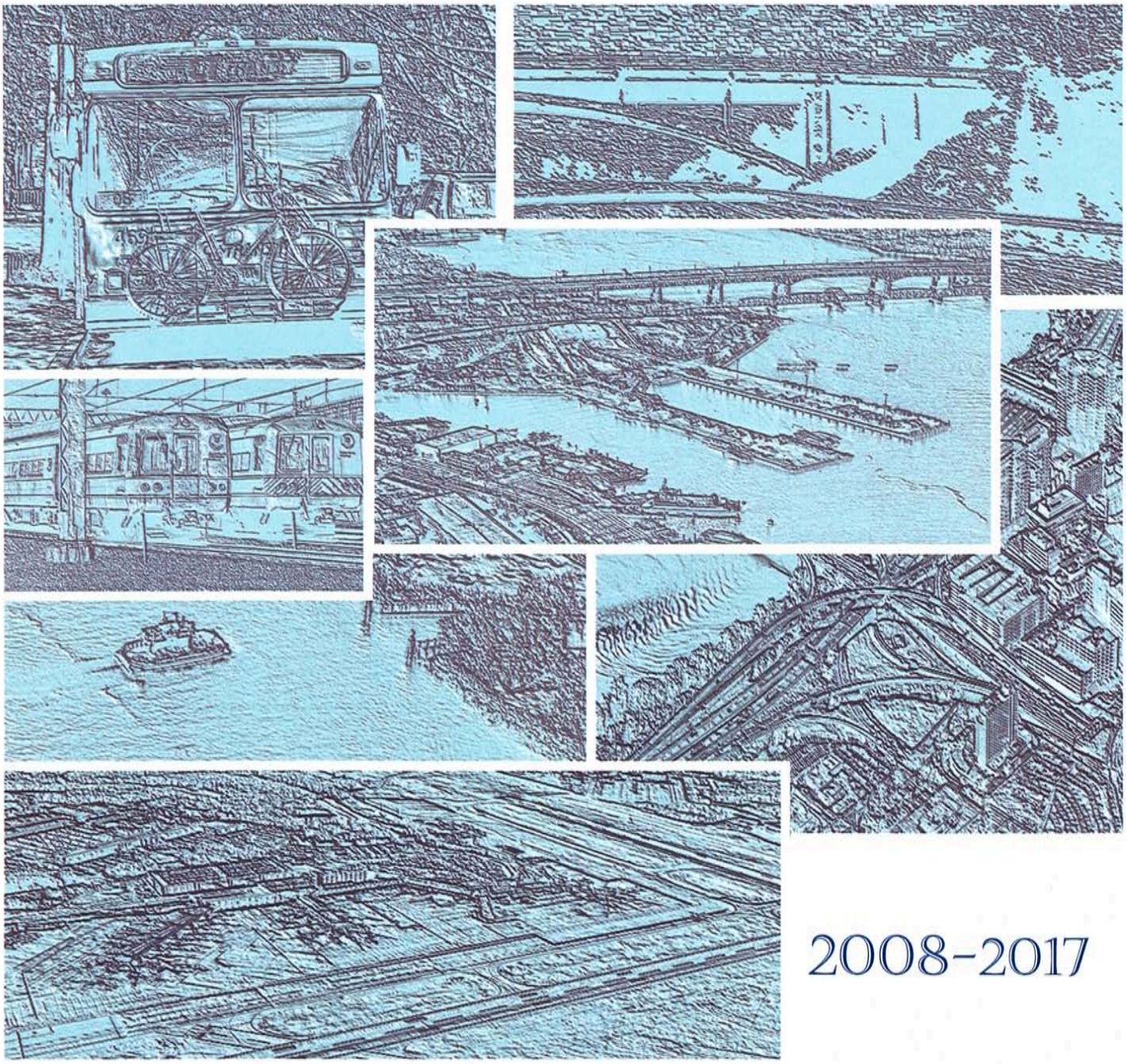
2007 MASTER TRANSPORTATION PLAN



2008-2017

State of Connecticut
Department of Transportation

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

Office of the
Commissioner

An Equal Opportunity Employer

January 31, 2007

The Honorable M. Jodi Rell
Governor of Connecticut
Governor's Office
State Capitol
Hartford, Connecticut 06106

Dear Governor Rell:

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

The *2007 Master Transportation Plan* (Plan) states the Department's mission, principles and values; identifies the Department's action to fulfill its mission; discusses major issues and challenges facing the State of Connecticut; presents the Department's plans for maintaining, improving and expanding state transportation services and facilities and explains the federal and state funding programs and sources of revenue for Connecticut's transportation services and projects. The Plan includes a detailed project appendix that lists the programs and projects that the Department expects to implement or fund during the ten-year period, 2008-2017.

Sincerely,

R. J. Carpenter

Ralph J. Carpenter
COMMISSIONER

Enclosure

2008—2017
STATE OF CONNECTICUT
DEPARTMENT OF TRANSPORTATION

2007 MASTER TRANSPORTATION PLAN

Prepared by:
OFFICE OF POLICY
CONNECTICUT DEPARTMENT OF TRANSPORTATION
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In cooperation with the
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

January 2007

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INTRODUCTION

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

The *2007 Master Transportation Plan* consists of a narrative section and an appendix containing the "Project Summary." The narrative section contains a statement of ConnDOT's mission, principles and values; an overview of the Connecticut Transportation Strategy Board (TSB) and relevant legislation; a discussion of the Department's actions and initiatives to fulfill its mission; a discussion of the major transportation-related issues and concerns; plans for transportation services and facilities that ConnDOT owns, operates and/or funds; and a discussion of federal and state transportation financing. Comprehensive lists of projects that ConnDOT is expected to pursue during the next ten years (FFY2008–FFY2017), including the funds assigned or required to complete various stages of project development, are presented in the "Project Summary."

ConnDOT is guided by its mission statement, principles and values; the *Long-Range Transportation Plan for the State of Connecticut 2004-2030* (2004 LRP); the long-term transportation strategy developed for the state by the TSB; and the *Conservation and Development Policies Plan for Connecticut.*

Of the transportation-related issues and concerns that must be addressed now and in the future, the need for and availability of state and federal funds for transportation services and facilities in Connecticut remains most critical. Obtaining sufficient financial resources to effectively manage and maintain the transportation system in a state of good repair continues to be a challenge. Additional sources of revenue must be identified and provided at both the federal and state levels to fulfill the Department's mission, and to successfully implement the transportation strategy set forth by the TSB and the projects set forth in this MTP.

MISSION STATEMENT, PRINCIPLES & VALUES

MISSION STATEMENT

It is the mission of the Connecticut Department of Transportation (ConnDOT or "the Department") to provide a safe, efficient and cost-effective transportation system that meets the mobility needs of its users. Achieving this mission will be a great challenge. The public and the business sector will continue to demand improved mobility, and that demand must be met in a context of scarce financial, human, social and environmental resources. In addition, it is recognized that ConnDOT is part of a broader society and must be sensitive to the competing goals and values that make up Connecticut's quality of life. ConnDOT also recognizes its role in Connecticut's economy–as a creator of jobs statewide and as a building block of Connecticut's ability to compete internationally. Our actions are therefore critical to Connecticut's economic vitality.

PRINCIPLES

In order to achieve this mission, the Department will continue to strive toward realization of the following principles:

Safety: To maintain the transportation system to ensure continued high levels of safety and mobility.

Efficiency: To maximize the utilization and efficient operation of existing transportation assets.

Productivity: To operate the Department with maximum efficiency, so as to create additional resources for investment in the transportation infrastructure.

Determination: To focus our human and financial resources on priorities established through an ongoing, analytical planning process that continually asks the question, "What should ConnDOT do next to fulfill the Mission?"

Mobility: To invest in projects that ensure safety, maintain the existing transportation infrastructure, increase the productivity of the transportation system, promote economic development, and provide necessary capacity enhancements.

Upgrade: To strive to identify, analyze, and continually improve the way we do our work so that we may deliver better products and services, and improve our work environment.

Environmental: To seek to protect and enhance the natural environment as we develop transportation improvements.

Funds: To effectively use all available federal and state funds.

Advisory: To engage stakeholders in a consultative process from the earliest stages of project development.

VALUES

The following values will guide the Department in everything it does:

Customer Commitment to understanding and satisfying the needs of our customers through a total quality effort.

Excellence: Continuously reexamining our assumptions and always looking for a better way.

Integrity: Maximizing the effectiveness of the public resources entrusted to us.

People: Respect for the diversity, talents, and ideas of all ConnDOT team members.

Teamwork: Listening to each other, working with each other and relying on each other.

CONNECTICUT TRANSPORTATION STRATEGY BOARD (TSB)

In 2003, the TSB submitted its Action Plan, *Transportation: A Strategic Investment,* to the Governor and to the Connecticut General Assembly, and Public Act 03-4 of the June (2003) Special Session, *An Act Concerning the Recommendations of the Transportation Strategy Board,* was passed and signed into law. This act:

- Approved the principles set forth in the initial transportation strategy for Connecticut as submitted to the legislature by the TSB;
- Requires completion of certain transportation projects and initiatives recommended by the TSB in its initial strategy;
- Authorizes more than $264 million in funding over a ten-year period for use in funding the projects and programs recommended by the TSB and identified in the act as transportation strategy-related projects; and
- Increased driver's license, certain vehicle registration, and several other fees and dedicates the revenue derived from these increases, along with the revenue derived from certain fee increases and revenue transfers made by Public Act 03-1 June 30 Special Session, for paying the costs of the strategy-related transportation projects recommended by the TSB and designated for completion by the act.

It also set several oversight, monitoring and performance requirements for the strategy and stipulated projects. Additionally, the bill approved the principles set forth in "Section I" of the January 2003 transportation strategy. These strategic principles represent the foundation on which the TSB's strategy is built. They are as follows:

- *Overall Objective:* Strengthen and expand the state's transportation system over the next 20 years to enhance Connecticut's prospects for sustainable economic growth and a premier quality of life in a manner consistent with environmental standards; use evaluation techniques and metrics to support major capital investments and operating in the system; and ensure the proper integration of land use planning with transportation planning and investment decisions to support the intelligent management of the state's projected growth in population densities, commercial development, automobile usage, and freight shipments.
- *Economic Strategy:* Ensure that the state's Transportation Investment Areas (TIAs) remain vibrant and competitive economic engines and attractive gateways to the state by leveraging existing transportation and other infrastructure assets, especially in urban centers, and by focusing appropriate resources on the mitigation and management of road congestion throughout the state with a focus in the near term on the Coastal Corridor.
- *Movement of People Strategy:* Facilitate the movement of people into, out of, within and through the state by expanding the quality and quantity of options to single-occupancy automobile trips (such as air, bicycle, bus, ferry, flex-time, rail, ridesharing, telecommuting); encouraging employer participation in demand management programs; enhancing the customer's transit experience; improving transit travel times through better integration of all transportation options; increasing capacity of roads through continued focus on information, safety, and incident management tools; and expanding targeted portions of certain roads.
- *Movement of Goods Strategy:* Facilitate the movement of goods into, out of, within and through the state by expanding and coordinating the State's air, rail, road and water infrastructure; improving the flow and safety of commercial truck traffic; and providing a broader range of competitive options to commercial trucks.
- *Special Funding Strategy:* Implement a comprehensive and dedicated ten-year financing plan for the period from SFY2003-2004 through SFY2012-2013 to raise money exclusively to fund the recommended capital investments needed to implement the strategies.
- *Ongoing Funding Strategy:* Ensure that the state's budget provides adequate and reliable financial support for its annual transportation capital and operating needs, including the amounts needed: (1) for its public transit system to respond in a timely and satisfactory way to evolving public need; and, (2) for greater flexibility in the transportation budget regarding the amount required to service outstanding debt.

The stated purpose of the act is to implement and fund certain transportation-related projects and strategies in order to: (1) improve personal mobility and freight movement in and through Connecticut; (2) integrate transportation with economic, land use, environmental, and quality of life issues; (3) develop policies and procedures that will integrate the state's economy with regional, national, and global economies; and, (4) identify policies and sources that provide adequate and reliable funding necessary for a quality intermodal transportation system. The provisions of this act and Public Act 01-5 are set forth in Sections 13b-57d through 13b57r of the Connecticut General Statutes.

During the 2006 Legislative Session, the Connecticut General Assembly passed Public Act 06-136, *An Act Concerning a Roadmap for Connecticut's Economic Future.* This act requires the TSB, no later than January 1, 2007, and every two years thereafter, to review, and if necessary, revise the state transportation strategy. The TSB must submit a report to the governor and General Assembly describing any revisions and the reasons for them. The TSB must now include a prioritized list of projects that they, in consultation with ConnDOT, determine are necessary to implement the recommended strategy, as well as the estimated capital and operating costs and time frames to more accurately reflect actual implementation and long-term planning as currently practiced by ConnDOT and the regional councils of governments. The act also requires the TSB to take into account the need to reduce congestion by encouraging greenway initiatives, safe-routes-to-school programs and rideshare programs when developing or revising their strategy. The act places the TSB in OPM for administrative purposes.

Public Act 06-136 requires the OPM secretary to (1) consult with the transportation, economic and community development, and environmental protection commissioners to ensure the coordination of state and regional transportation planning with other state planning efforts, including economic development and housing plans; (2) coordinate interagency policy and initiatives concerning transportation; (3) evaluate transportation initiatives and proposed expenditures in consultation with the transportation commissioner; and (4) coordinate staff and consultant services for the TSB. The OPM secretary, after consulting with the ConnDOT commissioner and the TSB, must submit an annual report to the governor and General Assembly on the implementation status of projects funded under this act or PA 05-4 of the June special session. The report must include the financial status of each project, project schedules and anticipated completion dates, an explanation of any obstacles to completing the projects, and any planned revisions to them. The first annual report is to be submitted by OPM by December 1, 2007. The Transportation, Planning and Development, and Finance, Revenue and Bonding committees must meet during December each year with the ConnDOT and Department of Economic and Community Development (DECD) commissioners, the OPM secretary, and any others they deem appropriate to consider the project implementation status report. The OPM secretary must report to the Planning and Development Committee by January 1, 2008, regarding the development of a pilot regional "build-out" analysis and make recommendations with respect to the potential cost, schedule, methodology, and plans for doing a state-wide build-out analysis.

The ten-year program of projects and programs presented in this MTP is consistent with and supports the strategic principles of the TSB that were adopted by the Connecticut General Assembly.

I. FULFILLING CONNDOT'S MISSION: INITIATIVES & ACTIONS

This chapter identifies and discusses the State of Connecticut's transportation initiatives and the Connecticut Department of Transportation's (ConnDOT's) actions to fulfill the Department's mission "to provide a safe, efficient and cost effective transportation system that meets the mobility needs of its users."

A. BACKGROUND

Transportation systems are the backbone of our national, regional, state and local economies. The emergence of an integrated global economy in the 1990s, as a result of the formation of new trading blocs, new global trading relationships and unprecedented advances in technology, has resulted in enormous changes in the economic structure, geography and patterns of connections. As stated in *Connecticut Strategic Economic Framework: A Report of the Connecticut Regional Institute for the 21st Century,* "there is now a single continuous pattern of economic activity involving all political units and economic entities." This situation, coupled with the current land use patterns and practices and demographic changes, has resulted in increasing demands on the highway, rail, air and water transportation systems in the United States.

During the past two years, the significant increases in the cost of gasoline have resulted in even greater use of public transportation systems. In Connecticut, the increasing demands on the highway and commuter rail systems have resulted in traffic congestion on our highways, overcrowding on our commuter rail systems, and growing public demand to expand, integrate and improve the quality and efficiency of these systems. On the national and international levels, concern about the impacts of climate change has been growing as a result of strong scientific evidence that human activities worldwide, primarily the burning of fossil fuels and tropical deforestation, have increased the rate of global warming of the earth during the past two decades. Global warming is projected to have significant environmental and economic impacts on the Northeast. Because transportation is a major consumer of energy and a major contributor of carbon dioxide emissions, which cause climate change, issues related to climate change and a changing energy environment must be addressed when developing transportation strategies and plans to meet the state's current and future mobility needs.

In the past, it has been difficult to expand the transportation systems in Connecticut because of the high costs of expanding transportation facilities and services, the lack of sufficient federal and state funds for expanding the facilities and services, federal transportation program funding limitations and priorities, and/or the social or environmental impacts of proposed expansions. Federal laws and regulations dictate the amounts of transportation money that Connecticut receives and the kinds of facilities and services that the federal transportation money can be used to pay for. Federal laws and good common sense also require that states give priority to maintaining their existing transportation systems. ConnDOT's primary responsibilities are to continue to adequately maintain and maximize the efficiency and safety of the existing transportation system. Given future funding constraints at both the federal and state levels; economic, demographic and technology trends; and the need to conserve energy, improve air quality and reduce greenhouse gas emissions, it is becoming increasingly necessary to address the mobility needs of individuals and businesses in Connecticut through greater coordination of land use planning and transportation planning. Within the past two years, due to the greater public awareness and concern about increasing fuel costs and global warming, public interest in and support for greater coordination of land use planning and transportation planning has been growing. The Department has assumed a growing role in fostering transit-oriented development and partnerships with public and private entities beginning with rail properties in Georgetown, Norwalk, and West Haven/Orange. These projects, by connecting businesses and communities with transit in an efficient, integrated initiative, represent significant advantages to the state with respect to economic development. The Department will be engaging in more collaboration among state, regional

and local government agencies, boards and commissions within the State of Connecticut and with appropriate governmental bodies in the adjacent states of New York, Massachusetts and Rhode Island to fulfill its stated mission. Given the possible consequences of fragmented planning, coordination is no longer an option; it is now a necessity if the State of Connecticut is to maintain and improve the quality of life that residents, businesses and visitors to this state currently enjoy.

B. ACTIONS AND INITIATIVES

The State of Connecticut and the Connecticut Department of Transportation will meet the challenge to provide a safe, efficient and cost effective transportation system that meets the mobility needs of its users by maintaining and cost-effectively operating the state's existing highways, bus and rail, airport, maritime and intermodal freight systems and undertaking selected improvements and expansions of these systems. The extent to which the state transportation system can be expanded and maintained is determined by level of continued and consistent funding.

To maximize the use of the existing transportation system and to minimize travel delays, ConnDOT also will continue to use transportation demand management tools and to encourage commuters to use rideshare and transit options, since increases in the efficiency of operations on the transportation system cannot be expected to completely eliminate congestion. Ridesharing and transportation demand management tools, such as telecommuting, compressed work weeks, and flextime contribute to managing congestion, conserving energy and improving air quality. They also have substantial user benefits and are often the easiest, least expensive way to reduce congestion. The Department will continue to offer a range of options, from carpooling and vanpooling to transit and telecommuting, to provide travelers with alternatives to driving single-occupant vehicles.

In the past, the lack of sufficient funding has hampered ConnDOT's ability to fully address the transportation needs and concerns of individuals and businesses in Connecticut. During the past two years, however, the State of Connecticut has made a significant financial commitment to addressing these transportation needs and concerns. In 2005 and 2006, Governor Rell and the Connecticut General Assembly adopted major state-funded transportation initiatives. This legislation, which authorizes a total of $3.6 billion (including $1 billion in anticipated future federal aid) for transportation projects and initiatives, provides for the largest capital investment in Connecticut's transportation system in two decades. This investment will enable ConnDOT to expand and improve intrastate commuter rail service, and improve bus transportation in the state by:

- Purchasing new electric rail cars to replace the aging fleet of rail cars;
- Purchasing new locomotives to support rail and yard service along the New Haven Line (NHL), Shore Line East (SLE) and New Haven-Hartford-Springfield (NH-HFD-SPR) rail lines;
- Developing the necessary rail infrastructure to include rehabilitation and replacement of rail bridges, concrete rail ties, and replacement of overhead catenary wires;
- Rehabilitating rail coaches for use on the NHL, SLE, and NH-HTF-SPR rail lines;
- Making improvements on the Danbury, Waterbury and New Canaan branches of the NHL;
- Providing additional parking at rail stations in Milford and Stratford;
- Constructing new rail stations and parking in West Haven and Orange;
- Implementing commuter rail service and connecting bus service on the NH-HFD-SPR rail line; and
- Purchasing new transit buses.

In future years, a continuing and consistent level of funding will be needed to maintain these investments in state's public transportation system.

In the near term, the Department took action to minimize delays on rail lines and to address rail car maintenance issues by investing $33 million to construct a rail maintenance facility in the New Haven Rail Yard. This Running Repair Shop is part of an overall construction program to rebuild and refurbish the New Haven Rail Yard Complex. This facility, which was opened in December 2006, was designed and constructed in less than

two years and built to address the immediate maintenance issues with the current M-2 rail fleet. In the future, the rail yard will have a component changeout shop, a service and inspection shop, a wheel true facility, and other shops equipped to maintain the fleet with state of the art equipment and technology to support the new M-8 fleet. The Running Repair Shop will be available to be used to maintain both the old and new fleet.

To improve and expand transit services and facilities in Connecticut, ConnDOT completed several transit studies in 2005 and 2006 and has initiated or planned to undertake others. In 2005 ConnDOT completed the *West Haven/Orange Proposed Rail Station Study,* the *Connecticut Rail Station Governance Study* and Phase I of the *New Haven Rail Line Danbury Branch Re-electrification Study.* The *West Haven/Orange Proposed Rail Station Study* was undertaken to environmentally assess rail station sites in West Haven and Orange in order to determine the location of a new New Haven Line Station between New Haven and Milford. The Department is in the process of preparing an Environmental Assessment for a New Rail Station at the City of West Haven or the Town of Orange Connecticut. The *Connecticut Rail Governance Study* was conducted to evaluate the Connecticut New Haven Line stations and parking facilities to determine if a change should or could be made in how they are governed to improve serviceability, financial effectiveness and service quality. Phase I of the *New Haven Rail Line Danbury Branch Re-electrification Study* evaluated a range of infrastructure and service improvements to determine their potential to significantly enhance the attraction of the Danbury Branch as an alternative to driving in the Route 7 corridor or commuting on the New York Lines. Phase II of this study is scheduled to be initiated in 2007. ConnDOT has also been participating in the Northeast Rail Operations Study. This study is being undertaken by the I-95 Corridor Coalition to identify physical and institutional constraints, and propose methods for alleviating or mitigating the constraints on the ability of railroads to provide rail freight and passenger service along the lines. Phase I of this initiative (identification of constraints) is expected to be completed by mid 2007. The following additional transit studies will be underway: preparation of an Environmental Assessment (EA) for the New Haven–Hartford–Springfield Commuter Rail Service and preparation of an EIS for the New Haven Line Danbury Branch Alternatives Analysis. In 2007, ConnDOT will also initiate the Eastern Connecticut mobility study/New London to Worcester Commuter Rail Implementation Plan. The purpose of this study, which is required by Public Act 06-136, is to evaluate the transportation and mobility needs of residents and businesses in eastern Connecticut and to assess and develop a plan for implementing commuter rail service between New London, Connecticut and Worcester, Massachusetts. Public Act 06-136 also requires ConnDOT to study the feasibility of building a fuel cell power station to generate power for the New Haven Line by January 1, 2008, and to prepare and submit to the Connecticut General Assembly by January 1, 2007, a report identifying obstacles to improved rail service on SLE, including, but not limited to, increased service frequency, reverse commute service, and weekend service. A more detailed discussion of these studies is presented in Chapter III, "The Plan."

One of the Department's long-term goals is to reduce congestion by providing three through lanes on all interstate highways. The additional funding will enable the Department to begin to take steps to achieve this goal. The Department is in the process of undertaking short-term projects to improve I-95 between Greenwich and North Stonington, including the construction of speed change lanes to facilitate vehicle movement. For the longer-term improvements, the Department has initiated environmental studies to add a lane to I-95 between Old Saybrook and New London, to improve I-84 by adding a lane from Waterbury to Danbury, and to improve the I-84/Route 8 interchange in the Waterbury area. Other expressway needs that will be addressed include the following:

- Extension of Route 11, with Greenway
- Rehabilitation of the I-84 Viaduct
- Add Capacity Route 2A Mohegan-Pequot Bridge
- Replacement of I-95 Stratford Bridge #00135 – Moses Wheeler Bridge
- Replacement of West River Bridge – New Haven
- Replacement of Stevenson Dam Bridge over Housatonic River
- Improvements to highways in the Greater Hartford area. The Department plans to implement priority capacity improvements on state highways in consultation with the State's Regional Planning Agencies.

In addition to these initiatives, ConnDOT will continue its efforts to maximize the use of the existing system by minimizing travel delays and maximizing the use of available resources. ConnDOT and the Federal Highway Administration (FHWA) will continue efforts to minimize travel delays on highways by striving to reduce the frequency of roadway resurfacing. The Department is using a performance-based pavement design process and is participating in efforts to improve the pavement-related construction practices. A primary objective of ConnDOT's Pavement Management Unit is to develop, through pavement-condition monitoring and pavement deterioration modeling, the capability to study impacts of alternative pavement-investment strategies on overall system condition over a multi-year horizon. This approach enables the Department to optimize its resources for preserving the State's pavement assets. In addition, the Department will continue to apply various technologies, such as Intelligent Transportation Systems (ITS), Connecticut's Commercial Vehicle Information Systems and Networks (CVISN) and computer-synchronized traffic signal systems to increase the efficiency of the existing highway system. The development and application of new technology and improved construction practices, in conjunction with continued advancement and expansion of ITS, are critical components of ConnDOT's plan to enable the highway and transit systems to meet future transportation needs and mobility requirements.

Additionally, the Statewide Incident Management Task Force (SIMTF) provides an ongoing forum to promote the implementation of incident management programs, projects and policies, with particular emphasis on the recommendations in the *Incident Management White Paper* adopted in November 2003. The recommendations address the following four incident management topics that were identified by the Transportation Strategy Board:

- Standards for highway incident response times;
- Diversion plans for serious accidents that close limited-access highways;
- Primary authority among responders to manage highway incident scenes; and,
- Expanding the Connecticut Highway Assistance Motorist Patrol (CHAMP).

ConnDOT has completed and is undertaking additional projects to improve Bradley International Airport, the state's primary airport. At Bradley International Airport, a new passenger terminal and concourse were constructed to accommodate the increasing air travel demand and to improve control of aircraft operations. The new terminal and concourse were completed and opened to the public in the fall of 2002. Concourse C in the existing Terminal A was extended and renovations to the interior of Concourse C were completed in 2006. To meet federal Transportation Security Agency (TSA) mandates, the airport and airlines must develop an acceptable plan to incorporate 100 percent baggage screening into the airport security system. The new terminal and East Concourse will add 12 additional contact gates. The renovations to Terminal A are scheduled to be completed in the spring of 2008. Future plans for Bradley International Airport include the construction of a new terminal and concourse to replace the IAB, Terminal B and Concourse B, as well as the creation of a West Concourse that incorporates the new Federal Inspection Station (FIS) facility.

Studies and projects have also been completed, are underway or planned at the five other state-owned airports and the municipal airports in the state. In September 2006, ConnDOT completed a study to investigate airport and airport-related facilities needs in order to meet the current and projected future air transportation demands of the state. The findings of this study are presented in the *Connecticut Statewide Airport System Plan Update*. At Hartford-Brainard Airport and at Groton-New London Airport, the main airport ramps will be rehabilitated and lighted helipads will be constructed. For Groton-New London Airport, a project is underway to design and obtain the permits required for the construction of runway safety areas at the airport, and an update of the Master Plan will be initiated. For Waterbury-Oxford Airport a noise study is being undertaken, the airport's master plan is being updated, and a taxiway extension is being evaluated. At Danielson Airport, a new transient parking apron is being constructed, an Automated Weather Station (AWOS) weather monitoring system is being installed and the *Danielson Airport Master Plan and Airport Layout Plan* is being updated. At Windham Airport, the main ramp will be rehabilitated and Taxiway B will be extended. At the municipal airports, runway safety improvements are planned or being implemented at Tweed-New Haven Airport, Sikorsky Memorial Airport and Danbury Municipal Airport. At Meriden-Markham Municipal Airport, the airport's master plan is to be updated in 2007 and an aircraft apron is scheduled to be reconstructed in 2008.

The State has also expanded and improved its water transportation facilities. At the Admiral Harold E. Shear State Pier at the State Port Complex in New London, construction of the remaining portion of the finger pier was

completed in August 2003, giving the State a fully functional 1000-foot pier. A new 48,000-square foot warehouse facility to the north of the existing World Cargo Building now has direct rail access and is capable of storing rolled steel. In 2001, ConnDOT purchased 8.36 acres of land formerly owned by the Central Vermont Railroad (CVRR) at the State Port Complex in New London, including the pier adjacent to the State Pier. In January 2005, the State completed improvements to the CVRR Pier to accommodate commercial fishing operations.

In 2003, a $1.0 million capital improvement project was completed at the Chester-Hadlyme ferry crossing. This project upgraded and improved the equipment used to connect the ferry landing and the vessel and maintained the aesthetic appeal of the crossing. At the Rocky Hill-Glastonbury ferry, a $220,000 project to improve the vehicle loading areas and to dredge part of the Connecticut River ferry route has been initiated. However, dredging costs may escalate due to the cost of disposing of dredged material containing trace amounts of contaminants.

Intermodalism, a multimodal approach that promotes the efficient movement of people and freight on land, air and water, has become an important means of efficiently and cost-effectively meeting the mobility needs of individuals and businesses in Connecticut and in other states. This is primarily due to technological advances, changes in the production and shipping of goods, the need for businesses to reduce costs to be competitive in a global economy, deregulation of the transportation industries, and federal support. For example, containerization and the use of larger ships have improved the efficient movement of freight dramatically. The transfer of containerized goods from ship to rail or truck can be done much faster than had previously been possible. This improves just-in-time delivery, which reduces the need for large warehouses. The net result is reduced business and transportation costs. At the federal level, strong support for intermodalism is reflected in the provisions of the current federal transportation legislation, the *Safe, Accountable, Flexible, and Efficient Transportation Equity Act-A Legacy for Users* (SAFETEA-LU), which was signed on August 10, 2005. The cities of Bridgeport and Stamford, Connecticut each received $2.75 million from the FFY2006 Federal Ferryboat Discretionary Program that could be used to launch a high-speed ferry service between Bridgeport, Stamford and New York City. At the state level, to promote intermodal freight transportation, the Connecticut Transportation Strategy Board proposed and, in 2004 the Connecticut State Bond Commission approved, the authorization of $1.5 million to establish a Roll-On/Roll-Off Container Barge Service in Long Island Sound between the port facilities of New York and New Jersey and Bridgeport Harbor in the City of Bridgeport, Connecticut. The feeder barge service is expected to commence in 2007. In December 2005, the Connecticut Maritime Commission submitted a Maritime Policy Statement to the Governor and the legislature for their consideration. A key element of the policy statement is dredging. In 2006, the Connecticut General Assembly passed Public Act 06-136 which authorizes funding for the completion of a rail link to the Port of New Haven and directs ConnDOT to evaluate and plan the implementation of the following: evaluating rail links to other ports (i.e. Bridgeport and New London); and supporting and encouraging dredging of the state's commercial ports.

Homeland security is both a national and State priority. Since the terrorist attacks on September 11, 2001, ConnDOT has instituted a variety of changes to address emergency management procedures and preparedness and has developed Emergency Response Plans that outline ConnDOT's Homeland Security Advisory System. The plans were established in accordance with the five threat levels of risk established under the Federal Homeland Security Advisory System. These plans, which are based on the responsibilities of each of ConnDOT's bureaus, are continually updated and modified. To review and address any needs for increased coordination between ConnDOT's bureaus in order to respond to any natural and/or homeland security events, ConnDOT created a Homeland Security Task Force. This Task Force will review the current emergency response plans for each bureau and identify those areas of the plans that need to be updated to provide the necessary response and coordination between various units in ConnDOT. In addition, the Task Force will become involved in the planning process for future homeland security activities and exercises and will develop action plans regarding emergency response, protection of critical infrastructure elements, and other homeland security and emergency response issues. Additional information on ConnDOT's transportation-related security plans is provided in Chapter III, The Plan.

In summary, ConnDOT will lead the collaborative process, working effectively and cooperatively with the Transportation Strategy Board (TSB), members of the state legislature, other state agencies, the regional planning

organizations, the business community, and citizens to maintain and improve a balanced transportation system. As part of the effort to maintain and improve the existing transportation system, it is becoming increasingly important for the State, regional planning organizations and municipalities to be aware of and to use new technology, materials, procedures and processes, when feasible, and to better coordinate land use planning and transportation planning to meet the mobility and accessibility needs of individuals and businesses in Connecticut. ConnDOT intends to keep informed about issues related to transportation; to vigorously act to deter actions that are detrimental to the state; and to identify, support and pursue those that strengthen its ability to carry out its mission. ConnDOT and the TSB will continue to articulate, at the federal and state levels, the need for a stable dedicated source of revenue and a level of funding adequate to implement a program of improvements necessary to provide and to maintain the level of mobility required by the state's citizens and businesses. It is extremely important to the citizens of Connecticut that all components of the transportation system be addressed using a balanced approach so that Connecticut's transportation system enhances the general quality of life; supports economic development; increases productivity; facilitates and results in energy conservation and improvements in air quality, and moves people and goods in a safe, efficient manner.

II. MAJOR ISSUES & CONCERNS

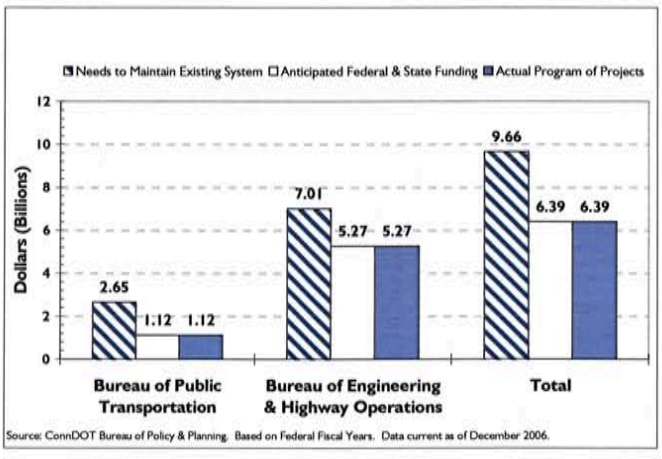
This chapter identifies some of the major mobility, accessibility, environmental, and transportation planning issues and challenges facing the state and briefly discusses ConnDOT's actions to address them.

A. MOBILITY

1. AVAILABILITY OF FUNDING FOR TRANSPORTATION SERVICES & FACILITIES

The availability of federal and state funding for transportation services and facilities in Connecticut is a critical issue and concern that must be addressed. Obtaining sufficient financial resources to effectively manage and maintain the transportation system in a state of good repair, not to mention providing funding for capacity enhancements, continues to be a challenge. A November 2002 capital needs analysis conducted for the TSB revealed a significant shortfall in funds required to maintain and enhance Connecticut's transportation system during the ten-year period, 2004-2013. The combined capital transportation needs for transit (rail and bus systems) and highway operations (highways and bridges) were estimated at $9.66 billion over the next ten years. Expected capital revenues (federal and state) for transit and highways for this same period were estimated to be approximately $6.39 billion. This represents a $3.27 billion shortfall in the funds required to maintain the transportation system in a state of good repair. These figures do not include inflation, which will reduce the real purchasing power of available resources; nor do these figures include the capital needs of the State's maritime facilities or systems. The financial needs to maintain the existing system for the federal fiscal years (FFY) 2004 through 2013 are presented graphically in Figure II-1. For public transportation, current capital funding levels are insufficient to maintain the existing system in a state of good repair, including replacing existing bus and rail fleets according to fleet replacement plans, and updating facilities. Although approximately $1.12 billion for capital projects has been programmed over the next ten years, there remains an additional estimated $1.53 billion capital shortfall required to address the infrastructure needs of existing services. The bulk of the shortfall is needed to upgrade facilities and replace rail cars and buses. This identified need does not include any expansion of services or growth (increase in capacity) of public transportation.

Figure II-1 Ten-Year Program (FFY2004–FFY2013)



For highway operations, capital revenues were estimated at $527 million per year or $5.27 billion over the next ten years. Over the ten-year period, $7.01 billion of highway and bridge needs are programmed to maintain the existing highway network in a state of good repair. These needs exceed anticipated funds by approximately $1.74 billion. The bulk of the shortfall is needed for highway and bridge reconstruction throughout the state. No significant capacity additions to the highways are included in these figures. Although the 2005 and 2006 State transportation initiatives and SAFETEA-LU provided some measure of additional funding, there is still a significant shortfall. As the infrastructure continues to age, the demand for financial resources will continue to increase. In the Bureau of Public Transportation's Capital Project Management Plan approximately $150,000,000 in State and federal funds are programmed annually to bring existing bus and rail facilities and equipment to a state of good repair. In 2005 the General Assembly authorized the New Haven Line Revitalization Program which provided $1 billion to effect the procurement of up to 342 new electric multiple unit rail cars and a new campus of rail equipment maintenance facilities in New Haven. In 2006 the General Assembly authorized an additional $2,300,000 billion for transit

improvements statewide. Dedicated funding for rail capital and operating costs should be set aside to support rail operations, equipment and infrastructure so that rail system does not become subject to deferred maintenance and consequent decline in quality of service that occurred in the past.

2. THE NEED TO MAINTAIN & IMPROVE CONNECTICUT'S HIGHWAY SYSTEM AS A VITAL COMPONENT OF THE INTERNATIONAL, NATIONAL & REGIONAL GOODS MOVEMENT SYSTEMS

A significant portion of commercial freight is moved on the highways. Trucks transport nearly 75 percent of the value, one half of the weight, and nearly 25 percent of the ton-miles of all freight shipments in the U.S. and its territories. The number of commercial trucks on America's highways grew by 76 percent between 1982 and 1992, while the number of truck vehicle-miles-traveled doubled. Data from the U.S. Department of Transportation show that trucks currently carry approximately 76 percent of the freight traffic in Connecticut. This share is projected to grow to 77.5 percent by the year 2020, even as rail traffic grows from a 10.3 percent share to 11 percent. Although all modes will experience a growth in volume, it is anticipated that trucking will provide the majority of service, regardless of state policies and programs. To be competitive in the global economy, U.S. producers must maximize the efficiency of production and distribution. For example, just-in-time delivery systems have greatly reduced overhead costs and "hub and spoke" distribution systems have increased efficiency. As manufacturers rely more extensively on improved logistics to increase economic efficiency, demands on highway capacity and reliability increase. The advent of new information-processing technologies and telecommunications that allow distant operations to be linked together has created an industrial system that is increasingly competitive and places a premium on speed and market responsiveness.

One of the major container ports in the world and one of the largest intermodal rail yards in the country are located in northeastern New Jersey, and two major airports are located in New York State, within 100 miles of central Connecticut. A major intermodal yard with connections to the west is located just over the state line in West Springfield, Massachusetts. Given the close proximity of these intermodal facilities to points in Connecticut, a high percentage of commercial freight shipments originating in or destined for Connecticut will continue to be moved within the state by truck. However, the use of alternative methods of goods transport (such as freight rail and barge service) should continue to be explored as possible ways of mitigating future congestion.

To assist Connecticut companies in competing effectively in global, national and regional markets, the State of Connecticut must maintain and improve its transportation system, particularly highway access to both in-state and out-of-state ports, airports and rail freight intermodal facilities, to enable the companies to ship and receive goods as quickly and as efficiently as possible. ConnDOT must also continue to coordinate with commercial vehicle operators and state regulatory agencies to identify and implement on state, regional and national levels, ways to facilitate the movement of goods by minimizing truckers' travel delays on existing highways. It must continue to implement projects such as the "weigh-in-motion" (WIM) and pre-clearance system installed on I-84 at the Union Weigh Station. This new system, which was cooperatively designed by ConnDOT and Department of Motor Vehicles personnel, checks the credentials and gross weight of commercial vehicles traveling at highway speeds. Vehicles that possess the required credentials and are of proper weight are allowed to bypass the weigh station, while noncompliant vehicles are required to stop for an examination. On a national level, Connecticut should continue to participate in and promote the Commercial Vehicle Information Systems and Networks (CVISN) program, a public/private effort to establish electronic linkages allowing exchange of motor carrier information between commercial vehicle operations (CVO) agencies, regional clearinghouses, and national databases. The CVISN program will enable inspectors to identify commercial vehicles that have passed a previous inspection and do not need to be inspected again. This will eliminate unnecessary side trips and paperwork for commercial truck drivers. ConnDOT also must continue to research, identify, evaluate and use materials, equipment, procedures and technology that minimize the amounts of time required to repair and maintain roadways.

3. DEMAND FOR PUBLIC TRANSPORTATION AS A RESULT OF WELFARE REFORM

The State of Connecticut has a well-developed program to assist low-income workers and those coming off welfare in getting to jobs and job-related activities. There are five regional programs where transportation providers, regional planning organizations, work force development boards, job developers, human-service agencies and the Connecticut Department of Labor, the Connecticut Department of Social Services (DSS) and ConnDOT gather to collaborate on service needs and funding. Across the state, each collaborative has developed a menu of services to efficiently and economically meet the job-related mobility needs of transit-dependent individuals in its region.

Funding for these services was historically provided by DSS and the Federal Transit Administration (FTA). As a result of the passage of SAFETEA-LU, the FTA funding for the Job Access and Reverse Commute program was allocated on a formula basis, resulting in a reduction by almost two-thirds of the amount of federal funding provided to the overall statewide program. As a result of the impending change in the method of allocating funding, ConnDOT requested a supplement to the state fiscal year 2007 budget to offset the anticipated loss of federal funding. The overall program funding was institutionalized and made a part of the State budget for the 2007 fiscal year. It is assumed that this will be a permanent funding stream to assure that the current level of job access-oriented services can be maintained over the long term.

4. MOBILITY & SAFETY NEEDS OF ELDERLY PERSONS AS DRIVERS, PASSENGERS & PEDESTRIANS

The upcoming change in demographics is significant. In 2000, 13.8 percent of Connecticut's population was age 65 and older. By 2020, 17 percent of the state's population will be 65 or older, and almost half of these older persons will be 75 or older. Figure II-2 presents, by age group, a comparison of the number of licensed motor vehicle operators to the state's population in 2000. As illustrated by the figure, a relatively large number of Connecticut's residents maintain operator licenses in their senior years. In 2000, 88 percent of Connecticut residents 65 to 74 years of age, 78 percent of residents 75 to 84 years of age, and 42 percent of residents 84 years of age or older were licensed to operate motor vehicles in Connecticut.

A considerable amount of research has been, and continues to be, conducted to provide more insight into the needs of older drivers and the types of measures that tend to facilitate their use of the streets and highways.

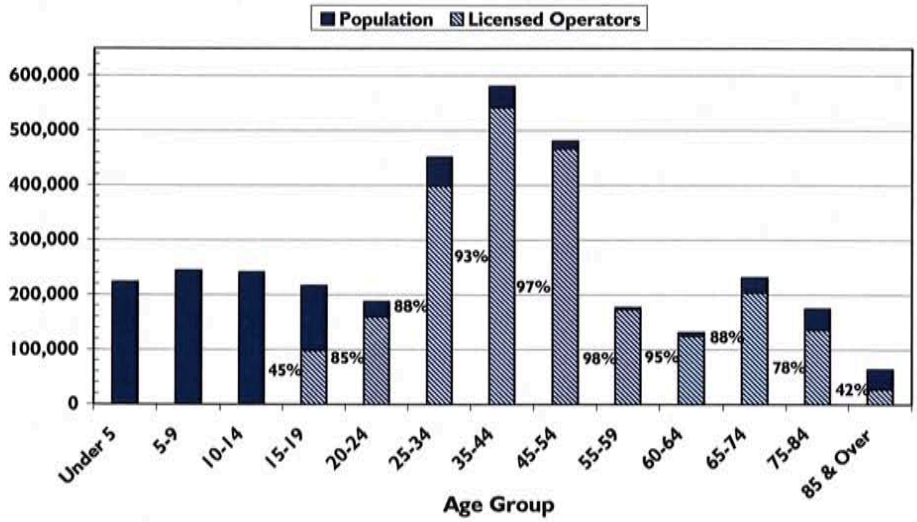
In January 1998, the Commissioner of Transportation submitted to the Connecticut General Assembly a plan to facilitate road use in the state by elderly motor vehicle operators. In developing the plan, ConnDOT and the Department of Motor Vehicles looked for and implemented cost-effective measures that had the potential to have a meaningful impact. This plan is discussed in Chapter III, "The Plan." After that report was issued, ConnDOT implemented additional measures. Some measures are being implemented today and will have immediate benefits, while others take longer to implement and realize benefits. In general, measures that are intended to aid the older person will benefit people of all ages.

The demands to accommodate pedestrians, transit users, and various existing and future motorized mobility devices (wheelchairs, bicycles, Segways, scooters, etc.) will increase as the state's elderly population ages and traffic volumes on roads in suburban and rural towns increase due to significant increases in the number of jobs in the suburbs, increases in population and the increases in "suburb-to-suburb" commutes. Specifically, there will be more requests to widen roadway shoulders and to add sidewalks, stop signs, crosswalks, traffic signals and sheltered waiting areas for transit users. In some areas there will be increasing demand to adjust traffic signals to give pedestrians more time to cross busy roads and/or to enable sight-impaired individuals to see more easily or hear when it is safe to cross the roads. ConnDOT will need to work cooperatively with the regional planning organizations, the towns and local residents to address pedestrians' mobility needs on state-maintained roads while minimizing impediments to vehicle traffic flow.

There also will be a need to improve demand-responsive transportation services as the population ages. As elderly individuals lose their ability to drive safely, additional transportation resources will be required to be

implemented, whether such services are expanded fixed-route services in urban areas or more flexible services designed to meet the diverse and divergent temporal and geographic travel demands of the elderly. These services must address both an aging population that is increasingly interested in remaining active in the community, as well as a more mobility-limited population for whom access will be required to medical and health care facilities. Further, there are other priorities for state government where transportation demands must be considered. For example, "aging-in-place" is a key priority of long-term care advocates, where seniors and people with disabilities are encouraged to stay in their homes or in community facilities without being institutionalized in congregate care facilities which are much more expensive to maintain. However, to accomplish an effective aging-in-place program, vital services must be provided in the community, and transportation to those services must be available and affordable. Limited funds for maintaining and expanding transportation services and facilities, coupled with increasing congestion on urban and suburban roads, means that coordination of land use planning and transportation planning will become increasingly important as a means of meeting the mobility needs of pedestrians and transit-dependent individuals in Connecticut.

Figure II-2. Comparison of Licensed Motor Vehicle Operators to State Population by Age Group in 2000



Source: Connecticut Department of Motor Vehicles and 2000 Census. Graphic revised as of October 2002.
Special Notes: In Connecticut, licensed operators may not be less than 16 years of age. Data labels shown on graphic indicate, by age group, licensed operators as a percent of population.

5. DREDGING OF CONNECTICUT PORTS & CHANNELS

The total volume of domestic and international marine trade is expected to more than double over the next 20 years. Ports handle 95 percent of the volume of our nation's overseas trade and are a vital part of our infrastructure. Periodic maintenance dredging is essential in sustaining and enhancing the state's waterborne transportation system. Improving channel depths is critical if the State's ports are to compete for cargo carried by the ever growing number of deeper draft vessels.

The Army Corps of Engineers (ACOE) is responsible for maintaining federally designated navigation channels to their respective authorized "project depths." If the dredging project is a federal channel maintenance issue, Congress is responsible to fund it via a budget to the ACOE. If the dredging project is a federal channel improvement (deepening), then the federal government will fund most of the project but the "sponsor" (state/local/private) must fund the difference. If the dredging project is a non-federal project, then the sponsor must fund it.

All of the ports in Connecticut require maintenance dredging. Of the three large commercial ports in Connecticut, the Port of Bridgeport is in critical need of dredging. The Port of New Haven was dredged a few years ago but it

needs maintenance dredging as does the Port of New London. There has never been enough federal funding provided to the ACOE to address all of the dredging needs throughout the U.S. Last year the federal funding system was changed to a national competition versus the previous regional competition. Connecticut is in need of a Dredge Material Management Plan (DMPP) in order to compete for the funding. However, the ACOE, which is responsible for the development of the DMPP, has not been properly funded to complete it. One of the ACOE's main objectives is to assure that the federal navigation projects are adequate for the vessels that use them. The Corps has urged the State of Connecticut to become involved in identifying potential dredging needs, to provide input to aid in prioritizing these needs, and to assume an advocacy role for dredging projects. The Connecticut Maritime Commission has assumed the role of dredging advocacy committee. ConnDOT has established a dredging project coordinator position.

Generally, the first step involved in a dredging project is to perform sampling and testing of the material to be dredged. Following sampling and testing, the material is evaluated to determine potential environmental effects of disposal. Based on that evaluation, the Corps identifies and considers disposal alternatives and prepares appropriate documentation as required by the *National Environmental Policy Act of 1969 (NEPA) as amended.*

The open water disposal of dredged material in Long Island Sound and other similar bodies of water is regulated under the *Clean Water Act*, and, in Connecticut, also pursuant to the State of Connecticut's structures, dredging and fill statutes, coastal management statutes and water quality standards.

As background, Long Island Sound was singled out and added to the *Ocean Dumping Act's* (ODA) coverage in the early 1980s by passage of the Ambro Amendment. Long Island Sound is the only estuary nationwide that is subject to regulatory oversight under the ODA, legislation intended to apply to disposal in the open ocean. The inclusion of Long Island Sound under the ODA has resulted in higher costs of testing dredged material and, consequently, more expensive dredging projects. There needs to be greater predictability in dredging and the dredge material disposal process, consistent with environmental protection.

