTACT:	Karen Olson, Principal Transportation Planner

Resolution Endorsing the TIP

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region, and

WHEREAS, the metropolitan planning regulations issued by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a multi-year Transportation Improvement Program (TIP), and

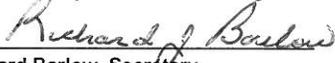
WHEREAS, the metropolitan planning regulations require that transportation improvement projects be included in the regional TIP as a condition of eligibility for federal funding assistance,

WHEREAS, the CRCOG Transportation Committee has reviewed and endorsed the entire draft TIP; and

WHEREAS, citizens of the Region were provided an opportunity to comment on the draft TIP for a minimum of 30 days, beginning October 9, 2014 and also at a public information meeting November 10, 2014, at the Transportation Committee meeting on November 10, 2014, and at the Policy Board meeting on November 12, 2014; and notice of the meetings was given in newspapers and in town clerks offices, and posted on the CRCOG website;

NOW, THEREFORE, BE IT RESOLVED, that the CRCOG Policy Board endorses the full four-year program of the Capitol Region Transportation Improvement Program.

*I certify that the above is a true copy of the resolution adopted by the
CRCOG Policy Board at its meeting on November 12, 2014*


Richard Barlow, Secretary
Capitol Region Council of Governments

11-12-14
Date

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT - OZONE

WHEREAS, the Capitol Region Council of Governments (CRCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Region's Long Range Transportation Plan (LRTP); and

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the CRCOG that the plans and programs approved today, April 22, 2015 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Marginal Nonattainment area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas (Ozone Air Quality Conformity Report March 2015); and

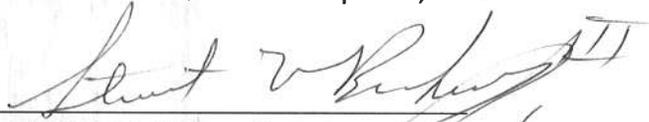
WHEREAS, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

NOW THEREFORE BE IT RESOLVED THAT the Capitol Region Council of Governments finds that the 2015 LRTP and the FFY 2015-2018 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450), and with Title 42, Section 7506 (3) (A) and hereby approves the existing March 2015 Ozone Air Quality Conformity Determination.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Capitol Region Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Capitol Region Council of Governments on April 22, 2015.

DATE: 4/22/15

BY: 
Richard J. Barlow, Secretary (CHAIR) III
Capitol Region
Council of Governments STEWANT W. BICKETT III

Resolution on Annual Urban Planning Certification

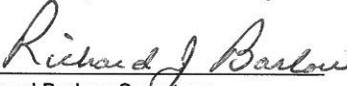
WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region,

NOW THEREFORE BE IT RESOLVED, that the CRCOG Policy Board certifies that the urban transportation planning process has been conducted in accordance with the terms and provisions of 23 U.S.C. 134, 49 U.S.C. 5303, and the metropolitan planning regulations at 23 CFR 450 (dated October 1, 2012) and that all applicable provisions relative to the involvement of public and private providers of mass transit, Civil Rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act, 23 USC and 49 USC, and 23 CFR 450.334(a) have been satisfied.

Dates of adoption of key planning documents:

- Capitol Region Transportation Plan was adopted on May 4, 2011.
- Unified Planning Work Program (UPWP) was adopted on June 23, 2014.
- Transportation Improvement Program (TIP) was adopted on November 12, 2014.

*I certify that the above is a true copy of the resolution adopted by the
CRCOG Policy Board at its meeting on November 12, 2014.*


Richard Barlow, Secretary
Capitol Region Council of Governments

11-12-14
Date

Public Participation Process for the TIP & Individual Projects

CRCOG's public involvement policy requires public review of individual projects before they are even submitted for consideration in the TIP. This process of extensive public involvement at the individual project level provides the opportunity for local residents and businesses to find out about a project, offer comments, and in many cases, help define the scope of the project. The "project level" process is supplemented with a second "program" level public involvement procedure that occurs with the adoption of the regional TIP (more frequently if major amendments are required during the year.)

"Project Level" Public Involvement Process

CRCOG's and CTDOT's public involvement requirements for individual projects are mutually supportive. Both agencies require that a formal public information meeting be held before a project is approved for inclusion in the TIP and before design activities can begin. The requirements have proven extremely effective at giving local residents an opportunity for early participation in project planning. As a result of these early meetings, many projects have been substantially changed in scope. Some have even been cancelled due to early opposition. The process is focused on a public information meeting that is held after a project concept is defined in sufficient detail that *conceptual* plans can be prepared at a scale of 1 inch = 100 feet. The meeting is held before formal design activities commence so there is ample opportunity during the design process to address concerns expressed at the public information meeting.¹ The basic requirements of the process are listed below.

- The meeting must be advertised in a local newspaper 10-15 days in advance of the public meeting.
- News releases must be sent to the news media 10-15 days in advance of the public meeting.
- Meeting notices must be mailed directly to residents and businesses that abut the project.
- The public information meeting must be held at a convenient time and place.
- Town officials are typically responsible for convening the meetings on projects in the STP-Urban program, the Local Transportation Capital Improvement Program (LOTICIP), or in any other program if they are the project sponsor. (The sponsor is the agency that requested project funding through CRCOG or CTDOT.)
- CTDOT officials are responsible for convening meetings on most other projects.
- Public information meetings are not required on certain types of projects such as planning studies, maintenance projects, and annual transit operating assistance.
- Major projects (such as freeway widenings) are preceded by extensive planning & environmental studies that include much more public involvement than that described above.

