

TRANSPORTATION IMPROVEMENT PROGRAM

FFY 2018-2021

CRCOG CAPITOL REGION
COUNCIL OF GOVERNMENTS
Working together for a better region.



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ADOPTED: JULY 24, 2017

Prepared in cooperation with the U .S. Department of Transportation (including its participating agencies) and the Connecticut Department of Transportation. The opinions, findings and conclusions expressed in this publication are those of the Capitol Region Council or Governments and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the U .S. Department of Transportation.

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Transportation Improvement Program

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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) Policy Board is the designated MPO for thirty-eight municipalities in the Capitol Region. As such, the Chief Elected Officials of those municipalities, 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 July 24, 2017. Please see a summary of opportunities that were offered for comment on these projects beginning on page 6.

What towns and organizations 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
Berlin	Granby	Southington
Bloomfield	Transit - GHTD District	Suffield
Bolton	Hartford	Stafford
Canton	Hebron	Tolland
Columbia	Manchester	Vernon
Coventry	Mansfield	West Hartford
Transit - CTDOT	Marlborough	Wethersfield
East Granby	New Britain	Willington
East Hartford	Newington	Windsor
East Windsor	Plainville	Windsor Locks
Ellington	Rocky Hill	
Enfield	Simsbury	

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
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CONTACT: Erik Snowden, Senior GIS Coordinator

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, citizens of the Region were provided an opportunity to comment on the draft TIP for a minimum of 30 days, beginning June 8, 2017 and also at a public information meeting June 26, 2017, at the Transportation Committee / Policy Board meeting on June 26, 2017 and at the Transportation Committee / Policy Board meeting on July 24, 2017; 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.

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 July 24, 2017.

Lisa Heavner, Secretary
Capitol Region Council of Governments

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, July 24, 2017 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 Moderate 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 May 2017); and

WHEREAS, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emissions 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 2018-2021 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Agency (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 May 2017 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 July 24, 2017.

Lisa Heavner, Secretary
Capitol Region Council of Governments

Date

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 April 22, 2015.
- Unified Planning Work Program (UPWP) was adopted on May 24, 2017.
- Transportation Improvement Program (TIP) was adopted on July 24, 2017.

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 July 24, 2017.

Lisa Heavner, Secretary
Capitol Region Council of Governments

Date

Public Participation Process for the TIP & Individual Projects

CRCOG's public involvement policy requires public review of individual projects before they are 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-Block Grant 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.

"Program Level" Public Involvement Process (for the TIP)

CRCOG has a Public Participation Plan that guides the public involvement process for MPO transportation planning activities, including the adoption of the TIP and any major amendments to the TIP. Based on the requirements and best practices outlined in the Public Participation Plan, CRCOG will conduct the following public outreach activities:

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.

- CRCOG will provide at least a 30-day public comment period prior to the adoption of a TIP or major TIP amendment.
- CRCOG will make the draft TIP available on its website, and hardcopies will be made available upon request.
- CRCOG will hold a public meeting during the 30-day comment period.
- CRCOG will place notice of the opportunity to comment in a legal ad in the Hartford Courant as well as other local, minority, or alternative language newspapers as appropriate. The legal notice will include a statement, in English, Spanish, and Polish, that translation and interpretation services may be requested in advance of the public meeting.
- CRCOG will send the legal notice to all town clerk's offices in the region.
- CRCOG will provide contact information to be used for submitting comments.
- CRCOG will accept oral and written comments at the public meeting.
- CRCOG will also accept written comments that are submitted by mail, e-mail, fax, or website comment form.
- CRCOG will provide a summary of responses to significant public comments received during the public comment period.