Material unsuitable for unconfined disposal at Long Island Sound sites may require land-based disposal site alternatives. The ACOE will only fund the least costly environmentally acceptable method of disposal which most often is open water disposal. Connecticut Maritime representatives have recommended the construction of near-shore containment disposal facilities (CDFs) be considered as a partial alternative to open water and upland disposal methods. Where land or aquatic sites are available, it is generally the most cost-effective alternative. Like upland CDFs, near-shore and island CDFs are also usually constructed with dikes or bulkheads that extend above the surface of the water and isolate the disposed material from the near-shore waters. Since the Corps would look to non-federal interests to defray costs associated with alternative methods of disposal, funding sources are needed to assist these local interests in paying their share of the costs. Another disquieting concern is that the Central Long Island Sound Disposal site (CLIS) was closed in February 2004. The closure of the CLIS site seriously threatens the continued use of open water for disposal of dredged sediments in Long Island Sound for all federal projects and non-federal projects in excess of 25,000 cubic yards. Maintenance dredging projects for the New Haven, Bridgeport, and Norwalk federal projects, to name a few, are at serious risk of losing a viable disposal option. An average of approximately 400,000 cubic yards of suitable sediments (suitability determined through a case by case analysis) has been deposited at CLIS annually. The site has been monitored through the Corps' Disposal Monitoring System (DAMOS) program. DAMOS studies show that the site is a low-energy environment, such that sediment deposited at this location will remain within the site's boundaries. Levels of metals and organics in the sediments within the disposal area are generally above background levels, indicative of the industrial nature of the areas dredged that use the site. Areas outside the disposal site have not been found to be affected by sediment deposited within the site.

Without suitable open water disposal sites in Long Island Sound, most of the dredging in ports and harbors in Connecticut could effectively end, forcing severe draft restrictions due to shoaling. Such restrictions will increase transport costs and could result in diversion of vessels to other ports. A shift from waterborne to truck transport of certain cargoes would occur, resulting in additional congestion and stress on the State of Connecticut's highway infrastructure.

The Bridgeport Port Authority is addressing the issues and challenges of dredging Bridgeport Harbor. In December 2005, the Connecticut Maritime Commission, created by Public Act 04-143, submitted a Maritime Policy Statement to the Governor and the legislature for their consideration. A key element of the Policy Statement is dredging.

B. AVOIDING & MINIMIZING NEGATIVE IMPACTS OF TRANSPORTATION PROJECTS, SERVICES, & ACTIVITIES

In this section, relevant transportation-related economic, social and environmental issues, concerns, and challenges that are emerging, being addressed or which need to be addressed at federal, state and/or local levels are discussed.

1. LOSS OF ABILITY TO SPEND FEDERAL HIGHWAY PROGRAM FUNDS TO MAINTAIN & IMPROVE HIGHWAYS & BRIDGES DUE TO NONCOMPLIANCE WITH FEDERAL DRUNK DRIVING-RELATED PROVISIONS

In federal fiscal years (FFY) 2001 and 2002, the State of Connecticut lost its ability to spend approximately $4.7 million (each year) of its federal funding on the National Highway System (NHS), the Surface Transportation Program (STP), and the Interstate Maintenance Program because it did not meet the open container law and repeat offender law requirements of the federal *Surface Transportation Equity Act for the 21st Century* (TEA-21). These funds were transferred to the State's Section 402 highway safety program to be programmed for alcohol-impaired driving countermeasures, planning and administration and/or hazard elimination. In FFY2003, the penalties for noncompliance doubled. In FFY2004-2006, a portion of the transferred funds were used to undertake eligible hazard elimination activities. Figure II-1 shows the amounts that have been transferred and the anticipated schedule and estimated amounts to be transferred.

Table II-1. Estimated Potential Penalties for Noncompliance with Federal Drunk Driving Mandates

Table II Federal Mandate	October 2000	October 2001	October 2002	October 2003	October 2004	October 2005	October 2006	October 2007	October 2008
Open Container	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	(3%) $6.3	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8
Repeat Intoxicated Driver	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	---	---	---	---	---	---
Total Transferred	**$4.7**	**$5.0**	**$11.6**	**$6.3**	**$5.8**	**$5.8**	**$5.8**	**$5.8**	**$5.8**
Source: ConnDOT Office of Highway Safety. Data is current as of November 2006.									

Every year since the imposition of the federal mandates, ConnDOT has requested that the Legislative Transportation Committee propose legislation to comply with these mandates. In 2003, the Connecticut General Assembly passed the *Repeat Offender Law* (Public Act 03-365) so Connecticut is no longer assessed a penalty for failure to comply with the repeat offender provision. However, the proposed open container legislation was not passed. The loss of the ability to invest millions of Connecticut's federal NHS, STP, and Interstate Maintenance Program funds on highway improvement projects, such as bridge repair, roadway resurfacing, signalization and capacity improvements will continue to negatively impact ConnDOT's Transportation Improvement Program. In order for Connecticut to avoid these penalties, either Congress must repeal the sanction provisions (this is highly unlikely) or the Connecticut General Assembly must pass legislation to comply with the TEA-21 requirements. It is anticipated that Open Container legislation will again be submitted to the Connecticut General Assembly when it convenes in early 2007.

An amendment to the FFY2001 transportation appropriations bill passed in October 2000 imposes additional sanctions on states if they fail to enact a law requiring that a blood alcohol content (BAC) of .08 be the standard for which a driver is deemed intoxicated. Effective July 1, 2002, Connecticut is in compliance with this federal mandate.

2. ENVIRONMENTAL ISSUES

Environmental issues are a powerful driving force behind the selection, planning, design, construction and programming of transportation projects and programs. Two key areas, air quality and water resources, have experienced significant developments in recent years that will affect transportation-related policies for years to come.

a) AIR QUALITY: FEDERAL MANDATES

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

Table II-2. Approved Conformity Analysis Emission Levels

Year	Ozone Area	Series 28 c			Interim Budgets		Difference	
		VMT	VOC	NOX	VOC	NOX	VOC	NOX
2002	CT Portion of NY-NJ-LI area	48,419,490	49.5	101.3	- - - -	- - - -	- - - -	- - - -
	Greater CT Portion	44,425,650	44.8	88.9	- - - -	- - - -	- - - -	- - - -
2007	CT Portion of NY-NJ-LI area	50,942,820	32.0	64.1	34.6	66.5	-2.6	-2.5
	Greater CT Portion	47,727,640	29.8	57.7	33.7	61.6	-3.9	-3.9
2010	CT Portion of NY-NJ-LI area	52,416,220	25.0	46.9	34.6	66.5	-9.6	-19.6
	Greater CT Portion	49,644,300	23.5	42.9	33.7	61.6	-10.2	-18.7
2020	CT Portion of NY-NJ-LI area	57,611,100	13.9	16.8	34.6	66.5	-20.7	-49.7
	Greater CT Portion	55,403,410	13.4	15.9	33.7	61.6	-20.4	-45.7
2025	CT Portion of NY-NJ-LI area	59,682,300	13.2	13.4	34.6	66.5	-21.4	-53.2
	Greater CT Portion	57,899,050	12.7	12.9	33.7	61.6	-21.0	-48.8
2028	CT Portion of NY-NJ-LI area	60,907,980	13.6	12.4	34.6	66.5	-21.0	-54.1
	Greater CT Portion	59,408,840	13.1	12.1	33.7	61.6	-20.6	-49.5
2030	CT Portion of NY-NJ-LI area	61,732,910	13.8	12.2	34.6	66.5	-20.8	-54.3
	Greater CT Portion	60,423,780	13.3	11.9	33.7	61.6	-20.4	-49.7

Note:
1. A small reduction in VMT and emissions in the Greater Connecticut area will occur from the ECO program in the Connecticut portion of the NY-NJ-LI area due to travel between the areas.
2. VMT represents SUMMER DAILY vehicle miles of travel.
3. VOC & NOX emissions are in tons per day and are calculated using Connecticut's vehicle mix.
4. HPMS 12 Functional Class system used.
5. National Low Emission Vehicle (NLEV) program included in 2007 and all future years.
6. Includes emission reductions from passenger transit locomotives.
7. Interim Eight Hour Ozone emission budgets as formulated under EPA memo dated December 6, 2004.
8. Series 28C run with 20 Iteration equilibrium assignment.

Table II-3. Connecticut Direct PM2.5 Interim Emissions Test Results (Annual Tons) ("No Greater than 2002")

	2002	2010	2020	2025	2028	2030
COGCNV (part of 1 county)	68.2	44.3	32.9	32.8	33.1	33.4
GB&V MPO (part of 2 counties)	99.4	62.4	46.0	45.6	45.9	46.3
HVCEO (part of 1 county)	56.1	37.3	29.7	30.0	30.4	30.8
SCRCOG (part of 1 county)	174.1	110.9	82.1	81.9	82.6	83.6
SWRPA (part of 1 county)	126.2	78.6	58.0	57.5	57.8	58.4
TOTALS:	524.0	333.5	248.7	247.8	249.8	252.5
Conclusion		Pass	Pass	Pass	Pass	Pass

Table II-4. Connecticut NOx (PM2.5 Precursor) Interim Emissions Test (Annual Tons)("No greater than 2002")

	2002	2010	2020	2025	2028	2030
COGCNV (part of 1 county)	4,436.3	2,149.7	749.6	576.0	534.1	522.3
GB&V MPO (part of 2 counties)	6,430.5	2,994.7	1,039.2	796.4	738.4	721.6
HVCEO (part of 1 county)	3,593.4	1,734.5	640.3	507.8	478.9	471.8
SCRCOG (part of 1 county)	11,377.4	5,447.3	1,899.8	1,453.0	1,344.6	1,315.4
SWRPA (part of 1 county)	8,187.1	3,790.4	1,315.4	1,005.4	930.1	909.8
TOTALS:	34,024.7	16,116.6	5,644.3	4,338.6	4,026.1	3,940.9
Conclusion		Pass	Pass	Pass	Pass	Pass

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

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

As part of the SIP process, CT DEP is working closely with the Connecticut Department of Motor Vehicles (DMV) and ConnDOT on developing a workable, enhanced motor vehicle inspection and maintenance program which meets the goals of the state's overall SIP plan. Mobile Source emissions levels from the latest approved conformity analysis are shown in Table II-2.

By 2007, Connecticut will see a 34.5 percent reduction in VOC (Volatile Organic Compounds) emissions and a 36.0 percent reduction in NOx (oxides of nitrogen) emissions from transportation sources as compared to 2002 levels. By the year 2020, VOC from transportation sources will have been reduced by 71.1 percent and NOx by 82.8 percent since 2002 levels.

In July of 1997, EPA issued National Ambient Air Quality Standards (NAAQS) for fine particulate matter ($PM_{2.5}$), designed to protect the public from exposure to $PM_{2.5}$ at levels that may cause health problems. Areas not meeting the $PM_{2.5}$ NAAQS are called $PM_{2.5}$ nonattainment areas. These areas have had or contributed to $PM_{2.5}$ levels higher than allowed under EPA's national air quality standard. In Connecticut, the southwest area of the state (designated as the NY-NJ-CT $PM_{2.5}$ Nonattainment area) must be analyzed for Air Quality Conformity for $PM_{2.5}$. Estimates of $PM_{2.5}$ and precursor emissions for the Connecticut portion of the nonattainment area are shown in Table II-3 and Table II-4.

By 2010, the Connecticut portion of the $PM_{2.5}$ nonattainment area will see a 36.4 percent reduction in $PM_{2.5}$ from 2002 levels and a reduction of 52.6 percent in precursor emissions (NOx) during the same time period.

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

b) AIR QUALITY: CLIMATE CHANGE

There now is consensus among scientists that the earth's climate is being altered by increasing concentrations of certain heat-trapping "greenhouse" gases (GHG) in the atmosphere as a result of human activity. A report released in 2001 by the Intergovernmental Panel on Climate Change (IPCC) concluded that "there is new stronger evidence that most of the warming over the last 50 years is attributable to human activity." [1] Subsequent reports have confirmed this conclusion and called for states and nations to take actions to address this situation. According to the Union of Concerned Scientists

> The profound impact rising temperatures have had in the Arctic provides a window into a future we may all experience. With continued warming, we can expect more extreme heat and drought, rising sea levels, and higher-intensity tropical storms. At risk are our coastal property and resources, the livability of our cities in summer, and the productivity of our farms, forests, and fisheries. The strength of the evidence prompted 11 national academies of science, including the U.S. National Academy of Science, to declare in 2005 that, "the scientific understanding of climate change is now sufficiently clear to justify nations taking prompt action."[2]

In 2001 the New England Governors and Eastern Canadian Premiers (NEG-ECP) adopted a regional climate change action plan to reduce the emissions of GHG to: a) 1990 levels by 2010; b) 10 percent below 1990 levels by 2020; and, c) 75-85 percent below 1990 levels over the long term.

In 2003, Connecticut Governor John Rowland formed the Governor's Steering Committee on Climate Change made up of state chairmen and commissioners to develop a plan to reduce GHG emissions. To develop this plan, stakeholder input was sought to identify a diverse set of policies and market-based solutions. The stakeholder process involved business, government, nonprofit, and academic leaders in a dialogue to identify, analyze, and recommend to the Governor's Steering Committee a set of strategies to reduce GHG emissions. The Center for Clean Air Policy facilitated the yearlong process, referred to as the Connecticut Climate Change Stakeholder Dialogue. As part of this process, Connecticut updated its *Greenhouse Gas Emissions Inventory*. It was found that GHG emissions declined by 5 percent from 1990 through 1995 but increased by more than 15 percent from 1996 through 2000, partly due to changes in fuel mix used in electric power generation, improvements in the economy and the increases in population. Figure II-3 shows total CO2 emissions from fossil fuel combustion from 1990 through 2000. It was determined that approximately 40 percent of Connecticut's annual CO2 emissions are attributable to transportation.

In September 2003, the NEG-ECP passed Resolution 28-7 (Resolution Concerning Environmental Projects and Issues) in response to scientists' findings on the impact of black carbon on the atmosphere. This resolution directed the NEG-ECP's Committee on the Environment to pursue appropriate options to reduce diesel emissions; to encourage the early introduction of cleaner diesel fuels in the region; to promote anti-idling initiatives; and, to

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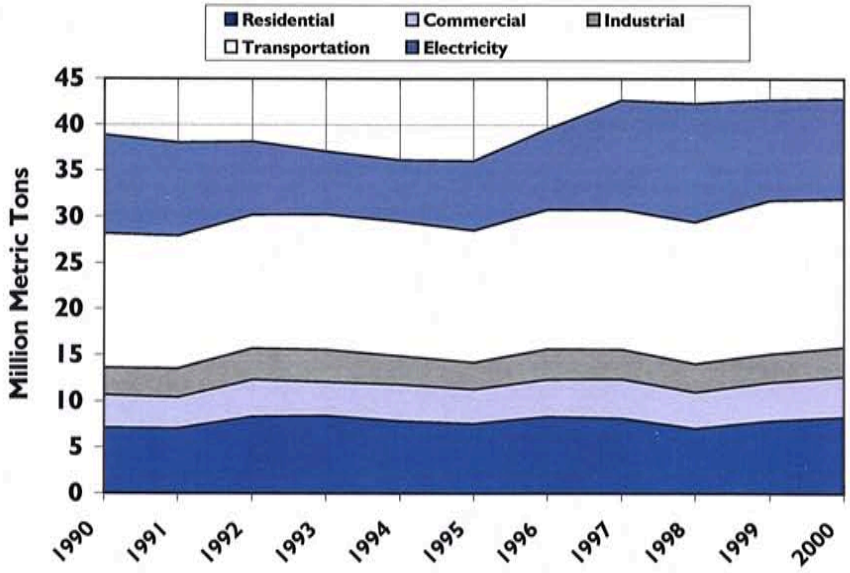
[1] Source: Summary information prepared by the Yale School of Forestry and Environmental Studies, New Haven, Connecticut, for the Connecticut Climate Change Yale-Connecticut Summit on The Role of Hydrogen in Reducing Greenhouse Gas Emissions, which was held in September 2003.

[2] Source: Union of Concerned Scientists website: http://www.climatechoices.org/gw101.html. January 4, 2007.

enhance public education on the benefits of diesel clean-up programs. In Connecticut, the Climate Change Stakeholders responded by making additional recommendations to reduce diesel emissions.

In 2004 Connecticut became the first state to develop a comprehensive climate change action plan and immediately translate it into legislative and administrative proposals for implementation. It also became the first state to address the global warming impacts of "black carbon" emissions. In March 2004, the Governor accepted for immediate implementation 38 of the 55 recommended GHG emissions-reduction actions submitted by the Governor's Steering Committee on Climate Change. The 38 selected actions can reduce the State's GHG emissions by 4.07 million metric tons of carbon dioxide below projected levels in 2010, a reduction of 8.5 percent. They will enable the State to achieve 52 percent of its overall 2010 goal of stabilizing emissions at 1990 levels, the target established by the NEG-CEP's Climate Change Action Plan of 2001.

Figure II-3. Total CO2 Emissions from Fossil Fuel Combustion



Source: Connecticut Greenhouse Gas Emissions Inventory 1990-2000, August 2003.

The Recommended Actions address the rapidly growing transportation sector and call for significant efforts in transit, smart growth, and freight policy, as well as recommending legislative adoption of the California tail pipe standards, to reduce carbon dioxide and conventional air pollutants from cars and light trucks.

Key recommendations for policy action included:

- Double Transit Ridership by 2020, supported by Smart Growth and Vehicle-Miles-Traveled (VMT) Reduction Package
- Adopt California LEV-II Vehicle Emissions
- Establish a Connecticut Clean Diesel Program
- Participate in a Multi-state Intermodal Freight Initiative
- Implement programs for energy efficiency
- Encourage forest and agricultural land preservation
- Increase recycling and source reduction to 40 percent

The California Vehicle Emissions standard was adopted in legislation passed during the 2004 General Assembly session, as were goals for State purchases of renewable energy and other incentives to encourage GHG reduction actions.

Public Act 06-106, The Roadmap for Connecticut's Economic Future, was passed in May of 2006 and includes several transit projects to be programmed, planned or evaluated that will help facilitate the attainment of some of

the climate change goals. Some of the initiatives included in the public act are the rehabilitation of rail passenger coaches and improvements to parking and rail stations, enhancing service and ridership along Shore Line East (SLE) and New Haven Branch Lines, capital improvements to the Danbury Branch, completion of the Norwich transportation hub, and the implementation of a freight rail link to the port of New Haven.

In addition, several transit projects that would have a positive impact upon reducing greenhouse gas emissions are currently underway or planned. They are the conclusion of the Hartford East Bus Rapid Transit Study, the design the New Britain-Hartford Busway, the design of a new rail car maintenance facility in New Haven and the undertaking of an Environmental Assessment of the New Haven-Hartford-Springfield Commuter Rail Project.

Figure II-4. CTTransit Hybrid Fuel Bus



ConnDOT has initiated a number of programs both independently and related to the ongoing GHG reduction programs. The Department:

- Has developed a model program to incorporate diesel emissions reduction strategies into a highway construction project, requiring on-road and off-road equipment to meet fuel and emissions reduction mandates;
- Through its CTTransit bus operations, was an early adopter of the use of ultra-low sulfur diesel fuel in buses in the Stamford Division. When combined with continuously regenerating traps, which filter out particulate matter, the resultant particulate emissions are 90 percent lower than a comparable late model bus;
- Is nearing completion of a statewide program to install new traffic signals that use light-emitting diodes (LEDs) to reduce electrical consumption by 75 percent, and increase reliability while reducing maintenance efforts; and
- Has completed a pilot program to evaluate the use of lower-emission diesel/electric hybrid buses. The demonstration project evaluated the benefits of these buses in terms of fuel economy and emissions. The results of testing showed an increase of about 10 percent in fuel economy. Emissions were not markedly different from those of a control bus of the same model year operating the same routes and the same fuel. After the test period was completed, subsequent modifications to the engine and hybrid power train of these buses has improved fuel economy by another 5 to 10 percent better than during the test period.

For more than three years, the Bureau of Engineering and Highway Operations, at three of its maintenance yards, has been operating diesel powered equipment on Biodiesel fuel. Biodiesel fuel is a combination of diesel fuel and 20 percent virgin Soy, a vegetable oil derived from plant materials. The use of Biodiesel was expanded to three additional facilities in 2006. Overall use of this fuel should exceed 100,000 gallons per year in 2007.

The Bureau of Finance and Administration's Fuels Control and Property and Facilities units with the cooperation of the Bureau of Engineering and Highway Operations Facilities Design Unit introduced E-85 for use in the Department's Flexible Fuel vehicles in June of 2003. These vehicles can burn either gasoline or the E-85 fuel. E-85 is a blend of 85 percent Ethanol and 15 percent gasoline. Ethanol is domestically produced and is made from plant material such as corn. This fuel is currently available at two DOT-operated facilities. The Department uses over 30,000 gallons per year of E-85.

In November 2006, three divisions of CTTransit began using the mandated cleaner burning ultra-low sulfur diesel fuel, but have added in a 5 percent Biofuel mix, to make the engines even cleaner-burning as well as reducing the dependence on fossil fuels.

For more information on Connecticut's climate change efforts, go to *www.climatechange.com*.

3. NEED FOR RUNWAY SAFETY AREAS AT AIRPORT

A Runway Safety Area (RSA) enhances the safety of airplanes that undershoot, overrun or veer off the runway. According to FAA Advisory Circular (AC) 150-5300-13 Airport Design, of the number of airplanes that undershoot or overrun the runway, 90 percent stay within 1000 feet of the runway end. The dimensions of RSA's are dependent on the design aircraft for each airport and have to be capable of supporting airplanes without causing structural damage to the airplane or injury to its occupants. The RSA also provides greater accessibility for firefighting and rescue equipment during an incident. The objective of the Runway Safety Area Programs (FAA Order 5200.8) is that all RSA's at federally obligated airports and at airports certified under CFR part 139 (airports that have scheduled commercial service) shall conform to the standards to the extent practicable. The non-conforming RSA dimensions at the State and municipally owned airports in Connecticut are shown in the table below. It also shows the FAA standards for those RSA's. Connecticut must be proactive to create these RSA's to the extent possible.

Figure II-5. Non-Conforming Runway Safety Area Dimensions

Airport Name		Existing RSA Dimensions		FAA Standard Dimensions	
	Runway Orientation	Length*	Width*	Length*	Width*
Hartford-Brainard	02-20	62/295	500	300	150
Groton-New London	05-23^	475/555	420/500	1000	500
Waterbury-Oxford	18 – 36	920/720 #	500	1000	500
Windham	09 – 27	75/20	150	300	150
	18 - 36	130/130	120	300	150
Tweed-New Haven	02 - 20^	250/250	5001	1000	500
Bridgeport-Sikorsky	06 – 24^	100/0	500	1000	500
	11 – 29^	250/149	500	1000	500

* Length – number of feet beyond each runway
* Width – total width, using runway centerline as RSA centerline (ft.)
^ A project or study is underway or planned for the near future.
# FAA approved

4. AIRPORT-RELATED NOISE

Noise resulting from the landing and taking off of aircraft continues to be a national, state, and local problem that is affecting the ability of airports and airlines to accommodate the growing, worldwide demand for air travel. The widespread use of turbine-powered aircraft in the early 1960s prompted the passage of the first of many laws addressing the impact of aircraft noise on airport environs. In 1980, the Federal Aviation Administration (FAA) issued an interim amendment to the Federal Aviation Regulations, 14 CFR Part 150, which addressed aircraft noise impacts at the receptors.

The FAA's Airport Noise Compatibility Planning Program (Part 150) allows airport operators to submit noise exposure maps and noise compatibility programs to the FAA voluntarily. According to the *Aviation Safety Noise*

Abatement Act of 1979 (ASNA), a noise compatibility program sets forth the measures that an airport operator has taken or has proposed to reduce existing non-compatible land uses and prevent additional non-compatible land uses within the area covered by noise exposure maps. The ASNA embodies strong concepts of local initiative and flexibility. It leaves the submission of noise exposure maps and noise compatibility programs to the discretion of local airport operators. Airport operators also may choose to submit noise exposure maps without preparing and submitting a noise compatibility program. The types of measures that airport operators may include in a noise compatibility program are not limited by the ASNA. Hence, airport operators have substantial latitude to submit a broad array of measures that respond to local needs and circumstances.

Since the *Federal Aviation Act of 1958* established the FAA and assigned to it the responsibility for the regulation of air commerce, a state, as an airport sponsor, can only influence flight operations through collaboration with the FAA and the Part 150 process. The control of land use, through which noise-sensitive receptors (such as residential developments near the airport) might be banned or removed from serious impact, is the most effective way to deal with aircraft noise around airports. In establishing the requirement for an airport noise compatibility planning program, the ASNA did not change the legal authority of state and local governments to control the uses of land within their jurisdictions. Public controls on the use of land are commonly exercised by zoning. Zoning is a power reserved to the states under the U. S. Constitution. It is an exercise of the police powers of the states that designates the uses permitted on each parcel of land. In Connecticut, this power is delegated in state-enabling legislation to the towns. Although some towns recognize a local airport in their zoning, many local land use control authorities have not adopted zoning ordinances or other controls to prevent non-compatible development (primarily residential) within the noise impact areas of airports. The ability of airport operators to solve their noise problems is limited by their lack of control over the land surrounding the airports and the operator's dependence on the towns to cooperate in implementing land use control measures, such as zoning for compatible uses.

Bradley International Airport (BDL) was the first Connecticut airport to respond to community noise complaints by developing a noise abatement plan prior to the adoption by the FAA of 14 CFR 150. The state has completed a Part 150 study for BDL and is developing a plan to sound insulate 378 homes in the vicinity of the airport that are at or above the 65-decibel day-night noise level. This plan is being developed and will be implemented using federal funding. The state is also in the process of conducting a noise study at Waterbury-Oxford Airport; it has also conducted Part 150 studies at the Hartford-Brainard and Groton-New London airports and subsidized studies at the Bridgeport-Sikorsky, Tweed-New Haven and Danbury municipal airports. Although the execution of these studies has led to a better understanding between the airport sponsors and their respective communities, the process has not led to the action required to effect a more permanent solution to community noise impact. The studies have invariably led to various noise abatement flight procedures and demands for curfews. However, with the exception of individual efforts by some town planners, no comprehensive land use controls to ensure incompatible land use due to aircraft noise have been put in place.

In 1994, the FAA recognized the problem of non-compliance by municipalities with land use recommendations stemming from Part 150 studies. As a result, beginning in 1998, the FAA approves under Part 150 only remedial noise mitigation measures for existing non-compatible development and only preventive noise mitigation measures in areas of potential new non-compatible development. There is no parallel sanction available to the state to encourage cooperation by the towns with noise abatement strategies through land use controls. State statutes only require of municipalities that their zoning protect runway approaches from obstructions. If a municipality fails to do this, the statutes allow the Commissioner of ConnDOT to impose height restriction regulations. Such state intervention has never happened.

For the future, it can be anticipated that technological advances in turbine engine design will result in even quieter aircraft, but so far this trend has been partially offset by a very large increase in demand for air travel resulting in many more air carrier operations. Achieving compatible land use may become a prerequisite to Connecticut's realizing the full benefits of the economic development that could result from the expansion and growth of airports and airport transportation services.

5. NEED TO RECOGNIZE ECONOMIC BENEFITS OF MAINTAINING THE EXISTING AVIATION SYSTEM IN CONNECTICUT

A major concern of managers and users of airports in any aviation system is the closure of an airport and what affect the closure would have on the system. When an airport closes, the aircraft and operations from that airport will redistribute throughout the aviation system. This could cause issues for surrounding airports if they are unable to accommodate the influx of based aircraft or aircraft operations that result from the closure. Of particular concern is the potential closure of any privately owned, public use airport. These airports operate on a very limited budget and do not have large financial support for improvements and maintenance. Privately owned airports tend to have a greater chance of closing because operating costs may exceed income. If airports are sold, new owners may decide that the property is more valuable as a different use, e.g. commercial development use. State and municipal airports are eligible for grants-in-aid for some improvements. However, privately owned airports often are not eligible for these monies or do not seek these monies because of the associated federal stipulations required. To receive FAA funds, the FAA requires airport owners to agree to terms and conditions, among them is to remain operational for a specific time frame, usually 20 years. Connecticut's aviation system not only acts for the betterment of transportation but as an economic generator for the state. The table below shows the estimated annual economic impact for the State and municipally owned airports in Connecticut. This is only a small portion of the aviation system in Connecticut; the economic impact shown would be even larger if data were available for the privately owned, public use airports.

Figure II-6. Annual Economic Impact of State and Municipal Airports

Airport Name	Economic Benefit	Year Study Complete
Bradley International	3,876,000,000	2004**
Harford – Brainard	37,199,086	1997*
Groton – New London	167,346,112	1995*
Waterbury – Oxford	50,000,000	2004*
Windham	9,779,452	1997*
Danielson	NA9,779,452	NA
Tweed – New Haven Regional	140,600,000	2001*
Igor – Sikorsky Memorial	58,553,984	1993*
Danbury Municipal	NA	NA
Meriden – Markham	5,418,600	1997*

**Source: *The Contribution of Bradley International Airport to the Connecticut Economy* published by the Conn. Dept. of Economic and Community Development in 2004.
*Source: The most recent airport master plan updates for these airports.

6. NEED FOR FUNDING TO FINANCE COST OF IMPLEMENTING TRANSPORTATION SECURITY AT AIRPORTS IN CONNECTICUT

Changes in security have had a dramatic effect on the airline industry. As a result of the terrorist attacks on September 11, 2001, security has been increased to its most stringent level, which is a necessary but costly change. Federal monies provided to implement security mandates have not financed the full cost of implementation. To compound this issue, security screening measures have created delays at airports, which in turn cost airlines money and inconvenience travelers. When the traveling public is inconvenienced they often look for other modes of transportation or decide not to travel. While delays have decreased, as the public and screeners have become more accustomed to the new security procedures, the numbers of people traveling still have not increased to the levels projected prior to the September 11, 2001 attacks. This issue has taxed the airlines heavily; this can be seen by the ongoing struggles of airlines to continue operating.

7. ENVIRONMENTAL STEWARDSHIP & STREAMLINING

Section 1309 of TEA-21 called for a coordinated environmental review process to expedite federally funded highway and transit projects. In July of 1999, a National Memorandum of Understanding (MOU) was

promulgated, where signatories agreed to streamline environmental review processes in accordance with TEA-21 and other relevant environmental statutes in ways that reinforce the federal responsibility to protect the environment. The signatories were the U.S. Departments of Transportation, Interior, Agriculture, and Commerce, the Army Corps of Engineers, the Environmental Protection Agency and the Advisory Council on Historic Preservation. The MOU noted commitments to reduce project delays and to protect and enhance environmental quality.

A subsequently developed National Action Plan provides a framework for activities that need national leadership for successful implementation and provides options for customizing the MOU commitments at the regional, state or project levels. The five strategies for streamlining are:

- Establish timely, and where feasible, concurrent project reviews.
- Avoid environmental impacts where possible, and use mitigation activities advanced by improved data inventories and programmatic agreements.
- Negotiate formal agreements among state and federal partners. Allocate resources to support early involvement, adequate staffing, interagency training, and information dissemination requirements through mutually agreed upon interagency priorities.
- Keep projects on schedule through the use of conflict avoidance and resolution practices.
- Measure continuous improvement and progress through best practices and evaluation techniques such as benchmarking and performance standards. Modify approaches to streamlining based on the result.

ConnDOT practices its own environmental streamlining initiatives. Documentation needed as part of the environmental document process expanded significantly through the 1990s. To counter that, the process of developing concise environmental documents and forms has been underway for the last few years, and is expected to continually be refined in the foreseeable future.

Two monthly water resources permit coordination meetings have been utilized for years--one is with the Corps of Engineers for their permits, and the other deals with the State of Connecticut water resources permits. ConnDOT is addressing improvements to the documentation needed for these permits and the coordination required for a smoother process. Electronic coordination and reporting has allowed information to flow faster. In addition, there has been an increased usage of programmatic water resources permit processes for state and federal regulatory agencies.

Public involvement, including coordination with state and federal transportation, environmental and historic agencies, has been vastly expanded. The strategy of "early and often" has been implemented, with more changes and refining expected as best practices from other states become available, and are deemed useful and applicable to Connecticut. When undertaking studies and implementing projects, ConnDOT applies "Context-Sensitive Solutions" (CSS). CSS is a collaborative, interdisciplinary approach that involves all stakeholders to develop a transportation facility that fits its physical setting and preserves environmental, scenic, aesthetic, and historic resources while maintaining safety and mobility.

ConnDOT and the Federal Highway Administration (FHWA) also use programmatic agreements in an effort to reflect the streamlining strategies and goals. Multiple programmatic Section 106 agreements for historic involvement are being prepared with the Connecticut State Historic Preservation Office and FHWA.

With the passage of SAFETEA-LU, changes were incorporated to improve and streamline the environmental process for transportation projects. These changes, however, come with some additional steps and requirements on transportation agencies.

A new environmental review process is established for highways, transit, and multimodal projects. The process applies to new projects advanced with environmental impact statements and can be applied, if DOT elects, to projects advanced with other environmental documents. A new category of "participating agencies" is added, to allow more state, local, and tribal agencies a formal role and rights in the environmental process. After providing an opportunity for public and interagency involvement, DOT will define the project's purpose and need, and

establish a plan for coordinating public and agency participation. As early as practicable in the process, DOT is to provide an opportunity for a range of alternatives to be considered for a project. If any issue that could delay the process cannot be resolved within 30 days, DOT must notify Congress. A 180-day statute of limitations for lawsuits challenging Federal agency approvals is provided, but it will require a new step of publishing environmental decisions in the Federal Register. (6002)

Under SAFETEA-LU, the Secretary can comply with Section 4(f) in a streamlined manner by finding that the program or project will have a "de minimis" impact on the area. This means that there are no adverse effects of the project and the relevant State Historic Preservation Officer or other official with jurisdiction over a property (FHWA) concurs.

An amendment under SAFETEA-LU, subparagraph, 103(c)(5), exempts the bulk of the Interstate Highway System from consideration as a historic property under existing Section 4(f) legislation found at Section 138 of Title 23 and Section 303 of Title 49, United States Code.

Section 4(f) of the DOT Act specifically states that the Administration (lead Federal agency) may not approve the use of land from a significant publicly owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site unless a determination is made that:

(i) There is no feasible and prudent alternative to the use of land from the property; and

(ii) The action includes all possible planning to minimize harm to the property resulting from such use.

The amendment is intended to work in tandem with the Historic Preservation Exemption under Section 106 of the National Historic Preservation Act (NHPA) adopted in the spring of 2006 by the Advisory Council on Historic Preservation. These exemptions effectively exclude the vast majority of the 46,700 mile Dwight D. Eisenhower System of Interstate and Defense Highways (Interstate System) from review as historic property under both Sections 106 and 4(f). Only distinct elements of the system, which meet the National Register of Historic Places criteria for national or exceptional significance, will continue to be treated as historic properties under both authorities.

In Connecticut, the only historic resource on the Interstate Highway System is the Morgan G. Bulkeley Bridge which carries Interstate 84 between Hartford and East Hartford. Coordination with the State Historic Preservation Office and the Federal Highway Administration will take place to assure compliance with Section 106 and Section 4(f).

III. THE PLAN

The 2007 *Master Transportation Plan* (MTP) presents the Connecticut Department of Transportation's (ConnDOT) plans for transportation services and facilities that are owned, operated and/or receive funding from the Department. An overview is provided of the goals of ConnDOT's strategic financial investment plan and the major elements of the plan are listed. This is followed by discussions, organized by transportation mode, of ConnDOT's programs, initiatives, major studies, and major projects in progress or to be undertaken in future years. The discussions include information on the status of these activities as of November 2006. For reference, Table III-1 is provided to show Connecticut's existing transportation system upon which the planned programs and projects highlighted in this chapter will build.

A. OVERVIEW OF CONNDOT'S FINANCIAL INVESTMENT GOALS

The passage of the *Clean Air Act Amendments of 1990*, the publication in 1991 of regulations to implement the *Intermodal Surface Transportation Efficiency Act of 1991* (ISTEA), and the concern that federal transportation funds would be reduced prompted ConnDOT to review the total transportation situation in Connecticut in 1992, including state and regional transportation plans. A strategic financial investment plan evolved from this review that established the six broad transportation investment goals (Table III-1).

Table III-1. Transportation Investment Goals

Goal #1: Ensure Safety	Eliminate Hazards Upgrade Signing Maintain Lane Delineation Maintain Equipment Maintain federal & safety mandates for rail and bus transportation systems
Goal #2: Maintain the Existing System	Monitor performance and maintain rideability of State roadways Rehabilitate Poor and Fair State Bridges Replace All Buses Over 12 Years Old Maintain all Rail Cars, Track, Bridges, Power Supply Systems and Stations Rehabilitate Runways and Terminals Maintain Ferries and the State Port Complex
Goal #3: Increase System Productivity	Intelligent Transportation Systems Interconnected/Computer Controlled Signal Systems Ridesharing Commuter and Rail Station Parking Transit Service Scheduling Aviation and Port Marketing
Goal #4: Promote Economic Development	Provide Quality Transportation Infrastructure Institute Urban Initiatives Facilitate Economic Investment
Goal #5: Provide Required Capacity	
Goal #6: Utilize All Available State and Federal Funds Effectively	
Source: Strategic Financial Investment Plan published in ConnDOT's *1993 Master Transportation Plan* as amended by ConnDOT's Bureaus of Engineering and Highway Operations (2004) & Public Transportation (2006).	

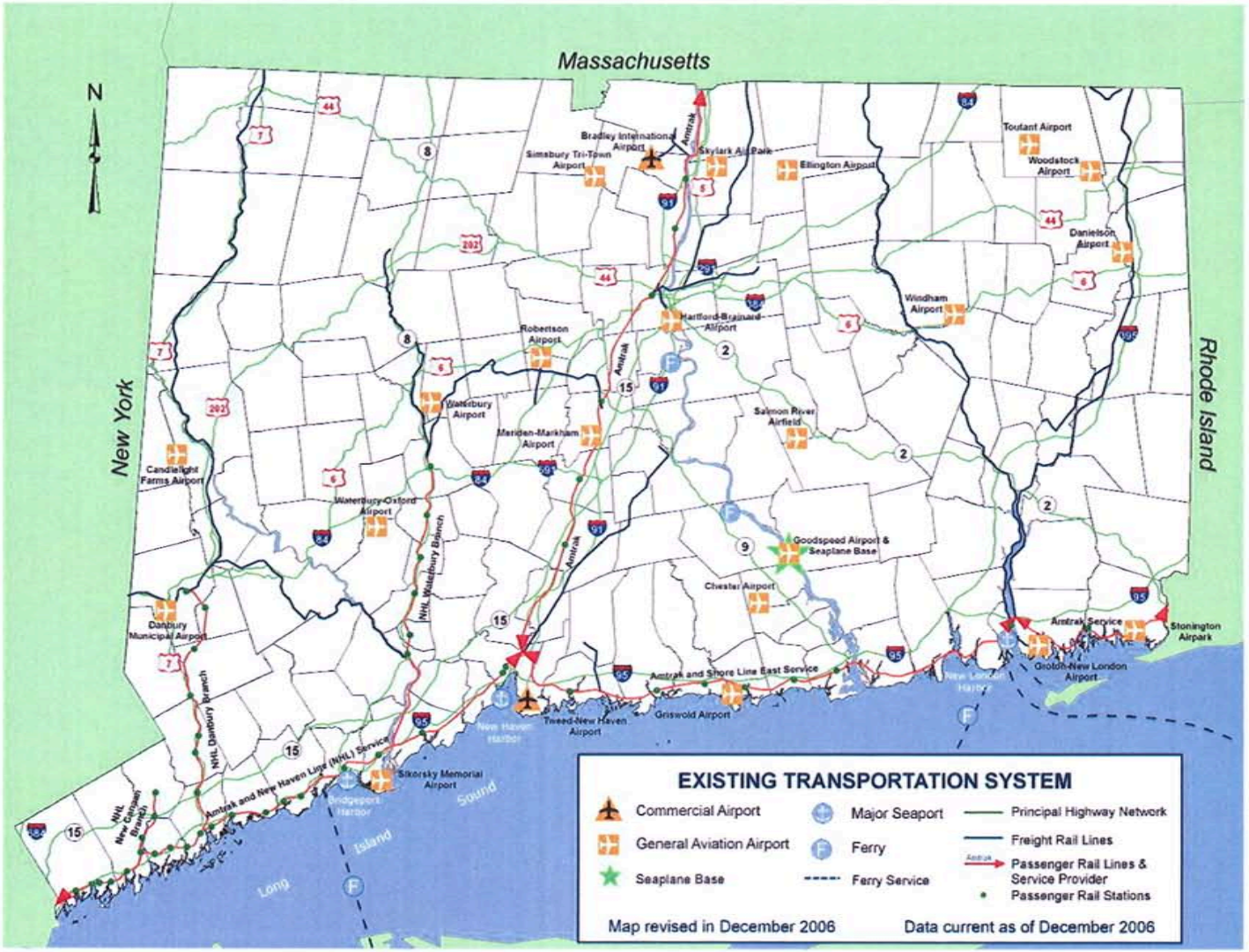
As a result of funding limitations, it was decided that the first three goals should be the focal point for transportation resources as Connecticut transitioned from the ambitious infrastructure renewal "catch up" program of the 1980s to a program targeted more at maintaining and improving the efficiency of the existing transportation system. It was also decided that resources would be made available to assist with economic development initiatives and to provide limited added capacity where required. In achieving the goal of using all

available funds effectively it was determined that the entire transportation system, including highway, bridge, rail, bus, airport and waterways, would be given fair consideration.

ConnDOT will continue to work to achieve the goals set in its strategic investment plan. In 2005 and 2006 Governor Rell and the Connecticut General Assembly passed legislation authorizing the largest capital investment ($3.6 billion) in Connecticut's transportation system in two decades. ConnDOT will work with the TSB, members of the Connecticut General Assembly and members of Connecticut's Congressional Delegation to advocate for developing a means to provide a consistent level of funding that is sufficient to enable the Department to protect the state's substantial investments in its transportation system and services and to meet current and future mobility needs. Maintaining the state's transportation infrastructure in a state of good repair, maintaining existing transportation services and expanding services to meet current and future mobility needs in the state is a critical component in promoting economic development in Connecticut and making the state economically competitive in a global economy.

To protect the state's investments in the rail system, the Department will advocate for dedicated funding for rail capital and operating costs to support rail operations, equipment and infrastructure so that the rail system does not become subject to the deferred maintenance and consequent decline in quality of service that occurred in past decades. In achieving the aforementioned goals ConnDOT will also take into consideration and address environmental issues such as energy conservation, water quality and air quality that have become increasingly important issues since 1992 when these goals were established.

Figure III-1. Existing Transportation System



1. MAJOR PLAN ELEMENTS

The major elements of ConnDOT's plan for Connecticut's transportation system are listed by mode in Table III-2

Table III-2. Major Elements of ConnDOT's Plan for Connecticut's Transportation System

STATE-OWNED AIRPORTS	
Bradley International Airport (BDL) ♦ Aggressively market the services provided by BDL to enhance its considerable regional economic impact. ♦ Expand terminal facilities to accommodate projected passenger volumes and improve the level of passenger service. ♦ Increase automobile parking convenience. ♦ Market properties that are available for development.	General Aviation Airports ♦ Utilize available land at airports to the maximum possible benefit. ♦ Ensure that Connecticut's aviation system stays intact. ♦ Market properties which are available for development.

HIGHWAYS
♦ Monitor performance and maintain rideability of State roadways. ♦ Continue to inspect ConnDOT's highway, railroad, and overhead sign structures and prioritize necessary improvements to rehabilitate these structures. ♦ Achieve three through lanes on all interstate highways. ♦ Utilize Intelligent Transportation Systems (ITS) strategies to maximize the use of the existing transportation network. ♦ Continue to implement projects to provide a safe and efficient highway system that maintains the transportation infrastructure and provides necessary capacity improvements that enhance the existing transportation system.

BIKEWAYS, WALKWAYS AND TRAILS
♦ Increase the safety of bicyclists and pedestrians by incorporating these modes of transportation into all projects where feasible. ♦ Bank abandoned rail rights-of-way for future use as multi-use trails.

WATERWAYS
♦ Maintain state-operated ferry services. ♦ Market the Port of New London to attract significant shipping and commercial marine activities to the State Port Complex. ♦ Work cooperatively with the other deep water ports in Connecticut (Bridgeport and New Haven) to ensure continued and expanded use and improving of safety and security at all ports in Connecticut.

TRANSIT

- Ensure safety.
- Maintain the transit system infrastructure in a state of good repair.
- Maintain the Capital Project Management Plan to ensure the most efficient use of all state and federal resources.
- Improve the quality of service to increase ridership.
- Improve accessibility for the disabled.
- Develop a universal fare concept.
- Expand the guaranteed ride home program for commuters statewide.
- Enhance the intermodality of services.

Rail

- Continue to subsidize and ensure the efficient and cost-effective operation of the Connecticut commuter rail system (New Haven Line and Shore Line East).
- Integrate new M-8 rail fleet (passenger cars) into rail service ensuring that maintenance and support of the new rail cars will provide reliable train service.
- Support the ridership growth through increased marketing, low-cost or no-cost service improvements, improvements in parking and cost allocation.
- Continue with the replacement of the catenary (overhead electric supply system) for train service reliability on the New Haven Line and bring to a state of good repair to include vital annual track program, repair and rehabilitation of rail bridges, and other infrastructure programs within the rail service corridor.
- Continue the Annual Track Program, consisting of the installation of concrete ties and welded rail on the New Haven Line.
- Investigate methods to ensure the integrity of the movable bridges over navigable waterways through rehabilitation or replacement.
- Continue to modernize rail infrastructure to include office and support buildings, and rail yards while monitoring assets condition.

Bus/Ridesharing

- Continue to subsidize and insure the efficient and cost-effective operation of the Connecticut Transit system and the transit districts and private operators providing local and commuter bus services.
- Improve the intermodal connectivity between local bus services and the Connecticut commuter rail system.
- Supplement interregional bus services by using demand management strategies, improve the delivery of ridesharing (vanpool, carpool) advocacy efforts through outreach and incentives, and enhance efforts for telework as a tool to eliminate the work trip.
- Improve the efficiency of operations through the rehabilitation and replacement of maintenance garages.
- Work cooperatively with the Regional Workforce Development Boards, regional planning agencies and human service agencies to continue and expand transit services to support the Access to Jobs Program.
- Advance the New Britain-Hartford Busway to implementation.
- Continue to support the construction and maintenance of commuter parking facilities.

The Bridgeport Port Authority is addressing the issues and challenges of dredging Bridgeport Harbor. In December 2005, the Connecticut Maritime Commission, created by Public Act 04-143, submitted a Maritime Policy Statement to the Governor and the legislature for their consideration. A key element of the Policy Statement is dredging.

B. AVOIDING & MINIMIZING NEGATIVE IMPACTS OF TRANSPORTATION PROJECTS, SERVICES, & ACTIVITIES

In this section, relevant transportation-related economic, social and environmental issues, concerns, and challenges that are emerging, being addressed or which need to be addressed at federal, state and/or local levels are discussed.

1. LOSS OF ABILITY TO SPEND FEDERAL HIGHWAY PROGRAM FUNDS TO MAINTAIN & IMPROVE HIGHWAYS & BRIDGES DUE TO NONCOMPLIANCE WITH FEDERAL DRUNK DRIVING-RELATED PROVISIONS

In federal fiscal years (FFY) 2001 and 2002, the State of Connecticut lost its ability to spend approximately $4.7 million (each year) of its federal funding on the National Highway System (NHS), the Surface Transportation Program (STP), and the Interstate Maintenance Program because it did not meet the open container law and repeat offender law requirements of the federal *Surface Transportation Equity Act for the 21st Century* (TEA-21). These funds were transferred to the State's Section 402 highway safety program to be programmed for alcohol-impaired driving countermeasures, planning and administration and/or hazard elimination. In FFY2003, the penalties for noncompliance doubled. In FFY2004-2006, a portion of the transferred funds were used to undertake eligible hazard elimination activities. Figure II-1 shows the amounts that have been transferred and the anticipated schedule and estimated amounts to be transferred.

Table II-1. Estimated Potential Penalties for Noncompliance with Federal Drunk Driving Mandates

Table II Federal Mandate	October 2000	October 2001	October 2002	October 2003	October 2004	October 2005	October 2006	October 2007	October 2008
Open Container	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	(3%) $6.3	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8	(3%) $5.8
Repeat Intoxicated Driver	(1.5%) $2.35	(1.5%) $2.5	(3%) $5.8	---	---	---	---	---	---
Total Transferred	**$4.7**	**$5.0**	**$11.6**	**$6.3**	**$5.8**	**$5.8**	**$5.8**	**$5.8**	**$5.8**
Source: ConnDOT Office of Highway Safety. Data is current as of November 2006.									

Every year since the imposition of the federal mandates, ConnDOT has requested that the Legislative Transportation Committee propose legislation to comply with these mandates. In 2003, the Connecticut General Assembly passed the *Repeat Offender Law* (Public Act 03-365) so Connecticut is no longer assessed a penalty for failure to comply with the repeat offender provision. However, the proposed open container legislation was not passed. The loss of the ability to invest millions of Connecticut's federal NHS, STP, and Interstate Maintenance Program funds on highway improvement projects, such as bridge repair, roadway resurfacing, signalization and capacity improvements will continue to negatively impact ConnDOT's Transportation Improvement Program. In order for Connecticut to avoid these penalties, either Congress must repeal the sanction provisions (this is highly unlikely) or the Connecticut General Assembly must pass legislation to comply with the TEA-21 requirements. It is anticipated that Open Container legislation will again be submitted to the Connecticut General Assembly when it convenes in early 2007.

An amendment to the FFY2001 transportation appropriations bill passed in October 2000 imposes additional sanctions on states if they fail to enact a law requiring that a blood alcohol content (BAC) of .08 be the standard for which a driver is deemed intoxicated. Effective July 1, 2002, Connecticut is in compliance with this federal mandate.