¹ In some cases, several public meetings are held until a project scope can be developed that is acceptable to residents, businesses, and local public officials.

“Program Level” Public Involvement Process (for the TIP)

CRCOG has a formal policy that guides the public involvement process for the annual adoption of the regional TIP and any major amendments that are needed during the year. The primary requirements of the policy are listed below.

- CRCOG must provide a 30-day public comment period on the draft TIP.
- CRCOG must make the draft TIP available on its website at the beginning of the 30-day period.
- CRCOG must hold a public information meeting on the draft TIP within those 30 days.
- CRCOG must advertise the public meeting in the Hartford Courant and other local newspapers as appropriate, in English and in Spanish.
- CRCOG must send a notice of the meeting to all town clerk offices.

Key Public Involvement Events for the TIP

Newspaper advertisements:	The Hartford Courant, October 9, 2014 Identidad Latina (Spanish), October 9, 2014 The Inquiring News (minority-focused newspaper) October 15, 2014 The Hartford News (English & Spanish), October 23, 2014
Notice sent to town clerks:	October 9, 2014
Notice & TIP posted on www.crcog.org :	October 9, 2014
Information brochure on the TIP & opportunities to comment, in English and Spanish, posted on the CRCOG website:	October 9, 2014
News release emailed to 79 media outlets:	October 9, 2014
Connecticut Coalition for Environmental Justice:	October 30, 2014
Public information meeting: <i>for public comment</i>	November 10, 2014; 11:00 a.m. – 12:00 noon; Materials Innovation and Recycling Authority (previously called the CRRA Recycling Center), Hartford
Transportation Committee meeting: <i>for public comment</i>	November 10, 2014; 12:00 noon; Materials Innovation and Recycling Authority (previously called the CRRA Recycling Center), Hartford

Policy Board meeting: November 12, 2014; 12:00 noon; Materials Innovation and Recycling Authority
(*opportunity for public comment*) (previously called the CRRRA Recycling Center), Hartford

Written comments accepted until: November 10, 2014 or may be delivered to the Policy Board meeting on November 12, 2014

Key Comments:

- **An email was received on November 10, 2014 with the following questions**
 - A. There are several references to a GHTD paratransit facility. With respect thereto, we (i.e. ConnDOT) is ALREADY paying for one, on Wawarme St. in Hartford. Why should we be paying for yet another on Roberts St. In East Hartford??
 - B. There are several references to repairs to Union Station, this fiscal year ('15) and the remaining three (3) ('16, '17, & '18). Exactly what are these "repairs". I do not know too many people who can project that far out when it comes to "repairs". Can you, for example say with any definitiveness, that you car will need a complete engine overhaul, a new radiator, or a new transmission 3-4 years from now? I for one, cannot.
 - C. There are several references to CTTransit, apparently, for the purchase of new buses. With respect thereto, as I am sure you know, "CTTransit" is merely a brand name, and as such more information is needed as to exactly which operating company, e.g.,...Datco, New Britain Transportation, HNS Management, is in line for these vehicles . Also, what kind of public participation is there going to be in the selection of these vehicles, or is it going to be the usual Michael Sanders special.
- **Emailed response on November 10, 2014**

Information about all transit projects listed in the draft TIP can be found on the CRCOG website through this link: <http://www.crcog.org/publications/TransportationDocs/TIP/TIP2015/TIP2015-2018TransitProjectDescriptions.pdf>

Here are answers to your questions:

 - A. Justification for the new paratransit facility can be found on page 12. GHTD has outgrown the facility in Hartford. This project is also a recommendation in the Capitol Region Transportation Plan, Chapter 2.
 - B. Justification for the Union Station repairs are found on page 11. As you said, some repairs cannot be foreseen. Repairs should be planned for however, and funds set aside for items that you know about (perhaps an aging roof or a new boiler; this are just possible examples), and for those unexpected events that may occur.
 - C. Likewise, funding for bus replacements is set aside each year. CTDOT knows how many buses are reaching the end of their useful life each year and can plan for their replacement. Further, the State owns the vehicles whether they are operated by CT Transit, Dattco or some other operator. Lastly, with regard to your comment about public participation in the selection of vehicles, CTDOT is responsible for the procurement of vehicles.

We have forwarded your comments to CTDOT and GHTD so that they will also know if your interest in these projects.
- **Follow-up emailed response on November 12, 2014**

CTDOT has provided us with additional information concerning your third question. They have confirmed the fact that bus purchases are tracked by the CT Transit service area. They plan to purchase the following buses over the next several years: 2015: Hartford, 22 buses; 2015: New Haven, 43 buses; 2016, Hartford, 42 buses; 2016: New Haven 42 buses; 2016, Waterbury, 5 buses; 2017: Hartford, 48 buses. They also informed me that they will take into consideration any suggestions you might have for the selection of the new buses.

Financial Summary

Program Costs, Revenues, & Fiscal Constraints

A summary of the cost of the projects listed in the TIP is provided in the tables on the following pages. They provide a breakdown of cost by year (FFY 2015, 2016, 2017, 2018 and FYI²) and by federal funding program (National Highway Performance Program, FTA Section 5310 Enhanced Mobility, STP-Anywhere, etc.)

Federal Fiscal Constraint Requirements

Federal regulations require that every regional and State TIP³ be “fiscally constrained.” Fiscal constraint means that program costs for a given year cannot exceed program revenues for a given year. However, since most of the federal funding authorizations are made for statewide programs, individual regions are dependent on the Connecticut Department of Transportation to provide estimates of the amount of federal funds available statewide, and for assuring that a sufficient portion of those funds are allocated to each region to cover the cost of each region’s program of projects.