Key Public Involvement Events for the TIP

Newspaper advertisements:	The Hartford Courant, June 15, 2017 Identidad Latina (Spanish), June 15, 2017 The Inquiring News (minority-focused newspaper) June 14, 2017 The Hartford News (English & Spanish), June 15, 2017 The White Eagle (Polish), June 9, 2017
Notice sent to town clerks:	June 15, 2017
Notice & TIP posted on www.crcog.org :	June 8, 2017
Information brochure on the TIP & opportunities to comment, in English and Spanish, posted on the CRCOG website:	June 9, 2017
News release emailed to media outlets:	June 15, 2017
Public information meeting: <i>for public comment</i>	June 26, 2017; 11:30 a.m. – 12:00 noon; Materials Innovation and Recycling Authority, Hartford
Transportation Committee / Policy Board Meeting <i>(opportunity for public comment)</i>	June 26, 2017 and July 24, 2017; 12:00 noon; Materials Innovation and Recycling Authority (previously called the CRRA Recycling Center), Hartford
Written comments accepted until:	July 21, 2017

Key Comments (as of July 14, 2017):

Date Comment Received	Comment/Change/Question	Action/Response
6/20/2017	Question regarding the availability of spreadsheet format tables for the STIP, as well as about methodology for creating the TIP/STIP.	Provided a link to the spreadsheets and noted where in the TIP the methodology is discussed.
6/21/2017	Question about whether or not funds were included to provide fixed route bus service in Southington	Responded that funds are not included but that CRCOG is working on a study of the transit system in that area. If funding for a project is appropriate at a later date, the TIP can be amended.
6/22/2017	Question regarding the process used to select and prioritize projects for various federal funding sources.	Responded with information on how projects are solicited and selected for CMAQ, STBGP, and Transportation Alternatives Set-Aside. For CMAQ, CTDOT holds a competitive selection process for a portion of the statewide CMAQ allocation every three years or so. MPOs solicit then ranks projects for the statewide competition. For Transportation Alternatives Set-Aside, the region holds a competitive selection process then submits the top ranked projects to the state. For STBGP, the region works with CTDOT to prioritize projects. CRCOG ran a competitive solicitation process for the former STP Urban program, but when the Local Transportation Capital Improvement Program was introduced, CRCOG transitioned to soliciting for LOTCIP using similar criteria.
6/26/2017	Typo in dollar amounts for projects: 0171-0433, 0172-0471, and 0174-418	Coordinated with DOT to get correct figures and issued corrected draft TIP
6/28/2017	Question regarding which bike/ped trail projects are included in the TIP.	Responded with a list of projects, including: Hockanum River Trail phase 3 (East Hartford); Streetscape improvements in Coltsville (Hartford); Ped safety improvements in Mansfield; Ped safety in South Windsor; FCHT design/construction in Southington. Noted that the TIP can be amended as new projects are ready to be funded.
6/29/2017	Request from CTDOT to add project 0055-0142 to the draft TIP. Preliminary design phase was in the 2015-2018 TIP.	Added Final Design, Right of Way, and Construction phases.

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 2018, 2019, 2020, 2021 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 CROG’s TIP for FFY 2018, 2019, 2020, and 2021 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 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. Financial summary tables can be found in Section G.

² FYI projects are those which will occur after FFY2021 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

There are three sources of funds within the TIP: Federal Transportation Appropriations (including Federal Transit Administration and Federal Highway Administration funds), State monies (primarily in the form of bond authorizations) and Local funds.

FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Fixing America's Surface Transportation Act (FAST Act). 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, and availability are provided below:

FEDERAL TRANSIT ADMINISTRATION PROGRAMS

FTA Section 5307 Urbanized Area Formula Grant Program

The FTA Section 5307 funds make federal resources available to urbanized areas (consisting of a population of 50,000 or more) for transit capital and operating assistance. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.

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.

CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit. 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. The federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

The FTA Section 5310 Program provides funding for capital and operating expenses to remove barriers to transportation services and expand transportation mobility for older adults and persons with disabilities. Funds are apportioned based on each state's share of the population for these two groups. Eligible recipients of this program include private nonprofit organizations, state or local government authorities, and operators of public transportation. There are three subsets of this program: Traditional Section 5310 Capital, Nontraditional Section 5310 Capital, and Section 5310 Operating. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance.