B. AIRPORTS

ConnDOT is responsible for the following six state-owned airports: Bradley International Airport, Hartford-Brainard Airport, Groton-New London Airport, Waterbury-Oxford Airport, Windham Airport, and Danielson Airport. In addition, ConnDOT distributes funding through state grants-in-aid to the following four municipal airports for improvements and studies: Tweed-New Haven Regional Airport, Igor I. Sikorsky Memorial Airport, Danbury Municipal Airport and Meriden-Markham Municipal Airport. The municipal airport projects are carried in the Federal Aviation Administration's five-year capital improvement plan for the State of Connecticut. The major projects and initiatives planned or underway at these state-owned and municipal airports are described in this section of the 2007 MTP. The locations of these airports, as well as the locations of other major components of Connecticut's transportation infrastructure, are shown in Figure III-1 . The major airport studies and projects described in this section are listed in Table III-3.

Table III-3. ConnDOT's Major Study and Project Initiatives for State-Owned Airports

Project Number (s)	Study
Bradley International Airport	
0165-0393	Terminal Phasing Study
0165-0386	Noise Implementation Plan
0165-0391	Rehabilitate Runway 6-24
0015-0033	Rehabilitation of Runway 15-33
0165-0394	Obstruction Analysis
0165-0373	Relocate Threshold Runway 1 and Rehabilitate Taxiways E and T (Completed in October 2006)
0165-0355	Master Plan Update (Completed in July 2006)
Hartford-Brainard Airport	
0063-0619	Reconstruction Apron & Helipad
None Assigned	Reconstruction of Existing Aircraft Apron. (Study is ongoing) Relocation of Ellis Tech Aviation School to Hartford-Brainard Airport
Windham Airport and Danielson Airport	
0163-0192	Reconstruct Main Ramp & Extend Taxiway B to 18 End (Windham)
0163-0189	Construct Access Drive and Replace Beacon Towers at Windham and Danielson Airports (Completed in September 2005)
0068-0205	Construct Transient Ramp (Danielson)
0068-0204	Danielson Master Plan Update (Danielson)
Waterbury-Oxford Airport	
0107-0156	FAR Part 150 Noise Study. (Study is ongoing)
0107-0153	Extend Taxiway B North. (Completed in August 2006)
0107-0141	Construction of New Maintenance Facility. (Design is ongoing)
0107-0154	Master Plan Update. (Study is ongoing)
0107-0151	Create RSA's on Runway 18-36 and Reconstruct Taxiway A. (Completed in August 2005)
Groton-New London Airport	
0058-0303	Runway 5-23 Safety Areas Design / Permit Application. (Study is ongoing)
0058-0304	Reconstruct Main Ramp & Construct Helipad
0058-0305	Drainage pipe repair at runway 5
0058-0299	Reconstruct and Realign Taxiways B & C. (Completed in October 2005)
All State-Owned General Aviation Airports	
0170-TBD1	Connecticut Statewide System Plan Update (Completed – Published in September 2006)
Source: ConnDOT Bureau of Policy and Planning. Information is current as of October 2006.	

1. BRADLEY INTERNATIONAL AIRPORT

Bradley International Airport (BDL) is owned by the State of Connecticut, managed by ConnDOT's Bureau of Aviation and Ports, and guided by a Board of Directors (the Bradley Board), a group of appointed business

leaders, including the commissioners of ConnDOT and the Department of Economic and Community Development, who assist in the development of the airport as a business. The Bradley Board works to ensure that the airport is in touch with the demands of the public and business sectors, and that it is making the most of its opportunities to contribute to the state's economic well being. BDL is operated entirely on a self-sustaining basis from revenues generated by the airport and federal funds from the airport improvement program. No state funds are utilized to operate BDL.

BDL provides many vital services to Connecticut and western Massachusetts including scheduled domestic and international air carrier services, commuter/regional airlines, chartered flights, cargo and mail services and facilities for general aviation. It also functions as a base for both the Army and Air National Guard. The airport will maintain these services by proactively planning for the needs of the tenants, passengers, and users. A major airport improvement program is underway to enable BDL to continue as one of the top airports in the Northeast.

Figure III-2 Aerial View of Bradley International Airport Terminals



The Bradley Improvement Program consists of constructing a new passenger terminal and concourse, plus associated improvements to the roadway and existing terminal and concourse facilities. To date, the new terminal has been completed and is open. The aircraft apron has been reconstructed, and an at-gate deicing fluid run-off collection system has been installed around the new concourse and Concourse C. The airport access roadway system has been reconstructed to accommodate the new terminal, including extending the existing upper level viaduct to the east, adding an additional traffic lane on the lower level and installing new signage. The existing terminal and concourse are being renovated to add airline holding space and additional ticket counters. These renovations are scheduled for completion in the spring of 2008. An aerial view of the terminals at BDL is provided in .

The following subsections contain descriptions of studies in progress and projects to be undertaken at BDL.

a) NEW TERMINAL DEVELOPMENT AT BRADLEY INTERNATIONAL AIRPORT (PROJECT NO. 0165-0348 & 0165-0393)

ConnDOT, as part of the 1997 Terminal Study, conducted an operational and financial feasibility analysis on the possible replacement of the obsolete, 13-gate, Terminal B (also known as Murphy Terminal) which was constructed in 1949. This study and detailed analysis, as well as subsequent meetings with the airlines, provided several recommendations for the terminal complexes at the airport. When Southwest Airlines committed to start service at BDL on October 31, 1999, further study was required to provide sufficient gate capacity for this new carrier. The plan was modified to address the needs of the airline.

ConnDOT received legislative approval for bonding the program in June 1999, and additional bonding authorization was approved by the Connecticut General Assembly in May 2000. At this time, the various elements of the proposed modifications to the terminal complex and surrounding area are as follows:

- The project began in June 2000 with the demolition of the maintenance facility building that was in the footprint of the new concourse.
- A 35-megawatt cogeneration facility to provide electricity, heating and cooling to the terminal complex was constructed by a private developer and was fully operational in November 2002. It provides electricity to the New Terminal A and to the existing Terminal B, the International Arrivals Building (IAB) complex, and for the runway lighting requirements.
- The new terminal and 12-gate concourse was constructed immediately adjacent to the east side of Terminal A and Concourse C to create a unified terminal complex with 23 gates to be used by USAirways, Delta, American, United, Continental, Northwest and Southwest Airlines and other smaller airlines. Approximately 75 percent of all airport passenger traffic will use this unified complex. Terminal A and Concourse C are being renovated to blend in architecturally with the new facility.
- The interior of the terminal complex will consist of new ticket counters and airline offices serving the airlines in Terminal A and the new terminal. New inbound baggage claim devices will be installed in Terminal A and the new terminal. Public restrooms, an airline VIP club and other amenities will be provided. The new terminal and renovated Terminal A will include a new centralized security checkpoint serving both concourses. New signage, a security system and a multiple-use flight information display system (MUFIDS) will round out the interior improvements. Exterior improvements consist of new signage, curbside baggage check-in positions, exterior lighting, overhead apron lighting, new passenger loading bridges that include 400 hertz fixed-ground power systems and preconditioned air.
- A mall-like concession area is included in the new terminal complex to serve passenger needs. This area includes a food court, news, gifts, clothing, variety and specialty vendors. The goal of the new concessions program is to maximize airport services, passenger convenience and customer satisfaction.

The new terminal and concourse were completed and opened to the public in the fall of 2002. The renovations to Concourse C were completed in 2006; the renovations to Terminal A will be completed in the spring of 2008. To meet federal Transportation Security Agency (TSA) mandates, the airport and airlines must develop an acceptable plan to incorporate 100 percent baggage screening into the airport security system. Preliminary estimates put the cost at $40 million. Various funding issues need to be resolved so the design can be included in the Terminal A project. The new terminal and concourse is estimated to cost $200 million, have at least a 30-year useful life and add 12 additional contact gates.

Future plans include a Phase II, which consists of the construction of a new terminal and concourse to replace the IAB, Terminal B and Concourse B, as well as a Phase III, which will create a West Concourse that incorporates the new Federal Inspection Station (FIS) facility. The Department has secured the services of a consultant to perform preliminary design for the new facility. The consultant will be responsible for providing all required plans necessary to complete the demolition of existing facilities and complete the construction of the new facility.

b) NOISE IMPLEMENTATION PLAN (PROJECT NO. 165-386)

The state recently completed a Part 150 noise study for BDL and is developing a plan to sound insulate 378 homes in the vicinity of the airport that are at or above the 65-decibel day-night noise level. Services of a consultant have been secured to develop the plan. The consultant will be responsible for preparing all design plans and specifications to be put out for bid to complete the actual soundproofing. Work to develop the plan began in the fall of 2006 and is scheduled to be completed in the spring of 2007. The residential soundproofing will begin with a 10-home pilot project in the spring of 2007 and will continue until all

homes are completed. The plan is being developed and will be implemented using federal funding. Estimated cost: $1,000,000.

c) REHABILITATE RUNWAY 6-24(PROJECT NO 165-391).

This project will consist of the rehabilitation of runway 6-24 at Bradley International Airport. The runway was last reconstructed in 1989 and is starting to experience pavement distresses. The runway is 9,500 feet long and 200 feet wide with 25 foot paved shoulders. The project will include milling and overlay of the pavement along with new shoulders, lights and drainage. The project is currently is design; it is scheduled for construction in 2008. Estimated cost: $9,200,000.

d) REHABILITATION OF RUNWAY 15-33 (PROJECT NO. 0015-0033)

This project will consist of the mill and overlay of Runway 15-33 at Bradley International Airport, the reconstruction of existing shoulders and the installation of new lighting and drainage. The project is scheduled for construction in 2010. Estimated cost: $ 6,400,000.

e) OBSTRUCTION ANALYSIS (PROJECT NO. 165-394)

The State is currently seeking the services of a consultant to prepare an obstruction analysis for the runway approaches at Bradley International Airport. The approaches will be flown to determine the existing ground elevations and tree canopy. This will determine what obstructions penetrate the approach surfaces and how they will be dealt with. This analysis and determination of how to deal with the obstructions will be approved by the FAA. The analysis will begin in January 2007 and be complete by the fall of 2008. Estimated cost: $ 500,000.

2. HARTFORD-BRAINARD AIRPORT

Figure III-3 Hartford-Brainard Airport



a) RECONSTRUCT APRON & HELIPAD (PROJECT NO. 63-619)

This project includes the rehabilitation of the main ramp and construction of a lighted helipad at Hartford-Brainard Airport. The pavement has numerous pavement distresses and large cracks which spall and leave foreign object debris on the pavement. This can cause severe damage to aircraft taxiing in this area. A new lighted helipad along with helicopter parking is being constructed to alleviate congestion adjacent to Taxiway A and H. This project will be constructed using State and Federal funding. The project was scheduled to begin in the fall of 2006 and be completed in the summer of 2007. Estimated cost: $1,727,434.

3. WINDHAM AIRPORT & DANIELSON AIRPORT

Figure III-4 Windham Airport



a) RECONSTRUCT MAIN RAMP &EXTEND TAXIWAY B TO 18 END (PROJECT 163-192)

This project includes the rehabilitation of the main ramp at Windham Airport along with extending taxiway B approximately 2000' to the end of Runway 18. Currently aircraft landing on Runway 18-36 have to back taxi in order to get to aircraft parking aprons and the FBO. This will provide a full length parallel taxiway for the runway, reducing any possible runway incursions. Estimated cost: $1,400,000.

b) DANIELSON MASTER PLAN UPDATE (PROJECT NO. 0068-0204)

Figure III-5 Danielson Airport



A project to develop an airport master plan (AMP) for Danielson Airport will be undertaken to update the existing *Airport Layout Plan* (ALP), which was developed in 1988. Because the ALP is outdated, an AMP is required to ensure that the airport continues to grow and support economic growth in the region and the state. This project will identify and analyze the socioeconomic changes that have occurred in the region and surrounding towns and assess these effects on the airport. It will review changes that have occurred in both the airline industry and general aviation. These analyses will be used to develop realistic forecasts of aviation activity, which reflect the current trends. Environmental concerns will be taken into account, and a list of projects for the airport that are fiscally and environmentally feasible will be developed and published in the AMP. The project will be funded with state and federal monies. As of September 2006, this project was underway; it is scheduled to be completed in the fall of 2007. Estimated cost: $366,000.

c) CONSTRUCT TRANSIENT RAMP (PROJECT NO. 0068-0205)

This project consists of the construction of a new transient parking apron at Danielson Airport. Currently there is a small area designated for transient aircraft to park and use the facility. This project will supply an apron which will accommodate eight aircraft and will include new drainage. The project will also consist of the installation of an Automated Weather Station (AWOS) weather monitoring system for the airport and users. The project was scheduled to begin in the fall of 2006 and be completed in the summer of 2007. Estimated cost: $1,409,568.

4. WATERBURY-OXFORD AIRPORT

a) FAR PART 150 NOISE STUDY (PROJECT NO. 0107-0156)

A Federal Aviation Regulation (FAR) Part 150 Noise Study is being undertaken for Waterbury-Oxford Airport (OXC). The project involves the preparation of the first FAR Part 150 Noise Study and land use compatibility plan for Waterbury-Oxford Airport. Based on previous airport planning and environmental studies, OXC generates off-airport noise that exceeds federal significance levels in noise sensitive areas

(i.e. residential areas). To evaluate and address these noise impacts, the Connecticut Department of Transportation (ConnDOT) committed to the Federal Aviation Administration (FAA) and the local community that further noise analysis and land use planning would be conducted for OXC. The FAR Part 150 Noise Study is a comprehensive study of all airport operations (both landside and airside) as they relate to noise compatibility. The study will review airport operational procedures to abate airport noise and investigate land use planning concepts that could reduce existing and future noise exposure. The overall project objective is to prepare a comprehensive Noise Compatibility Plan (NCP) intended to manage airport noise and associated impacts. The study was underway as of September 2006; it is scheduled for completion in the fall of 2007. Estimated cost: $385,000.

b) CONSTRUCTION OF NEW MAINTENANCE FACILITY (PROJECT NO. 0107-0141)

This project involves the construction of a new two-bay maintenance facility and associated site improvements. The building will consist of a prefabricated structure to be placed on a concrete slab. The new facility will have electrical service and heat to allow for the storage of snow removal equipment during the winter months. The proposed site for the new facility will be on the west side of the airport adjacent to the existing maintenance facility. Construction on this project is scheduled to start in the spring of 2007 and be completed in the spring of 2008. Estimated cost: $900,000.

c) MASTER PLAN UPDATE (PROJECT NO. 0107-0154)

An update of the *Waterbury-Oxford Airport Master Plan* (1995) was underway as of October 2006. This plan will provide planning guidelines for the future development of the airport. The current master plan was completed in January of 1995 and is out of date. This project will identify and analyze the socioeconomic changes that have occurred in the region and surrounding towns and assess these effects on the airport. It will also review changes that have occurred in both the airline industry and general aviation. These analyses will be used to develop realistic forecasts of aviation activity, which reflect current trends. A list of projects for the airport that are fiscally and environmentally feasible will be developed and published in the plan. This project is scheduled for completion in January of 2007. Estimated cost: $450,000.

Figure III-6 Waterbury Oxford Airport



d) EXTEND TAXIWAY B SOUTH DESIGN & PERMIT (PROJECT NO. 0107-0153)

This project will include the design and permit phase to extend Taxiway B south approximately 2000 feet to the Runway 36 end. This project will complete a full length parallel taxiway on the east side of the airport. This would eliminate unnecessary runway crossings and the possibility of runway incursions. A consultant will be secured to prepare all required permit applications. The design and permitting for the project is scheduled to begin in the spring of 2007, construction is scheduled for 2009. Estimated cost: $1,900,000.

5. GROTON-NEW LONDON AIRPORT

a) CONSTRUCT RUNWAY SAFETY AREAS DESIGN & PERMIT (PROJECT NO. 58-303)

This project will consist of the design and permit phase required for the construction of the approved modified build scenario in the recently completed Environmental Impact Statement. The State has hired a consultant to prepare the required permit applications for the proposed project. State and federal funding is being used to secure the permits and complete design plans and specifications. The project is scheduled for construction in 2009. Estimated cost: $6,000,000.

Figure III-7 Groton-New London Airport



b) RECONSTRUCT MAIN RAMP & CONSTRUCT HELIPAD (PROJECT NO. 58-304).

This project will consist of the reconstruction of the main ramp at Groton-New London Airport along with the construction of a new lighted helipad and fixed base operator ramp. The ramp has served its useful life and has numerous pavement deficiencies. The project will eliminate unnecessary pavement and revise the geometry of the ramp and will include new drainage and lighting. The project is scheduled to begin in the fall of 2007 and be completed in the summer of 2008. Estimated cost: $2,000,000.

c) DRAINAGE PIPE REPAIR AT RUNWAY 5 (PROJECT NO. 58-305)

This project consists of replacing the drainage pipes that drain the southeastern portion of the airport. The existing pipes have deteriorated due to their age and salt water intrusion. Construction is scheduled for the spring of 2007. Estimated cost: $600,000.

6. MISCELLANEOUS PROJECTS AT STATE-OWNED AIRPORTS

Along with the aforementioned projects that ConnDOT has scheduled, several other projects collectively involving the five state-owned general airports are ongoing.

a) CONNECTICUT STATEWIDE SYSTEM PLAN UPDATE (PROJECT NO. 0170-TBD1)

In September 2006, ConnDOT completed a study to investigate airport and airport-related facilities needs in order to meet the current and projected future air transportation demands of the state. The findings of

this study are presented in the *Connecticut Statewide System Plan Update* and can be viewed on the ConnDOT web site. This plan takes into account transportation demand, land use, the environment, and state goals and objectives for economic development. The system plan identifies the general expansion needs of existing airports and discusses the need to consider general location and characteristics of possible new airports to meet statewide air transportation needs.

b) OBSTRUCTION ANALYSIS

This project will involve preparing an obstruction analysis for the approaches at all the State-owned general aviation airports. A consultant will be secured to prepare the plans for FAA approval. A new photogrametric overflight will be performed at all airports to determine the existing ground elevations and to identify obstructions to the approach surfaces. The project is scheduled to begin in May of 2007 and be completed in the winter of 2008. Estimated cost: $750,000.

7. MUNICIPAL AIRPORTS

The following major capital projects are planned for the municipal airports in Connecticut.

- *Sikorsky Memorial Airport.* Among various other projects, a $4 million safety area improvement to Runway 6-24 is scheduled for completion by 2008.
- *Danbury Municipal Airport.* The airport is currently purchasing property to secure rights to the runway protection zone for Runway 8. The purchase will allow the airport to maintain its existing displaced threshold at 368 feet and protect the existing airport runway approach as mandated by the FAA.
- *Tweed-New Haven Airport.* Construction of runway safety areas for Runway 2-20 is planned for the spring of 2007. Estimated cost: $17,000,000.
- *Meriden-Markham Municipal Airport.* The airport is planning to update its master plan in 2007 and reconstruct an aircraft apron in 2008.

C. PUBLIC TRANSPORTATION

ConnDOT's *Transit Capital Project Management Plan* gives priority to safety-related projects, to projects that are necessary to bring the transit infrastructure and rolling stock to a state of good repair and keep them in that condition, and to projects which provide accessibility to the disabled, as required by the *Americans with Disabilities Act* (ADA). ConnDOT's Bureau of Public Transportation uses a comprehensive menu of transit services, demand management strategies, capital improvements, and employer and employee incentives to maintain and improve market share. Other general goals include increasing the use of technology to improve operational efficiency and customer service and reducing single-occupant vehicle use through telecommuting, compressed workweeks, and flextime. Following are descriptions of plans, studies, programs and major projects that have recently been conducted or that are programmed to be undertaken by 2020.

1. MAJOR CAPITAL PROJECTS: TRANSIT (BUS & RIDESHARING)

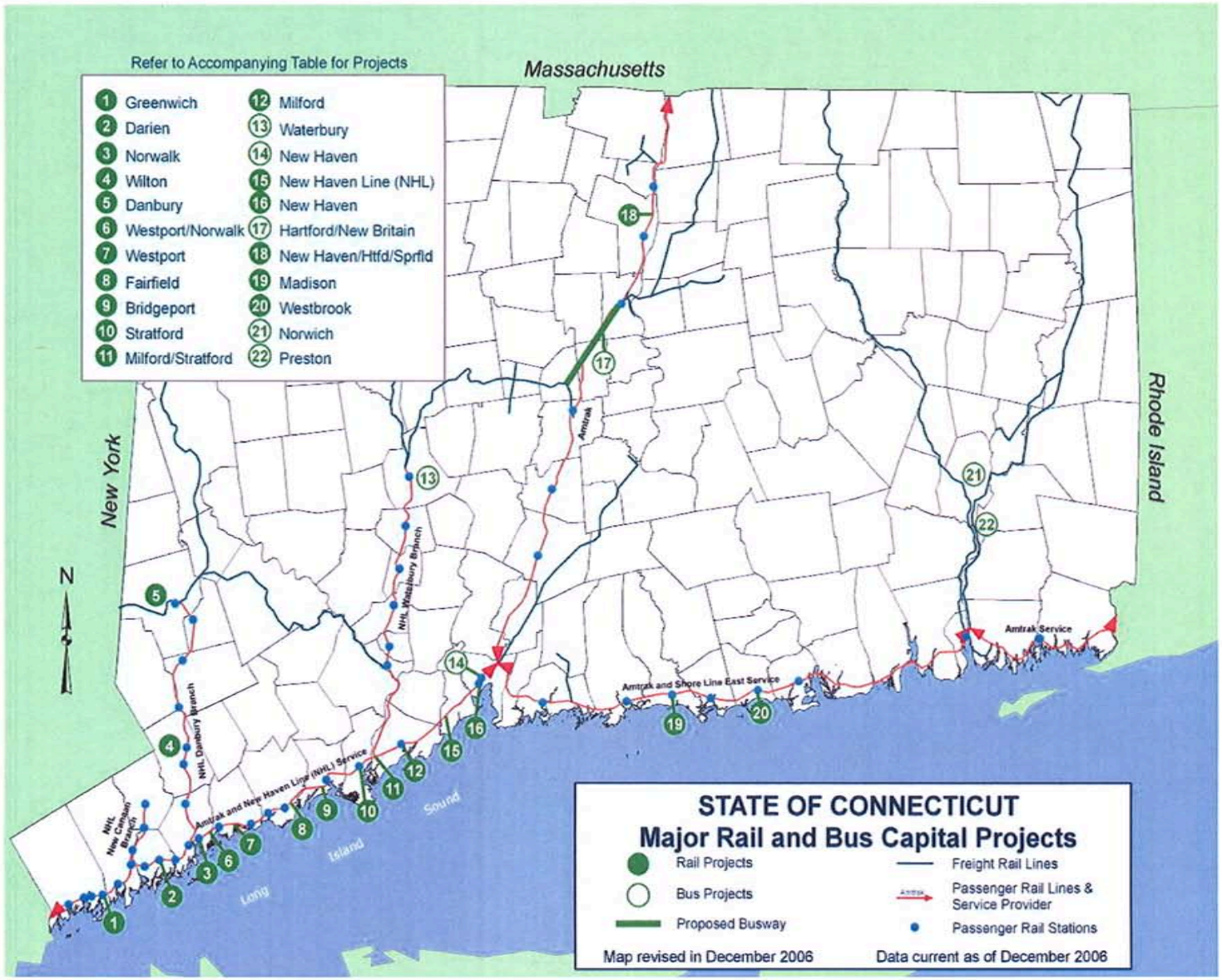
ConnDOT's major bus and ridesharing initiatives are presented in this section. The major bus and rail capital projects that the Department will undertake are listed in Table III-4. The numbers listed in the "Map Key" column on this table correspond to the numbers on Figure III-8, which is a map showing the locations of these projects.

Table III-4 Major Transit Capitol Projects

Map Key	Program	Mode	Project Number(s)	Project Elements
1	Greenwich		301-T129	Rehab of Sound Beach Ave and Tomac Ave Bridges
2	Darien	Rail	0300-0099	Boston Post Road bridge–rehabilitation
3	Norwalk	Rail	0300-0098 0300-T124 0301-0033	Rowayton Avenue bridge–rehabilitation East Avenue bridge–rehabilitation Monroe St. bridge–replacement
4	Wilton	Rail	0161-0136	Downtown Wilton Railroad Station Tiered Parking Facility
5	Danbury	Rail	0302-0007	Installation of Centralized Traffic Control on the Danbury Branch
6	Westport	Rail	0301-0040056	Preliminary Engineering–Saga Movable Bridge
7	Westport/Norwalk	Rail	0301-0040	Construction–Walk and Saga Movable Bridge
8	Fairfield	Rail	0301-0070 0301-0075 0301-0060 0301-T136	North Benson Road bridge–rehabilitation Westway Road bridge–rehabilitation Fairfield Railroad Station Joint Development Project
9	Bridgeport	Rail	0301-T094 0300-0101	Fairfield Avenue bridge–replacement Main Street Bridge–elimination
10	Stratford	Rail		Rehab of Main Street RR Bridge
11	Milford	Rail	0300-0077	Milford – rehabilitation of Railroad moveable bridge@ MP 60.42 ST. BR. NO.08080R over Housatonic river
12	Mlilford/Stratford		0083-0244 0138-0226	U.S. 1; bridge NO.00327rehabilitation of Housatonic river, Milford/Stratford Parking garage expansion & related improvements
13	Waterbury	Bus	0431-0006	CTTransit–Waterbury Bus Facility: Right-of-Way, Preliminary Eng. and Construction
14	New Haven	Bus	0402-0002 0092-0570	CTTransit–New Haven Bus Maintenance Facility: Right-of-Way, Preliminary Engineering and Construction Construction of boathouse facility on Long Warf, New Haven, @ Parcel H
16	New Haven	Rail	0301-T106 0301-T107	New Haven Yard Fueling Facility New Haven Yard Wheel Truing Facility

Map Key	Program	Mode	Project Number(s)	Project Elements
15	New Haven Line (NHL)	Rail	0301-0042(A), 0301-0054(B), 0301-0053(D), 0301-T118, 0301-T119, 0301-T120	New Haven Main Line Catenary Replacement (Completed 4/26/04; Completed 2/13/06)
			0300-0074	New Haven Rail Line Radio Communications Installation (Systemwide)
			0300-0085	M-2 Car Rehabilitation/Overhaul
			0301-0088	Construction of New Rail Car Maintenance Facilities
			0301-0038	New Haven Rail Line Supply 1086 Electrical Supply Station
			0301-0072	Replacement of 5 NHL Substations
			0301-0077/300-0124	NHL Track Program (Annual Program) C-26 Track Program is 85 % complete; C-27 Track Program is 5% complete
			0300-T163	Replacement of NHL Rail Car Fleet
			0300-0104	Tagging Relay Project (Tagging Relay procedures in effect 3/28/06)
			0300-0085	M-2 Car Rehabilitation/Overhaul
			0300-0110	Rehabilitation of Mafersa Rail Cars
			0301-0054	Metro North Catenary replacement system- four phase project
			0301-0042	Catenary replacement system- four phase project
			Public Act 06-136	Developing a new commuter rail station between New Haven and Milford
			0301-0054	Metro North Catenary replacement system- four phase project
			0300-0128	Mid-Life Overhaul of 40 New Haven Line Bombardier Shore Liner II End Door coaches
			0300-0122	Acquisition of New Haven Line Shuttle Locomotives
			0300-0111	Acquisition of Six Dual Mode Locomotives
17	Hartford	Bus	0171-2009	New Britain to Hartford Bus Rapid Transit System CT Transit - Hartford Bus Maintenance Facility - State of Good Repair
18	New Haven / Hartford/Springfield		Public Act 06-136	Commuter rail service on New Haven-Hartford-Springfield (NH-HFD-SPR) line with shuttle bus service to Bradley International Airport
19	Madison	Rail	0310-0020	SLE Madison Railroad Station
20	Westbrook	Rail	0310-0022	SLE Westbrook Railroad Station
21	Norwich	Bus	0103-0238	Norwich Transportation Center
22	Preston	Bus	0414-0019	Southeast Transit District Facility Rehabilitation
---	Systemwide	Bus	0170-T731	Statewide Radio System–*not shown on map*
---	Statewide			CT Transit System wide Bus Replacements
---	TBD		472-0048	Northwest Transit District Maintenance Facility
Public Act 06-136, AAC the Roadmap for Connecticut's Economic Future				
		Rail		Meeting costs of capital improvements on branch lines
		Rail		Meeting capital costs of parking and station improvements on NHL, SLE
		Bus		Funding the local share of the Southeast Area Transit federal pilot project
		Rail		Rehabilitation of Mafersa rail passenger coaches for use on Shore Line East (SLE), NH-HFD-SPR, and branch lines

Figure III-8. Major Rail and Bus Capital Projects



a) **CTTRANSIT–WATERBURY BUS FACILITY: RIGHT-OF-WAY, PRELIMINARY ENGINEERING, AND CONSTRUCTION (PROJECT NO. 0431-0006)**

A new facility will be constructed to replace the existing outdated leased facility. Funding is provided for right-of-way activities, for preliminary engineering activities and for construction of this new bus maintenance facility. Design work will be completed in 2008. It is anticipated that construction will begin in 2009. Estimated cost: $32 million.

b) **CTTRANSIT–NEW HAVEN BUS MAINTENANCE FACILITY: RIGHT-OF-WAY, PRELIMINARY ENGINEERING AND CONSTRUCTION (PROJECT NO. 0402-0002)**

A new bus storage and maintenance facility will be constructed to replace the existing facility that is undersized and outdated. Funding is provided for right-of-way activities, for preliminary engineering activities and for construction of this new bus maintenance facility. A site has been selected and design will be completed in 2007. It is anticipated that construction will be completed in 2009. Estimated cost: $100 million.

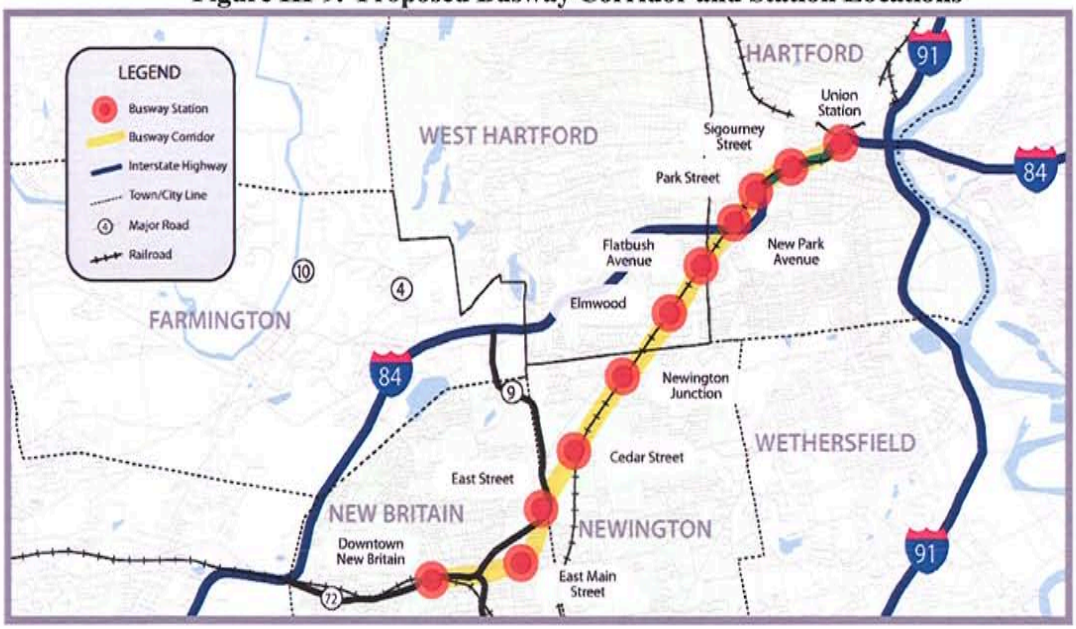
c) **NEW BRITAIN TO HARTFORD BUS RAPID TRANSIT SYSTEM (PROJECT NO. 0171-0305)**

ConnDOT, the Capitol Region Council of Governments and the Central Connecticut Regional Planning Agency have identified peak hour traffic congestion along the Hartford West corridor as a major concern for the future. To evaluate the concerns and suggest improvements, the three agencies undertook a major investment study. As a result of the study, the recommended alternative was to build the New Britain – Hartford Busway.

The project will entail construction of a Bus Rapid Transit (BRT) facility along 9.4 miles of inactive and active rail corridors located in the towns/cities of New Britain, Newington, West Hartford and Hartford. The facility will provide an exclusive bus-only roadway with 11 stations. The services that will use the Busway for all or part of their route will benefit from improved running times and reliability because they will no longer travel on the congested I-84 or the local streets. This improved bus service will also attract automobile trips from the I-84 corridor, thereby increasing travel speeds on that roadway.

This project will include construction of a roadway, reconstruction of eleven bridges, construction of eleven stations with amenities, roadway and station landscaping, signage, lighting, a multi-use pathway and other related activities. The Environmental Impact Statement (EIS) was completed with a Record of Decision (ROD) issued on March 21, 2002, by the FTA. A re-evaluation to the EIS documenting minor scope changes was submitted to FTA on April 19, 2006, and approved on June 2, 2006. The project anticipates receiving permission to enter Final Design in the fall of 2006, start construction in 2008 and start revenue operation in 2012. The estimated total cost for the busway project is $458 million.

Figure III-9. Proposed Busway Corridor and Station Locations



d) NORWICH TRANSPORTATION CENTER (PROJECT NOS. 0103-0238)

A new transportation facility will provide a parking structure for approximately 300 cars, an enclosed ticketing and passenger waiting area for South East Area Transit (SEAT) bus service, access to possible future rail passenger service, access to possible future passenger river ferry service, and convenient access to downtown Norwich. Design is expected to begin in 2004. Estimated cost: $15 million.

e) SOUTHEAST AREA TRANSIT DISTRICT FACILITY REHABILITATION (PROJECT NO. 0414-0019)

This state-owned bus facility was built in 1980. ConnDOT's Bureau of Engineering and Highway Operations Facilities Design unit completed a condition assessment in May 1998 and identified the repairs required to bring the facility up to a state of good repair. Over the past few years the fuel tanks have been replaced, the boiler has been repaired and the reclamation system for the bus washer has been repaired. Some of the major renovations required include rehabilitating the roof, replacing the heating and cooling system, installing a water treatment system, milling and resurfacing the currently paved areas at the site, and many other improvements listed in the facility assessment.

f) STATEWIDE RADIO SYSTEM (PROJECT NO. 0170-T731)

A new narrow band system will be designed and purchased to replace the current radio system that has been in service for 15 years. The current system is an outdated analog wide-band design model that is no longer fully supported by the manufacturer. Problems with the current radio system are anticipated to become significantly worse when the Federal Communications Commission "refarms" and adds new frequencies between the bands we utilize, thereby adding to the potential sources for interference. A new radio system will eliminate or reduce the poor coverage areas, thus improving system operations and security. In addition, a new radio system will allow for the implementation of an automated vehicle location system (AVL). The study and design of the new radio system is anticipated to begin in 2007.

g) NHL TRACK PROGRAM (ANNUAL PROGRAM) (PROJECT NO. 0301-T111)

This project provides for the continued maintenance of the track structure on the New Haven Line. The project entails the purchase and installation of ties, turnouts, continuous welded rail, timbers at various bridges as well as surfacing track miles. All work is performed on an annual cycle in order to maintain operating speeds and comfort.

h) NORTHWEST TRANSIT DISTRICT MAINTENANCE FACILITY (PROJECT NO. 472-0048)

Under this project, an adequate site (approximately 3 to 4 acres) will be acquired and a 13,500-square-foot facility will be designed, constructed and equipped to provide administrative, operations, maintenance and storage for 30 NWCTD vehicles. Consideration will be given to building additional capacity in order to accommodate another 30 vehicles from local agencies that wish to contract with NWCTD for maintenance and/or storage. Construction is scheduled for 2010. Estimated cost: $8 million.

i) FIXED ROUTE BUS REPLACEMENTS (PROJECT NO. 0400-0024)

Buses are programmed for replacement at the end of their useful life, which is 12 years for the standard heavy-duty bus. During the next ten years, the following are scheduled for replacement:

- 200 CTTransit system-wide bus replacements (Project No. 0400-0024 and 0400-TBD)
- 20 buses for Housatonic Area Transit (HART)
- 38 buses for Greater Bridgeport Authority (GBTA)
- 75 buses for private operator/express services as contracted by ConnDOT

The replacement cost for the urban fleet is estimated at $129 million, in current dollars. Figure III-10 is a photograph of a newer-style CTTransit bus; similar buses are in service in the Greater Hartford, Stamford, Bridgeport, Norwich/New London and New Haven areas.

Figure III-10. Newer-Style CTTransit Bus on Display



2. MAJOR CAPITAL PROJECTS: RAIL

Information on ConnDOT's ongoing and planned major rail capital projects is presented in this section. A map showing the location of these projects is provided at the beginning of the "Public Transportation" section as Figure III-8. A key to this figure follows and is provided as Table III-4 Major Transit Capitol Projects.

a) NEW HAVEN LINE (NHL) BRIDGE REPLACEMENT/REHABILITATION

This project provides for the replacement and rehabilitation of New Haven Line bridges Figure III-11 and Figure III-12 that have a condition "four" rating and pose serious safety concerns. Estimated cost: $153 million.

Some of the major bridges scheduled to be replaced or rehabilitated are:

- *Project No. 301-T129.* Rehabilitation of Sound Beach Avenue and Tomac Avenue in Greenwich.

  Sound Beach Ave Bridge – Bridge No. 03948R, M.P. 31.29 over Sound Beach Ave, in Greenwich. This bridge consists of two span ballasted deck constructed in 1894 and rehabilitated in 1929. The 56-foot-long bridge consists of concrete girders, supported by stone abutments and a pier as steel column with a pier cap and vertical clearance of 12 feet 9 inches. Based on annual bridge inspection, this bridge is in poor condition; it received an overall condition rating of 3, which denotes a serious problem with the structure. The project will require the replacement of the superstructures and rehabilitation of the existing substructure. This project does not include improvements related to the widening of the road or any increase to vertical clearance.

- *Tomac Ave Bridge – Bridge No. 03955R, M. P. 31.62 over Tomac Ave, in Greenwich.* This open deck bridge was constructed in 1895 and rehabilitated in 1943. The 32-foot superstructure consists of a single span with riveted built-up through girders. The superstructure is supported by stone abutments with cast-in-place concrete bridge seats. The vertical clearance under the bridge is 10 feet 8 inches. This project will replace the superstructure with ballasted deck in order to restore proper functioning of the structure. Rehabilitation of the existing abutments is required. This project does not include improvements related to widening the road or increasing vertical clearance.Cost of Preliminary Engineering phase: $1.2 million. It is anticipated that the design will be completed by March 2008 and that construction will begin in 2009.

- *Project No. 0300-0099. Boston Post Road bridge in Darien–rehabilitation.* This project required the replacement with ballast deck is required to restore the proper functioning of the structure, as well as increase ride comfort. Bridge No. 00316R, Boston Post Road in Darien, caries four New Haven Mainline tracks. The bridge is three span riveted through girder superstructure with a minimum vertical clearance of 11 feet 9 inches. The bridge is supported on stone masonry abutments and steel bents. The main span of the bridge is 47 feet 3 inches in length and the approach spans are 15 feet 6 inches in length for a total structure length of 78 feet 3 inches. The Darien train station is located immediately to the west of the bridge. Based on annual bridge inspections, this bridge is in poor condition; it received an overall condition rating of 4. This project does not include improvements related to the widening of the road. Estimated date for completing construction: April 2009. Estimated cost: $8.0 million.

- *Project No. 0300-0098. Rowayton Avenue bridge in Norwalk–rehabilitation.* Replacement with a ballast deck is required to restore the proper functioning of the structure. It will also increase ride comfort. Bridge M.P. 39.11 over Rowayton Avenue in the City of Norwalk and has a 34-foot single span open deck structure. Based on annual bridge inspection, this bridge is in poor condition and received an average condition rating of 4, which denotes a serious problem with the structure. Estimated date for completing construction: April 2009. Estimated cost: $5.0 million.

- *Project No. 0301-0033. Monroe Street bridge in Norwalk–replacement.* Bridge No. 41.12, in Norwalk, carries the four New Haven Mainline tracks and two side tracks over Monroe Street. This bridge consists of an 85 foot, open deck, three span structures with a thru girder center span and deck girder side spans, with a vertical clearance of 12'-0". The superstructure is supported by stone masonry abutments and two steel piers. Based on annual bridge inspections this bridge is in poor condition and received an overall condition rating of 4, which denotes a serious problem with the structure. Improvements of the road to increase the vertical clearance under the bridge will be performed. This project does not include improvements related to widening the road. Estimated date for completing construction: April 2009. Estimated cost: $8.0 million.

- *Project No. 0300-T124. East Avenue bridge in Norwalk–rehabilitation.* This bridge (No. 42.14, East Avenue in Norwalk), carries four New Haven Mainline tracks, an open deck superstructure founded on cut stone masonry gravity type abutments. This superstructure consists of one simple span comprising built-up riveted through girders, floor beams and stringers. The span length is 39 feet. Existing vertical clearance is 12 feet 7 inches. Based on annual bridge inspections, this bridge is in

poor condition and has received an overall condition rating of 4. Replacement with ballast deck is required to restore the proper functioning of the structure, as well as to increase ride comfort. Also, existing substructures shall be modified to carry new loads. This project does not include improvements related to widening the road. Estimated date for completing construction: 2015. Estimated cost: $8.0 million.

- *Project No. 0301-0070. North Benson Road bridge in Fairfield.* The age of the structure and the complicated nature of performing repairs has caused deterioration of the structure. The bridge has a rail capacity of Cooper E46. This bridge has a low clearance and is posted for a minimum vertical clearance of 10 feet, 5 inches. The rehabilitation of this bridge would include the complete replacement of the existing superstructures with pre-cast concrete beams and reinforcement of the existing abutments. Estimated date for completing construction: 2012. Estimated cost: $5.0 million.
- *Project No. 0301-0070. Westway Road bridge in Fairfield.* This ballasted bridge was constructed in 1890 and rehabilitated in 1940. The superstructure consists of riveted built-up girders and rolled beam floor beams with a steel deck. The substructure consists of two stone masonry abutments with concrete bridge seats. The bridge is currently posted for a minimum vertical clearance of 10 feet-0 inches with a field measured minimum clearance of 10 feet-3 inches. The structure is 58 feet in length carrying four main line Metro-North tracks. The rehabilitation of this bridge will encompass the complete removal of the superstructure under each track followed by the erection of a new simple span multi-beam structure with new safety walkways. The bridge seats will be rebuilt to accept new bearings and support the new spans. The abutments will also be reinforced with anchors as necessary. No roadway work is planned under this project, however, lane or complete road closures and detours will be required to perform some of the work. Estimated date for completing construction: June 2012. Estimated cost: $5.0 million.
- *Project No. 0301-0070. Fairfield Avenue bridge in Bridgeport.* Bridge No. 53.42 in Bridgeport carries the four New Haven Main Line tracks. The bridge consists of a 106 foot open deck, three span structure. The through girder bridge was constructed in 1895. The superstructure is supported by stone abutments and two piers with steel columns resting on stone pedestals. Based on annual bridge inspections this bridge is in poor condition, it was given a rating of 4, which denotes a serious problem with the structure. Replacement with a ballast deck is required to restore the proper functioning of the structure. Improvement of the road to increase the vertical clearance under the bridge should be improved if possible. This project does not include road improvements related to widening the road. Estimated date for completing construction: June 2012. Estimated cost: $8.0 million.
- *Project No. 0301-0070. Main Street Bridge in Bridgeport–elimination of the bridge.* Based on the age of this bridge, cost estimate, and future repairs, eliminating this bridge is the recommended course of action. Elimination of the railroad bridge would include the following: The existing bridge superstructures will be removed entirely and the substructure will be removed three feet below the proposed railroad grade. The crossing will be back-filled and new retaining walls to match the existing ones will be constructed. Also, a utility underpass of precast concrete shall be built. Estimated date for completing construction: June 2012. Estimated cost: $2.0 million.
- *Project No. 0301-0070. South Avenue Bridge in Bridgeport*–The rehabilitation of this bridge will include the replacement of the existing superstructures with steel beams and reinforcement of existing abutments. Estimated date for completing construction: June 2012. Estimated cost: $10.0 million.

b) PRELIMINARY ENGINEERING–WALK AND SAGA MOVABLE BRIDGES (PROJECT NO. 0301-0040)

Figure III-11 Walk Bridge, Norwalk



In November of 2000 ConnDOT completed a study of the Walk Bridge in Norwalk (Figure III-11) and the Saga Bridge in Westport (Figure III-12). The study provided information on the present versus alternative alignment and a type of movable structure recommendation. The study alternatives included short-term repairs, rehabilitation, and replacement. ConnDOT is proceeding with the rehabilitation recommendation. The design phase for the rehabilitation of these bridges is currently underway. Estimated cost for design: $10.7 million.

The Walk Bridge, constructed in 1896, is a four-track swing bridge that spans 562 feet over the Norwalk River. It has experienced increasing deterioration and mechanical problems over the years. Being a swing bridge, if the bridge fails in the open position, there is no rail service. It is anticipated that the construction phase of this project will be completed in 2015. Estimated cost for rehabilitation of this bridge: $58 million.

Figure III-12. Saga Bridge, Westport



The Saga Bridge, constructed in 1904, is a bascule lift bridge that spans 458 feet over the Saugatuck River. The Saga Bridge is double-spanned, meaning it has two parallel, identical spans, both separately moveable structures, each containing two tracks (for a total of four). In case of a malfunction, rail service can still operate on two of the four tracks. It also has experienced increasing deterioration and mechanical problems over the years. It is anticipated that the construction phase of this project will be completed in 2015. Estimated cost for rehabilitation of this bridge: $62 million.

c) STRATFORD - PARKING GARAGE EXPANSION & RELATED IMPROVEMENTS (PROJECT NO. 0138-0226)

The Stratford parking garage proposal is for the construction of a 609-space, four-story garage that would result in the net increase of approximately 455 spaces at Stratford railroad station. Also included in the proposal are roadway and pedestrian circulation improvements, and retail space. As proposed, the project would require the acquisition of a privately owned parcel which is to be combined with the existing state owned parcel on the north side of the tracks. Estimated cost: $12 million. Estimated project completion date: 2011.

d) DOWNTOWN WILTON RAILROAD STATION TIERED PARKING FACILITY (PROJECT NO. 0161-0136)

ConnDOT will be initiating a new project to construct a parking structure at the Wilton Railroad Station utilizing Congestion Mitigation and Air Quality (CMAQ) funding. This project resulted from the design of the reconstruction of Route 7 in Wilton (Project Nos. 0161-0118 and 0161-0124) whereby changes to the downtown Wilton Railroad Station parking area were anticipated.

The possibility of constructing a tiered parking facility at this location was studied. Local officials and a state representative were consulted. The ConnDOT study revealed that a two-level, three-bay, split-level parking garage would result in a more economical cost per parking spot than a parking deck or a surface lot at the downtown railroad station. This alternative would provide an additional 120 parking spaces over the 128-space surface parking lot originally proposed at the rail station. The cost estimate for the design and construction of the structure is $3 million.

The following features will be considered during design:

- Precast concrete components for ease of construction and to avoid curing delays and winter interruptions;
- Passive security features such as open stair wells and sufficient illumination;
- Two pedestrian exits;
- One elevator tower;
- Special finishes;
- Features to control access and collect fees; and,
- Ownership/lease arrangements for the facility.

The parking structure would be located at the northwest corner of the Route 33 intersection with Route 7, adjacent to the existing railroad station. ConnDOT will schedule the construction phase to best serve area commuters. This will require staggering the projects, which will also allow for the proposed parking structure area to be used for staging during the widening of the nearby Route 33 bridge over the Metro-North Railroad and the Norwalk River. At this time, the new parking structure will be scheduled for construction in FFY2009.

e) INSTALLATION OF CENTRALIZED TRAFFIC CONTROL (CTC) ON THE DANBURY BRANCH (PROJECT NO. 0302-0007)

Trains on the Danbury Branch presently operate under a system known as a manual block. There are no active signals or automatic switches on the branch. Therefore, multiple train movements on the branch are limited as a result of these manual blocks and a train crewmember must manually operate turnouts at Norwalk, Wilton, and Branchville. The CTC signal system includes a remote control of train movements and switches from Metro-North's Control Center in Grand Central Terminal. This project will also include installation of a remote passing siding at Bethel to facilitate the next phase in service expansion. Construction is scheduled to be completed in December 2009. Estimated cost: $17.0 million.

f) AMERICANS WITH DISABILITIES ACT (ADA) KEY STATION PROJECTS

In order to comply with the *Americans with Disabilities Act* (ADA), ConnDOT selected 12 key stations on the New Haven Line. Key stations are required to be accessible to the disabled. ConnDOT continues its efforts to bring the key stations into compliance by programming station improvements in the *Capital Projects Management Plan* for the construction of the required accessibility at Fairfield. Improvements to the Darien, and Westport stations were completed in 2005; improvements to the Milford station were completed in 2006.

FAIRFIELD ADA KEY STATION (PROJECT NO. 0301-0060)

Fairfield Railroad Station improvements are expected to be completed by January 2009. Refer to information provided under the heading "Fairfield Railroad Station Joint Development Project (Project No. 0301-0060 & 301-T136)" in this section for additional information on this project.

g) FAIRFIELD RAILROAD STATION JOINT DEVELOPMENT PROJECT (PROJECT NO. 0301-0060 & 301-T136)

ConnDOT, the town of Fairfield and a private developer are working together to create a commercial development that will include a new ADA accessible rail station with 1,440 new parking spaces for rail users. The total project may exceed $300 million in combined public and private investments. ConnDOT's share is anticipated to be $35 million. ConnDOT will fund the construction of a vehicular bridge and a separate pedestrian bridge over the railroad to access the development and the platforms for the new station. This project will be the first public/private effort initiated for a New Haven Line capital project. Construction is schedule to be completed in 2009.

h) NEW HAVEN YARD FUELING FACILITY (PROJECT NO. 0301-T106)

This project consists of renovating the existing locomotive fueling facility in the New Haven Rail Yard to modernize it for current and future needs. The renovated facility will provide for four locomotive fueling positions, two on each track. One position will be converted to a light service and inspection facility. A pre-engineered enclosure will be constructed at this spot, with a roof and walls. The existing fuel operator's building will be renovated to upgrade all building systems including roof, windows, doors, mechanical and electrical systems. The existing pump house will be renovated to house the new fuel pumps. The new 29,000-gallon above-ground vertical self-contained fuel tanks will be installed. Estimated cost $12.5 million. Estimated completion date: 2008.