CTDOT’s analysis of the statewide TIP (STIP) and each regional TIP demonstrates that both the statewide STIP and CRCOG’s TIP for FFY 2015, 2016, 2017, and 2018 are financially constrained. The cost of projects listed in the statewide TIP does not exceed the total funds *authorized* by Congress for Federal Highway Administration programs or Federal Transit Administration programs in Connecticut for each of the four years. The CRCOG TIP, and the STIP that it is part of, is financially constrained. The spending plan is based on reasonable projections of available statewide resources. As program and schedule changes are made to the TIP, the total expected federal authorizations will be re-allocated to reflect total statewide and regional program needs.

² FYI projects are those which will occur after FFY2018 and are included in this TIP for information purposes only.

³ The State TIP is a compilation of every regional TIP and is often referred to as the “STIP.”

Funding Program Descriptions

TRANSIT PROGRAMS

Federal Transit Administration (FTA) administers several transit funding programs.

FTA Section 5307 Program (80/20)

The FTA Section 5307 funds are available to urbanized areas with a population of 50,000 or more. Funds are distributed to states on a formula basis. Eligible purposes include capital projects, planning, jobs access and reverse commute projects, operating costs (within certain limits for areas having a population of 200,000 or more and operating a maximum of 100 buses in fixed route service during peak hours; operating costs are not an eligible expense for areas operating more than that limit). Recipients must spend at least 1% of their apportioned funds on “associated transportation improvements” and an additional 1% on transportation security projects (unless they certify that it is not necessary to do so.)

In the Capitol Region, the funds have been used primarily to purchase replacement buses for the CT transit bus system and the various town dial-a-ride services. In Connecticut, the State DOT, the regional planning agencies, and the regional transit districts have agreed to a process of “pooling” funds into a general statewide capital program. This allows a more effective program for purchasing and replacing buses. Because the average life of a bus is 12 years, and it is more costly to purchase only a few buses at a time, most urban areas purchase infrequently, but in larger quantities. The statewide pooling of funds makes it easier to accommodate these irregular replacement schedules.

\$30 million annually, countrywide, has been set aside for passenger ferry grants, allocated through a competitive process.

The Federal Transit Administration will pay 80 percent of the cost of a capital project funded with Section 5307 funds, 50% of operating costs and 80% for ADA non-fixed-route paratransit services. MAP21 allows the use of some funding provided by other governmental agencies (including federal funds) to be used as a portion of the local match. Certain expenditures by vanpool operators may also be used as the local match.

FTA Section 5316 Jobs Access & Reverse Commute (50/50)

This program provides funds for transportation services designed to transport welfare recipients and low-income persons to and from jobs and activities related to their employment. The Federal Transit Administration will pay 50 percent of the cost of a project funded with Section 5316 funds. This program was repealed under MAP21, but these transportation services are eligible to be funded under FTA Sections 5307 and 5311.

FTA Section 5309 Capital Funding Program (80/20) – Fixed Guideway Capital Investment Grants (“New Starts”)

The FTA Section 5309 program provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors. MAP21 added an additional category of eligible projects: “core capacity projects”, which expand capacity by at least 10% on existing fixed-guideway systems. These funds are all awarded on a discretionary basis. Proposed new rail and busway services must compete against proposals from other areas of the country.

Fixed-guideway modernization and bus and bus facility projects are no longer eligible for funding under this program, but are eligible under the new programs: Section 5337 and Section 5339.

The FTA will pay up to 80% of the total project costs for projects funded through Section 5309. State and local governments are required to fund at least 20% of project costs although they are permitted and expected to provide a larger local share.

FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities Program (80/20 Capital & 50/50 Operating)

The FTA Section 5310 program provides capital and operating assistance for programs to serve the special needs of transit-dependent populations beyond traditional public transportation services and Americans with Disabilities Act (ADA) complementary paratransit services. MAP21 combined this program with the Section 5317 New Freedom Program, and made operating assistance an eligible expense. The Federal Transit Administration will pay 80 percent of the cost of a capital project and 50% of the cost of operating expenses, funded through this program.

There are four categories of project types that can be funded under Section 5310; categories A, B, C & D. These categories are similar to the eligible project types under the former Section 5317 Program known as the New Freedom Program. The four project categories are as follows:

- 5310 A: Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.
- 5310 B: Public transportation projects that exceed the requirements of the ADA.
- 5310 C: Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit.
- 5310 D: Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.

FTA Section 5317 New Freedom (50/50)

This program provides funds for transportation services designed to assist individuals with disabilities. Eligible activities include new public transportation services and public transportation alternatives beyond those required by the ADA. The Federal Transit Administration will pay 50 percent of the cost of a project funded with Section 5317 funds. This program was repealed under MAP21, but these transportation services are eligible to be funded under FTA Section 5310.

Transit – State Operating Subsidy (0/100)

The Federal Transit Administration no longer funds most operating costs for transit services in large urban areas operating more than 100 buses in fixed route service during peak hours. However, operating subsidies are still required for almost all public transit services in urban areas – including Hartford – and in the Capitol Region are provided 100% by the State. These subsidies are listed in the section titled Transit – State Operating.

HIGHWAY PROGRAMS

Federal Highway Administration (FHWA) administers several roadway and road-related funding programs.