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 with populations of less than 50,000. The funds are used to reimburse rural transits districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio, and for transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.

FTA Section 5311 Rural Transportation Assistance Program

The FTA Section 5311 Rural Transportation Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operations in non-urbanized areas. There is no federal requirement for a local match.

FTA Section 5312 Public Transportation Innovation Program

This program provides funding to develop innovative products and services assisting transit agencies in better meeting the needs of their customers. Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation are eligible activities. Eligible recipients are determined for each competition and may include state DOTs, public transportation systems, non-profit and for-profit entities, universities, among others. Funds may be allocated on a discretionary basis.

FTA Section 5337 State of Good Repair Program

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. These funds are also eligible for developing and implementing Transit Asset Management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can be offered balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. The Federal share provides 80 percent funding.

FTA Section 5339 Bus and Bus Facilities Formula Grants

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. A subprogram, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Transit – State Operating Subsidy

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.

FEDERAL HIGHWAY ADMINISTRATION PROGRAMS

Congestion Mitigation and Air Quality Program (CMAQ)

The CMAQ program provides flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). 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.

All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM2.5), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 designated area.

CTDOT has set aside \$10 million of CMAQ funds for the solicitation of project proposals from the Planning Regions. This amount will be reviewed annually on the basis of funds provided and projects programmed.

Ferry Boat Program (FBP)

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The FAST Act modified the funding formula, now giving more weight to the number of passengers carried by ferry systems.

Highway Safety Improvement Program (HSIP)

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. The federal share is generally 90%.

National Highway Performance Program (NHPP)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. 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 FAST Act allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway if Interstate System and NHS Bridge Condition provision requirements are satisfied. Under the FAST Act, states are also encouraged to bundle multiple bridge projects using NHPP funds as one project under one project agreement and it places requirements on how that bundling is to be conducted.

The FAST Act also introduced new eligibility categories including the installation of vehicle-to-infrastructure communication equipment.

The NHS within the Capitol Region includes all the Interstate routes as well as freeways and specially designated “principal Arterials” including: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Route 5 & 15, Route 5, Route 44, and portions of the region’s more major arterial routes such as Routes 3, 6, 10, and 20.

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

National Highway Freight Program (NFRP)

The NFRP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each State may use up to 10 percent of its NFRP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Starting in FY 2018, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NFRP funds.

Repurposed Earmark Program (REP)

The Consolidated Appropriations Act of 2016 allowed States to repurpose certain funds originally earmarked for specific projects more than 10 years ago; more specifically, any earmark that was designated on or before September 30, 2005, and was less than 10 percent obligated or final vouchered and closed. These earmark funds could be repurposed to a new or existing STP eligible project in the State within 50 miles of the original earmark designation. Funds under the REP must be obligated before the close of FFY 2019.

Surface Transportation Program / Surface Transportation Block Grant Program (STP)

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program’s name with how FHWA has historically administered it. The STP funds are intended to benefit minor arterial and collector roadways rather than the more critical principal arterials funding by the NPPP and other programs. The Surface Transportation Block Grant Program under the FAST Act continues all prior STP eligibilities and adds a few new ones.

STP Urban

It is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula that is based on the area’s relative share of the State’s population. Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 within CRCOG include STP-Hartford (STPH), STP-Springfield (STPS), and STP-Other (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. Historically CRCOG was responsible for determining how to

spend STP-Urban funds in the Capitol Region. Since the establishment of the Local Transportation Capital Improvement Program (LOTICIP), CRCOG has worked collaboratively with CTDOT in programming STP-Urban funds within the region, focusing on regionally significant projects.

STP Anywhere (STPA)

As the name implies, STP-Anywhere funds can be used anywhere in the State, regardless of rural or urban designation. 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.