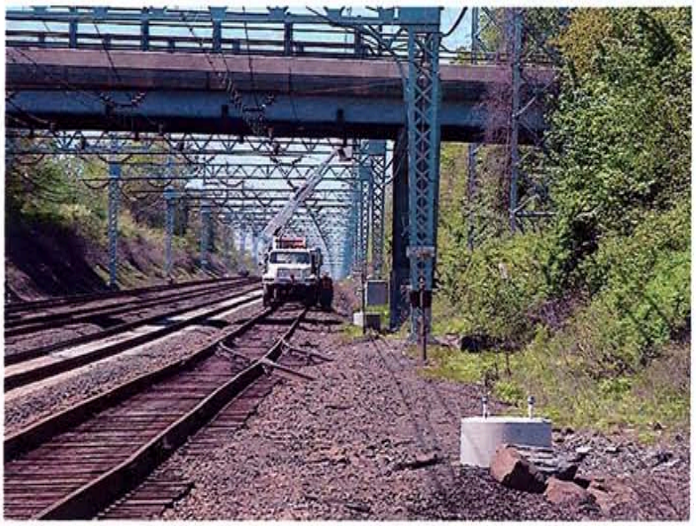
i) NEW HAVEN YARD WHEEL TRUING FACILITY (PROJECT NO. 0301-T107)

This facility, currently under design, will be utilized to restore wheel diameter parity and profile as a result of the stresses of track wear, drift, spalling and wheel flat spots. The wheel machine is mounted under-floor for ease of operation. Vehicles are pulled over the machine to speed turnaround time. Candidate vehicles for wheel truing are usually identified during the 60-day program maintenance inspection. Estimated cost: $25.0 million.

j) NEW HAVEN MAIN LINE CATENARY REPLACEMENT (PROJECT NOS. 0301-0042(A), 0301-0053(D), 0301-0054(B), 301-0070 (C1B) 0301-T119 (C1A), 0301-T120 (C2)

The existing catenary system ( ) is being replaced in four stages with a constant-tension wire-supporting system, designed for the maximum speed allowed by track geometry and other physical constraints. The project will be constructed in four sections: New York State Line to Stamford, Stamford to Norwalk, Norwalk to Bridgeport, and Bridgeport to New Haven. Phase One (Section A) was completed in 2004 at a cost of $66.5 million; Phase Two (Section D) was completed in 2006 at a cost of $89.5 million. Phase Three (Section B) is under construction and is anticipated to be completed in 2009; the estimated cost for this phase is $82.5 million. Phase Four (Section C1B) was advertised in November 2006 and is anticipated to be completed in 2011; the estimated cost is $93 million. Phase Five (Section C1A) is anticipated to be completed in 2016 and is estimated to cost $242.5 million (which is included in project 301-0040). Phase Six (Section C2) is anticipated to be completed in 2014; the estimated cost is $83 million. This project is supported in the TSB's 2003 report. All phases will be completed by 2016. Estimated cost for the remaining four sections: $450 million. (All costs include the costs of rehabilitating or replacing the bridges associated with each section.)

Figure III-13 Catenary Systems



k) NHL TRACK PROGRAM (ANNUAL PROGRAM) (PROJECT NO. 0301-T111)

This project provides for the continued maintenance of the track structure on the New Haven Line. The project involves the purchase and installation of ties, turnouts, continuous welded rail, timbers at various bridges as well as surfacing track miles. All work is based on the annual cycle in order to maintain operating speeds and comfort.

l) NEW HAVEN RAIL LINE RADIO COMMUNICATIONS INSTALLATION (SYSTEMWIDE) (PROJECT NO. 0300-0074)

The existing New Haven Line (NHL) radio coverage in the State of Connecticut is inadequate and requires upgrading to comply with the amended Federal Railroad Administration (FRA) regulation parts 220.9 and 220.11. Construction will include modifications to the existing radio sites and the construction of new sites. Construction is underway and is 85 percent complete; beneficial use is anticipated by first quarter of 2007. Estimated cost: $6.0 million.

m) NETWORK INFRASTRUCTURE COMMUNICATIONS/FIBER OPTICS PROJECT (PROJECT NO. 0300-0062)

Install multi-fiber optic communication system within the rail right-of-way to provide railroad-only communication needs. Project is 85 percent complete; beneficial use is anticipated by first quarter of 2007. Estimated cost: $13.2 million.

n) NEW HAVEN RAIL LINE SUPPLY 1086 ELECTRICAL SUPPLY STATION (PROJECT NO. 0301-0038)

Voltage levels on the east end of the New Haven Line (NHL) are determined to be too low in view of increasing electrical loads necessary for continued safe and efficient train operations. An additional electrical supply point is essential to increase voltage levels that would allow more conservative, protective relay settings, and efficient train acceleration. Construction is expected to start in 2008. Estimated cost: $6.0 million.

o) REHABILITION OF MAFERSA RAIL CARS (PROJECT NO. 0300-0110)

In October 2004, ConnDOT purchased 33 Mafersa rail cars from the State of Virginia for $13.4 million. The Mafersa fleet includes 10 cab cars and 23 coaches. ConnDOT received 26 of the cars in October 2004 and will receive the remainder of the fleet no later than February 2007. Approximately 3,600 seats are being gained through the purchase of these rail cars. This purchase was funded with money appropriated by the Connecticut General Assembly for Transportation Strategy Board projects to achieve the goal of providing an additional 2,000 seats for the New Haven Line service.

ConnDOT has invested an additional $6 million to prepare the Mafersa cars for service, bringing the total cost to $19.4 million. The cars are being repaired by Kawasaki Rail Car, Inc. As of December 31, 2006, ten cars have been repaired and made available for service. The remaining 23 cars are expected to be completed by August 31, 2007.

The Mafersa cars are being assigned to the Shore Line East, Danbury, and Waterbury Branch lines. A total of 24 Bombardier cars in service on Shore Line East and the Danbury and Waterbury Branch shuttles will be transferred to the New Haven main line service.

p) REPLACEMENT OF NHL RAIL CAR FLEET (PROJECT NO. 0300-0116)

In September 2006, ConnDOT placed a base order for 210 rail cars and exercised an option to order an additional 90 rail cars for the NHL fleet. Kawasaki Rail Car, INC. was awarded the contract in August 2006 to include a total of 380 rail cars. It has been proposed that approximately 350 electrical multiple unit (EMU) rail cars be purchased to replace the existing fleet of rail cars in the core New Haven Line fleet of

EMU cars would address fleet reliability, ridership and service demand, and American with Disabilities Act requirements. The purchase of these cars would also enable operation of the EMU equipment on Shore Line East. Funding for the procurement was approved by the General Assembly in 2005 and authorized by the Bond Commission in August 2006. Deliveries of the first rail cars in the initial 300 ordered are scheduled to begin arriving in late 2009. The average price per car is $2.5 million.

q) CONSTRUCTION OF NEW RAIL CAR MAINTENANCE FACILITIES (PROJECT NO. 0301-0088)

Under this project, new maintenance facilities will be constructed as part of Governor Rell's 2005 New Haven Rail Yard Program to support the EMU rail car fleet used to provide rail service on the New Haven Line. New maintenance facilities are critical to providing reliable service, and are necessary to handle the demands of continued upkeep for the existing fleet. The New Rail Car Maintenance Facilities will also support the maintenance of the M-8 fleet replacement cars. The present New Haven maintenance facility is 30 years old, was designed to maintain the initial order of 144 EMU cars. It is severely over-burdened and is operating 24/7 (around-the-clock). The current rail fleet totals over 350 EMU cars.

The new facilities include:

♦ Main maintenance facility	♦ Service/Inspection Facility	♦ Rail Car Repair Shop	♦ Heavy repair /Paint Shop
♦ Power Supply & Fuel Stations	♦ Rail Car Wash	♦ Storage yard	♦ Lay-up yard (to store trains)
♦ Wheel True Facility	♦ Ancillary Support facilities (i.e. employee parking, overpass & various offices)	♦ Engineering Shop & Office	♦ Material Distribution Warehouse

After extensive study by ConnDOT and Metro-North Railroad, the preferred approach and location was determined to be further expansion of the maintenance facilities complex in New Haven. These facilities will help relieve today's over-extended New Haven and Stamford facilities and support the complete maintenance needs of the entire New Haven Line fleet in a fully integrated manner. The maintenance facilities can then return to a two-shift, weekday operation to support the combined fleet of EMU cars (342 new EMUs, 54 M-4, and 48 M-6). The new facilities would need to be operational in time to support the fleet replacement order in 2010.

The facility will be constructed in phases over several years. Construction on the first phase could commence in 2008 with construction on the subsequent phases continuing through 2013. The total cost for designing and constructing the new rail car maintenance facility is estimated to be $800 million.

r) M-2 CAR REHABILITATION/OVERHAUL (PROJECT NO. 0300-0085)

Metro-North operates 242 M-2 cars on the New Haven Line (NHL). Half of these cars are owned by ConnDOT and half are owned by Metro-North. These cars began entering service between 1973 and 1976. Since service inception, these cars have accumulated extensive mileage and are nearing the end of their useful lives. The life extension of these vehicles is a key component of the NHL fleet strategy, and the program is producing successful results.

Figure III-14. Rebuilt M-2 Car at Service Shop



This project provides for the replacement or rebuilding of the components that have been experiencing or are expected to experience high failure rates; Figure III-14 shows a rebuilt M-2 car at the service shop. The majority of the work consists of in-kind component replacements. Five components are no longer maintainable due to lack of repair parts and are being replaced with upgraded components: main smoothing reactor, toilet system, cab signal system, motor-alternator and double and single ended blowers. The cab signal is being replaced with its modern equivalent, while the motor-alternator is being replaced with an inverter. In addition, seats and floors, are replaced as needed. Approximately 40 percent of the program had been completed and increased reliability and reduced shop time in the fleet is evident. The project is scheduled for completion in 2009. Estimated cost: $60 million (Connecticut share).

s) END DOOR BOMBARDIER COMET II COACH OVERHAUL (PROJECT NO. 0300-0128)

Forty ConnDOT owned Project 19 and Project 34 Shore Line II End Door Coach cars will undergo a mid-life overhaul at Bombardier's Dansville, New York facility. ConnDOT's cars will enter the program in August 2007. Up to $23 million has been authorized for the performance of the work. Metro-North Railroad is administering the project in which 64 MTA owned coaches are also being overhauled. Preliminary design reviews of the replacement component systems have been initiated.

t) ACQUISITION OF SHUTTLE LOCOMOTIVES (PROJECT NO. 0300-0122)

Under this project, ConnDOT is participating with Metro North Railroad in the purchase of locomotives to fulfill the requirement for locomotive powering both revenue (6) and non-revenue (5) service. ConnDOT will provide 100 percent funding for the purchase of six BL-20GH Locomotives and 27 percent funding for five Metro-North Railroad work locomotives for a total of $16,570,000. Metro North Railroad is administering the project. ConnDOT also has an option on this contract for an additional five locomotives, and is reviewing other alternatives.

u) ACQUISITION OF SIX DUAL-MODE LOCOMOTIVES (PROJECT NO. 0300-0111)

ConnDOT's six FL-9M dual-mode locomotives are the oldest technology in the fleet. These locomotives no longer meet federal requirements and cannot be overhauled. ConnDOT intended to purchase six new dual-mode locomotives for New Haven Line and Branch Line through train service and a Request for Proposal was advertised in January 2006. One non-conforming proposal was received November 9, 2006, after an extensive competitive process. ConnDOT is currently reviewing specification requirements and various options available for the purchase of these locomotives.

v) REPLACEMENT OF 5 NEW HAVEN LINE (NHL) SUBSTATIONS (PROJECT NO. 0301-0072)

Circuit breakers at substations are oil-filled, 75 to 80 years in age, and overdue for replacement. Several problems exist: replacement parts are difficult to obtain; at some locations, loads on circuit breakers have reached the upper limit of the established current rating for the breakers; and short circuit fault clearing times need to be significantly improved. Also, the existing physical plant impedes any decision to expand service.

This project will replace all remaining oil-filled circuit breakers at Connecticut's anchor bridge substations with a state-of-the-art ground mounted system. The replacement breakers will be specified as indoor draw out-type breakers and will be enclosed in a prepackaged modular enclosure. The replacement breakers will be of the same voltage and current rating as the vacuum circuit breakers in service at two other locations on

the NHL. The substations to be replaced are located at mileage point (MP) 41.3 in South Norwalk, MP 42.0 in East Norwalk, MP 52.3 in Bridgeport, MP 66.3 in New Haven and MP 72.3 in New Haven. Estimated completion date: 2010. The replacement of these substations is supported in the TSB's 2003 report. Estimated cost: $25 million.

w) TAGGING RELAY PROJECT (PROJECT NO. 0300-0104)

This project will retrofit the substation's control system in order to provide the capability for remote lock-out/tag-out function. This will include the installation of a remotely operated, field electronic tagging relay to all circuit breakers or other disconnects located on the NHL. This device will provide an additional layer of safety for all authorized employees working on de-energized lines and/or equipment under the Power Director's jurisdiction. When a supervisory "Hot Line Tag" is applied, the substation breaker will be disabled electrically, and a maintained "open or trip" signal will be applied. In addition, a highly visible orange tag will be displayed at the normal point of control adjacent to the control switch and pilot lights. These devices will maintain constant indication both locally and at the Power Control Center. Estimated completion date: December 2006. Estimated cost: $5.5 million. Tagging Relay procedures were in effect as of March 28, 2005.

x) SHORE LINE EAST RAILROAD STATIONS

Railroad stations located in Branford, Guilford, Madison, Clinton, and Westbrook are to be upgraded to be compatible with high-speed rail. The Branford, Guilford, and Clinton railroad stations were completed in mid to late 2005. Construction at the Madison station is scheduled for completion in 2007; construction at the Westbrook railroad station is scheduled for completion in 2009. This project is supported by the TSB's 2003 report. Estimated cost breakdown: $19.2 million for Branford, Clinton and Guilford; $7.0 million for Madison; and $7.0 million for Westbrook.

GUILFORD RAILROAD STATION (PROJECT NO. 0310-0026)

The station was constructed to allow for ADA accessibility and to allow patrons to cross the track via an up-and-over structure to access public parking. A 440-foot north-side platform was constructed, in addition to the 200-foot long, south side high-level platform.

MADISON RAILROAD STATION (PROJECT NO. 0310-0020)

A new station is under construction on a state-owned parcel. A single south-side platform will be constructed, 200-feet long with a canopy covering half of the platform length. The station design will accommodate at-grade pedestrian crossing for emergency access to the north tracks. The design allows for future addition of an up-and-over structure and north-side platforms. Construction activity was underway as of August 2006. Anticipated completion date: 2007. Additional estimated cost for up-and-over structure and north side platform: $12.5 million.

BRANFORD RAILROAD STATION (PROJECT NO. 0310-0019) & CLINTON RAILROAD STATION (PROJECT NO. 0310-0021)

In 2005 single-sided, high level platforms were installed at the south side at the station and parking lot improvements were completed.

WESTBROOK RAILROAD STATION (PROJECT NO. 0310-0022)

A new station will be constructed on the site currently occupied by the Town of Westbrook Public Works. A single, south-side platform will be constructed, 200-foot long with a canopy covering half of the platform length. At-grade pedestrian crossing for emergency access to the north tracks will be provided. The design allows for future addition of an up-and-over structure and north-side platforms. Estimated completion date: 2009. Additional estimated cost for up-and-over structure and north-side platforms: $18.2 million.

3. OTHER TRANSIT PROJECTS

a) STATEWIDE MARKETING PROGRAM

Attracting new riders by increasing awareness of public transportation alternatives to the single-occupant vehicle and maintaining current ridership are major steps toward managing congestion on the state's highways. Connecticut's public transportation system is a complex network of publicly and privately-owned transit providers and rail operators. Marketing the availability and benefits of these services in a consistent and positive manner is the responsibility of the ConnDOT Bureau of Public Transportation's intermodal Marketing Unit. Projects have included continued efforts to promote Shore Line East and Shore Line Express rail service and the new State Street Rail Station in New Haven; coordination with CTTransit, Metro-North and the four ridesharing brokerages on various local advertising initiatives; and designing campaigns specifically targeted to rail/bus commuters. In addition, a recent market research project was conducted to examine barriers to public transit use and strategies to attract new riders. A branding effort was completed; the goal of the effort was to develop a program to improve the image and quality of public transportation in the state. New methods of providing information to customers via telephone, web sites, and real-time information are in various stages of development.

b) INTELLIGENT TRANSPORTATION SYSTEMS (ITS) –TRANSIT APPLICATIONS

ConnDOT, as the operator and/or funding agency for public transit in the state, is investigating opportunities to incorporate ITS technologies into both the bus and rail transit systems. The most recent automated vehicle location (AVL) systems use radios, satellite-based global positioning systems (GPS), and geographic information systems (GIS) to track the locations of all vehicles in a fleet. Vehicle location systems can help serve several existing transit functions:

- Variable message signs at rail stations and key bus stops to announce the arrival of the next train or bus.
- Real-time dispatching: allows dispatchers in demand-responsive paratransit systems to assign trips to the closest vehicle, thereby improving productivity.
- Schedule adherence: allows dispatchers to monitor how well vehicles are adhering to schedules.
- Connecting service: allows dispatchers to better coordinate connecting services and transfers.
- Schedule and route planning: assists in the development of more realistic schedules.

AVL systems can also be used in conjunction with other systems to implement the following functions:

- Silent alarm system: to send police assistance when driver security is threatened.
- Automated data collection: to collect data on the location of passenger boardings, merging automatic passenger counters and global positioning.
- Stop announcement system: to provide location information to a stop announcement system that notifies passengers of upcoming bus stops.
- Travel information system: to provide up-to-the-minute travel time and schedule adherence information that can be given to customers waiting at major bus stops, or in their home or office.

New technologies are also being incorporated in the areas of automated fare collection, automatic passenger counting, maintenance management, bus scheduling/dispatching, etc.

c) IMPLEMENTATION OF A GLOBAL POSITIONING/AUTOMATIC VEHICLE LOCATION SYSTEM (PROJECT NO. 0100-0169)

ConnDOT completed an automated vehicle location (AVL) system feasibility study entitled *Phase 1– Needs and Benefits Investigation Analysis* in 2001. Under this study, a consultant evaluated the feasibility of implementing an AVL technology for Connecticut's transit operations. At the conclusion of the study, the consultant recommended that ConnDOT choose the Greater Bridgeport Transit Authority (GBTA) as the first site in Connecticut for implementing AVL into the operations of a transit system.

A demonstration project entitled *Phase 2–The Prototype Site for a Statewide Automatic Vehicle Location Demonstration Project* is being implemented through ConnDOT and the Greater Bridgeport Transit Authority (GBTA). Under this project, ConnDOT is working with a consultant to implement a GPS automatic vehicle location (AVL) technology for the GBTA. Project specifications for a combined transit and paratransit AVL system are being developed, and the contract is expected to be awarded in the summer of 2005.

4. RIDESHARE PROGRAMS

Connecticut's ridesharing program will remain committed to managing congestion and offering travel alternatives by providing a menu of transportation demand management programs that improve our air quality, conserve fuel, and make more efficient use of Connecticut's highways. However, the trend to deliver these benefits will shift from a promotional/educational effort to a coordinated statewide program that is goal oriented. The program will move along two separate, yet supportive, paths. One path will help employers to develop and deliver trip reduction programs. The other path will offer programs and products that support an individual's decision to rideshare. Estimated cost: $ 7.5 million annually.

5. RAIL TRANSIT PROGRAMS

a) RAIL PARKING

Providing adequate parking is an essential element in attracting new intrastate travelers from the highway network to the rail system. Three major parking expansions are currently in design at Fairfield, Wilton, and Stratford stations. A new Railroad Station in Fairfield will provide 1,440 additional parking spaces through a Joint Development Project currently underway. A tiered parking facility is currently under design in Wilton. The structure will be located at the northwest corner of the Route 33 intersection with Route 7, adjacent to the existing railroad station, and will provide and additional 120 spaces. At Stratford Railroad Station, a new approximately 600-space garage will be designed. ConnDOT is also developing a long-term strategy of developing large regional parking facilities to accommodate express and intrastate rail services. These facilities may or may not be located at existing stations. The Department will continue to review the demand for rail commuter parking along the New Haven Main Line, the Danbury Branch, the New Canaan Branch, and the Shore Line East and provide additional parking as funding becomes available. Additionally, the Department will continue to monitor and make appropriate adjustments to parking rates at all locations. Detailed descriptions of these rail parking projects are included in the "Major Capital Projects: Rail" subsection of the "Public Transportation" section of this chapter.

b) AT-GRADE CROSSINGS

There are 13 railroad companies in Connecticut operating approximately 575 route miles of track, excluding yards. Traversing these lines are 348 active, public at-grade crossings and approximately 325 active, private at-grade crossings. Of these, 75 public crossings and 46 private crossings are located on lines that carry both passengers and freight. The remaining 227 crossings are located on low to moderate speed freight-only lines.

Currently, all 75 public crossings on passenger rail lines are equipped with both railroad flashing lights and vehicular gates. While some private crossings are equipped with automatic warning devices, all others have standardized passive warning signs.

D. BIKEWAYS, WALKWAYS & TRAILS

Bicycling and walking are important components of Connecticut's multimodal transportation system. ConnDOT's basic policy in the establishment of bicycle and pedestrian facilities is to provide for safe and efficient transportation by a mode other than motor vehicle. Other state government agencies, including Department of Environmental Protection and the Connecticut Department of Motor Vehicles, have a cooperative responsibility with ConnDOT in establishing an adequate and safe mode of travel for bicyclists as well as for pedestrians.

In an effort to meet the public's demand for improved mobility and a better quality of life, ConnDOT supports the use of bicycling and walking throughout Connecticut and attempts to provide a safe and convenient environment for the use of these non-motorized modes of transportation. ConnDOT's goals and objectives with respect to bicycle and pedestrian transportation are as follows:

- To provide a statewide multi-use trail system that is integrated with other transportation systems.
- To provide and maintain a safe, convenient and pleasing bicycle and pedestrian environment.
- To encourage and support bicycle/pedestrian safety, education and enforcement programs.
- To make full use of state resources in providing technical assistance to towns and municipalities relative to the development of bicycle and pedestrian facilities throughout Connecticut.

The bike-rail interface is receiving special attention from the ConnDOT. The Department is exploring ways to better accommodate rail passengers who wish to bring their bicycles with them on the trains The addition of accessible bicycle racks at rail stations continues, and the Department is working closely with the design of the new of fleet M-8 railcars to have the ability to accommodate expanded capacity to store and transport bicycles. ConnDOT will continue to improve rail services and facilities in Connecticut so that they are more user-friendly for bicyclists.

To ensure that all transportation projects consider the needs of bicyclists and pedestrians, the federal *Transportation Equity Act for the 21st Century* and Section 13a-56 of the Connecticut General Statutes require that ConnDOT, whenever possible, encourage the inclusion of areas for bicycles and pedestrians when creating the layout of a State highway or relocating a State highway. Bicyclist and pedestrian needs are also addressed through the Context-Sensitive Solutions (CSS) public participation process. Figure III-15 is a photograph of a bus in Connecticut equipped with a bicycle rack; this option has been well-received by the bicycling community as a useful option for promoting intermodal transportation, especially in urban areas.

Figure III-15. CTTransit Bus Equipped with Bicycle Rack



The state's network of multi-use trails is also an important element in the State's transportation system. Figure III-16 is a photograph of one such trail referred to as the Connecticut Multi-Use Trail–Manchester Community College in Manchester. The trails provide a means for many Connecticut residents to use non-motorized transportation to travel safely and conveniently from a location near their homes to other destinations in the state. Some of the resources that are accessible by means of Connecticut's trail network include employment centers, shopping areas, bus, recreation and cultural attractions, and schools. Future extension and expansion of the trail network will provide increased accommodation for walkers and cyclists and

will benefit employers, shoppers and commuters by providing residents with additional facilities for non-motorized access to nearby destinations.

Various publications regarding Connecticut's trail systems have been published and are highlighted below:

- ConnDOT's *Statewide Bicycle and Pedestrian Transportation Plan for Connecticut*, published in 1999, is used to determine the direction ConnDOT will take for the next 20 years with respect to biking and walking.
- In 2001, ConnDOT collaborated with the U.S. Department of Transportation, the Connecticut Department of Environmental Protection and the Connecticut Department of Public Health to produce *Pathways through Connecticut*, a transportation guide to multi-use trails.

In 2002, ConnDOT, with assistance from the Connecticut Bicycle Coalition and East Coast Greenway Alliance, printed an updated version of Connecticut's Bicycle Map. This 2002 map was developed to serve as an indicator of the present travel routes for bicyclists in the state.

In 2007 ConnDOT will be updating the Bicycle Map and Bicycle and Pedestrian Plan. These publications, along with information on bicycle safety and bicycle and pedestrian laws in Connecticut, and information on how to obtain the publications, are available on ConnDOT's web site at: *www.ct.gov/dot*.

Figure III-16. Connecticut Multi-Use Trail–Manchester Community College in Manchester



Safe Routes to School Program (SRTS)

The SRTS Program is a new safety program that was established by the federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). The objective of this program is to encourage more students in elementary and middle schools (grades K-8) to walk and bike to school, as opposed to using other transportation alternatives; thereby encouraging a more healthy lifestyle.

Section 1404 of SAFETEA-LU provides funding for all state departments of transportation to develop and manage the SRTS program. ConnDOT has been allocated a minimum of $1.0 million annually over a five-year period (FFY2005 to FFY2009) to administer the SRTS Program in Connecticut. Under this program, 10 to 30 percent of the funds are to be used for an educational component of the program - promotion, education and training for bike and pedestrian safety, and 70 to 90 percent of the funds may be used for an infrastructure component of the program - construction of infrastructure safety improvements within a 2-mile radius of schools that meet the guidelines of the program. Additional information on this program is included in Section G. Highways under "Transportation Safety and security Programs and Plans.

E. WATERWAYS

ConnDOT owns and maintains two ferry services, Rocky Hill-Glastonbury and Chester-Hadlyme, in addition to the Admiral Harold E. Shear State Pier and the Central Vermont Railroad (CVRR) Pier located at the State Port Complex in New London. The locations of these ferry services and deep water ports, such as the State Port Complex at New London Harbor, are shown in Figure III-1, a map of the Existing Transportation System in Connecticut.

1. STATE PORT COMPLEX–NEW LONDON

The State Port Complex (Figure III-17), located immediately south of I-95 in the upper portion of New London Harbor in New London, Connecticut, is operated by ConnDOT. Two 1,000-foot long cargo piers are located approximately 3.8 miles up river from the deep waters of Long Island Sound via the main navigational channel. In addition to easy access to I-95, the piers have the advantage of a railroad connection that extends as far as Canada.

At the Admiral Harold E. Shear State Pier facility, construction of the remaining portion of the finger pier was completed in August 2003. ConnDOT is responsible for planning and development at the facility.

The Central Vermont Railroad (CVRR) Pier, located in New London, Connecticut, consists of a rectangular "finger" pier that is bounded on the east by the Admiral Shear Pier and to the west by Winthrop Cove and upland area. The pier is constructed of a perimeter cut stonewall, with the interior being earth filled with a paved bituminous surface. The pier dimensions are approximately 1,000 feet in length, with a principal width of 225 feet, for a length of 270 feet at the outboard or the southern end of the pier. Improvements to the Pier (Project No. 0094-0216) have been made to accommodate commercial fishing operations. The improvements include the following: vehicle access delineation, security lighting, eyebolts for vessel fendering, cleats for securing vessels, and water and electrical services. Construction was completed in January 2005. The construction cost for this project was approximately $2.0 million.

Figure III-17. Aerial View of the State Port Complex, New London



2. COMMERCIAL BARGE CONTAINER SERVICE & PASSENGER FERRY SERVICE INITIATIVES

The Transportation Strategy Board (TSB) has determined that the establishment of a Roll-On/Roll-Off Container Barge Service in Long Island Sound between the port facilities of New York and New Jersey and Bridgeport Harbor in the City of Bridgeport, Connecticut, will mitigate traffic congestion on the State's roadway network. The TSB also has determined that the Bridgeport Port Authority (BPA) will be the operator of the project. At its January 30, 2004, meeting, the State Bond Commission approved the authorization of the requested $1.5 million for this project. ConnDOT's Bureau of Aviation and Ports is overseeing the project. The Bridgeport Port Authority has been given a notice to proceed, and the feeder barge service is expected to start in 2007.

The City of Bridgeport received $2.75 million from the FFY2006 Federal Ferryboat Discretionary Program that could be used to launch the high-speed ferry service, bringing the running total to nearly $9 million. Stamford also received $2.75 million from the FFY2006 Federal Ferryboat Discretionary Program that could be used to launch the high-speed ferry service.

3. CONNECTICUT STATE FERRY SERVICE

The Connecticut State Ferry Service continues to provide a service to both tourists from outside of the state and for Connecticut residents. Modified ferry schedules have been in place for four operating seasons. The modified schedule reduced the hours of operation on weekends, and the service is still meeting the demands of local users and visitors effectively. The ferries will continue to focus on meeting the demands of this market by operating on weekends and holidays.

A project (Project No. 00118-0155) has been initiated at the Rocky Hill-Glastonbury ferry at a cost of $220,000 to improve the vehicle loading areas and to dredge part of the Connecticut River ferry route. The project is currently in the design and permit phase. Additional bond funding will be required to perform dredging. A capital improvement project at a cost of $1.0 million was completed at the Chester-Hadlyme ferry crossing in 2003. This project maintained the aesthetic appeal of the crossing and also upgraded and improved the equipment used to connect the ferry landing and the vessel.

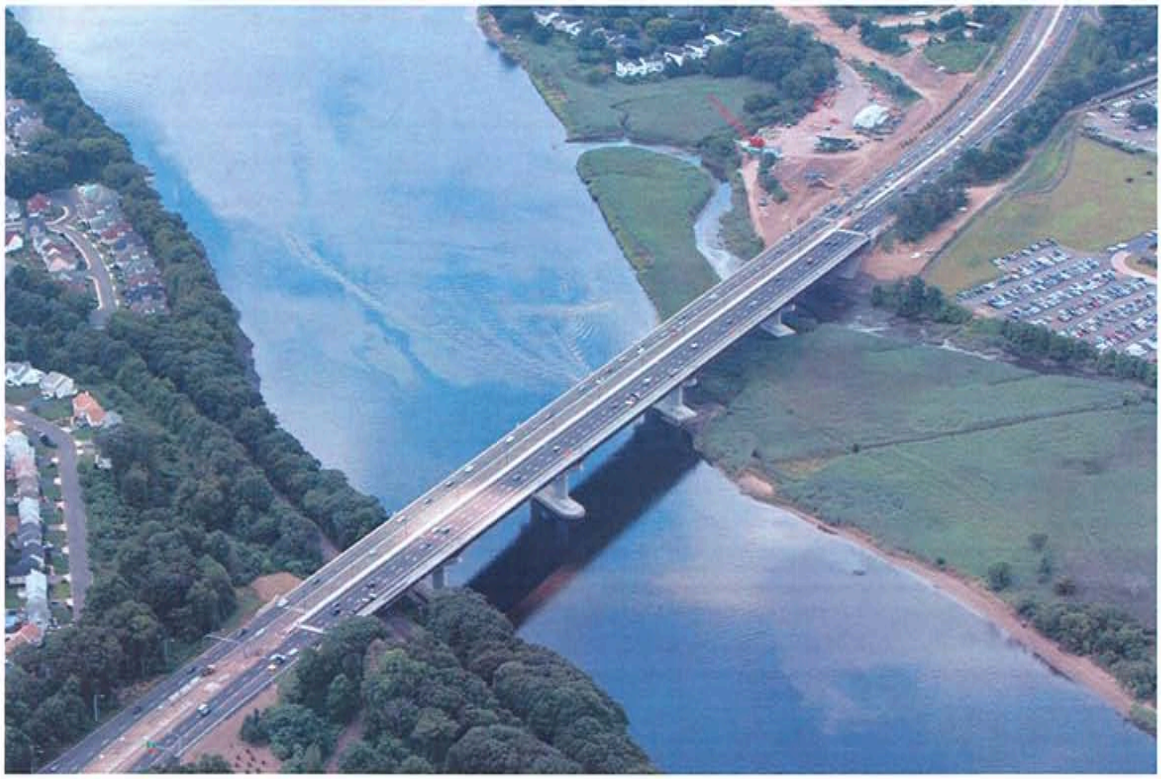
Figure III-18. Glastonbury / Rocky Hill Ferry



F. BRIDGES

ConnDOT continues to use and develop a Bridge Management System (BMS) to provide recommendations for the cost-conscious oversight of the State's bridges (Figure III-19). ConnDOT uses Pontis, the American Association of State Highway and Transportation Officials' (AASHTO) software, that utilizes a set of comprehensive bridge, traffic, cost and safety-related data, in conjunction with deterioration models, to produce a network-level analysis of bridge conditions and needs. Pontis is updated with current bridge conditions after each inspection. Efforts are underway to assess how well Pontis can predict and project realistic network-level recommendations.

Figure III-19 Sikorsky Bridge



By using the BMS, ConnDOT will be able to perform the following:

- Optimize maintenance and rehabilitation strategies.
- Optimize a program over a specified period with limited funds.
- Generate reports and recommend actions for various governing bodies.

G. HIGHWAYS

In this section, goals, plans and/or recommendations for each of the components of Connecticut's highways are presented. In addition, major capital projects to be undertaken to maintain, repair or improve the State's highway system are described and listed. Maps showing the locations of project areas for proposed major highway system capital projects are also provided.

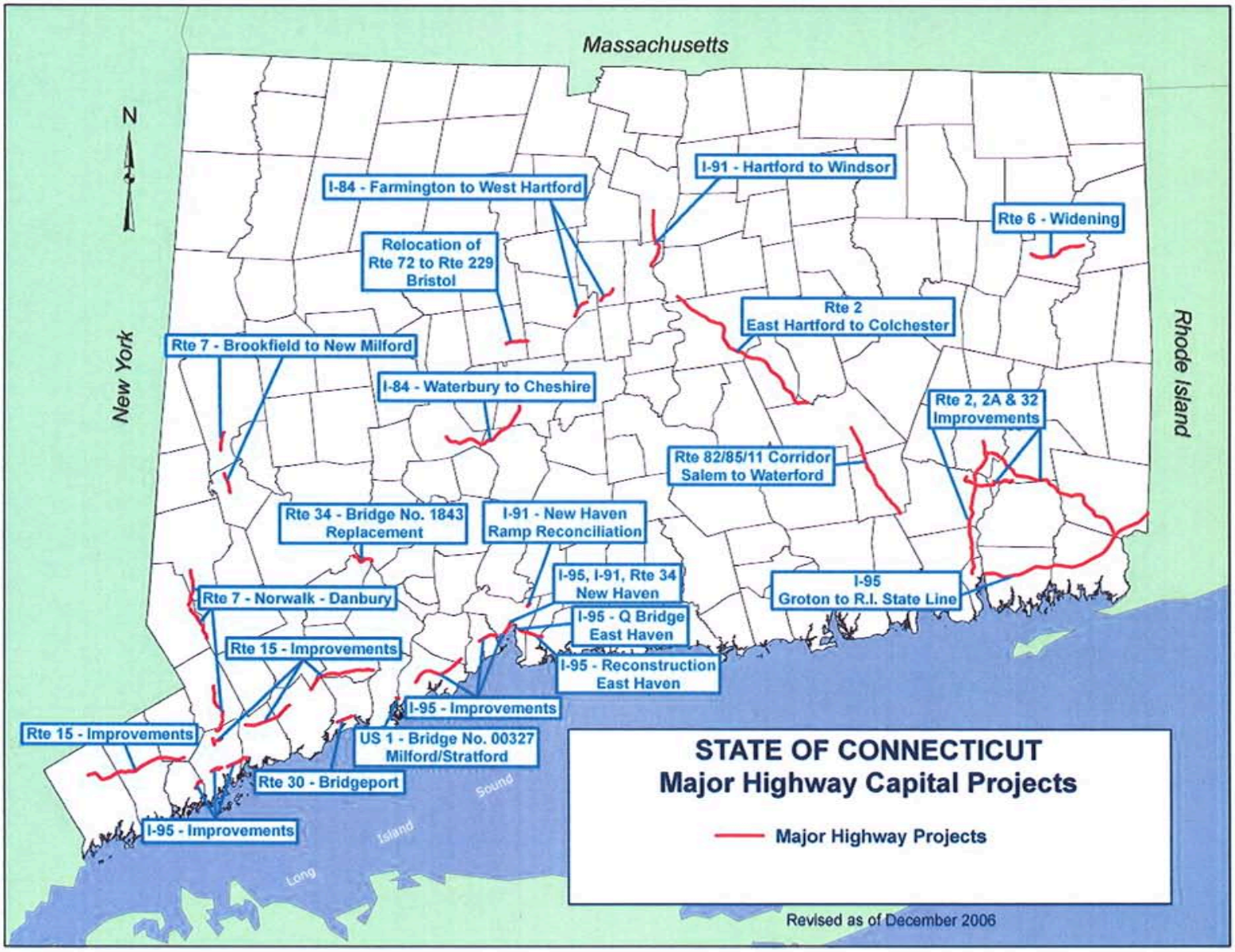
1. MAJOR CAPITAL PROJECTS: HIGHWAY SYSTEM

A number of major highway capital projects are planned by ConnDOT. The names and project numbers of these projects are listed Table III-5. The locations of these projects are shown in Table III-5. These projects are also listed in "Appendix B. Project Summary," which lists projects that are expected to be in some stage of development during the next ten years and provides a breakdown of the funds assigned or required to complete the various stages of project development.

Table III-5. Major Highway Capital Projects

Project Number(s)	Project Elements
0102-0269, 0102-0305, 0161-0118, 0161-0124, 0034-0260, 0034-0315	Route 7– Norwalk to Danbury
0018-0113, et al (Add other project nos.)	Route 7–Brookfield to New Milford
0084-0093	Stevenson Dam Bridge–Route 34 - Monroe
0138-0221	Interstate 95 Stratford/Milford –Replacement of the Moses Wheeler Bridge
0083-0216	Sikorsky Bridge - Route 15–Milford
0092-0522	Interstate 95 Over the West River–New Haven
0043-0173, 0043-0122, 0092-05290092-0531, 0092-0532,0092-0533, 0092-0569	Interstate 95 New Haven Harbor Crossing Corridor Improvement Program–Pearl Harbor Memorial Bridge ("Q" Bridge)
0172-0322, 0172-0323,	Intelligent Transportation Systems (ITS)–Traffic Management
0151-0274, 0025-0133, 0151-0273	Interstate 84 Waterbury–Cheshire –Southington
0017-0137	Route 72–Bristol
0155-0156, 0051-0259 0120-0079, 0120-0082	Interstate 84 West Hartford–Farmington Route 82/85/11Corridor: Salem to Waterford
0019-0092, 0019-0093, 0019-0094	Route 6–Brooklyn
0001-0090, et al	Route 6–Bolton-Windham
Project Nos. 35-187, 35-188, 102-278	I-95 Speed Change Lanes (West of New Haven)
Source: ConnDOT Bureau of Engineering & Highway Operations. Information in table is "as of November 2006."	

Figure III-20. Major Highway Capital Projects



a) ROUTE 7– NORWALK TO DANBURY (PROJECT NOS. 0102-0269, 0102-0305, 0161-0118, 0161-0124, 0034-0260, 0034-0315)

Improvements to Route 7 will consist of a series of separate projects. The estimated total construction cost of these projects is $220 million. The following projects are to be undertaken:

- Project No. 0102-0269. The revision to the Route 7/Merritt Parkway interchange in Norwalk to complete connections between the Merritt Parkway and the U.S. 7 expressway will include adjacent and connecting roadway improvements. The project, which was to be undertaken in two phases, is scheduled to be advertised in the summer of 2007 under a single contract. Construction is scheduled to begin in the spring of 2008.
- Project No. 0102-0305. Construction to widen the existing Route 7 from Gristmill Road in Norwalk to the Olmstead Hill Road/Route 7 intersection in Wilton (Project No. 0102-0305) is expected to be underway in the summer of 2009.
- Project Nos. 0161-0118 and 0161-0124. Construction to widen the existing Route 7 from Wolfpit Road to Olmstead Hill Road began in 2006; it is scheduled to be completed by 2010.
- Project Nos. 00034-0260 and 0034-0315. The widening of existing Route 7 from the vicinity of the Ridgefield/Danbury town line to the Route 7 expressway in Danbury will be accomplished in two phases. Construction on Phase 1 (Project No. 0034-0315) is underway and is scheduled to be completed in the fall of 2007. Phase 2 (Project No. 0034-0260) is scheduled to be advertised in 2007; construction is scheduled to begin in 2008.

ConnDOT continues to work with the corridor metropolitan planning organizations in the development of an access management/curb cut policy to preserve and manage access onto existing Route 7. The TSB's 2003 report supports the project.

b) ROUTE 7–BROOKFIELD TO NEW MILFORD (PROJECT NOS. 0018-0113, ET AL)

The transportation improvements to be made in this corridor are the construction of a bypass around Brookfield center and a series of projects to reconstruct existing Route 7 from the terminus of the bypass project north to Routes 202/67 in New Milford.

The bypass project (Project No. 0018-0113) involves an extension of the freeway section of Route 7 from its existing terminus with Route 202, northerly to a new terminus in the vicinity of the New Milford town line. The project length is approximately 2.6 miles. The project bypasses the Brookfield Four Corners and will improve safety and traffic operations. This project was advertised in the fall of 2006; construction is scheduled to begin in the spring of 2007. The total estimated construction cost of this project is $95 million.

An additional seven reconstruction projects, north of the Brookfield bypass, will provide four travel lanes on existing Route 7 from the New Milford/Brookfield town line to the vicinity of Route 202/Route 67 in New Milford. Turning lanes will be provided at various intersections to improve capacity and safety. A median is proposed on the southern section that will begin in the vicinity of the Brookfield bypass terminus and continue northerly to the New Milford commercial area. The two northernmost projects were completed in the summer of 2006; construction of the remaining five projects is anticipated to be completed by the end of 2008. The total estimated construction cost of these seven projects is $37.0 million.

c) STEVENSON DAM BRIDGE–ROUTE 34–MONROE (PROJECT NO. 0084-0093)

This project provides for the replacement of the Stevenson Dam Bridge, which carries Route 34 over the Housatonic River. The structure, which is currently located on the dam, is over 70 years old and is severely deteriorated. This project proposes to replace the existing structure with a new structure upstream of the dam. The project is under design; construction currently is scheduled for 2008. Estimated total construction cost: $40 million.

d) STRATFORD/MILFORD–REPLACEMENT OF THE MOSES WHEELER BRIDGE (PROJECT NO. 0138-0221)

This project provides for the replacement of the Moses Wheeler Bridge, carrying I-95 over the Housatonic River between Stratford and Milford. As of October 2006, engineering design activities were underway. The project is scheduled to be advertised in late 2007; it is anticipated that construction will start in 2008. Estimated construction costs: $250 million.

e) SIKORSKY BRIDGE–ROUTE 15–MILFORD (PROJECT NO. 0083-0216)

This project (Project No. 0083-0216) provides for the replacement of the Sikorsky Bridge, which carries Route 15 over the Housatonic River. The current span, including the open-grate bridge deck, will be replaced to the south by a new steel structure with a concrete deck.

The project was advertised for construction in April 2000, and construction is scheduled for completion by the spring 2007. Total estimated construction cost: $110 million.

f) INTERSTATE 95 (I-95) OVER THE WEST RIVER–NEW HAVEN (PROJECT NO. 0092-0522)

This project will widen and replace the superstructure of Bridge No. 00163, I-95 over the West River, which is nearing the end of its serviceable life. The existing bridge will be replaced with a new, wider structure, which will extend to the south of the existing location. In addition, Interchanges 44 and 45 on I-95 will be reconfigured. The existing loop ramps for the two interchanges will be eliminated, and the interchanges will be combined into one diamond interchange. The new interchange will provide access to all areas, which the current configuration provides. The proposed project also includes the construction of a four-lane section of roadway to connect Ella Grasso Boulevard to Kimberly Avenue, and to provide access to West Haven from the new interchange. The project is under design; it is scheduled to be advertised in 2008. Estimated total construction cost: $85 million.

g) INTERSTATE 95 (I-95) NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM–PEARL HARBOR MEMORIAL BRIDGE ("Q" BRIDGE) (PROJECT NOS. 0014-0173, 0043-0122, 0092-0529, 0092-0531, 0092-0532, 0092-0533, 0092-0569)

A Final Environmental Impact Statement, *Interstate Route 95-New Haven Harbor Crossing: New Haven/East Haven/Branford/Madison/Clinton, Connecticut,* and Record of Decision were published in 1999 for the I-95 New Haven Harbor Crossing Corridor Improvement Program. The project consists of a new I-95 ten-lane bridge over New Haven Harbor widening I-95 by one lane in each direction between New Haven (Exit 48) and Branford (Exit 54), reconfiguring the I-95/I-91/Route 34 interchange, and a number of transit and rideshare program improvements. This project will replace the existing Pearl Harbor Memorial Bridge ("Q" Bridge) crossing, which is nearly 50 years old, and reduce existing and future traffic congestion in the I-95 corridor. The overall project is being accomplished in separate phases over several years. The total project distance is 7.2 miles. The estimated total cost of the program is $1.4 billion in year-of-expenditure dollars.

Figure III-21 New Pearl Harbor Memorial Bridge ("Q" Bridge)



The first project, a new rail passenger station on State Street in New Haven (Project No. 0092-0529), is complete and operational. The first roadway reconstruction project, the widening of I-95 east of New Haven (Project No. 0014-0173) is also complete.

The second initiative is the reconstruction of the I-95 through the frontage road section of East Haven. The project was completed in the summer of 2006. Construction on the third initiative (Project Nos. 0092-0533/0569) began in September 2005 and is scheduled to be completed in 2009. Reconstruction of the "Q" Bridge (Project No. 0092-0532) and the I-95/I-91/Route 34 interchange project (Project No. 0092-0531) will be underway in 2007/2008. Additional information about this mega project is available at the web site for this project, www.I95NewHaven.com.

h) SOUTHEASTERN CONNECTICUT (PROJECT NOS. 0172-0322, 0172-0323).

In 1999, ConnDOT completed a study of the I-95 southeastern Connecticut corridor. Based on the study's findings, ConnDOT is implementing and installing Intelligent Transportation System (ITS) elements in certain sections of this corridor. State and federal funds totaling $11.3 million have been earmarked to develop an early warning system for Interstates 95 and 395 to manage major accidents and traffic jams. The locations of existing and proposed intelligent transportation systems are shown in Figure III-22. This project will be substantially complete in 2006.

i) INTERSTATE 84 (I-84) WATERBURY–CHESHIRE– SOUTHINGTON (PROJECT NOS. 0151-0274, 0025-0133, 0151-0273)

A final environmental assessment was completed in 1998 for the I-84 corridor, between Interchange 24 in Waterbury and Interchange 30 in Southington. The project is being designed to widen approximately ten miles of I-84 to add one lane in each direction, to modify existing interchanges, and to realign one section of I-84 in Waterbury. The project will be accomplished in three separate projects. The two easternmost I-84 projects (Project Nos. 0151-0274 and 0025-0133) in Cheshire and Southington were advertised in the summer of 2002, with construction scheduled to be completed in the spring of 2007. The western I-84 project (Project No. 0151-0273) is scheduled to be advertised in February 2008. Total estimated cost: $240 million.

j) ROUTE 72– BRISTOL (PROJECT NO. 0017-0137)

Route 72 will be relocated on a new location as a four-lane arterial highway from the terminus of the existing Route 72 expressway in Plainville to the Pine Street/Todd Street intersection in Bristol (Project No. 0017-0137). West of the Todd Street intersection, Pine Street will be widened to four lanes to a point 1,600 feet west of the Pine Street/Emmett Street intersection. From this point on Pine Street, Route 72 would proceed northwesterly, paralleling the railroad and terminating at the Route 229/Route 72 (Riverside Avenue) intersection. The total length of this project is 3.2 miles. This project is scheduled to be underway in 2007. Estimated total construction cost: $50 million.

k) INTERSTATE 84 (I-84) WEST HARTFORD–FARMINGTON (PROJECT NOS. 0155-0156 AND 0051-0259)

ConnDOT, the Federal Highway Administration, the Capitol Region Council of Governments, and the Central Connecticut Regional Planning Agency completed a Hartford West Major Investment Study in 1999. As part of this study, improvements were recommended for segments of I-84 in Farmington and West Hartford.

- *Project No. 0155-0156.* This project will improve I-84 in West Hartford including the addition of auxiliary lanes in the vicinity of the Corbins Corner, South Main Street, and Park Road interchanges. The project is scheduled to be advertised in June 2008. Estimated total construction cost: $20 million.
- *Project No. 0051-0259.* This project I-84 in Farmington will be improved in vicinity of the Route 9, Route 4, and U.S. Route 6 interchanges. This project is scheduled to be advertised in December 2008. Estimated total construction cost: $54 million.

l) ROUTE 82/85/11 CORRIDOR: SALEM TO WATERFORD (PROJECT NOS. 0120-0079 AND 0120-0082)

It is proposed to construct an extension of Route 11 as a four-lane arterial roadway from Route 82 in Salem to I-95 in the vicinity of the Waterford/East Lyme town line, a distance of approximately 8.5 miles. Construction of the Route 11 arterial would complete the freeway connection between the Greater Hartford area and the Greater New London area. Route 11 would separate through and local traffic on Routes 82 and 85 and would also improve safety and reduce congestion on these routes. As highlighted by local legislators and first officials, this improvement could support enhanced economic development in southeastern Connecticut. The estimated cost of the Route 11 arterial would be $450 million and is supported by the TSB's 2003 report. The Final Environmental Impact/Section 4(f) Statement is being completed. If this project is approved, funding would need to be appropriated to undertake it

.