National Highway Performance Program (NHPP) (80/20)

The National Highway Performance Program funds can be used for improvements on roadways designated as part of the National Highway System (NHS). These include all the Interstate routes as well as other freeways and specially designated "principal arterials". Qualified major roadways in the Capitol Region include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Route 5 & 15, Route 5, Route 44, and portions of Routes 3, 6, 10, and 20.

NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

The funding ratio for the NHPP program is 80 percent federal funds to be matched by 20 percent State funds.

Surface Transportation Programs (STP)

The Surface Transportation Program funds are intended to benefit minor arterial and collector roads rather than the more critical principal arterials funded by the Interstate and NHPP programs. However, to be eligible a roadway must still be classified by the Federal Highway Administration as a collector or arterial. Purely local roads such as subdivision streets are not eligible. The various subcategories are defined below.

STP-Urban Program (80/20/0)

The STP-Urban program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban are flexible. Funds can be used for a wide range of projects including roadway widening, roadway reconstruction and transit projects; however, they must be allocated to urban areas according to a formula that is based on population of the area.

Previously, CRCOG rather than the Connecticut Department of Transportation (CTDOT) had primary responsibility for determining how to spend STP-Urban funds in the Capitol Region (Hartford urban area). CTDOT recently helped initiate State LOTCIP funding providing a State funding source for municipal projects with eligibility requirements mirroring those of STP-Urban projects. Because of this new program, CTDOT envisions the STP-Urban funding being used solely for regionally significant projects located on state roadways, with programming selection being a joint effort between CTDOT and CRCOG.

The funding ratio for the STP-Urban program is 80 percent federal funds, requiring a 20% non-federal match. Historically, the non-federal match for projects on state roadways has been solely state-funded (80% federal, 20% State, 0% local), and for projects on municipal roadways has been split between the state and the municipality (80% federal, 10% State, 10% local). Historically, funding caps on projects' federal allocations have been determined by CRCOG's Transportation Committee with overages covered by state or local dollars.

STP-Anywhere Program (80/20)

As the name implies, STP-Anywhere funds can be used anywhere in the State. Since STP-Anywhere funds are not allocated to specific urban areas or regions, the Connecticut Department of Transportation usually determines where the funds will be spent and which projects

will be funded. The funds can be used for any type of transportation project. Historically, this program is the largest of all the STP funding categories.

The funding ratio for the STP-Anywhere program is 80 percent federal funds to be matched by 20 percent State funds.

STP-Rural (80/20/0)

STP-Rural funds can be used in the rural areas of the State, excluding roads classified as rural minor collector or rural local. The funding ratio for the STP-Rural projects is 80 percent federal and 20% State.

Transportation Alternatives Program (Various)

A new funding program, established by MAP21 for FFY2013 and 2014, the Transportation Alternatives Program replaces funding from pre-MAP21 programs including Transportation Enhancements, Recreational Trails, Safe Routes to School and several other discretionary programs. (*Several projects funded under these programs are included in this TIP since they were initiated under earlier federal authorizations. See descriptions immediately below.*)

Eligible projects for TAP funding include trail facilities, infrastructure projects that provide safe routes for non-drivers, the construction of turnouts, overlooks and viewing areas; community improvement activities; environmental mitigation activities; construction of boulevards largely in the ROW of former interstate routes; and workforce development activities. For urbanized areas of more than 200,000 in population, funds are suballocated to the MPO and projects are awarded on a competitive basis.

The funding ratio for most projects under this program is 80 percent federal funds to be matched by 20 percent State or local funds. In some cases, other federal funds may be used to increase the federal share to 95%.

STP-Enhancement Program (80/0/20) (SAFETEA LU Carry-over)

The Transportation Enhancement Program offers a potential source of funds for making areas more attractive. The program is a federal program administered by the State of Connecticut Department of Transportation. Upon the federal government making funding available, the Department solicits such projects from the regional planning agencies, which set the priorities among their member towns. CTDOT sets aside 50% of the TE funds for these RPO projects. The remaining 50% will be selected by CTDOT for projects of Regional and Statewide significance. Streetscape-type projects that address the beautification of streets in the area are eligible for funding under the Transportation Enhancement Program. Projects that would improve the neighborhood by improving street lighting, improving the safety of sidewalks and improving and creating intermodal links would fall under the two following eligible activities. 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.

Safe Routes to Schools (100/0) (SAFETEA LU Carry-over)

This program (in MAP-21 this program falls under the Transportation Alternatives Program umbrella) funds projects that enable and encourage primary and secondary school children to walk and bicycle to school. Both infrastructure-related and behavioral projects are geared toward providing a safe, appealing environment for walking and biking that will improve the quality of our children's lives

and support national health objectives by reducing traffic, fuel consumption, and air pollution in the vicinity of schools. The federal share is 100%.

Recreational Trails (RT) (80/20) (SAFETEA LU Carry-over)

This program (in MAP-21 is funded under the Transportation Alternative Program) and provides funding to the Department of Energy and Environmental Protection (DEEP) to develop and maintain recreational trails for motorized and non-motorized recreational trail users. The DEEP 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.

Bridge Rehabilitation & Replacement – Off System (80/20)

The Bridge Rehabilitation & Replacement – Off System program provides funds to replace or rehabilitate bridges that are not on the Federal-Aid road system. The Connecticut DOT 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. (“On system” bridges are eligible for replacement or rehabilitation under other funding programs, including the National Highway Performance Program and the STP programs, described above). 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 local funds.