STP Rural (STPR)

These funds can be used for improvements to eligible roads in the rural areas of the State, which are those areas with population of 5,000 or less

TIGER Discretionary

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants is a Supplementary Discretionary Grant for a National Transportation System. This was initiated as a part of Title XII of the American Recovery and Reinvestment Act of 2009, the “Recovery Act”. These grants are to be awarded on a competitive basis for capital investments in surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region. The objectives of this program include preserving and creating jobs and promoting economic recovery, investing in transportation infrastructure that will provide long- term economic benefits, and assisting those most affected by the current economic downturn.

Transportation Alternatives Program (TAP)

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TAP is suballocated based on population. The following are the subcategories of the TAP within CRCOG:

- TAP – Anywhere/Flex (TAP-Flex)
- TAP – Hartford (TAPH)
- TAP – Springfield (TAPS)
- TAP – Other Urban (TAPO)
- TAP – Rural (TAPR)

TAP – Recreational Trails (TAPRT)

All TAP projects are required to be funded through a competitive process.

National Highway Traffic Safety (NHTS) / Section 154 Penalty Funds (Sect 154)

The State of Connecticut is currently assessed a 2.5% annual penalty from its NHPP and STP programs where funds are transferred to the State's 402 Safety Program because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. The Department programs these funds towards Impaired Driving and Hazard Elimination Programs. These Programs are intended to change behaviors, save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, and roadway safety improvements.

Carry-over Funds From Prior Transportation Legislation

This section gives a brief explanation on funds from other transportation legislation (e.g. SAFETEA-LU) that are still available (Carry-over) under the FAST Act and the eligible uses of each category:

National Highway System (NHS)

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.

Interstate Maintenance (IM)

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, an 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.

Recreational Trails (RT)

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program umbrella) 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.

Safe Routes to School (SRSI)

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program umbrella) is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funds are to be administered by CTDOT to provide financial assistance to State, local, and regional agencies, including non-profit organizations that demonstrate the ability to meet the requirements of the program. The federal share is 100%.

Section 112, 115, 117, 120, 125, 330 & 378

This program is dedicated for those projects that are established by congressional designation and the funds are available until expended.

Transportation Enhancement (TE)

The Transportation Enhancement Program (discontinued and replaced with the TAP under MAP-21 and the FAST Act) offered a potential source of funds for making areas more attractive. The program was administered by the State of Connecticut Department of Transportation. Upon the federal government making funding available, the Department solicited projects from the regional planning agencies, which set the priorities among their member towns. CTDOT set aside 50% of the TE funds for these RPO projects. The remaining 50% were selected by CTDOT for projects of Regional and Statewide significance. Streetscape-type projects that address the beautification of streets in the area were eligible for funding under the Transportation Enhancement Program.

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. CTDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State Highway system.

Highway Bridge Replacement and Rehabilitation Program, Bridge Program: OFF System

The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid road system, therefore bridges on local roads or rural minor collectors. CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. 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. Therefore, the majority of the funded projects are municipal bridges.

Value Pricing Pilot Program (VPPP)

Congress has mandated this program as an experimental program to learn the potential of different value pricing approaches for reducing congestion. The grant program supports efforts by State and local governments or other public authorities to establish, monitor and evaluate value pricing projects, and to report on their effects. A pricing project under this program may include tolls on Interstate highways. Federal funds can be used to support pre-implementation costs, including costs of public participation and pre-project planning for up to 3 years, and to support project implementation costs for up to 3 years.

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.

High Priority Projects (HPP)

This was a program under TEA-21 and continued under SAFETEA-LU, MAP-21 and carried over to the FAST-Act. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

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, in thousands)
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.

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

19 = federal fiscal year 2016 (Oct. 1, 2018 - Sept. 30, 2019)

20 = federal fiscal year 2017 (Oct. 1, 2019 - Sept. 30, 2020)

21 = federal fiscal year 2018 (Oct. 1, 2020 - Sept. 30, 2021)

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).