ConnDOT is also designing geometric and spot safety improvements on existing Route 85 from Salem to Montville. It is anticipated that these projects (Project Nos. 0120-0079 and 0120-0082) will be advertised in the fall of 2008.

m) ROUTE 6–BROOKLYN (PROJECT NOS. 0019-0092, 0019-0093, 0019-0094)

This project will consist of a series of improvements to Route 6 in Brooklyn. The improvements are divided into three sections: western, central and eastern (Project Nos. 0019-0092, 0019-0093, and 0019-0094, respectively). The western section consists of improved horizontal and vertical geometry and widening the existing travel lanes and shoulders. The central section has a minimal widening through the Historic District. The eastern section consists of vertical and horizontal improvements and a widening to four lanes in the vicinity of the Killingly town line. The project has been extensively coordinated with the town of Brooklyn and the State Historic Preservation Officer. All three projects are under construction, and it is anticipated that they will be completed in the summer of 2007. Estimated total construction cost: $20 million.

n) ROUTE 6–BOLTON–WINDHAM (PROJECT NO. 0001-0090, ET AL)

It is proposed that a limited-access freeway be constructed from I-384 at Bolton Notch easterly to the existing Route 6 freeway in Columbia. This would complete the approximately 12-mile "gap" section of Route 6 in eastern Connecticut. The project would separate through traffic and local traffic presently using

existing Route 6 and would improve safety and relieve congestion on the existing arterial. The project would also complete the freeway system connecting the economic centers of Greater Hartford and Greater Windham and would also provide improved access to eastern Connecticut and Providence, Rhode Island. This project is supported by the TSB's 2003 report. The estimated cost of the freeway is $430 million. ConnDOT is continuing to assess options for this project.

o) I-95 SPEED-CHANGE LANES (WEST OF NEW HAVEN) (PROJECT NO. 35-187, 35-188, 102-278)

These projects are Phase I of the "Interstate 95 Fairfield County Auxiliary Lane Implementation Plan" completed in March 2005 by the Department's Bureau of Policy and Planning. This study supported the addition of auxiliary and speed-change lanes along I-95 in Southwestern Connecticut to improve travel, safety and operations on I-95. Phase I focused on improvements between Interchanges 10 – 15. State Project 35-187 is under construction and will add speed-change lanes on I-95 northbound and southbound between Interchanges 10 – 11. State Project 35-188 will add speed-change lanes on I-95 between Interchanges 11 and 12 and Interchange 13. This project is scheduled for advertising in the fall of 2007. State project 102-278 in Norwalk was originally planned to provide safety and operational improvements to I-95 between Interchanges 15 and 14. Speed-change lanes will be incorporated into the current design. This project is scheduled for advertising in the spring of 2008. The total anticipated cost of these improvements is $50 million.

2. HIGHWAY COMPONENTS

In this section, goals, plans and/or recommendations for each of the components of Connecticut's highways are presented.

a) PAVEMENT

The State has, in recent years, resurfaced approximately 350 two-lane miles, or roughly 10 percent of the network, on an annual basis. As the State's pavements begin to approach the end of their service life, a major challenge facing ConnDOT is the rehabilitation and preservation of its pavement assets. Meeting this challenge requires the State to pursue innovative solutions to the problem of maintaining its considerable investment in its pavements, including an approach that recognizes a target condition level to be achieved and maintained and provides direction for the allocation of the funds required to meet that goal. In addition, an increased focus must be placed on state-of-the-art maintenance and rehabilitative technology, on techniques for more extensive rehabilitation beyond resurfacing, and on adopting a comprehensive pavement-preservation strategy. ConnDOT can make use of its Pavement Management System (PMS) to make pavement decisions based on sound engineering judgment, improved safety and service for the traveling public, and wise investment of available funds.

A PMS is a tool that aids the state and local highway agencies in planning, scheduling, and prioritizing highway maintenance and rehabilitation projects. A properly designed and operational PMS provides invaluable information that assists in the development of resurfacing and reconstruction programs that maintain the highway network at a target level of quality. Proper use of a PMS can ensure that scarce funding is wisely spent in the most efficient manner possible. The output goals of a PMS are as follows:

- Network evaluation of existing pavement conditions
- Maintain construction, rehabilitation, and maintenance history
- Predict future performance of roadway pavements (remaining life expectancy)
- Measure effectiveness of past rehabilitative measures
- Determine the most appropriate level of treatment for each highway segment (minor or routine maintenance versus rehabilitation or major reconstruction) based on present condition and a life-cycle cost analysis process
- Prioritize roadway network needs (optimization of resources from a network perspective) over a multi-year horizon

Currently, pavement roughness and distress information is combined with field rating (windshield survey) performed by the ConnDOT District staff to develop the resurfacing-by-contract and the vendor-in-place paving programs for the State. Pavement condition in the PMS is characterized by measuring its roughness, extent of cracking, and transverse profile on an annual basis. ConnDOT's two Automatic Road Analyzer (ARAN) photologging vehicles are used to collect both photolog images and condition data in a single pass. Pavement roughness is expressed in terms of the International Roughness Index (IRI), cracking is measured using downward-facing pavement cameras and semi-automated image-processing software, and transverse profile is measured through an array of height sensors mounted on the vehicle.

Five of Connecticut's regional planning organizations have implemented Pavement Management Systems with technical and financial assistance from ConnDOT:

- Central Connecticut Regional Planning Agency,
- Council of Governments for the Central Naugatuck Valley,
- Greater Bridgeport Regional Planning Agency,
- Midstate Regional Planning Agency, and
- Valley Regional Planning Agency.

In addition, the Southwest Regional Planning Agency is completing its efforts to implement a PMS in each town. ConnDOT will continue to provide to all the planning regions, technical support in implementing and maintaining Pavement Management Systems.

b) TRAFFIC SIGNALS

ConnDOT will identify the funds needed to replace and repair deteriorated traffic signal equipment in its budget requests. In addition, ConnDOT will continue to replace traffic signals in conjunction with highway reconstruction projects, identify aging equipment in need of replacement and schedule the work through contracts, and continue to expand usage of energy efficient lamps (LEDs).

c) PAVEMENT MARKINGS

ConnDOT will identify the funds needed to replace pavement markings in its budget requests. ConnDOT will continue to install durable pavement markings in highway reconstruction projects and as replacement markings within available funding. The Department will also continue to evaluate different types of pavement marking materials to determine what products are best suited for different applications.

d) TRAFFIC SIGNS

ConnDOT will continue to conduct periodic reviews of the structural adequacy of sign supports and repair/replace as necessary. Also, as technology improves, ConnDOT will evaluate sign face sheeting improvements to make the State's roadway signs more legible and conspicuous to drivers, especially the elderly.

e) HIGHWAY LIGHTING

ConnDOT's goal is to provide efficient, quality, well-maintained highway lighting on portions of the State highway system where required. To fulfill this goal, ConnDOT must assess the need for new lighting on its highways and also assess the need to deal with deficiencies of existing highway lighting systems. Once lighting needs are identified, they will be prioritized and included in a proposed transportation improvement plan for funding, design, and construction.

f) CONNECTICUT GUIDERAIL PROGRAM

ConnDOT initiates projects to eliminate deficient guiderail on the National Highway System (NHS), as well as other State routes, to maintain full compliance with Federal Highway Administration (FHWA) mandates. A series of guiderail improvement projects have been designed. Four projects were constructed in 2005 and 2006, and two additional projects are scheduled for construction, contingent on federal funding.

g) HIGHWAY REST AREAS

ConnDOT maintains seven highway rest areas to sufficiently serve the motoring public. The restroom facilities at these rest areas have seen extensive use, especially during the summer months. Renovations are needed to add an additional public restroom to each of the following rest areas:

- Danbury, I-84 Eastbound
- Southington, I-84 Eastbound
- West Willington, I-84 Eastbound
- West Willington, I-84 Westbound
- Middletown, I-91 Northbound
- Wallingford, I-91 Southbound
- North Stonington, I-95 Southbound

ConnDOT's Division of State Design in the Bureau of Engineering and Highway Operations is presently preparing estimates for improvements to these seven rest areas that focus on building replacement. Projects will be initiated based on recommendations made in the Rest Area and Service Plaza Statewide Study, which will be completed in the spring of 2007.

h) HIGHWAY COMMERCIAL SERVICE AREAS

The agreements that ConnDOT currently has with private entities to operate the fuel and food concessions at the 23 commercial service areas on Connecticut's highway system are approaching their respective expiration dates. There will soon be many options and opportunities available to ConnDOT to reshape how these facilities best serve the traveling public. The facilities will be evaluated to address specific needs such as restaurant facilities, fuel service areas, auto parking and truck parking.

Exxon Mobil is currently responsible for the fuel operations on the Wilbur Cross/Merritt Parkway, I-395, and I-95. There is an ongoing contract extension with an option to renew through September of 2008. The lease agreement extension is being negotiated. The McDonald's Corporation is currently the operator along I-95 for the food concessions contract, which is due to expire in 2008.

A statewide rest area and service plaza study is being undertaken to assess needs and determine development options to be included in ConnDOT's future requests for proposals (RFPs) for long-term contracts to operate these fuel and food concessions. Outreach meetings will be conducted that will include affected regional planning authorities, municipalities, and public information meetings, in an effort to learn of local concerns and issues relative to the service plazas and rest areas.

i) COMMUTER PARKING PROGRAM

The network of Park and Ride commuter parking facilities located throughout the state promotes more efficient use of the existing transportation system by encouraging bus ridership (both express and local), vanpooling and carpooling. The inclusion of amenities such as bus shelters and telephones is intended to make the ridesharing experience safer and more pleasant for the state's commuters. Promotion and encouragement of ridesharing helps to meet the state's goals for reducing traffic volumes, reducing energy consumption, and improving air quality.

There are 232 commuter parking facilities, including 48 rail station facilities that are owned or operated by ConnDOT. State bond funds have been used to improve and maintain these parking facilities. Current and

future activities include expansion, repaving and re-striping where needed, and reconstruction of lots for conformance with the *Americans with Disabilities Act* (ADA). An informational brochure entitled, "Park & Ride–Your Guide to Connecticut Park & Ride Locations," which indicates the capacity, location, available services, and amenities at each commuter lot, is updated regularly and is currently available for distribution. This information, along with maps showing travel routes to sites, is available on ConnDOT's web site, *www.ct.gov/dot*, in the Traveler and Road Information section.

j) CONGESTION MANAGEMENT SYSTEM (CMS)

The Congestion Management System (CMS) is a systematic process that provides information on transportation system performance to decision makers for selecting and implementing cost-effective strategies to manage new and existing facilities to alleviate traffic congestion and enhance mobility. It contributes to the efficiency of the planning process and provides a framework for the consideration of alternative transportation solutions. The system includes performance measures, data collection, needs analysis, strategy identification and a method to evaluate the effectiveness of any actions.

Each year ConnDOT produces a report on congestion, which serves to identify individual problems and to monitor overall congestion levels and trends. This report contains sufficient data on each region to identify those corridors that would be candidates for a CMS strategy report

.

ConnDOT and the metropolitan planning organizations (MPOs) use the annual congestion screening report to cooperatively assess specific congestion problems. These studies provide a detailed analysis of the congestion problem and a full evaluation of the appropriate mitigation strategy. Subsequently, these reports will provide the basis for ConnDOT and the MPOs to jointly develop an approach for selecting and programming projects.

k) TRAFFIC MONITORING SYSTEM (TMS)

Various Traffic Monitoring System (TMS) activities are underway to expedite the collection, processing, and dissemination of traffic data. Some of these activities include:

- The anticipated implementation of the New England Traffic Monitoring System. This is a uniform data-formatting, data-editing and data-storing variation of "The Maryland System," which was developed by GIS/TRANS for use by the New England states to generate an open line of communication for data sharing.
- The development and sale of a CD containing current average daily traffic (ADT) volumes for the State-maintained non-expressway highway network, all expressway ramps, and selected main line expressway locations has proven to be very popular and has dramatically reduced the need for phone requests for traffic data. The data is also available on ConnDOT's web site.

l) CONNDOT'S PLAN TO FACILITATE ROAD USE BY ELDERLY DRIVERS

In January 1998, the Commissioner of Transportation submitted to the Connecticut General Assembly a plan to facilitate road use in the state by elderly motor vehicle operators. In developing the plan in consultation with the Commissioner of Motor Vehicles, the Commissioner of Transportation was directed to consider the following improvements:

- Installation of reflective pavement markers.
- Wider pavement markings.
- Use of overhead street name signs, advance street name signs and advance guide signs on arterial streets.
- Work zone safety delineation.
- Improved pedestrian crosswalks.
- Larger traffic control signals.
- Improved roadway design and lighting including, but not limited to, reconfiguration of intersections.

- Awareness training for elderly drivers.

Road use by elderly motor vehicle operators is facilitated through a broad range of efforts. Many of these efforts are outlined and discussed in more detail in ConnDOT's report to the Connecticut General Assembly, *"Facilitating Road Use by Elderly Drivers."* Since the submittal of this report, ConnDOT has taken the following additional actions to facilitate road use by elderly drivers:

- *Pavement Markings*. The use of reflective pavement markers has been discontinued. The use of durable pavement markings has been expanded to include approximately 90 percent of the State's highways.
- *Signing*. The sign face reflectivity has been increased for the following signs: warning, stop, wrong way, do not enter, guidance and overhead regulatory signs.
- *Work Zone Safety*. Actions being taken by ConnDOT to improve work zone safety include developing guidelines for the use of truck-mounted impact attenuation devices, installing variable message signs (VMS), full implementation of the use of crashworthy temporary sign supports used in work zones, and the development of construction specifications regarding the use of delineation sheeting on temporary barriers. In addition, the color of safety clothing for ConnDOT workers has been changed to strong yellow-green.
- *Lighting Fixtures*. New lighting fixtures are normally of the "cutoff" type that reduces glare.
- *Training Courses*. In June of 2000, ConnDOT and FHWA co-sponsored an Older Driver Workshop for local officials. The purpose of the workshop was to provide community officials with information on the problems of the older driver and information on highway design that will help accommodate the needs and capability of the older road users.

m) STATEWIDE INCIDENT MANAGEMENT TASK FORCE

A permanent statewide Incident Management Task Force was established by the TSB in November 2003 and will continue to address the topics and recommendations established in the *Incident Management Task Force White Paper,* dated October 2003, and any additional issues that are identified. Policies to promote coordination of response to clear incidents quickly will be re-evaluated along with each agency, including ConnDOT, to continue to manage incidents efficiently and effectively, thus mitigating the impact of incidents. Coordination and communication of training aspects are also a focus of this task force.

3. INTELLIGENT TRANSPORTATION SYSTEMS (ITS)–HIGHWAY SYSTEM APPLICATIONS

Intelligent Transportation Systems (ITS) involve the application of advanced technologies to improve public safety, reduce traffic congestion and provide better public service. Of key importance are telecommunications and information technologies that allow information on the transportation systems to be collected, processed and disseminated. The information is valuable to transportation agencies that are responsible for operating and managing the systems, as well as the private and commercial users of those systems who must make informed decisions on what mode to use, what route to take and what time of day to travel.

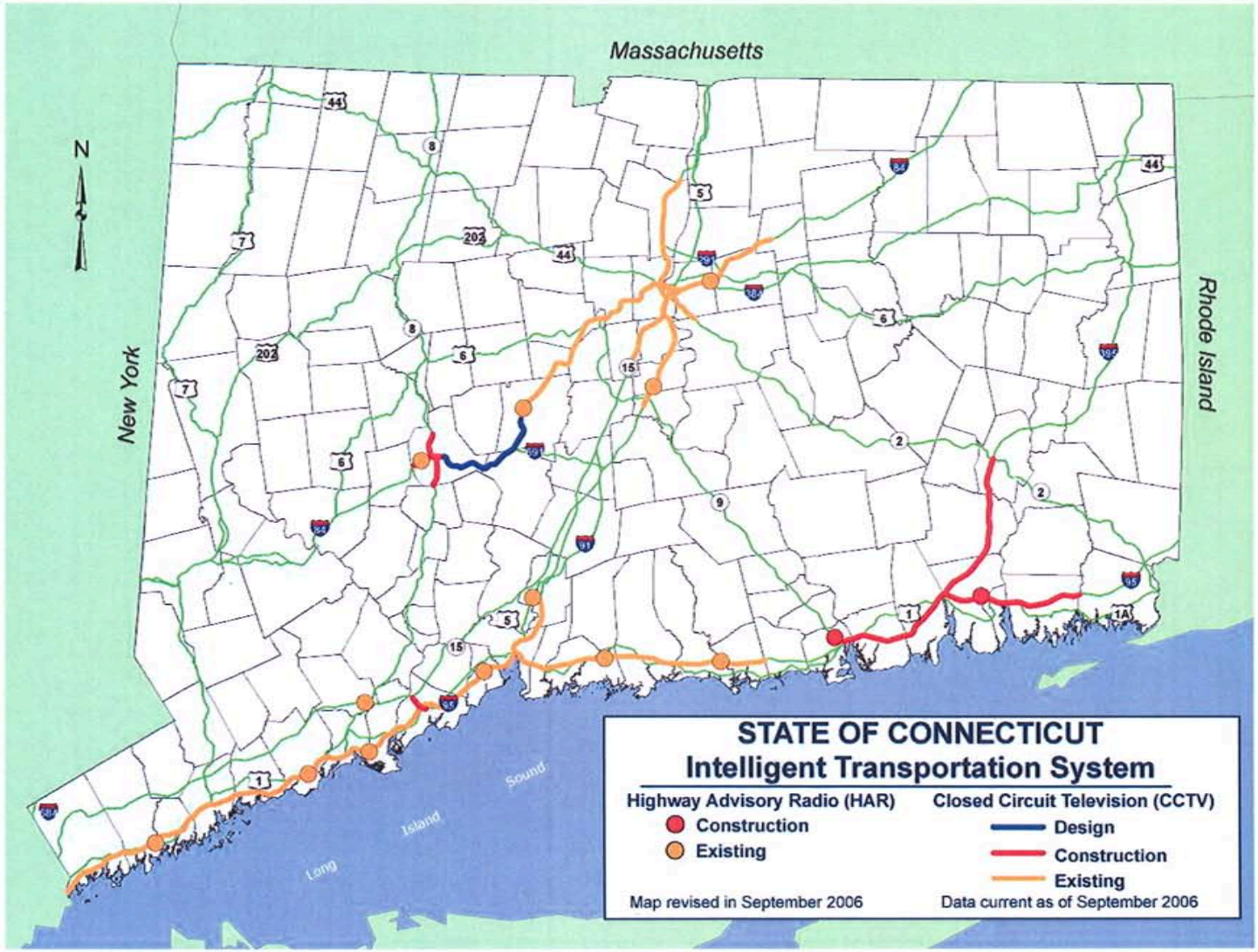
ITS is an important, cost-effective agency tool for managing transportation systems, as national emphasis shifts from expansion of the transportation network to more efficient operations and maintenance of existing facilities. ITS elements deployed by ConnDOT over the past ten years include the following:

- Traffic management systems that provide agency staff with the ability to monitor freeway travel conditions, detect incidents and notify appropriate response personnel.
- Highway service patrol vehicles that quickly attend to disabled or broken-down vehicles.
- Traveler information systems that inform the public while they are travelling, or before they begin their trip.
- Incident management efforts that stress coordinated interagency response to traffic incidents.

- Computerized signal systems that manage traffic flow along congested State arterials and allow agency staff to monitor signal performance or modify signal timings when needed.
- Commercial vehicle initiatives focused on enhancing roadway safety and encouraging automated information exchange between carriers and state agencies.
- Transportation systems that enhance public transportation fleet operation and rider convenience.

Existing and proposed intelligent transportation system features are shown in Figure III-22.

Figure III-22. Intelligent Transportation System



a) ADVANCED TRANSPORTATION MANAGEMENT SYSTEMS

ConnDOT is continuing an aggressive approach for ITS deployment on the state's transportation system. Recent ConnDOT ITS initiatives are noted as follows:

- ConnDOT continues to expand the existing I-95 and Hartford Area systems. Expansion of the existing I-95 traffic management system in southern Connecticut was completed in the fall of 2005. The expansion of the I-95 system included 15 miles easterly from Branford to Clinton and 5 miles northerly on I-91 in New Haven. The Hartford Area was expanded 6 miles to the west on I-84 into the Plainville/Southington corridor in the summer of 2006. Additional changeable message signs and cameras were installed on I-84 in Newtown, Southbury, Waterbury and Route 8 in Naugatuck and Waterbury as part of the I-84 Southington project. ConnDOT has over 142 miles of freeway traffic management systems on I-95, I-91, I-84 and Route 2 including 294 cameras, 93 changeable message signs and 11 Highway Advisory Radio stations. Interagency communications and information sharing is a key component of the new system. The video and data transport system continues to link ConnDOT's Newington and Bridgeport Operations Centers, State Police Troop H and Middletown headquarters sites, and the City of Hartford Operations Center. This important system enhances interagency cooperation and promotes a coordinated response for traffic management.
- New traffic management projects for the Waterbury I-84/Route 8 interchange, the I-95 corridor in southern and southeastern Connecticut and I-84 west of Hartford are under construction. It is anticipated that projects will be added to replace the existing 56-mile, I-95 traffic management system in southwest and southern Connecticut It is anticipated that a project to add video coverage of Route 15 in Milford in the vicinity of the Sikorsky Bridge will be completed by the spring of 2007. Future design projects are slated for other congested highway segments such as I-84 in Danbury and the I-91/I-691 interchange in Meriden.
- The continued maintenance and operation of traffic management systems is critical to maintaining the systems' effectiveness. Highway Operations staff and other ConnDOT personnel work closely to ensure that existing systems remain fully operational during highway reconstruction activities. Older equipment is upgraded or replaced as needed to maintain system integrity. One major highway reconstruction initiative currently underway involves the I-95 corridor in New Haven-East Haven-Branford and affects approximately six-and-one-half miles of the existing traffic management system. This is being done in association with the replacement of the Pearl Harbor Memorial (Quinnipiac River) Bridge.
- The institutional partnership with State Police Troop G personnel continues to be fortified and enhanced through technology and information sharing. Voice and video transmissions of travel information have been made available to media outlets, and the video images are viewable on ConnDOT's web site (www.ct.gov/dot).
- ConnDOT now provides e-alert messages to advise the public of service delays on the New Haven Line and Shore Line East rail lines.

b) REAL-TIME TRAVELER INFORMATION

As new ITS management systems are deployed to allow agencies to better manage the transportation network, it is critical that the information gathered from these systems is made available to travelers. The provision of real-time traveler information to the public and media is an important ConnDOT goal. ConnDOT has added real-time information capabilities to its web site (*www.ct.gov/dot*). The web site includes a list of active traffic incidents and video camera images from the Newington and Bridgeport Operations Center systems. (See Figure III-23,Traveler Information Gateway). The Newington Operation Center is equipped with a wall-size screen where real-time images of various traffic cameras, Doppler radar, and traffic accident listings can be viewed simultaneously. Newly deployed systems will provide more extensive pre-trip and en-route information to Connecticut travelers. ConnDOT has recently added an "e-alert" notification service as part of its traveler information program. This public service will provide the ability for subscribers to receive the latest highway and rail incident information by electronic mail at

no cost. Subscribers may register for the e-alert service by the following link on the ConnDOT web page *www.ct.gov/dot*.

Figure III-23 Traveler Information Gateway



c) INTELLIGENT TRANSPORTATION SYSTEM (ITS) PLANNING

Effective ITS deployment requires judicious agency planning. Consideration of ITS components such as traffic management and traveler information systems are now considered part of transportation planning alternatives rather than being considered a stand-alone option. ITS early deployment studies in the Greater Hartford and New Haven-Meriden areas have provided an opportunity to "mainstream" ITS deployment strategies into regional transportation planning activities. In an effort to further "mainstream" ITS planning activities, ConnDOT completed in April 2005 a Statewide ITS Architecture that is compliant with FHWA Rule and FTA Policy. ConnDOT has worked with the Southwestern Regional Planning Agency (SWRPA) to develop an ITS planning effort that will consider regional intermodal coordination. In August 2005, ConnDOT and the Greater Bridgeport Regional Planning Agency completed a project to develop a regional ITS architecture for the Greater Bridgeport area. In June 2006, ConnDOT commenced the development of a 511 Traveler Information Telephone Number for Connecticut. The Department is currently working with the Southwestern Regional Planning Agency (SWRPA) to develop an ITS planning effort that will consider regional intermodal coordination in the southwestern region.

d) CONNECTICUT HIGHWAY ASSISTANCE MOTORIST PATROL (CHAMP)

ConnDOT's employee-based service patrol, Connecticut Highway Assistance Motorist Patrol (CHAMP), provides aid to travelers in the Greater Hartford area with three vehicles operating between the hours of 5:30 a.m. and 7 p.m. weekdays. The CHAMP program along the I-95 corridor continues to operate during these same hours, as well as additional special hours during the busy summer weekends and holidays,

assisting approximately 300 vehicles each month. In the summer of 2004, the State Bond Commission approved funding to expand this program in order to serve southeastern Connecticut along the Merritt Parkway. The expansion of this program is supported in the TSB's 2003 report. ConnDOT plans to expand the CHAMP program by the end of 2007, pending approval of additional vehicle driver positions. Eight additional patrols will be added to provide CHAMP service for the following corridors:

- *Southeastern Connecticut.* I-95 from Branford to the Rhode Island State Line, and I-395 from Waterford to Norwich.
- *Western Connecticut.* I-84 from Southbury to Farmington, and Route 8 from Naugatuck to Waterbury.
- *Southern/Southwestern Connecticut.* Route 15 (Merritt Parkway), from the New York State Line to the Stratford/Milford Town Line.

e) COMPUTERIZED TRAFFIC SIGNALS SYSTEMS

Computerized traffic signals systems remain a vital component of ConnDOT's effort to optimize traffic flow along State arterials. Approximately 950 intersections are currently controlled by centralized and on-street computerized systems, with new systems added if computerization is warranted. ConnDOT is in the process of upgrading existing systems that use older coordination equipment to ensure that operational efficiency is maintained. Traffic signal timing optimization projects, such as those recently completed for the New Haven-Meriden and Hartford metropolitan areas, ensure that existing traffic signal systems are operating efficiently.

f) HIGHWAY ADVISORY RADIO (HAR)

A Highway Advisory Radio (HAR) traveler information system has been installed along I-95, the Merritt Parkway and in the Capitol Region. Additional HAR transmitters are planned for deployment across the state in a number of transportation projects. Transit and public service announcements have been added to the system. Upgrades of the system incorporating pager technology for activation of the emergency message lights were recently completed.

g) REGIONALIZED INCIDENT MANAGEMENT

A Regional Incident Management Steering Committee has been organized in the Southeastern Connecticut Council of Governments. This committee, comprised of fire chiefs, police chiefs, State Police, the Connecticut Department of Environmental Protection, towing and recovery, Emergency Medical Services and ConnDOT, is similar to committees previously established in other regions such as the Capitol Region Council of Governments and the South Western Regional Planning Agency. ConnDOT will continue to encourage involvement by regional planning agencies/MPO to establish Incident Management steering committees where they don't exist. These committees will be dedicated to overcoming institutional issues and to developing coordinated policies and procedures for managing incidents and highway closures.

In cooperation with the regional planning agencies and local/state representatives, traffic diversion plans have also been developed for major incidents occurring along the I-84, I-91, I-95, and Route 8 corridors. These plans are currently being enhanced to include freeway-to-freeway traffic detour route information.

h) WEIGH-IN-MOTION SYSTEMS

ConnDOT has completed construction of a main line weigh-in-motion (WIM) system for the Union weigh station on I-84. The new system will check the credentials and gross weight of commercial vehicles traveling at highway speeds. Vehicles that possess the required credentials and are of proper weight will be allowed to bypass the weigh station, while noncompliant vehicles will be required to stop for an examination. The design was a cooperative effort of ConnDOT and Connecticut Department of Motor Vehicles' personnel. A project to design a main line WIM system for the Greenwich weigh station was scheduled to commence in 2007. The completion date of the project will be influenced by the availability of federal funding. Expansion of this system is supported in the TSB's 2003 report.

i) VARIOUS ITS RELATED INITIATIVES

ConnDOT continues to move forward in many areas of existing and emerging technologies and institutional team building to mainstream ITS into the existing and planned transportation network. The agency is involved in regional and national plans that will promote and achieve maximum use of existing systems. Examples of these initiatives include the following:

- *Commercial Vehicle Operations (CVO).* Connecticut has been selected as one of seven states to participate in the USDOT Commercial Vehicle Information Systems and Networks (CVISN) Pilot Project. This project applies information technology systems to improve efficiency for motor carriers and government agencies. The development effort, aimed at procuring information systems and consulting services, commenced in 2001. The integration of ConnDOT's Oversize/Overweight Permit System with other permitting agencies and the private sector is an integral CVISN component. Integration and testing of the new permitting software began in 2004.
- *Route Planning.* In addition to real-time information, route-planning capabilities are available for transit services in the tri-state area, including Hartford, New Haven and Fairfield counties. Using schedule information from both public and private transit carriers, a user may plan a regional transit trip by providing their desired starting and finishing points. The transit itinerary planner is accessible through the free Internet service.

ConnDOT is also associated with TRANSCOM in the following projects:

- The Interagency Remote Video Network (IRVN) links video feeds among the various operation centers in the region to assist in incident management and traveler information efforts.
- The TRANSCOM Regional Architecture consists of a central database server linked with workstations located at member agencies' facilities. Information shared through this network includes incident and construction data; variable message sign, highway advisory radio, and closed-circuit television information; and real-time traffic and transit conditions. The Regional Architecture is developing the protocols necessary to integrate existing and future ITS into this network.

ConnDOT continues to be actively involved in the I-95 Corridor Coalition, an affiliation of public and private transportation agencies from Maine to Florida. Connecticut has been specifically involved in projects for Advanced Traveler Information Systems (ATIS), HAR and incident management activities. The Coalition also has provided funding for ConnDOT's active CVO program.

H. TRANSPORTATION SAFETY AND SECURITY PROGRAMS AND PLANS

1. HIGHWAY SAFETY PROGRAMS

National figures released in August 2004 indicate that in 2003, Connecticut was one of five states experiencing a significant decrease in the total number of traffic fatalities (-10 percent). There were 294 fatalities, a reduction from a total of 325 in 2002.

Table III-6. Comparison of Connecticut and U.S. Fatality Rates in Years 2000–2004

	2000	2001	2002	2003	2004
Fatality Rate/100 Million VMT					
U.S. Rate	1.5	1.5	1.5	1.5	1.4
Connecticut Rate	1.1	1.0	1.0	.09	.09
Fatality Rate/100,000 Population					
U.S. Rate	14.86	14.79	14.85	14.70	14.50
Connecticut Rate	9.99	9.26	9.31	8.40	8.30
Fatality Rate/100,000 Licensed Drivers					
U.S. Rate	22.00	22.06	22.04	21.40	21.40
Connecticut Rate	12.86	12.00	12.05	11.10	10.80
Source: Institute for Traffic Safety Management and Research; U.S. Census Bureau; NHTSA; Federal Highway Administration (FHWA).					

The national fatality rates per 100 million vehicle miles traveled (VMT) and per 100,000 population were lower in 2004 than in 2000; these rates also decreased for Connecticut. Additionally, the U.S. fatality rate per 100,000 licensed drivers decreased from 2000 to 2004, as did Connecticut's rate. The data analysis in Table III-6 has been compiled from the latest available detailed data, which is through 2004. As discussed in *The Connecticut Highway Safety Strategic Plan for Fiscal Year 2007,* the greatest number of fatalities occurred in the most populous counties of Fairfield, Hartford and New Haven (Table III-7).

Table III-7. Fatalities by Connecticut County

County	2000	2001	2002	2003	2004
Fairfield	72	71	67	55	53
Hartford	83	79	79	72	55
Litchfield	20	20	18	14	28
Middlesex	12	16	14	10	18
New Haven	66	67	77	78	53
New London	44	26	35	37	48
Tolland	24	18	17	15	16
Windham	20	21	15	17	20
Total	341	318	322	298	291
Source: The Connecticut Highway Safety Strategic Plan for Fiscal Year 2007published by ConnDOT's Office of Highway Safety.					

The Transportation Safety Section (TSS) in the Connecticut Department of Transportation (Department) addresses a set of identified and defined highway and traffic safety problems. This problem identification process begins early in the calendar year with an examination of a variety of traffic and roadway-related data. The analysis of this data identifies both general and specific patterns of concern and from a review of historical patterns, results in a projection of future data trends. Other problems and deficiencies are identified through programmatic review.

TSS staff studies both the data and programmatic analysis and develops multiple countermeasures that specifically address the problem areas identified. Countermeasures typically receive funding based upon their

potential to contribute to the achievement of long-range and interim goals and objectives. A major part of this process is to enlist the cooperation of highway safety partners who can and will facilitate the implementation of these countermeasures. These countermeasures are discussed below:

- *Impaired Driving.* The National Highway Traffic Safety Administration's (NHTSA) Fatality Analysis Reporting System (FARS) indicates that during the five-year period of 2000 to 2004 there were 384 drivers killed in Connecticut who tested positive for alcohol. The percentage of total fatalities that were alcohol related ranged from 41 percent to 51 percent during this five-year period, with a [five-year] total of 663 people killed in alcohol-related crashes and 5,040 alcohol-related injury crashes. One of Connecticut's primary highway safety goals is to substantially reduce the number of alcohol-related crashes.
- *Police Traffic Services.* Among all types of crashes in Connecticut during 2004 (fatal, injury and property damage only), there were four predominant contributing factors: following too closely (33.1 percent), failure to yield right-of-way (15.1 percent), speeding (11.4 percent) and violating traffic controls (5.1 percent). In fatal crashes, there are greater varieties of driver errors that contribute to crash causality; however, driving under the influence and speeding are the predominate factors (29.4 percent and 17.6 percent, respectively). Reducing the percentages of crashes associated with these factors will continue to be one of the goals of the Highway Safety Program.
- *Occupant Protection and Child Passenger Safety.* Connecticut motor vehicle crash data clearly shows that unrestrained front seat occupants are much more likely to be killed or to suffer a serious or moderate injury than those occupants who are wearing their safety belts. Correct and adequate child safety restraint is also of critical importance. Since 1995, Connecticut has experienced a steady increase in safety belt use, from 59 percent to 83 percent in 2004. While much progress has been made in the area of occupant protection and child passenger safety, significant work remains. Programs designed to further increase safety belt and child safety seat use remain a high priority in Connecticut.
- *Motorcycle Safety.* Connecticut's motorcycle safety goal is to further reduce the number of injuries and deaths related to motorcycles. Fatality rates per registered motorcycles in Connecticut have been above the national average. In 2004, there were a total of 54 motorcycle operators killed on Connecticut roadways (no passengers were killed) representing 19.6 percent of the state's total traffic fatalities. Preliminary figures from fatal accident record statistics (FARS) are indicating a significant increase in 2004; 54 operators and passengers were killed. During the 2000 to 2004 period, 80 percent of the fatally injured motorcycle operators in Connecticut were tested for alcohol. During these years, 42.9 percent to 60 percent of those tested were found to have been drinking, with 35 percent (of those tested) having a blood alcohol concentration of 0.08 percent or higher. In 2004, 60 percent of the motorcycle operators killed were found to have been drinking; therefore, another major goal in this program area is to reduce the incidence of operating a motorcycle while impaired.
- *Traffic Records.* The Highway Safety performance-based program planning processes are dependent upon timely, accurate and complete traffic records data. Significant action has taken place to improve traffic records systems in Connecticut, although much remains to be accomplished in order for a comprehensive traffic safety data delivery system to be developed. Emphasis on timely release of data and multi-agency coordination continues.
- *Various Other Areas and Factors.* As crash data becomes available, a variety of issues and concerns are continually reviewed to determine current trends and potential problems in the area of highway safety. For example, there remain high-risk groups identified (i.e. drowsy drivers). Analyses of traffic crash history indicate that certain groups appear to be over-represented [in crashes] when compared to the general motoring population, or they appear to have the potential to be particularly vulnerable. Highway safety trends pertaining to these special user groups are continuously reviewed to assure a proactive countermeasure stance.

ConnDOT's plan, *The Connecticut Highway Safety Strategic Plan for Fiscal Year 2007,* provides greater detail on each of the problem areas noted and outlines performance goals, program objectives, and planned countermeasures for each.

2. SAFE ROUTES TO SCHOOL PROGRAM (SRTS)

The SRTS Program was initiated in August 2005 as part of Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Act (SAFETEA-LU). Section 1404 of this act provides funding for all state departments of transportation to develop and manage the SRTS program.

The objective of the program is to encourage more students in elementary and middle schools (grades K-8) to walk and bike to school, as opposed to other transportation alternatives; thereby encouraging a more healthy lifestyle.

ConnDOT formally adopted this program in early February 2006. ConnDOT has been allocated a minimum of $1.0 million annually over a five-year period (FFY2005 to FFY2009) to administer the program of the amount allocated, 10 – 30 percent of funds are to be used for an educational component of the program - promotion, education and training for bike and pedestrian safety, and 70-90 percent for an infrastructure component of the program - construction of infrastructure safety improvements within a 2-mile radius of schools that meet the guidelines of the program. This is a 100 percent federally-funded, cost reimbursement program; therefore, funds are not available up-front.

SRTS guidelines require that eligible schools (grades K-8) develop an action plan that includes bike/pedestrian safety education and training; and recommended infrastructure improvements within a 2-mile radius of school (new sidewalks, new crosswalks, pedestrian signals, etc.) to provide safe conditions for pedestrians and bikers traveling to school.

3. WORK ZONE SAFETY AND MOBILITY

On September 9, 2004, the Federal Highway Administration (FHWA) issued a Final Rule on Work Zone Safety and Mobility. This rule addresses the changing times of more traffic, more congestion, greater safety issues, and more work zones. The FHWA revised previous regulation to facilitate comprehensive consideration of the broader safety and mobility impacts of work zones across project development stages, and the adoption of additional strategies that help manage these impacts during project implementation. The FHWA believes that the new provisions will help State Departments of Transportation meet current and future work zone safety and mobility challenges, and serve the needs of the American people. The key features of the final rule are as follows:

- A policy driven focus that will institutionalize work zone processes and procedures at the agency level, with specific language for application at the project level.
- A systems engineering approach that includes provisions to help zone considerations starting early in planning, and progressing through project design, implementation, and performance assessment.
- Emphasis on addressing the broader impacts of work zones to develop transportation management strategies that address traffic safety and control through the work zone, transportation operations, and public information and outreach.
- Emphasis on a partner driven approach, whereby transportation agencies and the FHWA will work together towards improving work zone safety and mobility.
- Overall flexibility, scalability, and adaptability of the provisions, so as to customize the application of the regulations according to the needs of individual agencies, and to meet the needs of the various types of highway projects.

Implementation of the Final Rule becomes effective on October 12, 2007.

Section 135 of Title 23 and Section 5304 of Title 49 of the United States Code (USC), as amended by the *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users* (SAFETEA-LU) requires each State to carry out a transportation planning process that provides for consideration of projects and strategies that will increase the safety of the transportation system for motorized and non-motorized users. With respect to

Work Zone Safety, SAFETEA-LU contains several provisions that address safety in highway construction work zones. They are as follows:

Work Zone Safety Grants – Under the Work Zone Safety Grants program, the U.S. Department of Transportation (USDOT) will make grants to nonprofit and not-for-profit organizations to provide training to prevent and reduce work zone injuries and fatalities. Such grants may be used for:

- Construction worker training to prevent injuries and fatalities
- Development of guidelines to prevent work zone injuries and fatalities
- Training for State and local governments, transportation agencies, and other groups implementing these guidelines

Temporary Traffic Control Devices - Projects may not be approved on Federal-aid highways or under the Federal Lands Highway program unless proper temporary traffic control devices to improve safety in work zones will be installed and maintained during construction, utility, and maintenance operations on the portion of the highway to be improved by such projects. Installation and maintenance of the devices must be in accordance with the Manual on Uniform Traffic Control Devices.

The Secretary of Transportation, after consultation with appropriate Federal and State officials, is to issue regulations establishing the conditions for the appropriate use of, and expenditure of funds for, uniformed law enforcement officer, positive protective measures between workers and motorized traffic, and installation and maintenance of temporary traffic control devices during construction, utility, and maintenance operations.

Worker Injury Prevention and Free Flow of Vehicular Traffic – The Secretary of USDOT was required to establish by August 10, 2006, regulations requiring highway workers to wear high visibility garments.

National Work Zone Safety Information Clearinghouse - Under this program, the USDOT will make grants to a national nonprofit foundation for the operation of the National Work Zone Information Clearinghouse to be used for assembling and disseminating, electronically or otherwise, information relating to the improvement of work zone safety.

Work Zone Safety and Mobility focuses on those projects that are determined to be "significant" as defined by ConnDOT policy (and consistent with FHWA guidelines). The scope and limits of all projects that are advanced to construction by ConnDOT evolve as information becomes available and analysis is refined. An initial determination regarding project "significance" should be made as early as possible, and that determination can be reassessed at various phases of project development and definition, prior to construction (i.e. planning, preliminary engineering, preliminary design, and final design).

ConnDOT currently has in place a number of procedures to address work zone operations and safety. An agency team has been established, in coordination with the FHWA Division Office to identify current practices, evaluate the requirements of the Final Rule, and to institute a Work Zone Safety and Mobility policy and implementation plan. Implementation of the ConnDOT policy will involve a number of actions which will address:

- Training.
- Early identification of "significant" proposed projects and reassessment at each phase of project development.
- Preparation of Temporary Traffic Control Plans, Transportation Operations Plans and Public Outreach /Public Information program components, as warranted.
- Application during project construction.
- Monitoring / Data collection and reporting during project construction.
- Data retention and analysis.

4. OPERATION LIFESAVER

Operation Lifesaver, Inc. (OLI) is a national non-profit public information program that was established in 1972 to improve public safety by reducing the number of injuries and fatalities associated with at-grade railroad crossing crashes and incidents of trespass on railroad rights-of-way. Operation Lifesaver (OL) programs are supported by a wide variety of partners, including federal, state, and local government agencies, highway safety organizations, law enforcement, the nation's railroads and their partners.

In 1992, under the authority of Section 13b-376(a) of the Connecticut General Statutes, Connecticut joined ranks with 49 other states by establishing a Connecticut Operation Lifesaver Committee to promote the program on a local level. The Committee, which is chaired by the Commissioner of Transportation and administered by the Transportation Safety Section, is comprised of the Commissioner of Education, the Commissioner of Public Safety, two representatives from civic organizations, a representative of the railroad industry, a representative of a parent teacher organization, a representative of a local law enforcement agency and a local government official. Numerous other individuals from the Connecticut Department of Transportation, the Connecticut Department of Public Safety, the Connecticut Department of Motor Vehicles, operating railroads, law enforcement agencies, and the general public serve as technical advisors to the Committee.

In keeping with the principles of the national program, the mission statement of the Connecticut Operation Lifesaver Committee reflects its goal of enhancing highway and railroad safety through the principles of education, enforcement and engineering. To this end, the Committee sponsors rail safety information booths at local fairs and other public events and also sponsors frequent rail safety presentations for target audience groups and other members of the general public, including students, school and transit bus drivers, driver education students, truck drivers, police officers, and emergency first responders (fire and ambulance). In addition, the Committee sponsors Grade Crossing Collision Investigation (GCCI) courses for the benefit of law enforcement agencies around the state.

Operation Lifesaver presentations are delivered by OLI trained and certified volunteers and are free to the public (all age groups and professions) to help them make safe decisions around tracks and trains. Presentations are age and audience specific, and depending on the audience, OL volunteers inform the public about the following: what trains can and cannot do; how to identify the signs and signals that mark each public highway-rail at-grade crossing, and each sign's meaning for the public as a motorist and as a pedestrian; and the laws governing these highway-rail grade crossings. Operation Lifesaver's educational videos and brochures, including coloring books for children and training information for adults, can be found at OLI's website: www.oli.org.

It is estimated by the Federal Highway Administration that 10,000 lives have been saved and 40,000 injuries have been averted through the activities of Operation Lifesaver and the Federal Grade Crossing Safety Improvement Program. In coordination with Operation Lifesaver, Inc. and the Federal Grade Crossing Safety Improvement Program, Connecticut Operation Lifesaver will continue to do its part to improve the reach of the program in the coming years by greater involvement from Committee members and by increasing the program's exposure to the general public.

5. COMMUTER RAIL SYSTEM SAFETY PROGRAM PLAN

The *System Safety Program Plan* is ConnDOT's principal rail equipment safety document. It defines how the safety effort is implemented and identifies the staff and/or procedures required to maintain it. The plan is a living document that tracks changes in the system. Specifically, the plan addresses fire protection, inspection and testing, maintenance and repair of equipment, employee training and qualification, emergency response planning and training, system modifications, configuration management, internal safety management assessment and the safety certification process. The plan ensures that safety issues are treated equally with cost and performance issues when design tradeoffs are made.

6. SECURITY: TRANSPORTATION-RELATED PLANS

Since the September 11, 2001, terrorist attacks, homeland security has been a national and State priority. ConnDOT has instituted a variety of changes to address emergency management procedures and preparedness and has developed Emergency Response Plans that outline ConnDOT's Homeland Security Advisory System. The plans were established in accordance with the five threat levels of risk established under the Federal Homeland Security Advisory System. These plans are based on the responsibilities of each of ConnDOT's bureaus and will continually be updated and modified.

ConnDOT has created a Homeland Security Task Force to review and address any needs for increased coordination between the ConnDOT's bureaus in order to respond to any natural and/or homeland security events. The initial tasks will be to review the current emergency response plans for each bureau and to identify those areas of the plans that need to be updated to provide the necessary response and coordination between various units in ConnDOT. In addition, the Task Force will become involved in the planning process for future homeland security activities and exercises and will develop action plans regarding emergency response, protection of critical infrastructure elements, and other homeland security and emergency response issues.

The following are some of the transportation-related security changes that have been implemented in Connecticut.

Airports. Bradley International Airport was among the first airports in the U.S. to experience implementation of the Federal Transportation Security Administration's Federal Security Director (FSD) program. Since August 2002, Bradley has had the FSD on site and has had a full federal work force of employee passenger screeners in place. This has placed Bradley at the forefront of the list of 429 U.S. airports that must go through the process. While Bradley still has mandated responsibilities for security in accordance with Federal Aviation Regulations, September 11 has brought many new resources to the airport, primarily in the form of federal personnel, to perform many of the functions for which Bradley and/or the airlines were previously responsible.

Ports. ConnDOT continues to work closely with the United States Coast Guard (USCG) on the security of the ports in Connecticut. There has been a concerted effort to develop better communication links, and the USCG is reaching out to local and state entities. Under the USCG's new program, a defense contractor will perform studies at 55 key ports, and the reports will be shared with the ports. The Coast Guard, in accordance with the Homeland Security Alert System condition (blue, green, yellow, orange or red), sets Maritime Security (MARSEC) levels (one, two, or three). Coincident with the MARSEC level, the Coast Guard may issue MARSEC directives to provide additional mandatory security requirements and/or detail to existing security requirements. Facility owners or operators must comply with these requirements. Their facilities are required to operate in compliance with 33 CFR Part 105, including the implementation of the security measures in an approved Facility Security Plan by July 1, 2004.

Rail Services and Facilities. Amtrak, Metro-North Railroad and ConnDOT have been excellent partners in exchanging information. ConnDOT has joined with the surrounding tri-state transportation agencies (New York and New Jersey) to develop regional partnerships to support homeland security initiatives and program operations. This tri-state group has worked to apply a collaborative approach to ensure the safety and security of rail passengers. All aspects of security issues pertaining to commuters and inter-city trains are being addressed. Periodic meetings are held among representatives from both the railroads and ConnDOT to review any unusual incidents, upcoming special train movements and potential security issues.

The Department has initiated several projects to enhance security at the rail stations and rail yards in Connecticut. The New Haven Yard Security Project is underway and includes the installation of fencing and Closed Circuit Television Video Cameras (CCTVs) in the New Haven Yard, guard posts at the entrances, and other security features. Other planned projects include the installation of CCTVs at the rail stations in Westport, Branford, and New Haven - Union Station. As funding becomes available, the Department will initiate additional security projects at the rail stations and rail yards.

The Office of Rail is coordinating efforts with New York and New Jersey transit agencies on the federal Infrastructure Protection Program (IPP) and has applied for federal funding through the Fiscal Year 2006

Transit Security Grant Program. Through this grant, Connecticut will be provided federal funds to initiate projects to enhance security. The Department will also begin working on the IPP Fiscal Year 2007 Transit Security Grant in early 2007 to apply for additional federal funding for security projects.

Bus Services. After September 11, a security plan was developed for Connecticut's state-owned bus operations. Connecticut Transit was the first transit system in the country to receive an FTA-sponsored security review after September 11. The results indicated that the system was generally well-positioned to provide secure environments for employees, customers and assets. Some recommendations have already been implemented, and others will require additional funding such as upgraded communications systems, increased use of security cameras on buses and at facilities and other site security improvements.

Highways. ConnDOT's Office of Maintenance and Highway Operations has a *Homeland Security Advisory System Response Plan.* This plan implements appropriate protective measures and identifies assets for which maintenance field staff and office staff are responsible at each level. It is consistent with the Federal Homeland Security Advisory System. Prior to September 11, 2001, ConnDOT had in place Radiological Response Plans and Procedures using a traffic management plan for a Millstone Nuclear Power Station disaster event. Implementation plans for various impacts had been coordinated and developed with the Connecticut State Police, Office of Emergency Management and ConnDOT. Diversion plans for incidents on limited access highways (along I-95, I-395, I-91, I-84, and Route 8) had been developed in cooperation with local and state police, first elected officials, the permanent Statewide Incident Management Task Force and ConnDOT field personnel.