Congestion Mitigation and Air Quality Program (Various)

Congestion Mitigation and Air Quality is a program created specifically to address 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 1990 federal Clean Air Act Amendments. Examples of eligible activities include: transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. The funds are distributed to states based on the number of people living in air quality non-attainment areas and the severity of the state's air pollution problem. A one-half percent minimum apportionment is guaranteed to each state.

The funding ratio for the CMAQ program is 80 percent federal funds to be matched by 20 percent State or local funds. Projects on the Interstate System may qualify for 90 percent federal funding. At the discretion of the State, some projects may qualify for 100 percent federal funding.

Section 125 – Congressional Earmarks (100/0)

These programs are dedicated to those projects that are established by federal congressional designation. The funding ratio is 100 percent federal and the funds are available until expended.

High Priority Projects Program (80/0/20)

The High Priority Projects Program provides designated funding for specific projects and are carryover funds from the SAFETEA-LU legislation. The funds are available until expended. The funding ration is 80 percent federal and 20 percent local.

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

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads.

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, Local Capital Improvement Program (LOCIP), or other sources.

How to Read Project Listings

Funding Program	Name of the federal program that will be used to fund the project.
Project Number	State project number assigned to the project.
Route	Project location: name of the road or the State route number. (This does not apply to transit projects or region wide projects)
Town	Project location: name of the town or area (Some projects are multi-town or even statewide.)
Description	Brief description of the project.
“AC”	The initials “AC” appear in the project descriptions for some highway projects. AC stands for Advance Construction . “Advance Construction” is a phrase used to describe a financing procedure in which a project is ‘advertised’ for construction bids <u>late</u> in one fiscal year (noted as AC Entry), but the actual funding commitment occurs in the following fiscal year (noted as AC Conversion .) Thus, these projects are typically listed for both years, with “0” funding showing in the first year of advertisement, and the full funding showing in the second year or years of funding obligation. In some cases, a portion of the AC Conversion can occur in the year of the AC Entry, with additional funding occurring in the following year or years.
Phase	Indicates which phase of the project is being funded. PE = design/engineering PD = preliminary design FD = final design ROW = rights-of-way acquisition CON = construction All = all phases ACQ = acquisition of capital equipment SF = staffing function OTH = other (usually transit operating assistance) PL = planning studies and other pre-design activities
Total \$	Total cost of phase being funded. (Federal share + State share + local share)
Federal \$	Federal share of phase being funded (in thousands)
State \$	State share of phase being funded (in thousands)
Local \$	Local or town share of phase being funded (in thousands)

Funding Year

Year in which federal funds are scheduled to be committed or "obligated" to the project.

15 = federal fiscal year 2015 (Oct. 1, 2014 - Sept. 30, 2015)

16 = federal fiscal year 2016 (Oct. 1, 2015 - Sept. 30, 2016)

17 = federal fiscal year 2017 (Oct. 1, 2016 - Sept. 30, 2017)

18 = federal fiscal year 2018 (Oct. 1, 2017 - Sept. 30, 2018)

FYI = (expected to be initiated after Sept. 30, 2018) - *included in the TIP for information purposes only*

Comments

Any special comments about the project. For example, "NEW" means that this is the first time the project (any phase) has appeared in the TIP. As amendments are added to the TIP, you may also see "awaiting federal approval" listed in the Comments section. This indicates that CRCOG has approved the project but that the federal agencies are still reviewing the project(s).

Section A

List of Projects to Be Funded (by funding program)

Transit Funding Programs:

FTA Section 5307	<i>Capital</i>	A-1
FTA Section 5307	<i>Carry Over</i>	A-3
FTA Section 5307	<i>Flex Funds</i>	A-3
FTA Section 5309	<i>New Start</i>	A-3
FTA Section 5309	<i>New Start – Carryover</i>	A-3
FTA Section 5310	<i>Enhanced Mobility</i>	A-4
FTA Section 5316	<i>Jobs Access & Reverse Commute</i>	A-4
FTA Section 5317	<i>New Freedom</i>	A-5
Transit – State Operating		A-6

Highway Funding Programs:

Transportation Alternatives Program	A-8
Bridge Rehabilitation & Replacement	A-8
Congestion Mitigation & Air Quality (<i>highway & transit</i>)	A-9
Federal Railroad	A-9
High Priority Project	A-10
Interstate Maintenance Discretionary	A-10
National Highway Performance Program	A-11
National Highway Performance Program - Bridge	A-14
Safe Routes to Schools	A-18
Section 125 Congressional Earmark	A-19
STP-Anywhere	A-20
STP-Anywhere - Bridge	A-21
STP-Enhancement	A-22
STP-Urban	A-23

Section B

Air Quality Conformity Analysis

for the FFY 2015-2018 TIP
& the 2015 Regional Transportation Plan

Approved: April 22, 2015

Air Quality Conformity Analysis

for the FFY 2015-2018 TIP & the 2015 Regional Transportation Plan
SUMMARY

Each regional planning agency (including CRCOG) is required to demonstrate that their Regional Transportation Plan and Transportation Improvement Program (TIP) do not violate the federal Clean Air Act. This demonstration requires tests for several types of pollutants, for several different analysis years, and for several different analysis areas or districts as explained below. For reasons also described below, the State performs a statewide analysis, with all Plans and TIP projects in the state analyzed together.