I. MAJOR PLANNING STUDIES

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

The need for planning studies is identified in long-range plans prepared by the RPOs. ConnDOT has the lead responsibility on several of the studies and is working in consultation with the RPOs and the towns. Other ongoing studies are being conducted by the RPOs, in cooperation with ConnDOT and the corridor towns. The locations of major planning studies that recently have been completed or that are underway are shown in Figure III-24.

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

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

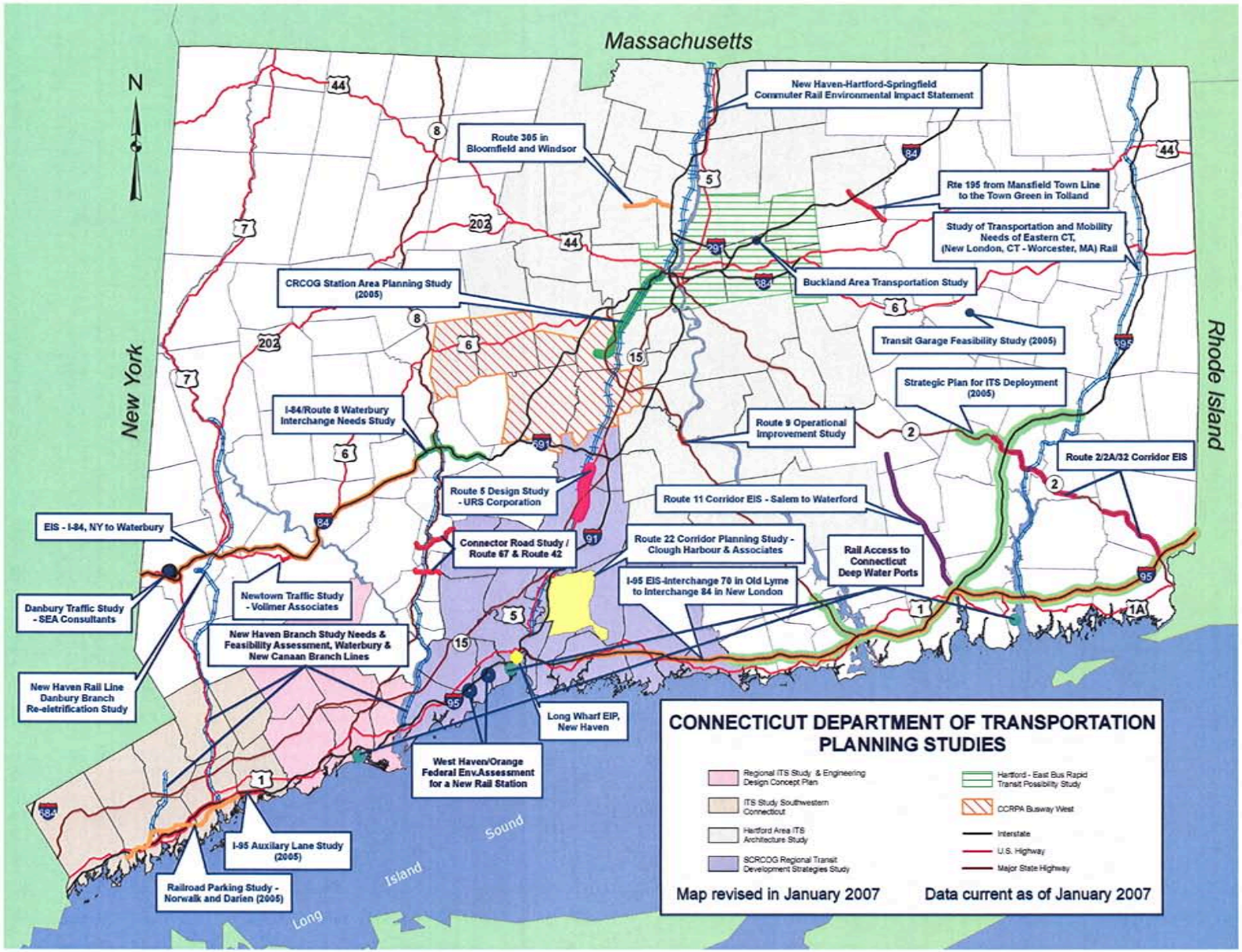
1. CONNDOT BUS & RAIL PLANNING STUDIES

ConnDOT completed several transit studies in 2005 and 2006 and is in the process of completing or initiating others. Major transit planning studies that were completed in 2005 or 2006 and others that are currently underway or scheduled to be undertaken in the future are listed in Table III-8 and discussed in this subsection.

Table III-8. ConnDOT's Major Transit Planning Studies

Project Number (s)	Study	Status
0302-0008	New Haven Rail Line Danbury Branch Re-electrification Study	Phase I completed in 2006 Phase II is to be initiated in 2007
0302-0008	NHL Danbury Branch Alternatives Analysis-EIS (Phase 2)	Underway
0170-2562	Waterbury and New Canaan Rail Branch Lines needs and Feasibility Study	To be initiated in 2007
0106-0116	West Haven/Orange Proposed Railroad Station Study	Completed in 2005 ;
0106-0116	New Railroad Station at City of West Haven or Town of Orange, Connecticut – Environmental Assessment	To be completed in 2007
0170-2296	New Haven -Hartford-Springfield Commuter Rail Service- EA	Underway
0172-T004	Eastern CT Transportation/New London to Worcester Needs and Feasibility Study	To be initiated in 2007
I-95 Corridor Coalition	Northeast Rail Operations Study Project	Phase I to be completed in 2007
0300-0067	Connecticut Rail Station Governance Study	Completed in 2006
Source: ConnDOT Bureau of Policy and Planning. Graphic revised in December 2006.		

Figure III-24. Major Planning Studies



a) NEW HAVEN RAIL LINE DANBURY BRANCH RE-ELECTRIFICATION STUDY PHASE I (PROJECT NO. 0302-0008)

This study evaluated a range of infrastructure and service improvements to determine their potential to significantly enhance the attraction of the Danbury Branch as an alternative to driving in the Route 7 corridor or commuting on the Harlem Line. The study resulted in a recommended list and a costs and benefits evaluation of potential infrastructure and service improvements. Phase I of this study was completed in the spring of 2006.

b) NEW HAVEN RAIL LINE DANBURY BRANCH PHASE II ALTERNATIVES ANALYSIS – (PROJECT NO. 0302-0008)

Building upon the significant engineering efforts and Alternatives Summary Evaluation presented in the Phase I Final Report, Phase II of this study will be designed to satisfy the Federal Transit Administration's (FTA) Alternatives Analysis/ Draft and Final Environmental Impact Statement (AA/DEIS) requirements as well as the combined Federal Highway Administration (FHWA) and FTA National Environmental Policy Act (NEPA) policy guidelines, Council on Environmental Quality (CEQ) NEPA regulations, and Connecticut Environmental Policy Act (CEPA) criteria for environmental documents. This Phase II Study will concurrently provide the documentation necessary to support an FTA Small Starts application for the extension of service from Danbury to New Milford if that is selected as part of the locally preferred alternative. It is anticipated that Phase II will be completed in 2009.

c) WATERBURY AND NEW CANAAN RAIL BRANCH LINES NEEDS AND FEASIBILITY STUDY (PROJECT NO. 0170-2562)

Special Act 04-2 (SB 803), May Special Session, authorizes the Transportation Strategy Board to identify facility improvements on the New Haven Line branches to New Canaan, Danbury, and Waterbury. A study of the Danbury Branch (State Project No. 302-008) is well underway. Phase I was completed in 2006 and Phase II is scheduled to begin in 2007. Each study will review existing rail and transit services, identify needs and deficiencies, evaluate transit infrastructure and operational improvement options, and identify potential action(s) that would enhance transit service and increase transit ridership along the New Haven Rail Line Branch Line Corridors. A study of the Waterbury and New Canaan branch lines will be initiated in 2007.

d) NEW RAILROAD STATION AT CITY OF WEST HAVEN OR TOWN OF ORANGE, CONNECTICUT - ENVIRONMENTAL ASSESSMENT (EA/EIE) (PROJECT NO. 0106-0116)

The Connecticut Department of Transportation (ConnDOT), in cooperation with the Federal Transit Administration (FTA), proposes to construct a new commuter railroad station, including a pedestrian track crossing, high level platforms, and associated parking for approximately 1,000 vehicles, along the east end of the New Haven Line between the existing Milford and New Haven rail stations. The identification of potential sites in the towns of West Haven and Orange for the commuter rail station has been the subject of several studies and legislative actions. These previous studies evaluated a number of potential sites and concluded that no other sites other than the two presented in the Federal Environmental Assessment/Draft Environmental Impact Evaluation (EA/DEIE) are practicable or feasible.

The EA/DEIE examines two proposed station sites at two separate locations for the construction of the commuter railroad station: one in West Haven and one in Orange. The West Haven site is approximately 0.75 miles from Interchange 42 on I-95 and is bounded by Saw Mill Road, Railroad Avenue and Hood Terrace. The Orange site is approximately 0.25 miles from Interchange 41 on I-95, is primarily undeveloped, and would be accessible from Marsh Hill Road. The objective of the EA/DEIE is to evaluate the environmental, economic, transportation, and engineering issues associated with the two sites.

The EA/DEIE was published in November of 2006, and public hearings were held in December of 2006. A final decision on the preferred station site will be made in early 2007.

e) **NEW HAVEN–HARTFORD–SPRINGFIELD COMMUTER RAIL SERVICE–ENVIRONMENTAL ASSESSMENT (PROJECT NO. 0170-2296)**

In the spring of 2002, ConnDOT initiated a study to identify actions that need to be taken to adequately and viably implement commuter rail service. Development of a New Haven–Hartford–Springfield Commuter Rail Implementation Plan included an evaluation of existing facilities and track capacity to determine what level of commuter rail service can be accommodated with the existing infrastructure. Additional levels of commuter rail service were evaluated, along with the ridership, costs, and infrastructure improvements associated with each scenario. The evaluation considered the type and procurement of rolling stock, rolling stock maintenance, shop and storage yard requirements, the type of passenger boarding platforms (high vs. low level), and the need for grade-separated pedestrian and roadway track crossings. Site-specific station locations and parking requirements were identified. All rail alternatives included consideration of a transit link to Bradley International Airport.

The current and future needs of all users (shippers, freight railroads, Amtrak and ConnDOT) were assessed, and environmental constraints and considerations were identified. The study, which was completed in 2005, recommended that start-up service include the following:

- Service would operate bi-directionally, Monday through Friday on a 30-minute peak hour schedule (at least 14 one-way trips).
- Service would be between New Haven and Springfield.
- A minimum of 18 miles of extended double track sections will be added to improve reliability and provide 30-minute headways meeting critical times in New Haven, Hartford and Springfield;
- Service would supplement existing Amtrak service on the corridor. Adjustments to Amtrak's schedule would be attempted when possible in conjunction with operating agreements with Amtrak.
- Along with the existing nine passenger stations being served along this corridor, three additional stations would be added at North Haven, Newington and Enfield.
- The existing Windsor Locks station would be enhanced to provide facilities to accommodate a waiting area and transfers between the train and the shuttle bus to Bradley Airport.
- Local bus service will be modified to provide appropriate service to the stations;
- All stations would have high-level platforms and grade-separated pedestrian facilities, considered to be necessary from an operational standpoint.

The Scope of Services for an environmental document will cover further development of the recommended Implementation Plan through plan refinement, preliminary engineering and preparation and processing of an Environmental Assessment (EA) and a Finding of No Significant Impact (FONSI) as defined by NEPA and an Environmental Impact Evaluation as defined by CEPA. Two scenarios will be addressed: the "Start-Up" and "Full Build" (including all additional Menu options), as defined in the "New Haven - Hartford - Springfield Commuter Rail Implementation Study" (June 2005). The environmental assessment will begin in early 2007 and is anticipated to be completed in the fall of 2008.

f) **EASTERN CONNECTICUT MOBILITY STUDY/NEW LONDON TO WORCESTER RAIL COMMUTER RAIL IMPLEMENTATION STUDY (PROJECT NO. 0172-T004)**

The purpose of this study is to evaluate the transportation and mobility needs of residents and businesses in eastern Connecticut, including but not limited to (1) transportation between residential and employment centers; (2) improved rail freight service; (3) opportunities for improved public transportation services and facilities, including the feasibility of creating a commuter rail line from New London to Worcester, Massachusetts. The first phase of this study is expected to begin in 2007 and take approximately 18 months to complete.

g) **CONNECTICUT RAIL STATION GOVERNANCE STUDY (PROJECT NO. 0300-0067)**

The purpose of this study was to evaluate the Connecticut New Haven Line stations and parking facilities to determine if a change should or could be made in how they are governed to improve serviceability, financial effectiveness and service quality. The study included an inventory and documentation of existing facilities, a survey of the physical condition of the facilities, a review of current governance practices, a

review of governance practices at other commuter rail operations and a review of operating revenue and expenses.

The following were identified in the study's "Phase One Report" as items that needed to be addressed in the development of a future governance policy:

- Defined responsibilities
- Consistency in lease terms
- Consistency in financial information
- Consistency in customer service and maintenance quality standards
- Institution of operating model and procedures
- Creation of a standard management program
- Local needs and concerns

Phase II of the study entailed using the above list, along with more detailed findings contained in the task reports, to explore the range of options available for developing an improved rail governance methodology. In addition to considering the concerns raised from the review of the ConnDOT program, the study team conducted a national review of rail properties to determine how other programs are governed, and to what extent some of the policies and practices used across the country are applicable to the New Haven Line.

The consultant developed a limited set of alternative methods of governance, suited to Connecticut's station and parking program, which contain activities to strengthen station and parking operations and governance. The strategies included actions related to the consistency of contracts across all municipalities, operating standards and guidelines, improved agreements with third-parties, consistent management standards, improved revenue or access control, or improved performance-based management programs. The study culminated with the development of alternative governance policies, which were circulated for review and discussion to the stakeholders in this process at municipal, regional, and state level. The study was completed in the spring of 2005. Study cost: $1.4 million.

h) NORTHEAST RAIL OPERATIONS STUDY (PROJECT NO. NOT ASSIGNED)

It was brought to ConnDOT's attention that there may be certain constraints on the ability of local railroads to provide service to businesses and industries along their lines. These constraints could preclude potential customers from using rail to receive their materials or to ship their products. Instead, they must rely on trucks to furnish their inbound and outbound services. ConnDOT has been participating in the I-95 Corridor Coalition initiative to identify these constraints, their nature, their causes, and their effects on operations. The purpose of the Northeast Rail Operations Study (NEROP) was to propose methods by which these constraints could be alleviated, or their effects mitigated. Railroad operators in the state were interviewed to identify choke points in the rail freight system. Shippers, receivers and others in the rail freight carriage business were interviewed to obtain their perceptions of what could be done to improve operations of the rail freight system in Connecticut. Data was obtained to document and quantify the extent of the impediments, such as vertical clearances, track speed, track capacity, bridge capacity; projects and actions that have the potential to improve the impediment, such as track upgrades or clearance improvements; and, the extent to which a proposed project and action would improve service. Phase I of this study was initiated in July 2004 and is scheduled to be completed by mid-2007.

2. CONNDOT MAJOR INTERMODAL & HIGHWAY PLANNING STUDIES

Major intermodal and highway planning studies currently planned, underway or completed by ConnDOT in 2005 or more recently are listed in Table III-9. Completed studies that have resulted in additional actions, and studies that are underway or planned are discussed in this section.

Table III-9. ConnDOT's Major Intermodal and Highway Planning Studies

Project Number(s)	Study	Status
0174-0316	Environmental Impact Statement (EIS) – Interstate 84, New York State Line to Interchange 23 in Waterbury	Underway
0151-0301	Interstate 84/Route 8 Interchange Needs and Deficiencies Study	Underway
0035-0187, 0035-H021, 0102-0278	Interstate 95 Auxiliary Lane Study, Interchanges 8–18	Completed in 2005
0170-2295	Interstate 95 Branford – Rhode Island- Environmental Impact Statement (EIS)	Underway
0120-0081	Route 11 Corridor EIS–Salem to Waterford	Underway
0172-0281	Route 2/2A/32 Corridor Study EIS	Completed in 2005
0170-2533	Rest Area and Service Plaza Statewide Study	Underway
0092-0572	Long Warf Environmental Improvement Program, I-95 New Haven	To be completed in the Fall 2007
0176-0202	Buckland Transportation Study	To be completed in the Fall 2008
None Assigned	Rail Access to Connecticut's Deep Water Ports	Underway
Source: ConnDOT Bureau of Policy & Planning. Information on studies is current as of November 2006.		

a) ENVIRONMENTAL IMPACT STATEMENT (EIS)–INTERSTATE 84 (I-84), NEW YORK STATE LINE TO INTERCHANGE 23 IN WATERBURY (PROJECT NO.0174-0316

ConnDOT and FHWA, in conjunction with the Housatonic Valley Council of Elected Officials and the Council of Governments of Central Naugatuck Valley, completed two studies to determine the need for and to identify improvements to existing I-84 between Interchanges 1 and 23, a length of 34 miles. These planning studies focused on an assessment of the deficiencies/needs in the corridor, an evaluation of practical alternative improvements and recommendations that would be reasonably implemented. The cost for consultant services for these studies was $1,236,000.

The studies present a number of recommended low-cost highway improvements for implementation in the short term (within five years). Recommended improvements include re-striping, signing revisions, extending exit and entrance ramps, and adding turn lanes at selected intersections. The cost of the short-term improvements is estimated at $18.1 million. Interchange modifications that may be implemented in the mid-term (five to ten years) are also identified at an estimated cost of $18 million.

The studies also identify I-84 improvements to address long-term (after ten years) needs in this corridor. These include interchange modifications and widening I-84 in each direction. The total cost of the long-term improvements, including engineering and rights-of-way acquisition, is estimated at approximately $710 million.

ConnDOT is pursuing study recommendations that can be implemented in the short-term. Preparation of an Environmental Impact Statement is planned to begin in 2007. An implementation and financial commitment plan for the long-term recommendations will be developed following completion of the environmental studies. The Final Environmental Impact Statement and the subsequent Record of Decision are due in early 2009.

b) INTERSTATE 84 (I-84)/ROUTE 8 NEEDS AND DEFICIENCIES STUDY (PROJECT NO. 0151-0301)

ConnDOT, in cooperation with FHWA and the Council of Governments of the Central Naugatuck Valley, has undertaken a study of the I-84 /Route 8 interchange area located in Waterbury Connecticut. This study was recommended in the previously completed (2001) *I-84 West of Waterbury Needs and Deficiencies Study* report. The current study limits include the main line and Interchanges 18 – 23 on I-84 and the main line and Interchanges 30 – 35 on Route 8. The study will address safety, capacity, and operational needs for the existing and future (2030) conditions within the study area.

The initial phase of this study will identify the existing and future needs and deficiencies associated with this interchange area. The second phase of the study will involve developing a set of up to five alternative strategies designed to address the previously identified needs and deficiencies. The third phase of the study will entail screening the existing strategies down to three. The remaining strategies will include: (1) various transit operational recommendations; (2) a set of low-cost, low-impact, short-term safety and operational improvements; and, (3) a long-term safety, capacity, and operations alternative designed to accommodate future traffic conditions. The study commenced in the fall of 2004 and will be completed in 2007. Estimated study cost: $1,000,000.

c) INTERSTATE 95 (I-95) AUXILIARY LANE STUDY, INTERCHANGES 8–18 (PROJECT NOS. 35-187, 35-H021, 102-278) (STUDY COMPLETED 2005)

In the spring of 2005, ConnDOT completed a study to identify potential locations to add an auxiliary lane within the subject area. This project was recommended in the *I-95 Operational Screening Analysis*. The following activities were undertaken as part of this study:

- Development of a preliminary list, consisting of a two-phased implementation plan to construct auxiliary lanes at selected locations. In Phase I an implementation plan for speed change lanes was developed; in Phase II an implementation plan for constructing auxiliary lanes between interchanges was developed.
- Analysis of existing (2004) and future (2030) levels of service, including weave analysis, where appropriate.
- Estimation of construction costs and potential environmental impacts associated with construction activities.

Based on this study, auxiliary lanes will be constructed at the following sites:
Site 1: Two speed change lanes will be constructed on opposite sides of the highway:

- Interchange 10NB On-ramp to the Interchange 11NB Off-ramp – 1,900-foot length
- Interchange 11NB On-ramp to the Interchange 10NB Off-ramp – 1,100-foot length

Sites 2A &2B: Three speed change lanes will be constructed:

- Interchange 11NB On-ramp to the Interchange 12NB Off-ramp – 1,800-foot length
- Interchange 12NB On-ramp to the Interchange 11NB Off-ramp – 1,500-foot length
- Interchange 13NB On-ramp to the Interchange 13NB Off-ramp – 1,300-foot length

Site 3: Plans currently include construction of an auxiliary lane from the Interchange 15 Southbound On-ramp to the Interchange 14 Southbound Off-ramp and associated improvements to Route 1 in that area. It is recommended that a speed change lane on the northbound side of I-95 be added to Project # 102-278 as follows:

- Interchange 14 NB On-ramp to the Interchange 15 NB Off-ramp – 28,000-foot length

The anticipated start of construction at Site 1 was August 2006; the anticipated start date of construction at Site 2A &2B was spring of 2008; and the anticipated start date of construction at Site 3 was summer of 2009. Estimated construction cost: Site 1: $5.6 million; Site 2A & 2B: $10.1 million; and Site 3: $7.0 million.

d) INTERSTATE 95 (I-95) BRANFORD-RHODE ISLAND-ENVIRONMENTAL IMPACT STATEMENT (EIS) (PROJECT NO. 170-2295)

As required by Public Act 97-214, the Connecticut Department of Transportation, in coordination with the TSB, conducted the Southeastern Connecticut Corridor Study. This study examined the transportation demands and needs of the southeastern corridor of the state. This in-house technical study identified geometric and operational deficiencies along the 58-mile I-95 roadway from Interchange 54 in Branford to the Rhode Island State Line, and made specific recommendations to manage or reduce congestion and improve safety. Most notable was the recommendation to provide a third, general-purpose lane where two currently exist. It also found that in a transportation environment such as I-95 in southeastern Connecticut, where a large percentage of traffic is comprised of recreational travelers, traditional transportation demand management strategies such as ridesharing or carpooling are not the most effective means to manage increased demand and inherent congestion.

The I-95 Branford to Rhode Island Feasibility Study was initiated in the summer of 2002 in response to the recommendations made in the *Southeastern Connecticut Corridor Study* report and the Transportation Strategy Board's designation of this section of I-95 as a high priority. This two-year study, as part of its initial tasks, carried out a detailed assessment of the geometric, operational and environmental characteristics of the interstate corridor. Subsequent study phases identified corridor-wide, long-term and near-term improvement recommendations which were presented for public viewing and comment. The final report, which includes a plan of implementation, was completed in 2004. Study cost: $1.3 million in TSB bonded money. Due to traffic volumes in the corridor being highest between interchanges 70-84, a Federal Environmental Impact Statement will be prepared for this section. The temporary project number assigned to this project is 170-E232. The preparation of a Draft EIS will begin in the spring of 2007; the anticipated time frame for the completion of a Final EIS and subsequent issuance of a Record of Decision is the spring of 2009.

e) ROUTE 11 CORRIDOR–SALEM TO WATERFORD EIS (PROJECT NO. 0120-0081)

A Final Environmental Impact/Section 4(f) Statement is being completed for a proposed project to extend Route 11. It is proposed to construct an extension of Route 11 as a four-lane arterial roadway from Route 82 in Salem to I-95 in the vicinity of the Waterford/East Lyme town line, a distance of approximately 8.5 miles. Construction of the Route 11 arterial would complete the freeway connection between the Greater Hartford area and the Greater New London area. Route 11 would separate through and local traffic on Routes 82 and 85 and would also improve safety and reduce congestion on these routes. As highlighted by local legislators and first officials, this improvement could support enhanced economic development in southeastern Connecticut. This project has been placed on the priority project list under the President's Executive Order 13274, *Environmental Stewardship and Transportation Infrastructure*, as a means of expediting reviews and moving the project forward in a timely manner. The estimated cost of the Route 11 arterial is $450 million. The cost of the consultant contract to conduct this study is $3.97 million.

f) ROUTE 2/2A/32 CORRIDOR STUDY EIS (PROJECT NO. 172-28I)

To ease congestion and improve traffic operations on Routes 2A and 2 in the towns of Norwich, Preston, Ledyard and North Stonington, a package of recommended actions for roadway improvements has been proposed in the Final Environmental Impact Statement. It has been recommended that the Mohegan-Pequot Bridge be widened to four lanes by adding a second two-lane bridge to the south of the existing bridge, that a Route 2A bypass be constructed from Route 12 to Route 2, that Route 2 be widened to four lanes from the bypass to Route 164, and that Route 2 be upgraded between Route 214 and Interstate 95. These improvements will ease congestion in the corridor and will improve safety and traffic operations. The estimated cost of these improvements to the anticipated midpoint of construction, including design, right-of-way, construction and mitigation is $113 million. The *Final Environmental Impact Statement/Provisional Section 4(f) Evaluation Rte. 2/2A/32 Environmental Impact Statement* was completed and was signed by the Federal Highway Administration (FHWA) and ConnDOT on August 18, 2004. A Record of Decision was approved by the FHWA in 2005. The consultant engineering cost for the

study was $2.135 million. The next step for this project is for one or all of the Proposed Action segments to be advanced into design.

g) REST AREA AND SERVICE PLAZA STATEWIDE STUDY (PROJECT NO. 170-2533)

A *Truck Stop and Rest Area Parking Study* was completed in 2001. This study identified truck rest area parking needs and deficiencies and identified options to address these needs and deficiencies. It estimated that there is a current shortage of 1,200 truck parking spaces in Connecticut. This shortfall is projected to increase to 1,770 spaces by 2025. The study investigated the potential to create additional parking spaces through expansions and reconfigurations at 18 state rest areas and service areas along Interstates 84, 91, 95 and 395. ConnDOT will consider reconfiguration of parking areas at the commercial rest stops when the contracts for the rest area concessions are renegotiated.

Based on the findings of the *Truck Stop and Rest Area Parking Study* and anticipated needs for all travelers within and through Connecticut, ConnDOT initiated a Rest Area and Service Plaza Statewide Study in July 2005. This study will address many global issues, such as statewide capacity and location of Rest Areas and Service Plazas, along with operating policy issues. In addition, the study will look at each individual Rest Area and Service Plaza location to identify deficiencies, in terms of such issues as safety, demand, capacity, tourism, best practices, and vendor services provided. The goal of the study is to address the long-term needs at our Service Plazas and Rest Areas. Study recommendations may include the expansion, relocation, deletion of the existing 23 Service Plazas and 8 Rest Areas, as well as, the potential construction of new facilities. It is anticipated that the study will be completed in late spring of 2007. The cost of the study cost is $1.98 million.

h) LONG WHARF ENVIRONMENTAL IMPROVEMENT PROGRAM, I-95 NEW HAVEN (PROJECT NO. 92-572)

An Environmental Impact Assessment of the Long Wharf Improvement Program will be conducted. This assessment will evaluate the social, economic, and environmental impacts of six alternatives – the No Build Alternative, which would be a temporary tie-down with Contract E; the preferred Alternative (add a lane in each direction); the third Alternative, which would be like the preferred Alternative, but would also re-route Sargent Drive behind the Water Authority and Gateway Community College; the fourth Alternative, which is similar to the preferred Alternative, but would also include local roadway modifications (including the closure of Long Wharf Drive to through traffic); the fifth Alternative, which would essentially be like the fourth Alternative, but would include a ring road around adjacent development; and lastly, the sixth Alternative, which would not only close Long Wharf Drive to through traffic and add a ring road around adjacent development, but would also re-route traffic behind the Water Authority and Gateway Community College. The study is anticipated to be completed in the fall of 2007. The approximate study cost is $240,000.

i) BUCKLAND AREA TRANSPORTATION STUDY (PROJECT NO. 0176-0202)

The Connecticut Department of Transportation (ConnDOT) and Capitol Region Council of Governments (CRCOG) are conducting a study to identify the transportation needs and define near- and long-term actions within and around the Buckland area in the towns of Manchester and South Windsor.

The study will be conducted giving attention to two distinct geographic areas. The broader area includes Interstate 84 (I-84) between Interstate 384 (I-384) and Interchange 63 (Deming Road), Interstate 291 between Interchange 4 (Route 5) and I-84, and Interstate 384 between Interchange 1 (Spencer Street) and I-84. The more concentrated Buckland area will also be the second major focus of this study. For the purposes of this study, the Buckland area is defined as the geographic area along Buckland Street and Buckland Road, from New State Road and Adams Street in the Town of Manchester to the intersection of Routes 30 and 194 in the Town of South Windsor.

The study will be multi-modal, focusing on the components that define the transportation system in the overall study area. These components include but are not limited to Interstates 84, 291, and 384, arterial and

connecting roadways, key intersections, site access drives, and transit services including High Occupancy Vehicle (HOV) operations.

The product of the study will be a near- and long-term improvement implementation plan for the overall study area. This plan will include detailed cost estimates, environmental sensitivity analysis of recommended alternatives, potential financing options and next steps in the project development process. It is anticipated that it would be completed by the fall of 2008. Estimated study cost: $792,000.

j) RAIL ACCESS TO CONNECTICUT DEEP WATER PORTS (PROJECT NO. NON ASSIGNED)

The Connecticut Department of Transportation will assess the needs and the impediments of establishing rail links at Connecticut's three deep water ports: the Port of Bridgeport, the Port of New Haven, and the Port of New London. This study has been initiated and is anticipated to be completed in 2007. The estimated cost of the study is $100,000.

2. REGIONAL PLANNING AGENCIES' & TRANSIT DISTRICTS' STUDIES

Major studies being undertaken by regional planning agencies or transit districts and studies these organizations completed in 2005 or later, are listed on the following page.

Table III-10 ConnDOT's Major Intermodal and Highway Regional Planning Studies

Project Number (s)	Study	RPA	Status
0301-0058	Railroad Station Parking Study-Norwalk and Darien	SWRPA	Completed in 2005
	Regional ITS Study & Engineering Design Concept Plan	GBRPA	Completed in 2005
None Assigned	Danbury Traffic Study	HVCEO	Completed in 2006
None Assigned	Newtown Traffic Study	HVCEO	Completed in 2006
None Assigned	Route 22 Corridor Study	SC COG	Completed in 2006
None Assigned	Route 5 Design Study	SCCOG	Completed in 2006
None Assigned	CRCOG Station Area Planning Study	CRCOG	Study completed in 2006.
None Assigned	Route 195 from Mansfield Town Line to the Town Green in Tolland	CRCOG	Start in the fall 2007
None Assigned	Route 305 in Bloomfield and Windsor	CRCOG	Start in the fall 2007
None Assigned	Strategic Plan for ITS Deployment	SECCOG	Underway
None Assigned	Transit Garage Feasibility Study	WINCOG	Completed in 2005
124-T002	Routes 67 – 42 Connector Road Study	VCOG	Underway
Source: ConnDOT Bureau of Policy and Planning. Data is table is current as of December 2006.			

SOUTH WESTERN REGIONAL PLANNING AGENCY (SWRPA)

- *ITS Study*. SWRPA is conducting a study of ITS in Southwestern Connecticut. The project is being administered by SWRPA, with oversight by ConnDOT's Office of Highway Operations. This study began in the fall of 2006; it is anticipated that it will be completed in the fall of 2007.
- *Railroad Station Parking Study–Norwalk and Darien (Project No. 0301-0058)*. This study assessed the demand for additional rail parking in Darien and Norwalk and resulted in the development of a plan to respond to identified needs. This project was administered by SWRPA and a consultant; project oversight was provided by ConnDOT's Bureau of Public Transportation. The study was completed in June 2005.
- Greater Bridgeport Regional Planning Agency (GBRPA)*Regional ITS Study and Engineering Design Concept Plan*. The regional planning agency administered a consultant study to develop an ITS Deployment concept in the Bridgeport region, with particular emphasis on the Bridgeport Intermodal Center. The study was completed in January 2005. Study cost: $100,000.

HOUSATONIC VALLEY COUNCIL OF ELECTED OFFICIALS (HVCEO)

- *Danbury Traffic Study (Project No. N/A).* The City of Danbury wanted to adopt its own comprehensive transportation plan to address the needs of all municipal streets and to address other issues that go beyond road and transit improvements. The Danbury Traffic Study expanded the content of the Plan of Conservation and Development by providing a more detailed and inclusive needs assessment and by updating previous recommendations in view of changing conditions. The study addressed a number of critical issues relating to the movement of people and goods from place to place. The study was divided into four major sections: (1) streets and highways; (2) public transportation; (3) pedestrian, bicycle, and air travel; and (4) state and regional transportation planning issues. The study was completed in June 30, 2006.
- *Newtown Traffic Study (Project No. N/A).* The Newtown Queen Street Study identified transportation concerns in the Queen Street area and evaluated improvements. The following key issues were addressed in the study: traffic congestion, vehicular and pedestrian safety, excess speeds and confused intersection layouts. It was completed in June 30, 2006.

SOUTH CENTRAL CONNECTICUT REGIONAL COUNCIL OF GOVERNMENTS (SCCROG)

- *Regional Transit Development Strategies Study.* This study evaluated options and alternatives for transit development in the region, as part of the Unified Planning Work Program. It addressed potential mobility improvements, travel options, community livability and quality of life issues, and economic development. It was completed in the spring of 2005.
- *Route 22 Corridor (Project No. N/A).* Clough Harbour & Associates, LLC was contracted in 2006 to provide an evaluation of traffic speed and safety issues, physical deficiencies and traffic operational issues leading to development of improvement alternatives, such as typical cross-sections, traffic calming measures, and prioritization of improvements in a subsequent phase of the study will help the three participating towns, North Branford, East Haven and North Haven, and The Council of Governments pursue improvement programming with the Connecticut Department of Transportation and at the town level (for non-State roads). The study was completed in 2006.
- *Route 5 Design Study (Project No N/A).* This study was undertaken by SCROG staff with consultant assistance from URS Corporation to frame workable improvement concepts at selected locations along a 4.5-mile-long Meriden-Wallingford commercial corridor. It was completed in 2006.

CENTRAL CONNECTICUT REGIONAL PLANNING AGENCY (CCRPA)

As of October 2006, no major highway or intermodal planning studies were underway or had been scheduled to be undertaken by the CCRPA.

CAPITOL REGION COUNCIL OF GOVERNMENTS (CRCOG)

- *Route 195 from Mansfield to the Town Green in Tolland (Project No. N/A)* Route 195 in Tolland serves Tolland's commercial area east of Route I-84, its town center west of I-84, and also provides access to the University of Connecticut. The objective of the study is to improve and preserve traffic flow and safety in the corridor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement. The study is scheduled to begin in the fall of 2007. The estimated cost is $200,000.

- *Route 305 in Bloomfield and Windsor (Project No. N/A)* The route 305 Corridor is a major access route to the Griffin and Day Hill employment areas in Bloomfield and Windsor. The objective of the study is to improve and preserve traffic flow and safety in the corridor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area; and (2) the development of a strategic plan for maintaining safe and efficient traffic movement. The study is scheduled to begin in the fall of 2007. The estimated cost is $270,000.

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

- *Strategic Plan for ITS Deployment. (Project No. 170-322, 170-323).* In October 2000 ConnDOT initiated a project to implement an incident management system on I-95 and I-395 in southeastern Connecticut, as well as a portion of I-95 and Route 9 in the Connecticut River Estuary Planning Region. The project includes installation of 10 variable message signs (VMS), including the replacement of 5 existing VMS sites, Highway Advisory Radio (HAR), approximately 25 video cameras, traffic flow monitors, and a link to the ConnDOT Highway Operations Center. This study was completed in 2005. ConnDOT anticipates having the signs operational by mid-2006. Construction to install the cameras is scheduled to take place in January 2007; construction to install the HAR is scheduled for February 2008.

WINDHAM REGIONAL COUNCIL OF GOVERNMENTS (WINCOG)

Transit Garage Feasibility Study. In 2005, the WINCOG completed for the Windham Transit District (WRTD) a Transit Garage Feasibility Study. This study involved assessing the potential for developing the following: a) a centralized vehicle storage/maintenance facility for WRTD's transit and paratransit vehicles, b) a coordinated vehicle maintenance program where cost efficiencies could be realized, c) opportunities for additional modes of transportation at the facility including rail and private bus and taxi services, and d) improved office space for transit program administration. WRTD would like to establish a consolidated base for operations, maintenance, and administration.

VALLEY COUNCIL OF GOVERNMENTS (VCOG) *(PROJECT NO. 124-T002)*

Federal funds have been earmarked to conduct a study to address the feasibility of designing/ constructing a connector roadway between Route 67 in Seymour and Route 42 in Beacon Falls and to conduct an environmental assessment.

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IV. TRANSPORTATION FINANCING

This chapter explains where the money to pay for Connecticut's transportation services, projects and programs comes from. It gives an overview of the sources of funding for transportation programs in Connecticut, discusses the federal funding process, identifies the amounts of federal funding available to the State of Connecticut for transportation projects and services, and discusses the revenue sources and expenditures of the state's Special Transportation Fund and the Bradley International Airport Enterprise Fund.

A. FUNDING SOURCES: OVERVIEW

Transportation programs in Connecticut are financed from state, federal and local sources. Federal and state funds are the primary sources of funding.

Federal surface transportation funds are normally provided through a congressional procedure that culminates in the passage of a comprehensive, multi-year surface transportation act. This act authorizes the maximum funding limits, establishes programs, and determines fund eligibility and distribution. Federal highway acts are generally passed every four to six years. Actual spending limits (ceilings) are set through the passage of annual appropriations acts. The current federal transportation act, the *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), which* covers Federal Fiscal Year (FFY2004) through FFY2009, was signed into law by President Bush on August 10, 2005. It replaced the *Transportation Equity Act for the 21st Century*, which expired on September 30, 2003. (From September 30, 2003, until the passage of SAFETEA-LU in 2005, federal transportation programs were funded by a series of continuing resolutions that maintained the funding and program structure in place during the last year of TEA-21.)

State transportation programs are funded from the Special Transportation Fund (STF), which receives revenues from transportation-related taxes, fees, and revenues as well as from the proceeds of Special Tax Obligation Bonds. The STF pays the debt service cost for state bonds issued as a means of providing funds for the state's share of transportation projects; supports a small program of Pay-As-You-Go activities; and finances the capital projects, operations and services of ConnDOT, excluding support of Bradley International Airport (BDL).[1] In addition, the STF finances most of the operations and services of the Connecticut Department of Motor Vehicles.

The federal and state governments are the primary sources of funds for local transportation programs. Local funding shares are provided by the towns for local transportation programs, with a limited amount coming from private sources.

In recent state fiscal years (SFY), Connecticut's total transportation capital program was between $520 million and $645 million per year, with approximately $170 million coming from state bonds; $9 million coming directly from STF appropriations; and the remainder coming from federal program funds. The cost of the Capital Program for SFY2004 through SFY2009 is currently estimated at $4.9 billion. The state's share of this cost is estimated at $1.5 billion, with $74.2 million coming from appropriations. This amounts to an average annual program of $821.3 million, with an average State share of $261.2 million, which is substantially higher than that typical of previous years.

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

B. FEDERAL FUNDING

The State of Connecticut is heavily dependent on federal transportation funding programs to maintain a safe and effective transportation system as a means of ensuring economic stability and growth in Connecticut. Various federal transportation programs will pay for more than half of the cost of Connecticut's Capital Program. This section presents information on the process for financing the Federal-aid Highway Program (FAHP), other federal surface transportation programs and the federal Airport Improvement Program (AIP). It also discusses the federal *Safe, Accountable, Flexible and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)*, and *Vision 100–The Century of Aviation Act*, and identifies the amounts of funding provided to Connecticut by such acts.

1. THE PROCESS

The financing of federal transportation programs is dependent upon two types of legislative acts: an authorization act and an appropriations act. An authorization act is basic substantive legislation that establishes or continues a federal agency, activity, or program for a fixed or indefinite period of time and establishes an upper limit on the amount of funds for the program(s). An appropriations act is legislation that makes funds available for expenditure with specific limitations as to amount, purpose, and duration. In most cases, it permits previously authorized money to be obligated and payments to be made, but for the highway program operating under contract authority, the appropriations act specifies amounts of funds that Congress will make available for the fiscal year to liquidate obligations.

Surface transportation authorization acts, such as TEA-21 and SAFETEA-LU, amend Title 23 and Title 49, as well as various other transportation-related titles of the United States Code (USC). Title 23, USC, is titled, "Highways," and includes most of the laws that govern the FAHP arranged systematically, or codified. Generally, Title 23, USC, embodies those substantive provisions of highway law that Congress considers to be continuing and which need not be reenacted each time the FAHP is reauthorized. Title 49 includes laws that pertain to Federal Transit Administration programs. Each new surface transportation act specifies which sections of Title 23, Title 49 and other transportation-related titles of the USC are to be repealed, added, or amended. Some provisions of surface transportation law are not incorporated into these titles of the USC. One such example is the actual authorization amounts, which are not usually codified. For the most part, appropriations that are enacted for the highway program and other surface transportation programs are contained in an annual appropriations act, although they have been placed in other legislative acts such as supplemental or omnibus appropriations acts.

2. SAFETEA-LU

SAFETEA-LU reauthorized the federal highway, transit, safety, research, and motor carrier programs for the six-year period, FFY2004 through FFY2009, and provided a national total of $286.4 billion in budget authority for the six-year period. Of the $286.4 billion in budget authority, $201.6 billion was provided for highways, $5.1 billion for highway safety programs, and $52.6 billion for transit programs. There is some question as to whether these funding levels can be sustained over the term of this legislation, and some rescissions have already been made.

With a few exceptions, the Federal-aid Highway program structure adopted with the passage of TEA-21 was maintained under SAFETEA-LU. The principal exception was the separation of safety programs from the Surface Transportation Program into their own title.

SAFETEA-LU continued to ensure that, on an annual basis, tax revenues deposited into the Highway Trust Fund were spent on transportation improvements. Highway and transit programs were continue to be guaranteed a minimum level of funding. Highway guaranteed amounts were keyed to actual federal Highway Trust Fund (HTF) Highway Account receipts, however, now these amounts are protected against reduction in the event HTF

contributions become insufficient to otherwise maintain the guaranteed level. Transit funding continues to be guaranteed at a specified amount, but at a total 46 percent higher than that guaranteed in TEA-21.

The Minimum Guarantee program of TEA-21 was completely restructured under SAFETEA-LU. Now known as Equity Bonus, the program is still driven by the relative equity formula used in TEA-21, being defined as the ratio of a state's percentage of HTF contributions to its percentage of apportioned and High Priority Projects (HPP) funding from the Federal-aid Highway program. However, instead of a static rate of return of 90.5 percent, the rate will now increase annually, reaching 92.0 percent for FFY2008 and FFY2009. In addition to these changes, a significant exception to this rule was introduced which guaranteed each state a specified annual increase in its funds, based on its average apportioned and HPP funding for TEA-21. As a practical matter, this provision was meant to compensate states such as Connecticut, which would have incurred significant annual decreases in funding due to the increase in the relative equity factor. A minimum of adjustments have been made to the structure of the core highway programs. Interstate Maintenance, National Highway System, Bridge Program, and the Congestion Mitigation and Air Quality Program remain largely unchanged except for funding. As noted above, the Equity Bonus program has replaced the former Minimum Guarantee program. The Surface Transportation Program has been changed by replacing the STP Safety Program with a separate Highway Safety Improvement Program, which was augmented in scope and funding. SAFETEA-LU continues the limited degree of funding flexibility among funding modes that was available under the previous two reauthorization acts, ISTEA and TEA-21. Descriptions of federal funding categories and project eligibility are included as Appendix B.

The transit program structure under SAFETEA-LU includes programs for New Starts, Fixed Guideway Modernization and Buses and Bus Facilities, as well as the basic Urban and Rural Formula Aid Programs. The basic program structure remains largely unchanged, with a new Small Starts provision being added to the New Starts program in FFY2007 and enhanced matching requirements of the non-urban programs among the minor changes. A new addition under SAFETEA-LU is the New Freedom Program, which was established to promote facilities and improvements beyond those required by ADA.

3. SAFETEA-LU FUNDING FOR CONNECTICUT

SAFETEA-LU, like its predecessor TEA-21, for the most part, meets the safety and maintenance needs of Connecticut but provides only minimum support for added highway capacity or increased transit (rail and bus) service. SAFETEA-LU provides to Connecticut an average of $523.4 million per year for highway improvements. In addition to the authorized apportionment levels, SAFETEA-LU continues the provision for "Revenue Aligned Budget Authority" (RABA). This was intended to adjust funding levels according to a formula based on actual and projected HTF contributions. However, unlike the provision in TEA-21, the RABA formula is now structured so as to prevent a reduction of funding should HTF collections be less than the estimates on which funding projections were based.

With respect to federal funding for transit in Connecticut, the SAFETEA-LU transit title provides a more significant amount of capital improvement funds averaging $121.5 million per year for the four remaining years of the term of this legislation. Additionally, SAFETEA-LU had a significant number of transit-related earmarks for Connecticut.

4. FEDERAL TRANSPORTATION PROGRAM REAUTHORIZATION

TEA-21 expired on September 30, 2003, and was replaced by a series of continuing resolutions until SAFETEA-LU was signed into law on August 10, 2005. While the new legislation did produce the anticipated six-year program with a minimum of changes from its predecessor, there were some significant changes in the way in which parts of the program are administered. Connecticut's share of the program has continued to decline as a result of further changes to the apportionment formulas, despite the substantial growth of the program as a whole. In fact, the changes to the formulas were such that Connecticut and five other states have been *thresholded* at a fixed rate of annual growth. As a practical matter, this means that the funding of the State's program is effectively flat in real dollar terms.

As a practical matter, the revenue questions that Connecticut has faced with respect to its Highway Trust Fund (HTF) contributions are now moot. However, this does not mean that the broader concerns about the revenue structure which supports the Federal-aid Highway Program have disappeared. There are a number of trends that are nationwide in scope, which adversely affect the growth of motor fuel prices. These trends and changes are increasing the need and the demand for the approach to federal motor fuel taxes and sources of HTF revenue to become broader in scope. As a result of this, a nationwide effort to develop a new, broader structure for the HTF revenue stream was mandated by the passage of SAFETEA-LU. The implications for Connecticut's revenue stream, and as a result, its share of federal funding as a result of this effort, are not yet clear.

The long-term picture offers no cause for great optimism. The core of the problem is the question of the threshold of the Equity Bonus formula. This program provides funding to states based on relative equity considerations. Relative equity is defined as the ration of a given state's percent of contributions to the HTF to its percentage of Federal-aid Highway funding. There was an effort to establish the rate of return at 95 percent when this formula was originally proposed for the Minimum Guarantee program of TEA-21. Ultimately, a compromise of 90.5 percent was enacted for that legislation. The proponents of the 95 percent level returned with much stronger support during the development of SAFETEA-LU. To support this 95 percent level, it would have been necessary to grow the total federal program to an extreme degree in order for states such as Connecticut, whose share of the total program would be greatly diminished, to maintain a reasonable growth in their actual funding levels. Such a level of growth proved to be untenable within existing resources. The 95 percent relative equity level proved equally untenable as a result. The final compromise included an annually-increasing relative equity level mandated to reach 92 percent in FFY2008. The new law also includes a provision by which each state is guaranteed a minimum increase in its annual funding, regardless of HTF contributions. However, as a practical matter, this provision only affects six states, as noted above. As currently amended, SAFETEA-LU should provide Connecticut with $1.79 billion for highway and $486 million for transit over the remaining four years of the term of this act.

5. FEDERAL FUNDING FOR AIRPORTS: VISION 100

The Federal Aviation Administration (FAA) administers the Airport Improvement Program (AIP). The AIP provides funding for projects to improve airport infrastructure such as runways, taxiways and aircraft parking aprons, terminal improvements, land acquisition and noise control (Table IV-1). This program is presently funded through *Vision 100–The Century of Aviation Act*, which was signed into law in December 2003. This four-year reauthorization act covers FFY2004 through FFY2007, enabling the FAA to provide funds for the AIP, airport facilities and equipment, airport operations, and research. The AIP funding levels authorized under Vision 100 are $3.4 billion (authorized and appropriated) for FFY2004, $3.5 billion (authorized) for FFY2005, $3.6 billion (authorized) for FFY2006, and $3.7 billion (authorized) for FFY2007. FAA's current reauthorization act (Vision 100) will expire September 30, 2007, along with the taxing authority that supports the AIP. Industry groups and government are presently analyzing the needs and objectives for the next reauthorization bill to be enacted in FFY 2007.

Vision 100 implemented a number of changes to the AIP that are important to Connecticut's airports. For example, the local matching share for projects funded under the AIP has been reduced from 10 percent to 5 percent for the State's general aviation, reliever and small primary airports. For larger airports such as Bradley International, the local share remains at 25 percent except for noise-related projects, in which case it is 20 percent. Vision 100 also permits general aviation airports to use their AIP entitlement funds for fuel farms and hangars where these projects previously were not eligible. In addition, Vision 100 allows airports to waive their entitlement funds if the FAA agrees to make the waived amount available to another airport in the state.