Types of Pollutants. The air quality analysis includes calculations of vehicle emissions of two types of pollutants:

1. Hydrocarbons (HC or VOC-Volatile Organic Compounds)
2. Nitrogen Oxides (NO_x)

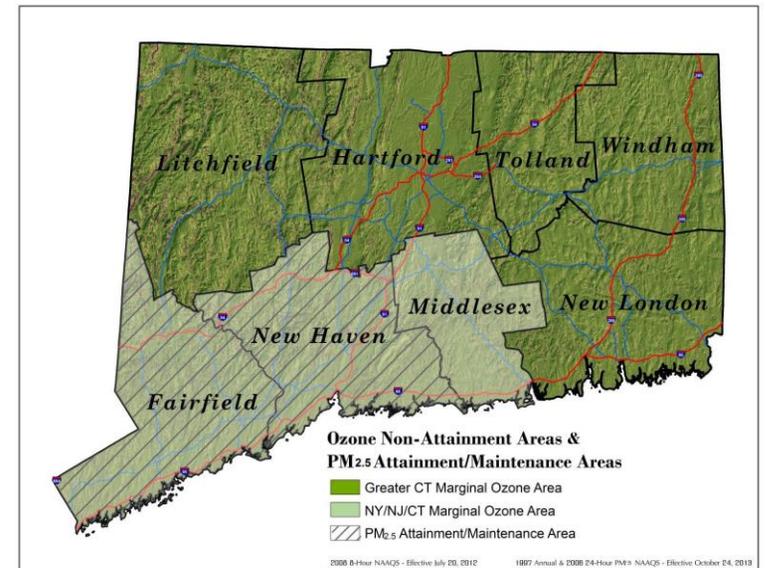
Emissions Test. Under conformity rules provided by the U.S. Environmental Protection Agency, a test is applied to determine if the TIP and the Transportation Plan violate the Clean Air Act. In December 2010, the EPA informed the CT Department of Environmental Protection that the 2009 Motor Vehicle Emissions Budgets (MVEB) were adequate determiners of future transportation conformity. Therefore, the future year emissions are compared to the 2009 MVEB to determine compliancy.

Test: VOC and NO_x emissions from transportation sources must be less than the 2009 motor vehicle emissions budgets

2009 emissions budget:	VOC	26.30 tons/day
	NO _x	49.20 tons/day

Air Quality Analysis Districts. The federal air quality districts for ozone are shown in the figure to the right. For ozone analysis purposes, CRCOG is part of the Greater Connecticut district. The Greater Connecticut district includes other planning regions in addition to the Capitol Region. It uses county boundaries and includes the following counties: Hartford, Tolland, Litchfield, Windham, and New London.

Since the air quality districts overlap many regional planning districts, the emissions analysis must be coordinated to include the TIPs and transportation plans of several regions. The Connecticut Department of Transportation performs this coordination role. Each region submits its draft TIP and long range plan to the DOT. The DOT in turn combines the TIPs and the transportation plans for all appropriate regions to analyze the emissions impacts on each air quality district.



Findings & Conclusions

The data provided by the Connecticut Department of Transportation indicate that the Capitol Region's long range plan and TIP, when combined with all other regional plans and TIPs in the relevant air quality district, pass the test required under current conformity rules. The Region is in conformity with the federal Clean Air Act and the Connecticut SIP. Provided below is a summary of the results. Actual emissions estimates and comparisons are provided in Table 1.

Test: VOC and NOX emissions from transportation sources must be less than the 2009 transportation emissions budgets.
 Future emissions of VOC and NOx are below the 2009 emissions budget.

Quantitative Analysis by Connecticut DOT. The quantitative analysis required for this demonstration was performed by ConnDOT in cooperation with the regional planning agencies. This cooperative effort is required because the federal air quality districts overlap Connecticut's regional planning districts as explained above. The results are presented in the table below.

Greater CT Ozone "Moderate" Nonattainment Area

(emissions in tons per day)

Year	RESULTS		BUDGET		DIFFERENCE	
	VOC	NOx	VOC	NOx	VOC	NOx
2015	21.41	36.79	26.30	49.20	-4.89	-12.41
2025	14.54	19.82	26.30	49.20	-11.76	-29.38
2035	12.70	18.00	26.30	49.20	-13.60	-31.20
2040	13.05	18.44	26.30	49.20	-13.25	-30.76

VOC: Hydrocarbons or Volatile Organic Compounds

NOX: Nitrogen Oxides

Section C

Capitol Region Bridge Projects

The following list of bridge projects in the Capitol Region is for information purposes only. The TIP gives approval to the entire Statewide Bridge Program (see Section A, beginning on page A-14 and again on A-21), and not for individual projects. Individual projects are moved forward at ConnDOT's discretion.

Town	Bridge Number	Route	Location	Const Project Number	Advertise Date	Award Date	Constr Start	Const Cost Including Incidentals
Andover	04581	TR	Hop River	0001-0105	12/24/14	3/20/15	4/19/15	\$1,375,000
Avon	05850	TR	Roaring Brook	0004-0131	8/12/15	10/7/15	11/4/15	\$719,875
Avon	04470	TR	Old Farms Road over Farmington River	0004-0116	8/27/14	11/19/14	1/14/15	\$11,500,000
Bloomfield	011001	TR	Mountain Avenue over Tumbledown Brook	9011-0001	8/31/14	10/31/14	11/31/14	\$644,330
Canton	05222	TR	Farmington River	0023-0127	12/2/15	2/26/16	TBD	\$6,288,000
East Granby	00883	20	SSR 401	0171-0373	9/30/15	12/25/15	TBD	\$1,500,000
East Hartford	00374	2	Hockanum River	0042-0317	5/25/16	8/19/16	9/18/16	\$42,000,000
East Hartford	02364	2	Darlin Street	0042-0303	scoping	TBD	TBD	scoping
East Hartford	02374	500	I-84-833 & I-84-831 Ramp	0042-0304	12/17/14	3/13/15	4/14/15	\$5,500,000
East Hartford	02375	500	I-84 EB And I-84 TR 833	0042-0305	12/17/14	3/13/15	4/14/15	\$3,500,000
East Hartford	02376	I-84	I-84 TR 831	0042-0316	12/17/14	3/13/15	4/14/15	\$3,275,000
East Hartford	05556	TR	Interstate-84	0171-0360	12/24/14	3/20/15	4/21/15	\$1,995,000
East Hartford	05685	384	Interstate-84 Eastbound	0171-0360	12/24/14	3/20/15	4/21/15	\$1,995,000