Table IV-1. Projects Tentatively Scheduled to Receive Airport Improvement Program (AIP) Funds (FFY2006–FFY2007)

Airport / Project	FFY 2007	FFY 2008	FFY 2009
Bradley International Airport			
Sound Insulation	$ 800,000		
Runway 6/24 Rehabilitation Design	$ 375,000		
Obstruction Analysis	$ 400,000		
Runway 6/24 Rehabilitation		$ 6,400,000	
Sound Insulation		$ 2,500,000	
Design Relocation of Airfield Electrical Vault		$ 562,500	
Relocate Airfield Electrical Vault			$ 2,260,000
Sound Insulation			$ 2,500,000
Purchase Bird Mitigation Site			$ 1,125,000
Hartford - Brainard Airport			
Design / Permit Runway Safety Area		$ 285,000	
Waterbury - Oxford Airport			
Design / Permit Taxiway B Extension	$ 475,000		
Construct Apron and Perimeter Road		$ 1,125,000	
Noise Mitigation Plan		$ 400,000	
Property Purchase			$ 2,250,000
Groton - New London Airport			
Master Plan Update	$ 360,000		
Apron Rehabilitation / Fencing	$ 1,220,000		
Rehabilitate Taxiway C North		$ 1,625,000	
Construct Runway Safety Area			$ 4,950,000
Windham Airport			
Apron Rehabilitation /Taxiway B Extension	$ 1,150,000		
Design / Permit Runway 27 Safety Area	$ 180,000		
Construct Runway Safety Area			$ 360,000
Construct Perimeter Road			$ 300,000
Municipal - Owned Airport Projects			
Danbury, Meriden, Bridgeport and Tweed	$ 11,785,000	$ 3,456,750	$ 2,949,150
Statewide Projects			
Obstruction Analysis	$ 712,500		
Vegetation Management			$ 450,000
Total AIP Funds Tentatively Scheduled	$ 17,457,500	$ 16,354,250	$ 17,144,150

Source: ConnDOT Bureau of Aviation and Ports. Based on Federal Fiscal Year. Graphic revised as of October 2006. Special Notes: AIP funds can be used over a 3-year period with carryover balances being used in the next fiscal year. Municipal - owned airports receive AIP allotments directly from the FAA. These AIP entitlements and apportionments are used to fund capital improvements at the airport which meet federal / AIP regulations. After exhausting entitlements and apportionments for any given fiscal year, Discretionary AIP funds become available based upon a national priority system for eligible projects.

Connecticut's allotment of AIP funds for FFY2006 is separated into two categories: Apportionment and Entitlement funding. Apportionment funding for the state totaled $1,997,793 for FFY2006. Entitlement Funding, earmarked for both primary and non-primary airports, totaled $4,139,711 was allocated as indicated in Table IV-2.

Table IV-2. Federal Fiscal Year 2006 Entitlement

Primary Airports	
Tweed–New Haven	$1,000,000
Bradley International	$1,589,711
Non - Primary Airports	
Igor I Sikorsky Memorial	$150,000
Danbury Municipal	$150,000
Danielson	$150,000
Hartford Brainard	$150,000
Meriden–Markham Municipal	$150,000
Waterbury–Oxford	$150,000
Windham	$150,000
Groton – New London	$500,00
Total Entitlement Funds	**$4,139,711**
Source: ConnDOT Bureau of Aviation & Ports. Table revised in October 2006.	

6. FEDERAL FUNDING FOR WATER TRANSPORTATION

Federal funding is provided directly to the U.S. Coast Guard (USCG) to maintain navigation aids and to the U.S. Army Corps of Engineers (ACOE) to maintain navigable waterways. The ACOE is responsible for maintaining the federally designated channels to their respective authorized "project depths." Partial Federal funding had previously been approved for the ACOE's dredging of Norwalk Harbor ($ 2.4M) and North Cove ($ 1.8M) in Old Saybrook. Due to limited dredge windows and capping requirements Norwalk was divided into two phases. Additionally the original partial funding for North Cove was reprogrammed to complete Phase I of the Norwalk Harbor project ($4.2M). No money has been approved for Phase II through FY 2006. The following is a list and funding status of the top 15 ACOE planning & dredging projects in CT.

In addition to the funding provided to the federal agencies, to maintain navigation aids and navigable waterways, SAFETEA-LU makes limited federal funding available to Connecticut for water transportation-related studies, services, and projects. The City of Bridgeport received $2.75 million from the FFY2006 Federal Ferryboat Discretionary Program; Stamford also was awarded $2.75 million from this program. These funds could be used to launch a high-speed ferry service.

Table IV-3 Funding Status of ACOE Planning and Dredging Projects in Connecticut

Long Island Sound DMMP-planning	FY 2007 $1.742M*	Need $15M
Bridgeport Harbor DMMP-planning	FY 2007 $250,000*	Need $300K
Mystic River	FY 2007 $0-400,000*	
North Cove	FY 2007 $0.74-2.0M*	Need $7M
Bridgeport Demonstration Project-planning	FY 2003 $0.75M (FY 2006 $0.75M State Bond match)	
Clinton Harbor	Not yet funded	
Connecticut River (Lower)	Not yet funded	
Housatonic River (Milford & Stratford)	Not yet funded	
Little Narragansett Bay (Stonington)	Not yet funded	
Mianus River (Greenwich)	Not yet funded	
Milford Harbor	Not yet funded	
New Haven Harbor	Not yet funded	
Norwalk Phase II	Not yet funded	Need $7M plus Local $2M
Patchogue River (Westbrook)	Not yet funded	
Westport Harbor	Not yet funded	

*Amounts represent range between House and Senate versions and are still subject of FY 2007 Federal Budget process not yet approved

C. STATE FUNDING: SPECIAL TRANSPORTATION FUND

The Special Transportation Fund (STF) was fully established by the Connecticut General Assembly (General Assembly) on July 1, 1984, to provide a dedicated fund for financing investments in the State's transportation system as well as to cover the costs of ConnDOT's operations and services, excluding support of Bradley International Airport (BDL).[1]

1. SPECIAL TRANSPORTATION FUND REVENUES

The revenue sources pledged to the STF are listed in Table IV-4.

Table IV-4. Special Transportation Fund Sources of Revenues

♦ Motor Fuels Tax
♦ Motor Vehicle Receipts
♦ License, Permit, and Fee (LPF)
♦ FTA Operating Assistance Grants
♦ Interest Income
♦ Oil Company Tax (Beginning SFY1999)
♦ CT DMV-Collected Vehicle Sales Tax (Beginning SFY2000)
♦ General Fund (GF) Transfers
Source: Bureau of Finance & Administration. Graphic revised as of November 2006.

a) MOTOR FUELS TAX

The Motor Fuels Tax is the primary source of income for the STF. When the program commenced in 1984, the gasoline tax was $0.13 per gallon. The gasoline tax reached a high of $0.39 per gallon on January 1, 1997. Effective July 1, 1997, the General Assembly reduced the tax by $0.03 per gallon and, effective July 1, 1998, reduced it by an additional $0.04 per gallon. On July 1, 2000, the General Assembly further reduced the gasoline tax by $0.07 per gallon. In comparison, the tax on diesel fuel held constant at $0.18 per gallon from September 1991 until August of 2002 when, at that time, it was raised to $0.26 per gallon. As of November 2004, motor fuel taxes in Connecticut were as follows: the gasoline tax was $0.25 per gallon; the gasohol tax was $0.25 per gallon; and the diesel fuel tax remained at $0.26 per gallon. It is estimated that the Motor Fuels Tax will generate over $463.4 million in SFY2007.

b) MOTOR VEHICLE RECEIPTS

Most of the fees collected by the Connecticut Department of Motor Vehicles (CT DMV) are pledged to the STF. The fee collected for the Emission Inspection Program is committed to financing the costs of the program. However, revenues generated from the Emission Inspection Program Late Fees are pledged to the STF. A $10 Clean Air Act fee is collected with each motor vehicle registration. Of this fee, $4.25 is assigned to the Federal Clean Air Act Account, which is administered by the Connecticut Department of Environmental Protection (CT DEP). The Federal Clean Air Act Account is used to pay costs associated with state agency activities required under the *Federal Clean Air Act Amendments of 1990.* The remaining $5.75 is pledged to the STF. The six-year fee for an operator's license and the remaining portion of the two-year vehicle registration fee are the major sources of Motor Vehicle Receipts revenue that is deposited in the STF. In addition, temporary registration and late fees paid to the CT DMV are included in the Motor Vehicle Receipts revenues.

[1] Operating and capital program costs for Bradley International Airport (BDL) are financed via the Bradley Enterprise Fund, which is funded with revenues generated at the airport. The Bradley Enterprise Fund is discussed in section D of this chapter.

d) LICENSE, PERMIT AND FEE (LPF) INCOME

The license, permit, and fee (LPF) income is generated from a variety of sources including fines imposed for motor vehicle infractions, permits and fees imposed by ConnDOT, other fees collected by the CT DMV, late fees imposed under the Emissions Inspection Program, and a portion of the Clean Air Act fee. Additional existing DMV revenues pledged to the STF during the 1997 Legislative Session include DMV information sales, safety plate fees, and the issuance of non-driver ID cards. Consumer Protection revenues pledged to the STF include gasoline sales license fees, gasoline station location fees, and fees for gasoline quality and quantity measures. Also, the "New Vehicle" $40 Emission Fee that became effective on July 1, 2002, is pledged to the STF.

e) FTA OPERATING ASSISTANCE GRANTS

Federal Transit Administration (FTA) grants, when provided, are deposited in the STF for transit operating assistance. These grants are provided to the State as aid for financing required subsidies that help maintain bus and rail passenger services throughout the state. No grant funds are anticipated for SFY2006 or SFY2007.

f) INTEREST INCOME

Interest income comes from interest earned on the deposits made to the STF and, primarily, from interest earned on the Debt Service Reserve Account. Every time a Special Tax Obligation Bond is sold, an amount equal to the funds required to meet the principal and interest payments for the highest maturity year of the bond issue is deposited in the Debt Service Reserve Account as a means of providing added security for the bondholders.

g) GENERAL FUND TRANSFERS

In the early years of the program, the General Assembly desired to implement more projects than could be supported by STF revenues; therefore, legislation was enacted to transfer General Fund Revenues to the STF. These transfers only occurred in SFY1986 and SFY1987, when $25 million and $10 million, respectively, were transferred. Each transfer included a listing of specific projects to be financed with the transferred resources. Also, $18.3 million was transferred from the Parkway Toll Fund to the STF in SFY1986 to finance the removal of tolls and associated highway work. In SFY1995, a one-time credit of $14.3 million was posted to the STF as the result of bond defeasance for bonds that were issued in 1984. In SFY1998 and SFY2000, respectively, $3.0 million and $16.8 million were transferred from the Debt Service Refund to the STF due to bond refunding activities. For SFY2005, $2 million was transferred from the STF to the Conservation Fund and $6.5 million was transferred to the Environmental Fund. An additional $28.7 million was transferred to the Transportation Strategy Board in SFY2005.

h) OIL COMPANY TAX

Receipts from the oil company tax are a major source of pledged revenue that has been incorporated into the STF revenue streams more recently. A portion of the receipts from the oil company tax was pledged during the 1997 legislative session. This contributed $20 million in SFY1999 and $36 million in SFY2000. During the 2000 legislative session, the provision was modified; so that, effective July 1, 2000, $46.0 million annually from the Oil Company tax would be deposited into the STF. During the 2002 legislative session, the transfer of monies from the Oil Company tax was decreased to zero for SFY2003, $10.5 million for SFY2004 and $13 million for SFY2005. This was offset by the $30 million estimated additional revenue generated as a result of the increased diesel fuel tax. Receipts from the oil company tax were $43.5 million for SFY2006 and are anticipated to be $141 million for SFY2007.

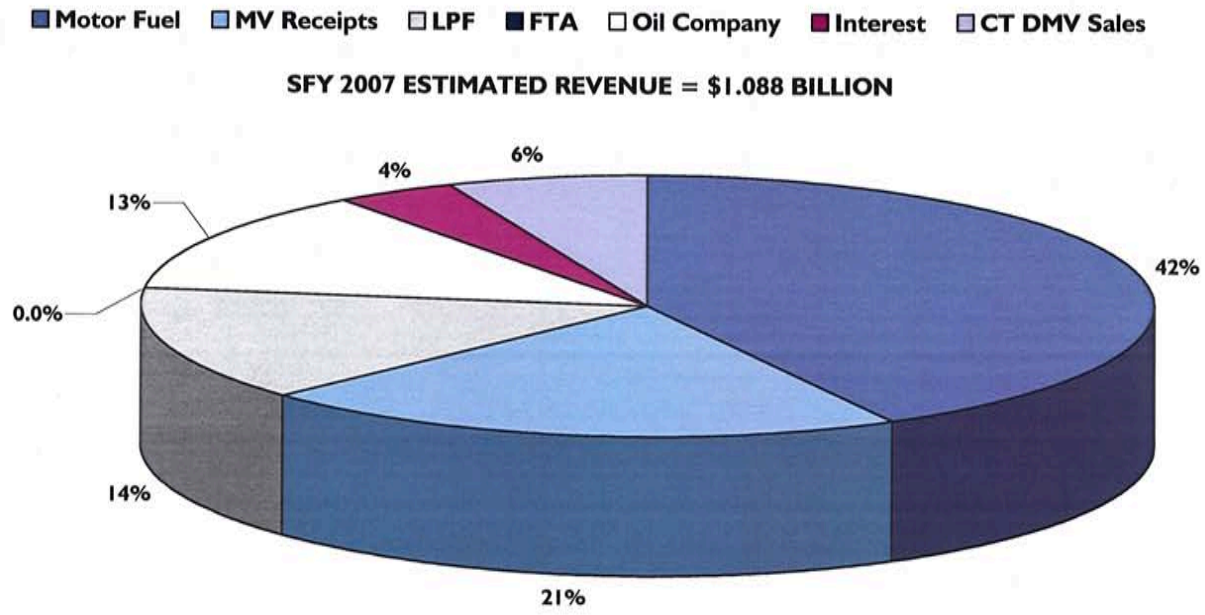
i) CT DEPARTMENT OF MOTOR VEHICLES (DMV)-COLLECTED VEHICLE SALES TAX

Another major pledge of revenues, the CT DMV-collected vehicle sales tax, is also a relatively new source of revenue. In 1998, legislation was passed to pledge a portion of the CT DMV collected sales tax on vehicle sales. This contributed $10.0 million in SFY2000. During the 2000 legislative session, this provision was also modified so that, effective July 1, 2000, all CT DMV-collected sales tax on vehicle sales would be deposited into the STF. For SFY2007, the contribution is projected at $71.6 million.

j) ESTIMATED AND PROJECTED REVENUE

A unique feature of the STF was that when it was established, not only were existing revenues from certain taxes and fees dedicated to the STF, but rate increases scheduled throughout a ten-year future period were also enacted. This ensured that the pledged revenues would be sufficient to sustain the substantial transportation investments that were planned, as well as meet the operational needs of ConnDOT and cover the costs associated with the various services provided by ConnDOT. This multi-year philosophy has been continued in all the revenue changes that have been enacted.

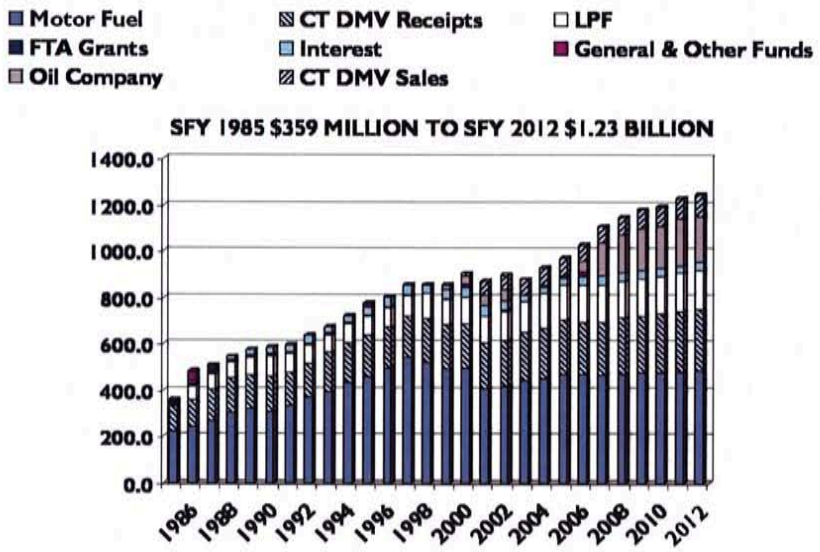
Figure IV-1. Special Transportation Fund Estimated Revenues (SFY2007)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

Revenues have grown from $359.00 million in SFY1985, the first year of the STF, to an estimated $1,087.5 billion for SFY2007 (Figure IV-1); this is an increase of $728.5 million, or 202.9 percent over the period. Revenues are anticipated to reach $1.178 billion in SFY20010 (Figure IV-2). These revenues have been necessary to finance the expenses assigned to the STF.

Figure IV-2. Special Transportation Fund Revenues (SFY1985-SFY2012)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

Special Note: Transfers of revenues to the Transportation Strategy Board were made and are anticipated to be made as follow: 2003 - $52M; 2004 - $22.9M; 2005 - $28.7M; 2006 - $25.3M; 2007 - $20.3M; and 2008 thru 2012 - $15.3M.

2. SPECIAL TRANSPORTATION FUND EXPENDITURES

Just as the revenue picture has changed with time, so has the expense side of the equation; the major expense categories that are assigned to the STF are listed in Table IV-5.

Table IV-5. Special Transportation Fund Expenditures

♦ Bond Debt Service
– STO Bonds
– GO Bonds
♦ ConnDOT Operations
♦ Pension and Fringe (SFY1989)
♦ CT DMV Operations (SFY1992)
♦ CT DPS Highway Patrol (SFY1994–Out SFY1999)
♦ Town-Aid (Out SFY2001, In for SFY2005)
Source: Bureau of Finance & Administration. Graphic revised as of November 2006.

a) BOND DEBT SERVICE

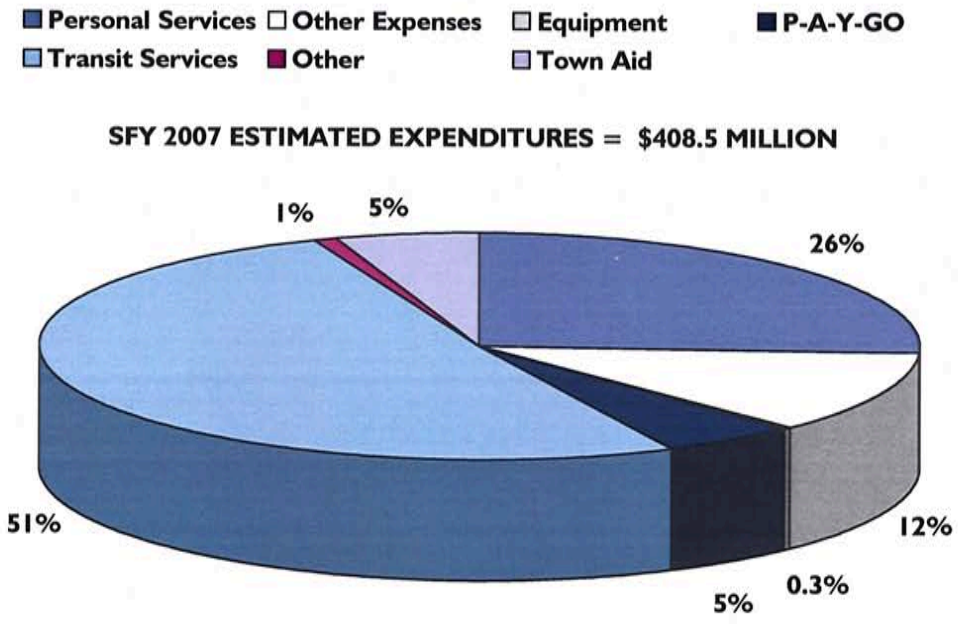
The first call on all resources of the STF is Debt Service, i.e., principal and interest payments, on Special Tax Obligation Bonds (STO) issued for transportation infrastructure purposes. To date, over $5.3 billion in bond authority has been enacted by the General Assembly. Of this amount, almost $4.8 billion has been issued. STO Debt Service has grown from $12.6 million in SFY1985 to over $438.7 million in SFY2007. Even if no new authorizations were provided, STO Debt Service would continue to grow until all of the authorized bonds are issued.

When the STF was established on July 1, 1984, all debt service on outstanding and still to be issued General Obligation (GO) transportation-related bond authorizations were assigned as an expense against the STF. In SFY1985, the transportation-related GO Debt Service was $105.3 million. For SFY2007, it is estimated to be $3.5 million. The SFY2005 estimated total cost of debt service equals over $422.9 million, or 42 percent, of the STF appropriations for the year.

b) CONNDOT OPERATIONS

Of the estimated $1.056 billion of STF total expenditures for SFY2007, $408.5 million will be used to support the operations of ConnDOT and services provided by ConnDOT (Figure IV-3). Of the $408.5 million, about $208.9 million will be used to operate the New Haven Line rail passenger service, the Shore Line East rail service, the 15 urban bus services, and the 5 rural bus services as well as to support Dial-A-Ride services and provide the required financial support for *Americans with Disabilities Act* (ADA) services. This represents approximately 51 percent of ConnDOT's STF appropriation.

Figure IV-3. Special Transportation Fund ConnDOT Operations (SFY2007)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

The Personal Services cost for ConnDOT in SFY2005 is estimated at $105.7 million. This covers the salaries of the 3,225 positions authorized for ConnDOT, all overtime including overtime for snow and ice removal, paid vacation, holidays, and sick leave for all employees. This represents 25 percent of ConnDOT's appropriations.

The category "Other Expenses" includes the following costs:

- utility and operations costs for ConnDOT's 106 occupied buildings and additional 210 structures;
- cost of salt and sand for snow and ice removal;

- cost of contracting for 257 private contractor trucks and drivers to augment ConnDOT's fleet of 632 trucks for snow and ice removal;
- cost of repair parts for ConnDOT's 2,260 pieces of highway maintenance equipment;
- cost of vehicles used by ConnDOT personnel to perform their assigned duties and responsibilities, and,
- cost of software licenses and general office operating costs.

For SFY2007, these costs are estimated at $47 million.

The Highway and Bridge Renewal funding provides for the financing, on a pay-as-you-go basis, of safety projects, highway liquid surface treatment projects, bridge painting, and highway maintenance activities such as mowing, line painting, road sweeping, pothole patching, guiderail replacement, crack sealing, tree trimming and other activities.

c) PENSION AND FRINGE

In SFY1989, the General Assembly transferred the cost of ConnDOT's employee pension and fringe benefits from the GF to the STF. In SFY1989, pension costs were $30.0 million, and fringe benefits, including health insurance, social security tax, and group life insurance, cost a total of $21.1 million. In SFY1992, when the CT DMV was added, its employee pension and fringe benefit costs of over $12.4 million were also assigned to the STF. In addition, in SFY1994, the pension and fringe benefit costs for the Highway Patrol function were also assigned to the STF. However, when the General Assembly enacted the gasoline tax reduction in 1997, they also passed legislation to remove the direct costs for Highway Patrol as an expense of the STF effective SFY1999 and deleted the associated pension and fringe benefit costs effective SFY2000.

d) CT DMV OPERATIONS

The operating cost of the CT DMV was not originally assigned to the STF. However, for SFY1992, the General Assembly passed legislation transferring the financing of the CT DMV from the GF to the STF. In SFY1992, the cost was $35.7 million, and in SFY2007, it is estimated to reach $58.2 million.

e) CT DEPARTMENT OF PUBLIC SAFETY (CT DPS) HIGHWAY PATROL

The operating cost for the CT DPS's Highway Patrol function was not originally assigned to the STF. However, for SFY1994, the General Assembly passed legislation transferring the financing of the operations for the CT DPS Highway Patrol function from the GF to the STF. In SFY1994, the cost was $37.5 million, and in SFY1998, the cost was $46.0 million. As noted previously, when the General Assembly enacted the gasoline tax reduction in 1997, they also passed legislation to remove the direct costs for Highway Patrol as an expense of the STF effective SFY1999.

f) TOWN AID

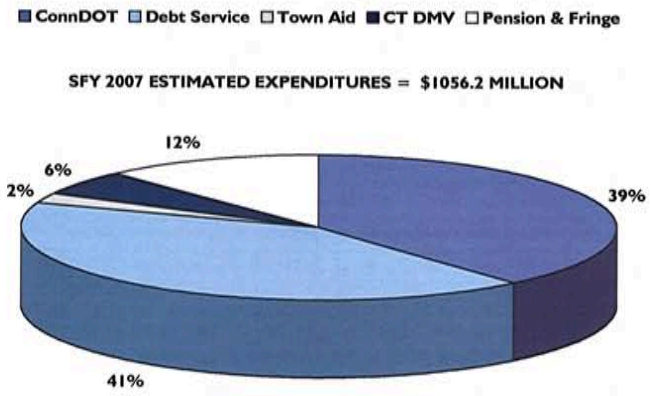
Town Aid provides grants to towns and unconsolidated cities and boroughs for unimproved roads, improved roads, and maintaining public transit services. The grants are distributed based upon a formula that has evolved since the 1940s through the legislative process. Town-Aid was financed from the STF since the STF was established. Beginning with SFY2001, Town-Aid became a GF appropriation to ConnDOT. Town-Aid was transferred back to the STF in SFY2003. For SFY2005 in July and January, $30 million will be distributed in two equal payments.

g) ACTUAL AND PROJECTED EXPENDITURES

In SFY1985, total expenditures were $360.4 million; for SFY2007 (Figure IV-4), they are estimated at $1.056 billion. This is an increase of $695.8 million. Total debt service has grown from $118 million at the beginning of the program to $442.2 million in SFY2007, an increase of $324.2 million or 275 percent.

Subsidy requirements for the State's bus and rail passenger operations have increased by $143.7 million, from $65.2 million to $208.9 million, equivalent to a 220 percent increase. With Town-Aid and transit costs removed, the balance of ConnDOT's annual operating budget has only increased by $53.9 million in the 22-year period from SFY1985 through SFY2007. With the exception of the increase in transit funding, ConnDOT's budget has had very little growth over the 23-year period. Furthermore, the Pay-As-You-Go program has been reduced from $33.5 million to $20.4 million, a 39 percent reduction ($13.1 million).

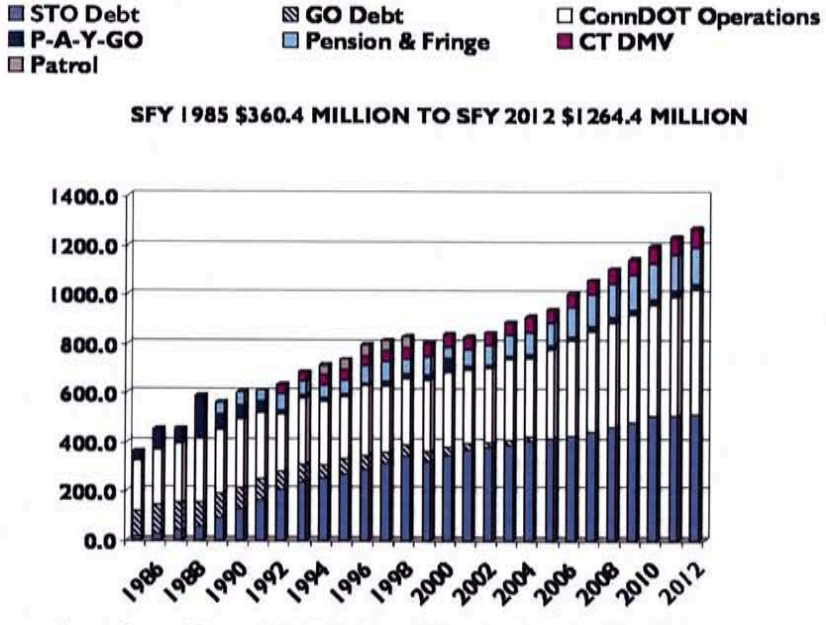
Figure IV-4. Special Transportation Fund Total Estimated Expenditures (SFY2007)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

Figure IV-5 provides a profile of actual and anticipated STF expenditures for the 25-year period from SFY1985 through SFY2010.

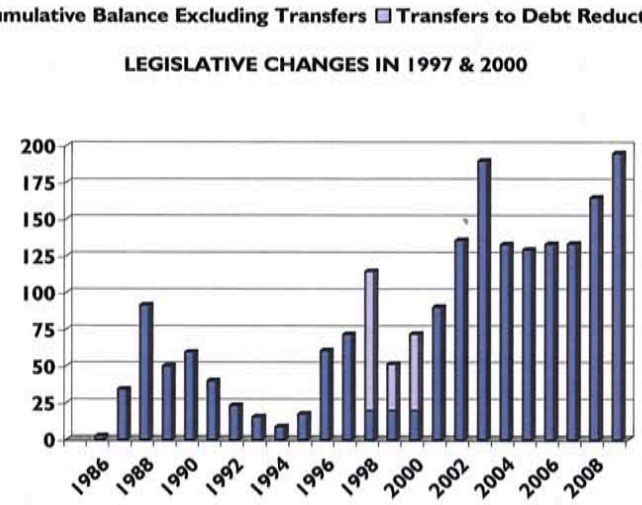
Figure IV-5. Special Transportation Fund Expenditures (SFY1985 - SFY2012)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2006 are projected. Graphic revised as of Decemeber 2006.

Although revenues and expenses have changed over time, the STF has always been managed to ensure that it stays in a positive cash position. When the STF had the capacity to do more, the program was expanded or took on expenses that previously were in the GF. Any time that revenues began to decline, expenses were trimmed. For SFY1997 through SFY1999, the cumulative balance in excess of $20.0 million was transferred to the Treasurer for STF debt service reductions (Figure IV-6).

Figure IV-6. Special Transportation Fund Annual Cumulative Balance (SFY1985–SFY2010)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Values for years following 2006 are projected. Graphic revised as of November 2006.

3. AUTHORIZED CAPITAL PROGRAM FUNDS

As shown previously, STO Debt Service has experienced the greatest growth since the establishment of the STF. This growth has allowed the State to make a $16.2 billion investment in restoring and improving all elements of the transportation infrastructure. The capital program is composed of 17 program elements (Table IV-6).

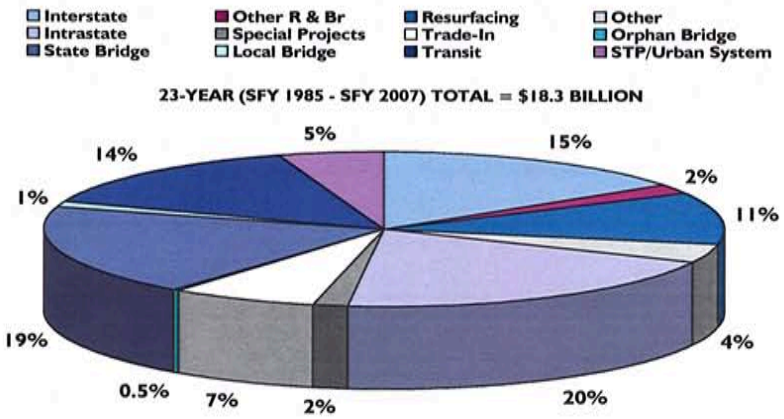
Table IV-6. Capital Program Categories

♦ Interstate	♦ Noise Barriers*	♦ STP/Urban Systems
♦ Intrastate	♦ Transit	♦ Other Road & Bridge
♦ Interstate Trade-In	♦ Aviation	♦ Hazardous Waste*
♦ State Bridge	♦ Resurfacing	♦ Special Projects*
♦ Local Bridge	♦ ConnDOT Facilities	♦ Waterways*
♦ Orphan Bridge*	♦ Safety	

Source: Bureau of Finance & Administration. Graphic revised as of November 2006.
Special Notes: Asterisks (*) denote newer program category.

Figure IV-7 identifies the distribution of funding to each of the program categories. At more than $2.9 billion, the State Bridge Program is among the highest level of funding for all of the Capital Programs. These resources have been used to rehabilitate, restore, replace, or repair the majority of the 3,742 (State bridges, adopted bridges, and a tunnel) maintained by the State. ConnDOT regularly evaluates the condition of and prioritizes necessary repairs to all of these structures.

Figure IV-7. Capital Program Funds Authorized (SFY1985–SFY2007)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

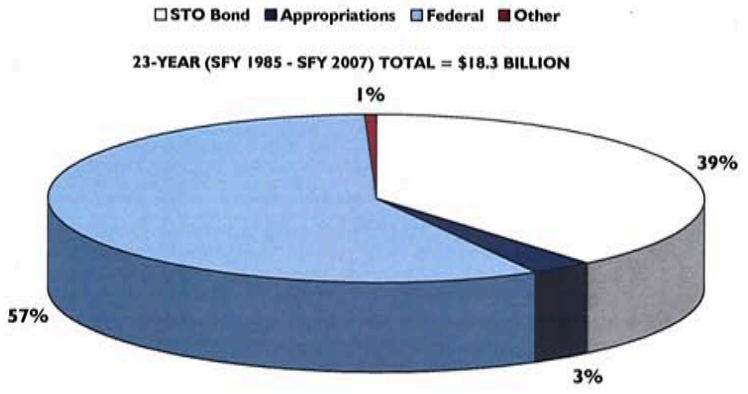
The $1.75 billion resurfacing program has allowed ConnDOT to resurface an average of 432 two-lane miles of the state highway system each year of the program.

Transit investments have totaled $2.35 billion. They have facilitated the following:

- the purchase of 124 rail passenger cars and 24 locomotives;
- the first overhaul of 122 M-2 rail passenger cars;
- the construction of 3,195 parking spaces on the New Haven Line and 488 on the Shore Line East;
- the rehabilitation of 38 high-level rail passenger platforms;
- the initiation of the Shore Line East Service;
- the installation of New Haven Line radio communications upgrade;
- the initiation of the replacement of five New Haven Line substations;
- the conversion of the New Haven Line's electrical power supply;
- the replacement of the New Canaan Branch catenary system;
- the rehabilitation of railroad bridges;
- the replacement of the Peck Moveable Rail Bridge in Bridgeport;
- the restoration of track and signal systems;
- the construction of rail maintenance facilities in New Haven, Bridgeport and Stamford;
- various ADA rail station improvements;
- the purchase of Connecticut's portion of the New Haven rail line rights-of-way; the construction of bus storage and maintenance facilities in Bridgeport, Danbury, Hartford, New Haven, Milford, Norwalk and Stamford;
- the construction of bus storage and maintenance facilities in Bridgeport, Danbury, Hartford, New Haven, Milford, Norwalk, Stamford and Norwich;
- the construction of center island passenger boarding platforms at Stamford station;
- the reconfiguration of the New Haven interlocking;
- the initiation of the New Haven main line catenary replacement program;
- the initiation of a second comprehensive M-2 rail passenger car overhaul program;
- the construction of a new Shore Line East/Metro-North rail station at State Street in New Haven;
- the rail car storage expansion at the New Haven yard, including construction of a transportation building and a pump station at Water Street;
- the construction of the Stamford parking garage expansion;

- the initiation of Walk and Saga moveable bridge rehabilitation study, interim repairs and preliminary engineering;
- the initiation of the Danbury Branch re-electrification study;
- the initiation of the New Britain to Hartford busway design; and,
- the replacement of the state's inventory of over 900 transit buses.

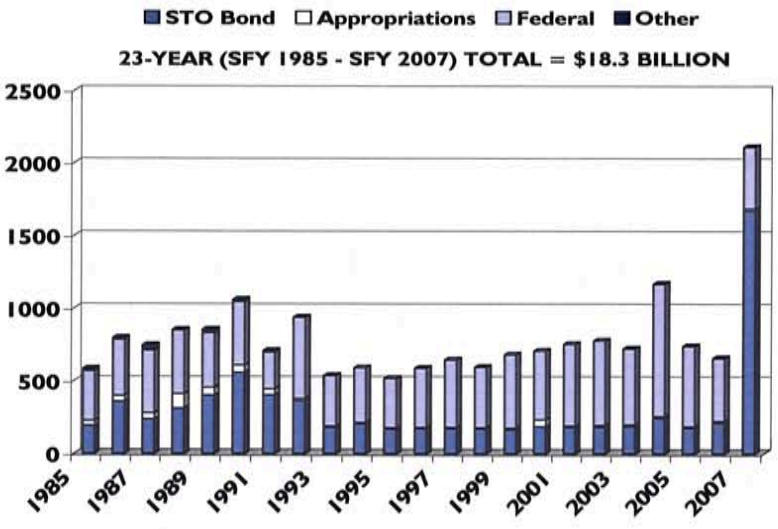
Figure IV-8. Capital Program Source of Funds (SFY1985-SFY2007)



Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

The total investment for the 23-year (SFY1985 through SFY2007) equals $18.3 billion. This was financed from four sources (Figure IV-8). Federal funds provided $10.6 billion, STO bonding equaled $7.1 billion, appropriations were $570 million, and other matching funds equaled $110 million. Figure IV-8 shows the annual funding level breakdown for each year of the Capital Program.

Figure IV-9. Capital Program Sources of Funds, Annual Breakdown (SFY1985-SFY2007)

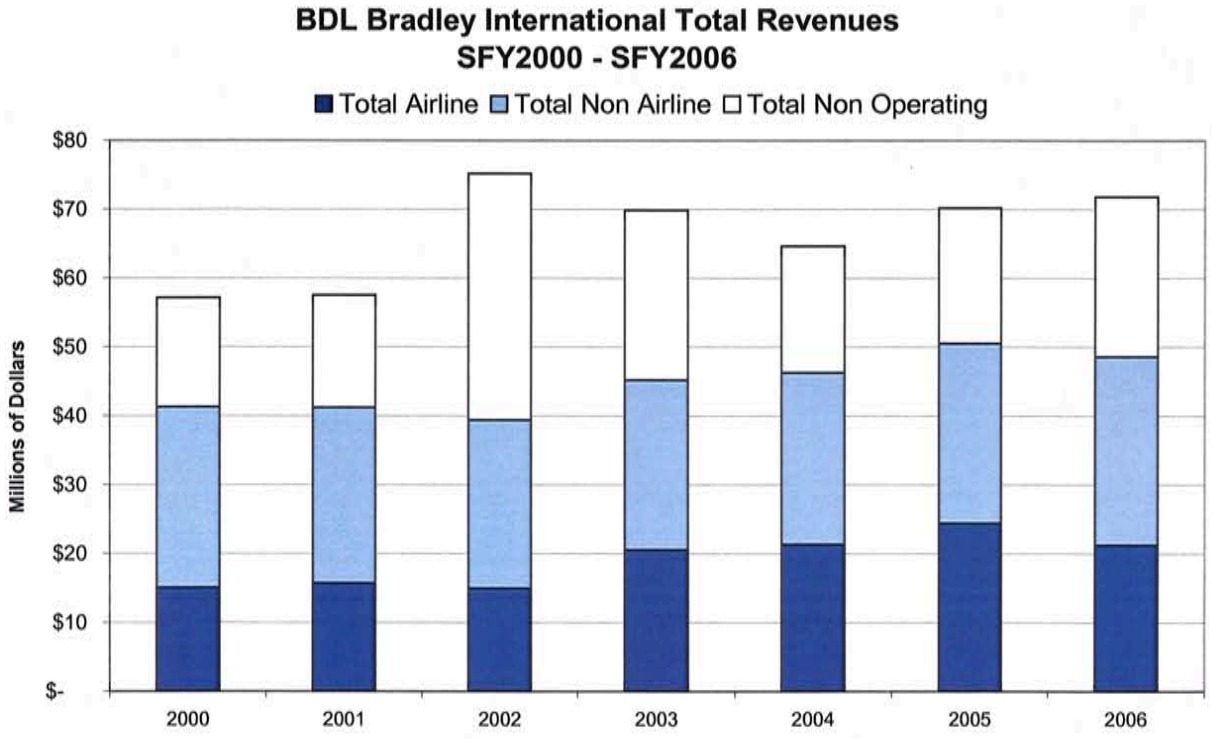


Source: Bureau of Finance & Administration. Data based on State Fiscal Year. Graphic revised as of December 2006.

D. BRADLEY INTERNATIONAL AIRPORT ENTERPRISE FUND

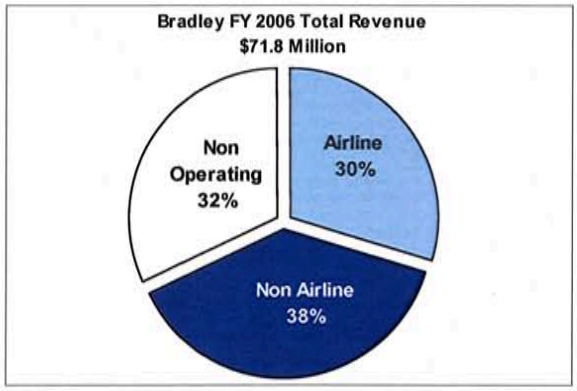
Bradley International Airport is an enterprise fund of the State of Connecticut, operated by the Department of Transportation. This means that all of the operations, maintenance and development expenses of the airport are funded through user charges and the capital financing mechanisms available to the airport. The airport generates revenue from operating and non-operating sources. Operating revenues are generated through user charges that are categorized in terms of airline and non-airline revenues. Non-operating revenues include investment income, passenger facility charges and capital contributions. As shown in Figure IV-10, total operating and non-operating revenues increased from $57.2 million in SFY2000 to $71.8 million in SFY2006.

Figure IV-10. Trends in Total BDL Revenue



Source: Connecticut Department of Transportation, Bureau of Aviation and Ports, Office of Fiscal and Administrative Services, November 2006.

Figure IV-11. BDL SFY 2005

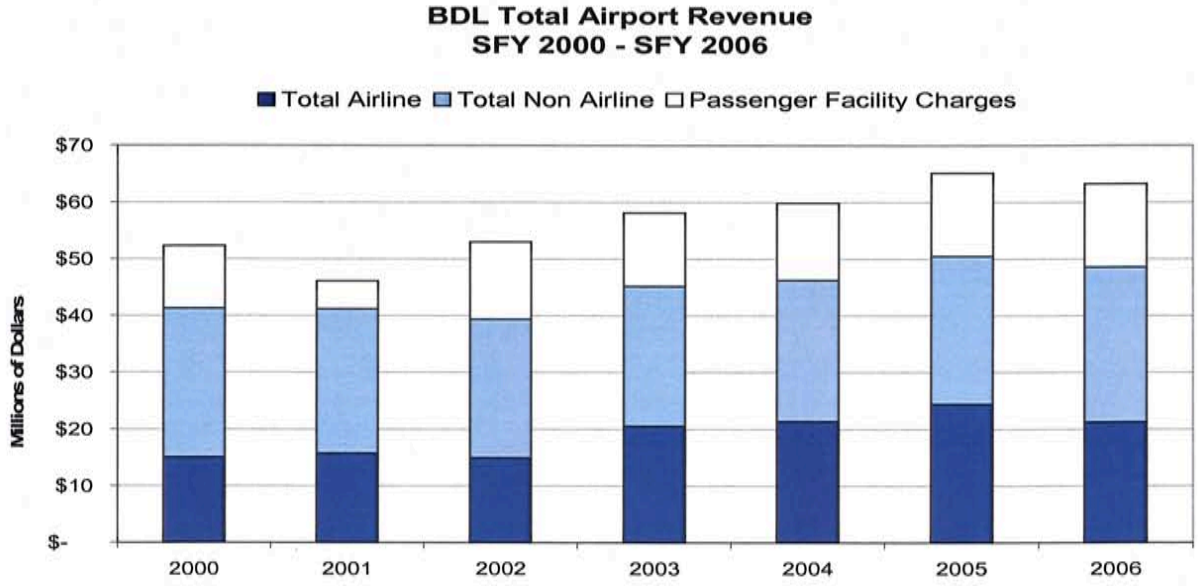


In SFY2006, as shown in Figure IV-11, 32 percent of BDL's total revenue was derived from non-operating sources and 68 percent was derived from airline (30 percent) and non-airline (38 percent) operating sources.

1. OPERATING REVENUE

Operating revenues are derived from airline and non-airline sources. As shown in Figure IV-12, Bradley International Airport's Total Operating Revenues increased from $41.3 million in FY2000 to $48.6 million in FY2006, an increase of 17.7 percent.

Figure IV-12. Trends in BDL Airport Revenue

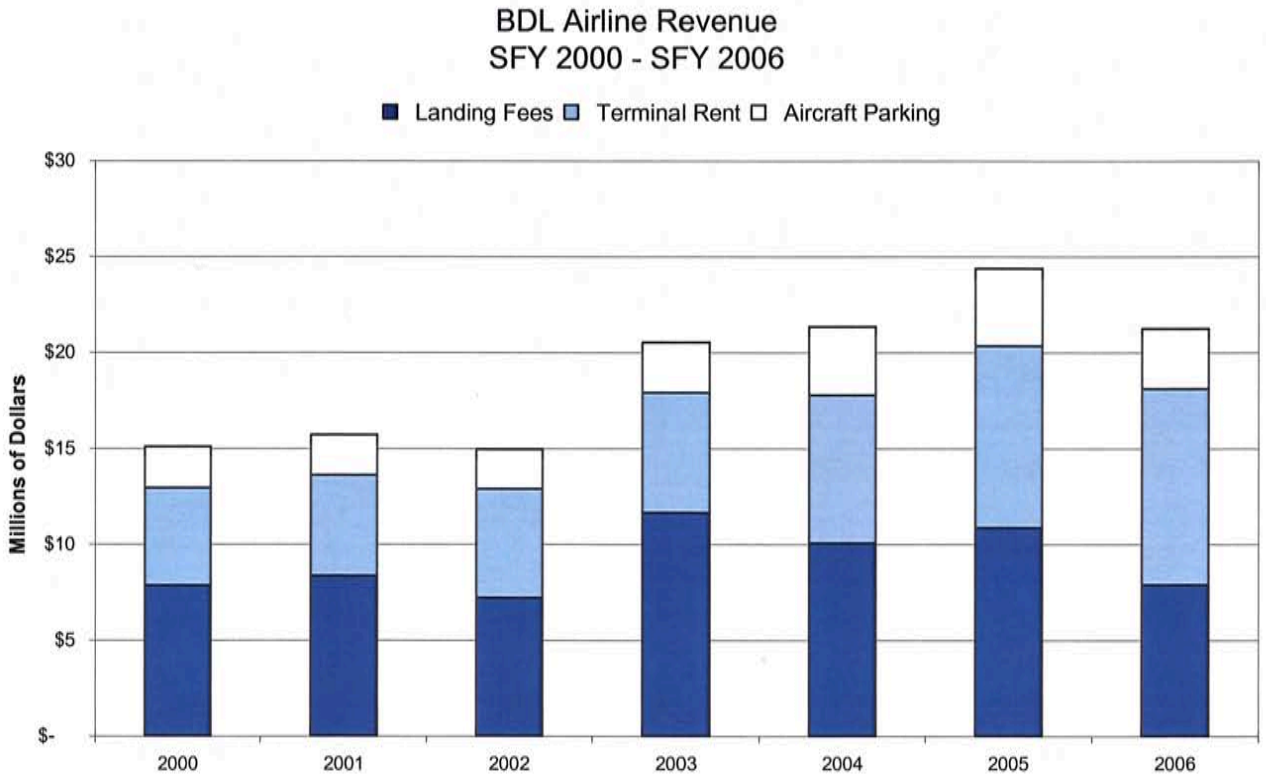


Source: Connecticut Department of Transportation, Bureau of Aviation and Ports, Office of Fiscal and Administrative Services, November 2006.

To generate revenue from the airlines serving the airport, the airport uses what is known as a "compensatory" system of setting airline rates and charges. In a compensatory system, operating and non-operating expenses attributable to airline use of the airport are allocated to airline cost centers. These cost centers include the terminal building, aircraft parking apron and landing area, and the airlines pay terminal building rent, aircraft parking and landing fees equivalent to the allocated costs. As shown in

Airline Revenues have increased from $15.1 million in SFY2000 to $21.4 million in SFY2006 or 40.8 percent. This increase is attributable to increased operating expenses and increased debt service associated with the Terminal Expansion and Improvement Program underway at the airport.

Figure IV-13. Trends in BDL Airline Revenue



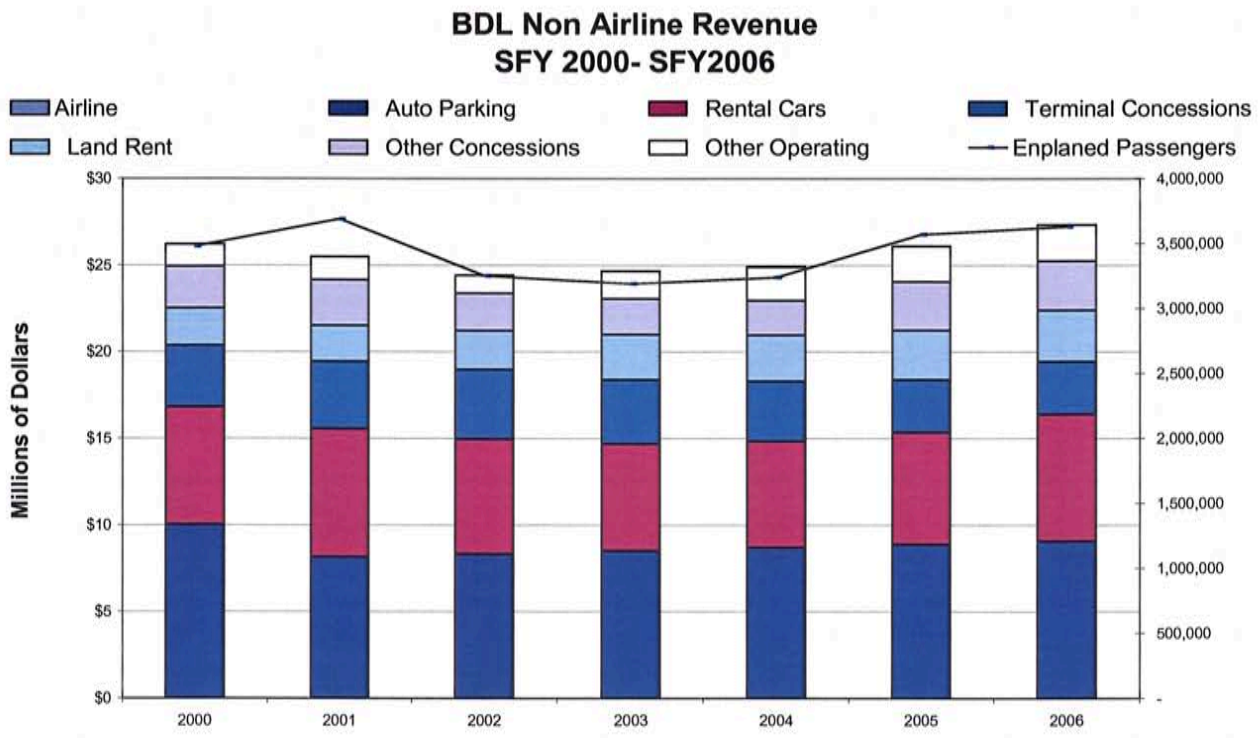
Source: Connecticut Department of Transportation, Bureau of Aviation and Ports, Office of Fiscal and Administrative Services, November 2006.