Town	Bridge Number	Route	Location	Const Project Number	Advertise Date	Award Date	Constr Start	Const Cost Including Incidentals
East Hartford	05843	518	I-84 And Exit 58 Ramps	0171-0360	12/24/14	3/20/15	4/21/15	\$1,995,000
East Hartford	02368A	2	I-84EB, I-84TR 831 & 833	0042-0310	12/17/14	3/13/15	5/6/15	\$11,000,000
Enfield	03361	US 5	Route 190	0048-0196	1/14/15	4/10/15	TBD 2015	\$4,200,000
Enfield	04506	TR	South River Street over Freshwater Brook	0048-LBP1	12/1/15	2/25/16	4/1/16	\$896,811
Enfield	048012	TR	Orlando Road over Beemans Brook	9048-0012	1/30/15	3/27/15	4/1/15	\$229,718
Farmington	03498	531	I-84 & S.R. 508	0051-0259	9/30/16	12/25/16	TBD	\$117,850,000
Glastonbury	04514	TR	Fisher Hill Road over Roaring Brook	0053-H01?	11/30/14	2/24/15	3/1/15	\$2,208,200
Glastonbury	05608	TR	Eastern Boulevard over Salmon Brook	0053-H02?	11/30/14	2/24/15	3/1/15	\$2,086,200
Hartford	00480	I-91	SR 530 (Airport Road)	0159-0191	12/16/15	3/11/16	TBD	\$44,400,000
Hartford	00481	530	Route 15	0063-0704	2/17/16	5/13/16	TBD	scoping
Hartford	00813	I-91	US Route 5 And Route 15	0159-0191	12/16/15	3/11/16	TBD	\$44,400,000
Hartford	01466	I-91	Interstate-91 TR 827	0159-0191	12/16/15	3/11/16	TBD	\$44,400,000
Hartford	01765	I-84	AMTRAK & Local Roads	0171-0360	12/24/14	3/20/15	TBD 2015	\$1,995,000
Hartford	01765	I-84	AMTRAK & Local Roads	0063-0700	8/17/16	11/11/16	TBD	\$6,000,000
Hartford	01766	I-84	AMTRAK & Local Roads	0063-0701	8/17/16	11/11/16	TBD	\$5,000,000
Hartford	03367	I-84	New Park Avenue, AMTRAK, SR504	0063-0705	9/7/16	12/2/16	TBD	\$4,500,000

Town	Bridge Number	Route	Location	Const Project Number	Advertise Date	Award Date	Constr Start	Const Cost Including Incidentals
Hartford	05865	TR	Interstate-91	0171-0360	12/24/14	3/20/15	TBD 2015	\$1,995,000
Hartford	06049	US 44	I-91 NB,I-91 Col,SW RDWY	0171-0360	12/24/14	3/20/15	TBD 2015	\$1,995,000
Hartford	06116	I-91	Connecticut Southern RR	0171-0360	12/24/14	3/20/15	TBD 2015	\$1,995,000
Hartford	06117	I-91	MDC Sewer Pipe	0171-0360	12/24/14	3/20/15	TBD 2015	\$1,995,000
Hartford	063006	TR	New Park Avenue over Kane Brook	9063-0006	1/2/15	3/31/15	4/1/15	\$807,936
Hartford	01428D	I-91 TR 840	I-91 NB, US 44EB, RR, CT River	0063-0653	12/31/14	3/27/15	TBD 2015	\$2,000,000
Hartford	01469A	I-91	Park River & CSO RR	0063-0692	9/23/15	12/18/15	TBD 2015	\$4,000,000
Hartford	01469C	598	I-91 SB Ramp	0063-0692	9/23/15	12/18/15	TBD 2015	\$4,000,000
Hartford	01686B	I-84	US Rt 44 EB & Columbus Blvd	0063-0654	12/30/15	3/25/16	4/25/16	\$4,400,000
Hartford	03160A	I-84	AMTRAK;Local Rds;Parking	0063-0699	12/16/15	3/11/16	TBD	\$30,000,000
Hartford	03160B	I-84	AMTRAK;Local Rds;Parking	0063-0699	12/16/15	3/11/16	TBD	\$30,000,000
Hartford	03160C	I-84	AETNA Parking Lot	0063-0699	12/16/15	3/11/16	TBD	\$30,000,000
Hartford	03160D	I-84	AMTRAK & Parking Lot	0063-0699	12/16/15	3/11/16	TBD	\$30,000,000
Hartford	03399D	I-84	Parking Lot	0063-0695	11/5/14	1/30/15	TBD 2015	\$9,100,000
Hartford	03400D	I-84	Parking Lot	0063-0694	11/5/14	1/30/15	TBD 2015	\$2,510,000
Hartford	03402A	503	AMTRAK & Capitol Avenue	0063-0695	11/5/14	1/30/15	TBD 2015	\$9,100,000
Hebron	066006	TR	Marjorie Circle over Jeremy Brook	9066-0006	1/4/16	2/15/16	5/1/16	\$666,250

Town	Bridge Number	Route	Location	Const Project Number	Advertise Date	Award Date	Constr Start	Const Cost Including Incidentals
Manchester	04147	TR	Hop Brook	9076-4147	9/15/14	10/30/14	4/1/15	\$1,707,750
Marlborough	05650	TR	Fawn Brook	0078-TBD1	2/4/16	4/30/16	4/1/16	\$1,137,500
Marlborough	06689	2	unnamed brook	0172-0394	1/14/15	4/10/15	5/8/15	\$2,500,000
Marlborough	06690	66	Lyman's Brook	0078-0090	12/23/15	3/18/16	4/15/16	\$500,000
Newington	04326	175	AMTRAK Railroad	0093-0200	8/24/16	11/18/16	TBD	\$4,200,000
Rocky Hill	02102	99	Hog Brook	0118-0166	12/16/15	3/11/16	4/11/16	\$1,500,000
Rocky Hill	03161	3	I-91 Dividend Brook	0171-0360	12/24/14	3/20/15	4/20/15	\$1,995,000
Suffield	04819	TR	Stony Brook	0139-H00?	1/15/15	3/12/15	3/30/15	\$3,048,800
Vernon	05588	74	Hockanum River	0146-0196	6/24/15	9/18/15	TBD	\$2,000,000
West Hartford	01748	I-84	Interstate-84	0155-0169	11/18/15	2/12/16	TBD	\$8,800,000
Wethersfield	00807	15	Route 15 & US Route 5	0159-0189	12/31/14	3/27/15	4/27/15	\$1,400,000
Wethersfield	01459	I-91	Great Meadow Road	0159-0191	12/16/15	3/11/16	4/11/16	\$44,400,000
Wethersfield	01460	I-91	Wethersfield Cove	0159-0191	12/16/15	3/11/16	4/11/16	\$44,400,000
Windsor	00886	75	Route 20	0171-0373	TBD	TBD	TBD	\$2,000,000
Windsor	06091	20	Interstate-91	0171-0373	TBD	TBD	TBD	\$2,000,000
Windsor Locks	01599	401	SSR 401	0171-0373	TBD	TBD	TBD	\$2,000,000

Section D

Capitol Region Safety Projects

The following list of safety projects in the Capitol Region is for information purposes only. The TIP gives approval to the entire Statewide Safety Program, and not for individual projects. Individual projects are moved forward at ConnDOT's discretion.

Project No.	Town	Route	Description	PE Cost	ROW Cost	Const or Implementation Cost	Obligation Year
0012-0095	Bolton	SR 533	Curve realignment in vicinity of Box Mountain Road	185,000		1,500,000	2015
0042-0315	East Hartford	CT44	Safety improvement; Rt 5 to Mary Street			3,300,000	2015
0063-0678	Hartford	Sigourney St	Roundabout at Park, Russ & Sigourney Sts.			2,093,142	2015
0063-0696	Hartford	Maple Ave	Intersection improvement at Maple/Retreat/ & Main/Maple/Jefferson/Wyllys			641,300	2015
0170-3167	Statewide		NHTSA Fatality Accident Reporting System			280,000	2015 & 2016
0170-3254	Districts 1 & 2	Various	Replace Signs with Flashers	195,000		725,000	2015
0170-3260	Statewide	Various	Rumble strips - expressway/centerlines			350,000	2015
0170-3291	Statewide	Various	Speed enforcement on high risk rural roads			1,023,653	2015
0170-3306	Districts 1 & 2		Replace stop signs			1,037,000	2016
0170-3307	Districts 3 & 4		Replace stop signs			755,000	2016
0170-3310	Statewide	I-91	Installation of reference location signs on the entire length of I-91			275,000	2015

Project No.	Town	Route	Description	PE Cost	ROW Cost	Const or Implementation Cost	Obligation Year
0170-3312	Districts 3 & 4	Various	Replace Signs with Flashers			750,000	2015
0175-3315	Districts 3 & 4	Various	Install railroad signs and pavement markings	10,000		360,000	2015
0171-0372	District 1	Various	Accessible pedestrian signals	70,250	100,000	2,500,000	2015 & 2016
0171-0378	District 1	Various	SLOSS Traffic signals		100,000	1,150,000	2015 & 2016
0171-0381	District 1	Various	Accessible pedestrian signals	10,000		814,000	2015
0171-0382	District 1	Various	Accessible pedestrian signals	10,000		2,500,000	2015
0171-0386	District 1	Various	Install railroad signs and pavement markings	10,000		400,000	2015
0171-0396	District 1	Various	Install railroad signs and pavement markings	300,000		1,292,000	2016 & 2017
0172-0424	District 2	Various	SLOSS Traffic signals		100,000	1,150,000	2015 & 2016
0172-0431	District 2		Install railroad signs and pavement markings	10,000		400,000	2015
0172-0438	District 2	Various	Replace pedestrian signs	344,000		1,474,000	2016 & 2017
0174-0360	District 4	Various	SLOSS Traffic signals			400,000	2015
0174-0377	District 4	Various	SLOSS Traffic signals	100,000		550,000	2015 & 2016
0174-0382	District 4	Various	Wrong- way signing			1,400,000	2015
0174-0394	District 4	Various	Replace pedestrian signs	212,000		908,000	2015 & 2016

Section *E*

List of Projects to Be Funded

(by Town, District, or Statewide)