Bradley International Airport's non-airline revenues are generally market driven, and considering the compensatory nature of airline revenues as discussed above, all airport operating income is derived from non-airline sources. Non-airline revenues include auto parking, rental cars, terminal concessions, land rent, other concessions and other operating revenue. As shown in Figure IV-14, non-airline revenues increased from $26.2 million to $27.3 million from FY2000 to FY2006. A number of factors have contributed to the decline and rebounding of the airport's non-airline revenue. Passenger traffic declined significantly following the September 11, 2001, terrorist attacks. Enplaned passengers declined 11.9 percent from FY2001 to FY2002, and declined another 1.9 percent from SFY2002 to SFY2003. Overall, enplaned passengers increased only 4.4 percent from SFY2000 to SFY2006. Passenger traffic affects a variety of non-airline revenues such as terminal concession sales, rental car sales, on and off airport vehicle parking.

The airport entered into a new master food and beverage concession agreement focusing on investment in new facilities and improved customer service and satisfaction in connection with its terminal expansion and improvement program. This initiative required lower minimum annual guaranteed revenue to the airport from food and beverage concessions. The airport's new terminal and concourse opened in April of 2003, and the terminal improvement program continues with refurbishment of Terminal A, which is expected to be completed in the fall of 2007.

The airport entered into a new agreement with the on-airport parking facility operator providing for the financing, construction and operation of a new parking garage at the Airport in connection with the terminal expansion. This initiative, together with declining traffic, also resulted in lower revenue to the airport from the parking concession.

Figure IV-14. Trends in BDL Non-Airline Revenue



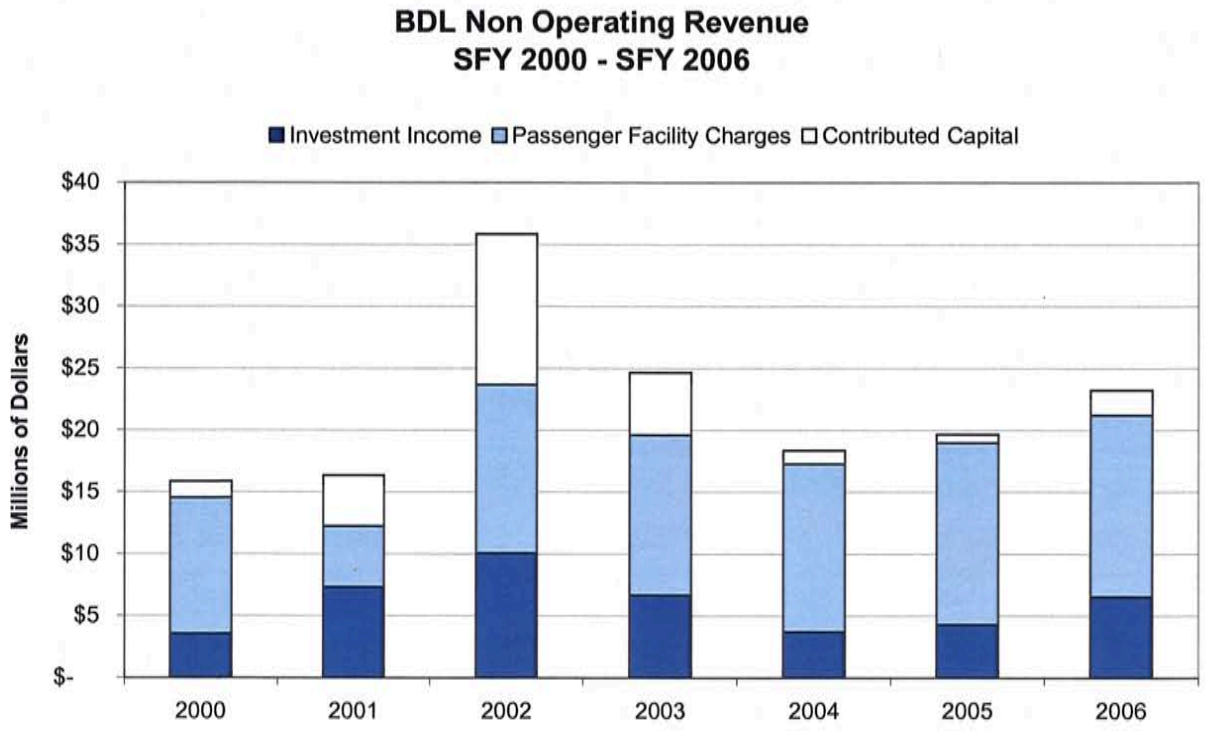
Source: Connecticut Department of Transportation, Bureau of Aviation and Ports, Office of Fiscal and Administrative Services, November 2006.

2. NON-OPERATING REVENUES

As shown in Figure IV-15, the airport's Non-Operating Revenues increased from $15.9 million in SFY2000 to $23.2 million in SFY2006, an increase of 46.4 percent. Non-Operating Revenues include Investment Income, Passenger Facility Charges and Capital Contributions.

The airport generates relatively significant Investment Income from the various accounts maintained within the Airport Enterprise Fund. Total Investment Income over the past seven years was $42.3 million, ranging from a low of $3.6 million in SFY2000 to a high of $10.1 million in SFY2002. The major accounts within the Enterprise Fund generating Investment Income include the Construction Fund for the terminal expansion program, the Improvement Fund for the airport share of other capital projects, debt service reserves and general reserve funds. These funds are typically invested in the State's Short-Term Investment Fund (STIF) and in long-term Guaranteed Investment Contracts (GICs). The annual level of Investment Income is directly related to the balances maintained within these accounts and the interest rates being earned on the STIF and GICs.

Figure IV-15.Trends in BDL Non-Operating Revenue



Source: Connecticut Department of Transportation, Bureau of Aviation and Ports, Office of Fiscal and Administrative Services, November 2006.

A major source of capital financing available to the BDL is at its Passenger Facility Charges (PFCs). PFCs are collected by airlines as part of the fare charged for passenger air travel. The PFC is then remitted to the airport authorized to impose the charge. Authorization to impose PFCs is administered and granted through the Federal Aviation Administration (FAA). Collection authorization may only be granted for the eligible costs of approved projects. BDL has requested and been granted authority to collect $302 million in PFCs, the majority of which represents debt service associated with eligible portions of the current terminal expansion and improvement program. As of August 31, 2006, the airport had collected $126 million of its authorized collections leaving a balance to be collected of $176 million. As shown in Figure IV-15, PFC revenue over the past six years has ranged from a low of $4.9 million in SFY2001 to a high of $14.7 million in SFY2005, which is directly related to the airport's authority to impose the charge, the level of the charge itself and passenger traffic at the airport.

Another major source of capital financing available to BDL is its federal grants. Grants are received from the FAA under its Airport Improvement Program (AIP), and from the Federal Highway Administration for eligible roadway work undertaken in connection with the terminal expansion program. As indicated in Figure IV-15, total Contributed Capital (grants) over the past seven years is $26.4 million and ranged from a low of $0.7 million in SFY2005 to a high of $12.2 million in SFY2002. The annual level of Contributed Capital is directly related to the cost of eligible projects being undertaken and the funding limits of the grant programs themselves, which for the FAA's AIP program, varies when PFCs are and are not authorized.

APPENDIX A

LIST OF ACRONYMS

APPENDIX A. LIST OF ACRONYMS

A

AA/DEIS	Alternatives Analysis / Draft and Final Environmental Impact Statement
AASHTO	American Association of State Highway and Transportation Officials
AC	Advisory Circular
ACOE	United States Army Corps of Engineers
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
AIP	Airport Improvement Program
ALP	Airport Layout Plan
AMP	Airport Management Plan
ARAN	Automatic Road Analyzer
ASNA	Aviation Safety and Noise Abatement Act of 1979
ATIS	Advanced Traveler Information Systems
AVL	Automated Vehicle Location System
AWOS	Automated Weather Station

B

BAC	blood alcohol concentration
BDL	Bradley International Airport
BMS	Bridge Management System
BPA	Bridgeport Port Authority
BPAC	Bicycle and Pedestrian Advisory Committee
BR	Bridge
BRT	Bus Rapid Transit

C

CAAA	Clean Air Act Amendments
CCRPA	Central Connecticut Regional Planning Agency
CCTV	Closed Circuit Television Cameras
CEPA	Connecticut Environmental Policy Act
CEQ	Council on Environmental Quality
CD	compact disc
CDF's	near-shore containment disposal facilities
CFR	Code of Federal Regulations
CHAMP	Connecticut Highway Assistance Motorist Patrol
CLIS	Central Long Island Sound disposal facility
CMAQ	Congestion Mitigation and Air Quality
CMS	Congestion Management System
CO2	carbon dioxide
COG	Council of Governments
ConnDOT	Connecticut Department of Transportation
CRCOG	Capitol Region Council of Governments
CSR	Critical System Replacement

CSS	Context-Sensitive Solutions
CT	Connecticut
CTC	Centralized Traffic Control
CVISN	Commercial Vehicle Information Systems and Networks
CVRR	Central Vermont Railroad
CVO	Commercial Vehicle Operations

D

DAMOS	Army Corps of Engineers Disposal Monitoring System
DECD	Department of Economic and Community Development
DEP	Connecticut Department of Environmental Protection
DMPP	Dredge Material Management Plan
DMV	Connecticut Department of Motor Vehicles
DOT	Department of Transportation
DPS	Connecticut Department of Public Safety
DSS	Connecticut Department of Social Services

E

E-	Ethanol
EA	Environmental Assessment
EA/DEIE	Federal Environmental Assessment / Draft Environmental Impact Evaluation
ECO	Employee Commute Option
e.g.	*exempli gratia*, meaning "for example"
EIS	Environmental Impact Statement
EMU	electric multiple unit
EPA	United States Environmental Protection Agency

F

FAA	Federal Aviation Administration
FAHP	Federal-aid Highway Program
FAR	Federal Aviation Regulations
FARS	Fatality Analysis Reporting System
FBO	Fixed Base Operators
FCC	Federal Communications Commission
FSD	Federal Security Director
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FIS	Federal Inspection Station
FONSI	Finding of No Significant Impact
FRA	Federal Railroad Administration
FTA	Federal Transit Administration

G

GBTA	Greater Bridgeport Transit Authority
GCCI	Grade Crossing Collision Investigation

GF	General Fund
GHG	greenhouse gas
GIS	Geographic Information Systems
GO	General Obligation
GPS	Global Positioning System

H

HAR	Highway Advisory Radio
HART	Housatonic Area Regional Transit
HFD	Hartford
HMA	Hot-Mix Asphalt
HPMS	High Performance Monitoring System
HPP	High Priority Projects
HOV	Highway Occupancy Vehicle
HTF	Highway Trust Fund
HVCEO	Housatonic Valley Council of Elected Officials

I

I-	Interstate
IAB	International Arrivals Building (at Bradley International Airport)
IPCC	Intergovernmental Panel on Climate Change
IPP	Infrastructure Protection Program
IRI	International Roughness Index
IRVN	Interagency Remote Video Network
ISTEA	Intermodal Surface Transportation Efficiency Act of 1991
ITS	Intelligent Transportation Systems

J-L

LED	light-emitting diode
LEV	Low Emissions Vehicle
LI	Long Island
LLC	Legal Liability Claims
LPF	License, Permit and Fee
LRP	Long-Range Transportation Plan

M

MARSEC	Maritime Security
MOU	Memorandum of Understanding
MP	mileage point
MPO	Metropolitan Planning Organizations
MTA	Metropolitan Transportation Authority
MTBE	methyl tertiary butyl ether
MTP	Master Transportation Plan
MUFIDS	multiple-use flight information display system

N

N/A	Not Available
NAAQS	National Ambient Air Quality Standards
NCP	National Corridor Planning
NEG-ECP	New England Governors and Eastern Canadian Premiers
NEPA	National Environmental Policy Act
NEROP	Northeast Rail Operations Study
NETI	New England Transportation Initiative
NHL	New Haven Line
NHS	National Highway System
NHTSA	National Highway Traffic Safety Administration
NLEV	Nation Low Emissions Vehicle
NJ	New Jersey
No.	Number
NOx	nitrogen oxides
NY	New York

O

ODA	Ocean Dumping Act
OL	Operation Lifesaver
OLI	Operation Lifesaver, Inc.
OPM	Office of Policy and Management
OXC	Waterbury-Oxford Airport

P

PM 2.5	Fine Particulate Matter less than 2.5
PMS	Pavement Management System

Q-R

RABA	Revenue Aligned Budget Authority
RFP	request for proposal
ROD	Record of Decision
RPO	Regional Planning Organization
RR	Railroad
RSA	Runway Safety Area
RTE	Route

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users Act
SEAT	Southeast Area Transit District
SFY	State Fiscal Year
SIMTF	Statewide Incident Management Task Force
SIP	State Implementation Plan

SLE	Shore Line East
SOV	single-occupant vehicle
SPR	Springfield
SRTS	Safe Routes to School
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STO	Special Tax Obligation Bonds
STP	Surface Transportation Program
SWRPA	Southwestern Regional Planning Agency

T

TBD	To be displayed
TEA-21	Transportation Equity Act for the Twenty First Century
TIA	Transportation Investment Area
TIPs	Transportation Improvement Programs
TPs	Transportation Plans
TMS	Traffic Monitoring System
TRANSCOM	Transportation Operations Coordinating Committee
TSA	Transportation Security Agency
TSB	Transportation Strategy Board
TSS	Transportation Safety Section

U

U.S. or US	United States
U.S.C.	United States Code
USCG	United States Coast Guard
USDOT	United States Department of Transportation
UZA	Urbanized Area

V

VIP	very important person
VMS	variable message signs
VMT	vehicle miles of travel
VOC	Volatile Organic Compounds

W-Z

WIM	weigh-in-motion
WINCOG	Windham Regional Council of Governments
WRTD	Windham Transit District

APPENDIX B

PROJECT SUMMARY

APPENDIX B. PROJECT SUMMARY

A. OVERVIEW OF THE PROJECT SUMMARY

The "Project Summary" is based on a Federal Fiscal Year (FFY) and presents ConnDOT's projected ten-year (FFY2008-FFY2017) transportation program. The program identifies projects that are expected to be in some stage of development during the next ten years.* A breakdown is also provided of the funds assigned, or required, to complete the various stages of project development. Data contained within this "Project Summary" is up-to-date as of October 1, 2006, unless otherwise noted.

The amount and use of funds is projected annually based on the federal funding categories and funding levels designated by SAFETEA-LU, *Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*. This was done by assuming that the SAFETEA-LU federal program categories would be continued and funding would remain at or slightly above FFY2007 levels for each year thereafter through FFY2017. ConnDOT's program also identifies those projects using funds remaining from prior authorizations as well as those projects that are 100 percent state funded.

Please note that the dollar amounts and years in which projects are shown in the "Project Summary" may differ from the published *2007 Statewide Transportation Improvement Program* (STIP), which is an on-going process developed jointly by the Metropolitan Planning Organizations (MPOs) and ConnDOT pursuant to the requirements of SAFETEA-LU.

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

- the actual level of federal funding shown in the Project Summary is lower than the authorized level due to federal obligation limits (ceiling);
- also, there may be some differences in project and phase scheduling because the MTP is based on the FFY as opposed to the SFY;
- schedules and phases may also differ because the MTP is based on federal program categories as opposed to state program categories; and
- projects continually change as they move through various development stages, which, in turn, continually change the overall transportation program, this is particularly important since the MTP is developed at a different time of the year than many other planning and financial documents.

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

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

* To a limited extent for purposes of cross-referencing, projects that are discussed in the "The Plan" chapter of the *2007 Master Transportation Plan* and noted as "completed" are also listed in the "Project Summary." Typically, funding for these projects in FFY2007 or later is not necessary as project costs were covered in previous years.

Hence, a considerable amount of project-specific information, such as funding sources, schedules, estimated costs, etc. may be revised in a short period of time. Therefore, the "Project Summary" should not be used as a source of precise project detail information. It is more useful as an indicator of the size and scope of ConnDOT's program and statewide transportation needs. The MTP identifies the majority of projects that are in some stage of development.

To comply with state legislation (Sec. 13b-15 of the Connecticut General Statutes), the "Project Summary" is divided into the following five sections: aviation, waterways, public transportation, highways and a summary of the entire transportation program. The appendix is further organized by federal funding program. In addition, a number of indices are provided to assist in referencing specific projects, geographic areas and funding programs.

B. INTERPRETATION OF TABLES

1. GENERAL INFORMATION AND GUIDELINES

- The years (2008, 2009, etc.) at the top of each table represent Federal Fiscal Years (FFY).
- The total cost of the individual projects, including their federal and state shares, is listed. Total costs represent the sum of federal, state and other (local) funds unless otherwise noted. This total cost typically represents funding received for a project within recent years and may not represent a full history of project expenditures.
- "Available Funds" are federal funds that have been obligated for specific project activities (preliminary engineering, right-of-way, and construction) prior to and including FFY2007. As noted above, this value represents funding received for a project within recent years and may not represent a full history of project expenditures
- "Additional Funds Required" is the funding needed for all project activities for which funds were not obligated in or prior to FFY2007.

2. VARIOUS INDICES

A series of indices (printed on blue paper) are provided for locating information contained within the "Project Summary," specifically the table entitled PROJECTS BY MODE AND SUGGESTED PROGRAM; these are as follows and organized as indicated by the titles:

- INDEX OF PROGRAM CODES
- INDEX OF PROJECT PHASE CODES
- INDEX OF PROJECTS BY PROJECT NUMBER
- INDEX OF PROJECTS BY PROJECT NUMBER - Multi-Funded Only
- INDEX OF PROJECTS BY IMPROVEMENT TYPE
- INDEX OF PROJECTS BY GEOGRAPHIC AREA - Municipalities
- INDEX OF PROJECTS BY GEOGRAPHIC AREA - Other Categories
- INDEX OF PROJECTS BY ROUTE / LOCATION - CT Routes, U.S. Routes, and Interstates
- INDEX OF PROJECTS BY ROUTE / LOCATION – Roads/Bridges by Name and Other Categories

3. PROJECTS BY MODE AND SUGGESTED PROGRAM

This table presents costs for specific projects and is organized by mode (i.e., aviation, waterways, public transportation, and highway operations) and federal funding program. Program fund summaries are included at the end of each program. Non SAFETEA-LU federal projects and non-federal projects are also separated by mode.

In the fund summaries at the end of each funding program, a breakdown of only the federal and state funds is provided. As such, the federal and state funds may not always add up to the total dollars, which often include other (local) funds.

The word "Multi-Funded" under a project number signifies that the same project number is listed under two or more programs. An index of these projects is provided and entitled INDEX OF PROJECTS BY PROJECT NUMBER - Multi-Funded Only. The funds listed for the project represent the funds required from the specific federal program in which the project is listed plus the state matching funds associated with that program. Please be aware that several other projects are also multi-funded, however, these projects are split into different project numbers and are therefore not specifically identified as "Multi-Funded."

The letter codes (A, B, C, X, Y, Z) next to some of the costs are used to identify the phases (project activities), for which the funds are to be expended. The codes and activities they represent are indicated in the INDEX OF PROJECT PHASE CODES.

4. SUMMARY TABLES

A series of tables are provided as a summary of financial data contained within the PROJECTS BY MODE AND SUGGESTED PROGRAM table. These summary tables are located at the end of the "Project Summary" and are printed on yellow paper.

a) SUMMARY OF SUGGESTED SAFETEA-LU FEDERAL PROGRAM SOURCES

This summary table contains funding information organized by SAFETEA-LU federal programs. The table is further organized by transportation mode (i.e., aviation, waterways, public transportation, and highway operations). Non SAFETEA-LU federal program funding and non-federal program funding sources are excluded from the calculations.

b) SUMMARY OF SUGGESTED NON SAFETEA-LU FEDERAL PROGRAM SOURCES

This summary table contains funding information for non SAFETEA-LU federal programs. The table is further organized by transportation mode (i.e., aviation, waterways, public transportation, and highway operations). SAFETEA-LU federal program and non-federal program funding sources are excluded from the calculations.

c) SUMMARY OF SUGGESTED NON-FEDERAL PROGRAM SOURCES

This summary table contains funding information for non-federal program sources. The table is further organized by mode (i.e., aviation, waterways, public transportation, and highway operations). Federal SAFETEA-LU and non SAFETEA-LU federal program funding sources are excluded from the calculations.

d) SUMMARY OF MASS TRANSIT OPERATING SUBSIDIES

This summary table contains funding information for the operating portion of mass transit subsidies. The table is further organized by public transportation option - bus versus rail. Please note that information in this table is presented according to SFY. Please be aware that for this table, "Available Funds" only includes SFY2007. Also, with respect to bus subsidies, the following special issues are noted:

- The federal matching share for the rural transportation services as well as federal operating assistance received by ConnDOT and the transit districts are included in the table.
- Although some local communities contribute to the operation of bus transit service, estimates of such assistance are not included in this table.

e) SUMMARY OF 2006 PROJECTED CAPITAL PROGRAM

This summary table presents ConnDOT's 2006 Projected Capital Program as of September 2006. Please note that this data is organized by SFY, based on state program categories, the actual funding level expected from the bond request and developed at a different point in the year than the MTP and STIP.

Future year funding (SFY2010–SFY2017), shown in the last column of this table, is projected based on the state funding categories of SFY2009.

C. SAFETEA-LU FEDERAL FUNDING PROGRAMS

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

1. NATIONAL HIGHWAY TRAFFIC SAFETY ADMINISTRATION PROGRAM (100)

The State of Connecticut is annually assessed a penalty on its National Highway System (NHS), Surface Transportation Program (STP), and Interstate Maintenance Program because it does not meet the federal open container requirements. The Department programs these funds towards hazard elimination eligible projects. This program is designed to save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, safety standards and enforcement activity. MTP "Project Summary" Program Code(s): NHTS.

2. FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROGRAMS

a) HIGHWAY BRIDGE REPLACEMENT AND REHABILITATION PROGRAM

This program provides funding to enable States to improve the condition of their highway bridges through replacement, rehabilitation, and systematic preventative maintenance. This program has two subcategories.

BRIDGE PROGRAM: ON-SYSTEM (80/20)

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

BRIDGE PROGRAM: OFF-SYSTEM (80/20)

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

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

The Congestion Mitigation and Air Quality (CMAQ) program was created under the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, continued under the Transportation Equity Act for the 21st Century (TEA-21) and reauthorized by SAFETEA-LU. The purpose of the CMAQ program is to fund transportation projects or programs that will contribute to attainment or maintenance of the national ambient air quality standards (NAAQS) for ozone, carbon monoxide (CO), and particulate matter (PM) to ensure compliance with the transportation conformity provisions of the Clean Air Act. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Under SAFETEA-LU, states have been directed to give priority to two categories of funding. First, to diesel retrofits, particularly where necessary to facilitate contract compliance, and other cost-effective emission reduction activities, taking into consideration air quality and health effects. Second, priority is to be given to cost-effective congestion mitigation activities that provide air quality benefits. Eligible projects and programs are:

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

Under SAFETEA-LU, the CMAQ Program provides approximately $8.6 billion nationwide, over the five-year program (2005-2009). Each state is guaranteed at least 0.5 percent of the the year's total program funding, regardless of whether the State has any non-attainment or maintenance areas. These flexible funds or minimum apportionment funds can be used anywhere in the state for projects eligible for either CMAQ or the Surface Transportation Program.

Federal CMAQ funds are apportioned annually to each State according to the severity of its ozone and CO problem. The population of each county (based upon Census Bureau data) that is in a non-attainment or maintenance area for ozone and/or CO is weighted by multiplying by the appropriate SAFETEA-LU CMAQ apportionment weighting factor. PM non-attainment and maintenance areas and former 1-hour areas, except those few 1-hour maintenance areas participating in Early Action Compacts, are not included in the apportionments.

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

c) FERRY BOAT DISCRETIONARY (80/20)

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The funding ratio is 80 percent federal and 20 percent State or Local. MTP "Project Summary" Program Code(s): FBD.

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

This is a program originally created under the federal *Surface Transportation Act of the 21st Century* (TEA-21) and was continued in SAFETEA-LU. The program provided approximately $128 million in federal funding over the six-year life of TEA-21, and an additional $185 million in SAFETEA-LU. The funds are for specific projects identified by Congress. MTP "Project Summary" Program Code(s): HPPS.

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

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

f) HOMELAND SECURITY GRANTS

SAFETEA-LU requires MPOs to consider security as one of eight planning factors during the planning process. (Prior to SAFETEA-LU, safety and security were coupled as a single planning factor.) Planning factors are a set of broad objectives defined in federal legislation to be considered in both the metropolitan and statewide planning process. MTP "Project Summary" Program Code(s): HSG.

g) INTERSTATE MAINTENANCE (90/10)

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

h) NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM (80/20)

The NCII program provides funding for construction of highway projects in corridors of national significance to promote economic growth and international or interregional trade. This program replaces TEA-21 National Corridor Planning and Development program. MTP "Project Summary" Program Code(s): NCII.

i) NATIONAL CORRIDOR PLANNING AND DEVELOPMENT

This program provides funding for the planning, design, and construction of corridors of national significance, economic growth, and international or interregional trade. Eligible corridors are listed in ISTEA, the *National Highway System Designation Act* of *1995,* and TEA-21. The funding ratio is 80 percent federal and 20 percent state. MTP "Project Summary" Program Code(s): NCPD.

j) NATIONAL HIGHWAY SYSTEM (80/20)

National Highway System (NHS) funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other 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, U.S. 44, etc.

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

k) RECREATIONAL TRAILS (80/20)

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

l) SAFE ROUTES TO SCHOOL (100)

This program is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funds are to be administered by ConnDOT to provide financial assistance to State, local, and regional agencies, including non-profit organizations, that demonstrate the ability to meet the requirements of the program. MTP "Project Summary" Program Code(s): SRS.

m) SURFACE TRANSPORTATION PROGRAM (80/20)

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. Functional classification of local road is not eligible. In addition to the MTP "Project Summary" Program Code of STP, this program has a variety of subcategories.

STP - URBAN (80/20)

Fifty (50) percent of all STP funds are reserved for the STP-Urban Program. It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban Program include the STP- Hartford, STP-Bridgeport/Stamford, STP-Springfield, STP-New Haven, STP-other urban and the STP-urban clusters.

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

STP - RURAL (80/20)

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

STP - ANYWHERE (80/20)

Thirty (30) percent of all STP funds are reserved for the STP-Anywhere Program. These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, ConnDOT usually determines where the funds will be spent. In addition to the STPA program, the Equity Bonus program provides funding to States based on equity considerations. The eligibility for this program is the same as STP funds but it is not subject to the sat-aside calculations. The funding ratio for the STP-Anywhere Program and the Equity Bonus program is 80 percent federal funds to be matched by 20 percent state funds. MTP "Project Summary" Program Code(s): STPA.

STP - TRANSPORTATION ENHANCEMENT (80/20)

Ten (10) percent of all STP funds must be spent on enhancement projects. This program is for projects that go above and beyond what is customarily considered part of a transportation activity. The enhancement project must relate to the intermodal transportation system by reason of function or impact and must be encompassed in one of the 12 eligible enhancement areas. ConnDOT selects the STP-Enhancement projects in consultation with all of the RPOs in the State. Each RPO submits its highest priority projects and ConnDOT selects from among the submittals. The funding ratio for the STP-Enhancement Program is 80 percent federal funds to be matched by 20 percent local funds. MTP "Project Summary" Program Code(s): STPT.

n) VARIOUS OTHER PROGRAMS

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

- Bridge On-System Discretionary;
- High Priority Demonstration Projects;
- Interstate Discretionary;
- Innovative Bridge;
- Transportation & Community System Preservation;
- Section 112 and 117
- Transportation Improvements

Projects listed under these programs are generally funds earmarked by federal legislation. MTP "Project Summary" Program Code(s): BRXD, HPD, I D, IBR, TCSP, S112, , S117, , and TI , respectively.

Another program referred to as Rural Secondary in the MTP "Project Summary" has been discontinued; no additional projects are proposed to use these monies. However, funding for one project was previously initiated with these funds. As such, these funds will be fully spent prior to being removed from the Department's program. MTP "Project Summary" Program Code(s): RS.

In addition, one project in the MTP "Project Summary" is suggested to use Section 1102 Safety Redistribution funds. This program is a relatively small program that annually amounts to $1.5 million. MTP "Project Summary" Program Code(s): SRD.

3. FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

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

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of these funds is reserved to help defray transit operating expenses.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the state, because sufficient federal and state funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

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

All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

The capital program requires a 20 percent non-federal match. Federal regulations restrict the amount that can be used for operating assistance. MTP "Project Summary" Program Code(s): 5307.

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

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

The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share. MTP "Project Summary" Program Code(s): 5309, NS, BUS+.

c) SECTION 5310 CAPITAL PROGRAM (80/20)

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled. The basic matching ratio for capital grant projects is 80 percent federal and 20 percent local. MTP "Project Summary" Program Code(s): 5310.

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

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

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

MTP "Project Summary" Program Code(s): 5311.

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

The FTA Section 5316 Program provides funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their employment. The basic matching ratio for this program is 50 percent federal and 50 percent local. MTP "Project Summary" Program Code (s): 5316.

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

The FTA Section 5317 Program provides funds that assist individuals with disabilities with transportation. Eligible activities include new public transportation alternatives beyond those required by the ADA. The basic matching ratio for this program is 50 percent federal and 50 percent local. MTP "Project Summary" Program Code(s): 5317.

D. NON SAFETEA-LU FEDERAL PROGRAMS

There are several federal programs for which projects are suggested to be funded that are denoted as non SAFETEA-LU federal programs. As implied by the title, these programs are federal programs that were not included in SAFETEA-LU. Since these programs have been discontinued, no additional projects are proposed to use these monies. However, funding for several projects was previously initiated with these funds. As such, these funds will be fully spent prior to being removed from the Department's program. A number of these projects are generally indicated by the MTP "Project Summary" Program Code(s): ISTE. Several other non SAFETEA-LU federal programs are described in the following paragraphs.

1. FEDERAL HIGHWAY ADMINISTRATION (FHWA) PROGRAMS

a) HIGH PRIORITY PROJECTS (80/20)

This is a program created under TEA-21. The program provided approximately $128 million in federal funding over the six-year life of TEA-21. The funds are for specific projects identified by Congress. Additional funds were later provided under SAFETEA-LU; refer to the corresponding discussion for information on the new funds. MTP "Project Summary" Program Code(s): HPP.

b) INTERSTATE TRADE-IN EASTERN CONNECTICUT (85/15)

The Interstate Trade-In Program is a unique program that terminated at the end of federal fiscal year 1996. However, funds that have been authorized for it will remain available until utilized. The program provides funds to States and regions that previously chose not to build sections of the Interstate Highway System. Regions that "traded in" sections of Interstate are allowed to use the funds for other projects.

The funding ratio for the Interstate Trade-In Program is 85 percent federal funds to be matched by 15 percent state funds. MTP "Project Summary" Program Code(s): IXE.

c) VARIOUS OTHER PROGRAMS

There are a number of other programs under which projects are listed in the MTP. Projects listed under these programs are generally funds earmarked by federal legislation. These programs include: Section 115, Section 330 and Project Specific Fund (FHWA). MTP "Project Summary" Program Code(s): S115, S330, and PSF, respectively.

2. FEDERAL TRANSIT ADMINISTRATION (FTA) PROGRAMS

a) FTA EMERGENCY PREPAREDNESS DRILLS GRANT PROGRAM (100)

Funding was made available under the 2001 Emergency Supplemental Appropriations Act for Recovery from and Response to Terrorist Attacks on the United States, Public Law 107-38. Grants of up to $50,000 were made available to the largest 100 agencies to organize and conduct full-scale emergency preparedness drills. These funds enable transit systems to coordinate response with local and regional emergency personnel, including fire, police and EMS. As one of the top 100 transit systems, ranked by annual passenger trips, in Connecticut, CT Transit was awarded an Emergency Preparedness Drill Grant to implement full-scale Emergency Preparedness Drills. MTP "Project Summary" Program Code(s): U40.

3. FEDERAL AVIATION ADMINISTRATION (FAA) PROGRAMS

The State of Connecticut receives three major types of funds from the Federal Aviation Administration (FAA). Bradley International Airport and Tweed-New Haven Airport receive Entitlement Funds. The Entitlement Money is a federal formula based on enplanements. The General Aviation Airports receive Apportionment Funding which is based on population. The last funding available is called Discretionary Funds and can only be approved if all other funding is used first. The FAA approves the use of Discretionary Funds based on a priority of the project. MTP "Project Summary" Program Code(s): ENT, APPR, and DISC, respectively.

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

The federal share payable on a transportation project is generally 80 or 90 percent of the total project cost depending on the scope of improvement. The remainder of the project cost is funded by state, local or other sources. In some instances, 100 percent of the project is funded by state sources. The following paragraphs provide an overview of the state funding programs listed in the Project Summary as suggested funding sources.

a) SPECIAL TRANSPORTATION FUND

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

b) GOVERNOR'S TRANSPORTATION INITIATIVE

During the 2005 legislative session, the Governor proposed and the legislature adopted a state funded Transportation initiative. This initiative will provide $337.5 million between SFY 2006-2010 to be utilized in two ways:

- $187 million for operational improvements and congestion mitigation measures for I-95 between Greenwich and North Stonington. The improvements include the construction of operational lanes which facilitate vehicle movement and reduce congestion as well as reconstruction of priority intersections and median improvements.
- $150 million for improvements to other state and interstate roads to help mitigate congestion on other state and interstate highways such as I-84 and I-91. The Department plans to implement priority capacity improvements on state highways in consultation with the State's Regional Planning Agencies.

These funds are in addition to the Department's normal federal highway funds and state bonding authority. Generally, projects utilizing these funds will be financed 100 percent state. MTP "Project Summary" Program Code(s): GOV.

c) TRANSPORTATION STRATEGY BOARD

The stated purpose of the act is to implement and fund certain transportation-related projects and strategies in order to: (1) improve personal mobility and freight movement in and through Connecticut; (2) integrate transportation with economic, land use, environmental, and quality of life issues; (3) develop policies and procedures that will integrate the state's economy with regional, national, and global economies; and, (4) identify policies and sources that provide adequate and reliable funding necessary for a quality intermodal transportation system. MTP "Project Summary" Program Code(s): TSB.

d) OTHER SOURCES

Additionally, a limited number of projects in the MTP "Project Summary" include a local match to federal funds or include private sources for financing.

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INDEX OF PROGRAM CODES

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5309	SECTION 5309 CAPITAL FUNDING PROGRAM
5310	SECTION 5310 CAPITAL PROGRAM
5311	SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)
5316	SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM
5317	SECTION 5317J FTA NEW FREEDOMS INITIATIVE
APPR	FAA-APPORTIONMENT
BRXD	BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACEMENT AND REHAB)
BRXZ	BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)
BRZ	BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)
BUS+	BUS AND BUS FACILITIES, EARMARK
CMAQ	CONGESTION MITIGATION AND AIR QUALITY PROGRAM
DISC	FAA-DISCRETIONARY
ENT	FAA-ENTITLEMENT
FBD	FERRY BOAT DISCRETIONARY
GOV	GOVERNOR'S INITIATIVE
HPD	HIGH PRIORITY DEMONSTRATION PROJECTS
HPP	HIGH PRIORITY PROJECTS
HPPS	HIGH PRIORITY PROJECTS / SAFETEA-LU
HSG	DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS
I D	INTERSTATE DISCRETIONARY
IBR	INNOVATIVE BRIDGE
I-M	INTERSTATE MAINTENANCE
ISTE	OTHER NON SAFETEA-LU-FEDERAL PROGRAMS
IXE	INTERSTATE TRADE-IN EASTERN CONNECTICUT
NCII	NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT/SAFETEA-LU
NCPD	NATIONAL CORRIDOR PLANNING AND DEVELOPMENT
NEC	NORTHEAST CORRIDOR FUNDS
NHS	NATIONAL HIGHWAY SYSTEM
NHTS	NATIONAL HIGHWAY TRAFFIC SAFETY
NS	NEW STARTS
PSF	PROJ SPECIFIC FUND - FHWA
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RT	RECREATIONAL TRAILS
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S115	CONGRESSIONAL EARMARK, FFY 2004
S117	CONGRESSIONAL EARMARK, FFY 2005
S330	EARMARK DISCRETIONARY
SIPH	HIGHWAY SAFETY IMPROVEMENT PROGRAM
SRD	SECTION 1102 SAFETY REDISTRIBUTION
SRSN	SAFE ROUTES TO SCHOOL / NON-INFRASTRUCTURE
STE	SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)
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STPB	SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT/STAMFORD
STPE	SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY
STPH	SURFACE TRANSPORTATION PROGRAM - HARTFORD
STPN	SURFACE TRANSPORTATION PROGRAM - NEW HAVEN
STPO	SURFACE TRANSPORTATION PROGRAM - OTHER URBAN
STPR	SURFACE TRANSPORTATION PROGRAM - RURAL
STPS	SURFACE TRANSPORTATION PROGRAM - SPRINGFIELD - WORCHESTER
STPT	SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION ENHANCEMENT
TCSP	TRANSPORTATION & COMMUNITY SYSTEM PRESERVATION
TI	TRANSPORTATION IMPROVEMENTS/SAFETEA-LU
TSB	TRANSPORTATION STRATEGY BOARD
U40	FTA EMERGENCY PREPAREDNESS

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B	RIGHT OF WAY (ROW)	Y	RIGHT-OF-WAY AND CONSTRUCTION
C	CONSTRUCTION	Z	PRELIMINARY ENGINEERING, RIGHT-OF-WAY, AND CONSTRUCTION (MAY ALSO SIGNIFY OTHER, ACQUISITION, OR PROGRAMMED ACTIVITY)

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-XXX1	SIKORSKY MEM ARPT	---	GRANT-IN-AID - R/W 6-24 REPAIR	TOTAL	400	400 Z	0	0	0	0
				FEDERAL	380	380	0	0	0	0
				STATE	6	6	0	0	0	0
0015-XXX2	SIKORSKY MEM ARPT	---	GRANT-IN-AID - ALP UPDATE	TOTAL	150	150 Z	0	0	0	0
				FEDERAL	143	143	0	0	0	0
				STATE	5	5	0	0	0	0
0015-XXX3	SIKORSKY MEM ARPT	---	GRANT-IN-AID - SAFETY AREA DES & PERMIT	TOTAL	400	400 Z	0	0	0	0
				FEDERAL	380	380	0	0	0	0
				STATE	15	15	0	0	0	0
0015-XXX4	SIKORSKY MEM ARPT	---	GRANT-IN-AID - RECON R/W 6-24 MULTI YEAR	TOTAL	4,000,000	0	4,000,000	2,000,000 Z	2,000,000 Z	0
				FEDERAL	3,800,000	0	3,800,000	1,900,000	1,900,000	0
				STATE	100,000	0	100,000	50,000	50,000	0
0015-XXX5	SIKORSKY MEM ARPT	---	GRANT-IN-AID - SNOW REM DEV	TOTAL	150,000	0	150,000	0	0	150,000 Z
				FEDERAL	142,500	0	142,500	0	0	142,500
				STATE	5,250	0	5,250	0	0	5,250
0015-XXX6	SIKORSKY MEM ARPT	---	GRANT-IN-AID - TAXI WAY REHAB	TOTAL	150,000	0	150,000	0	0	150,000 Z
				FEDERAL	142,500	0	142,500	0	0	142,500
				STATE	5,250	0	5,250	0	0	5,250
0034-XXX1	DANBURY MUNIC ARPT	---	GRANT-IN-AID - GRENIER PROPERTY	TOTAL	715	715 Z	0	0	0	0
				FEDERAL	665	665	0	0	0	0
				STATE	35	35	0	0	0	0
0034-XXX2	DANBURY MUNIC ARPT	---	GRANT-IN-AID - OBSTRUCTION REMOVAL	TOTAL	505,000	0	505,000	505,000 Z	0	0
				FEDERAL	475,000	0	475,000	475,000	0	0
				STATE	17,500	0	17,500	17,500	0	0
0034-XXX3	DANBURY MUNIC ARPT	---	GRANT-IN-AID - REHAB LIGHTING	TOTAL	473,750	0	473,750	473,750 Z	0	0
				FEDERAL	450,000	0	450,000	450,000	0	0
				STATE	16,625	0	16,625	16,625	0	0
0034-XXX4	DANBURY MUNIC ARPT	---	GRANT-IN-AID - REHAB APRON	TOTAL	473,750	0	473,750	0	473,750 Z	0
				FEDERAL	450,000	0	450,000	0	450,000	0
				STATE	16,625	0	16,625	0	16,625	0
0034-XXX5	DANBURY MUNIC ARPT	---	GRANT-IN-AID - REHAB TAXI WAY	TOTAL	473,750	0	473,750	0	473,750 Z	0
				FEDERAL	450,000	0	450,000	0	450,000	0
				STATE	16,625	0	16,625	0	16,625	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0034-XXX6	DANBURY MUNIC ARPT	---	GRANT-IN-AID - OBSTRUCTION REMOVAL	TOTAL	500,000	0	500,000	0	0	500,000 Z
				FEDERAL	475,000	0	475,000	0	0	475,000
				STATE	18,750	0	18,750	0	0	18,750
0063-0538	HTFD-BRAINARD ARPT	---	FACILITY REHABILITATION - EXPAND ARPT RESCUE FIRE FIGHTING BUILDING @ HTFD-BRAINARD ARPT	TOTAL	1,540	40 Z	1,500	0	0	1,500 C
				FEDERAL	1,350	0	1,350	0	0	1,350
				STATE	190	40	150	0	0	150
0063-0559	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - RECON RAMP & T/W J	TOTAL	488	0	488	0	0	488 Z
				FEDERAL	400	0	400	0	0	400
				STATE	88	0	88	0	0	88
0063-0619	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - CONSTR HELP/REC RAMP	TOTAL	1,611	1,611 Z	0	0	0	0
				FEDERAL	1,436	1,436	0	0	0	0
				STATE	0	0	0	0	0	0
0063-XXX2	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - CONSTR SAFETY AREA	TOTAL	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	900	0	900	0	0	900
				STATE	100	0	100	0	0	100
0063-XXX3	HTFD-BRAINARD ARPT	---	STUDIES/RESEARCH - MASTER PLAN	TOTAL	300	0	300	0	0	300 Z
				FEDERAL	285	0	285	0	0	285
				STATE	15	0	15	0	0	15
0063-XXX4	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - R/W SAFETY AREA DES & PERMIT	TOTAL	385	100 A	285	0	0	285 Z
				FEDERAL	285	0	285	0	0	285
				STATE	0	0	0	0	0	0
0068-0192	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - Expand GA ramp	TOTAL	550	0	550	0	0	550 Z
				FEDERAL	495	0	495	0	0	495
				STATE	55	0	55	0	0	55
0068-0204	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - FACILITIES STUDY FUTURE DEV	TOTAL	362	362 A	0	0	0	0
				FEDERAL	347	347	0	0	0	0
				STATE	15	15	0	0	0	0
0068-0205	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - CONSTR PARKING APRON	TOTAL	1,483	1,394 Z	89	0	0	89 Z
				FEDERAL	1,180	1,180	0	0	0	0
				STATE	303	214	89	0	0	89
0068-XXX5	DANIELSON ARPT	---	STUDIES/RESEARCH - VEGETATION MANAGEMENT PLAN	TOTAL	360	0	360	0	0	360 Z
				FEDERAL	360	0	360	0	0	360
				STATE	0	0	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0079-XXX1	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - ALP UPDATE	TOTAL	100	100 Z	0	0	0	0
				FEDERAL	95	95	0	0	0	0
				STATE	4	4	0	0	0	0
0079-XXX2	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - APRON DES & NAVAIDS	TOTAL	161	161 Z	0	0	0	0
				FEDERAL	153	153	0	0	0	0
				STATE	6	6	0	0	0	0
0079-XXX3	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - NORTH APRON & IST NAV	TOTAL	665,000	0	665,000	665,000 Z	0	0
				FEDERAL	631,750	0	631,750	631,750	0	0
				STATE	23,275	0	23,275	23,275	0	0
0079-XXX4	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - DES & CON T/W TO T-HANGER	TOTAL	157,000	0	157,000	0	157,000 Z	0
				FEDERAL	149,150	0	149,150	0	149,150	0
				STATE	5,495	0	5,495	0	5,495	0
0079-XXX5	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - RAZE BLDS & PAVE AREA	TOTAL	177,501	0	177,501	0	0	177,501 Z
				FEDERAL	168,625	0	168,625	0	0	168,625
				STATE	6,213	0	6,213	0	0	6,213
0079-XXX6	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - CONSTR COMMON TAXI WAY	TOTAL	150,000	0	150,000	0	0	150,000 Z
				FEDERAL	142,500	0	142,500	0	0	142,500
				STATE	5,250	0	5,250	0	0	5,250
0079-XXX7	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - NEW TERMINAL DESIGN	TOTAL	500,000	0	500,000	0	0	500,000 A
				FEDERAL	475,000	0	475,000	0	0	475,000
				STATE	18,750	0	18,750	0	0	18,750
0079-XXX8	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - NEW TERMINAL	TOTAL	1,250,000	0	1,250,000	0	0	1,250,000 Z
				FEDERAL	1,187,500	0	1,187,500	0	0	1,187,500
				STATE	46,875	0	46,875	0	0	46,875
0079-XXX9	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - DEMO TERMINAL & PAVE	TOTAL	250,000	0	250,000	0	0	250,000 Z
				FEDERAL	237,500	0	237,500	0	0	237,500
				STATE	9,375	0	9,375	0	0	9,375
0107-0153	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EXTEND T/W B	TOTAL	1,800	0	1,800	0	0	1,800 C
MULTI-FUNDED				FEDERAL	1,800	0	1,800	0	0	1,800
				STATE	0	0	0	0	0	0
0107-0154	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - ARPT MASTER PLAN UPDATE	TOTAL	421	421 A	0	0	0	0
				FEDERAL	404	404	0	0	0	0
				STATE	17	17	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0107-0156	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - FAR PART 150 NOISE STUDY WTBY-OXFORD ARPT	TOTAL	401	401 A	0	0	0	0
				FEDERAL	363	363	0	0	0	0
				STATE	38	38	0	0	0	0
0107-XX12	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - T/W B DESIGN & PERMIT	TOTAL	500	500 Z	0	0	0	0
				FEDERAL	475	475	0	0	0	0
				STATE	25	25	0	0	0	0
0107-XX18	WTBY-OXFORD ARPT	---	STUDIES/RESEARCH - VEGETATION MGT	TOTAL	500	0	500	0	0	500 Z
				FEDERAL	450	0	450	0	0	450
				STATE	50	0	50	0	0	50
0107-XXX1	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - CONSTR RAMP & PERIMETER RD	TOTAL	1,500	0	1,500	0	0	1,500 C
				FEDERAL	1,125	0	1,125	0	0	1,125
				STATE	375	0	375	0	0	375
0107-XXX2	WTBY-OXFORD ARPT	---	STUDIES/RESEARCH - NOISE MITIGATION PLAN	TOTAL	500	0	500	0	0	500 Z
				FEDERAL	400	0	400	0	0	400
				STATE	100	0	100	0	0	100
0107-XXX3	WTBY-OXFORD ARPT	---	PROPERTY ACQUISITION - PROPERTY PURCHASE FOR NOISE MITIGATION	TOTAL	14,500	0	14,500	0	0	14,500 Z
				FEDERAL	11,850	0	11,850	0	0	11,850
				STATE	2,650	0	2,650	0	0	2,650
0107-XXX4	WTBY-OXFORD ARPT	---	PROPERTY ACQUISITION - WETLAND MITIGATION PURCHASE	TOTAL	1,500	0	1,500	0	0	1,500 Z
				FEDERAL	1,350	0	1,350	0	0	1,350
				STATE	150	0	150	0	0	150
0107-XXX5	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EXTENSION OF T/W B SOUTH	TOTAL	3,000	0	3,000	0	0	3,000 C
				FEDERAL	2,700	0	2,700	0	0	2,700
				STATE	300	0	300	0	0	300
0107-XXX7	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EXT T/W E	TOTAL	400	0	400	0	0	400 C
				FEDERAL	380	0	380	0	0	380
				STATE	20	0	20	0	0	20
0107-XXX9	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - REHAB R/W 9/27	TOTAL	3,500	0	3,500	0	0	3,500 C
				FEDERAL	3,325	0	3,325	0	0	3,325
				STATE	175	0	175	0	0	175
0163-0175	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - REPL OBSTRUCTION BEACONS @ WINDHAM ARPT	TOTAL	1,030	950 Z	80	0	0	80 Z
				FEDERAL	880	800	80	0	0	80
				STATE	150	150	0	0	0	0

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State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0163-0185	WINDHAM ARPT	---	STUDIES/RESEARCH - PERFORM A PE/PD OBSTRUCTION STUDY @ WINDHAM ARPT	TOTAL	60	60 A	0	0	0	0
				FEDERAL	54	54	0	0	0	0
				STATE	6	6	0	0	0	0
0163-0192	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - RECONSTR MAIN RAMP @ WINDHAM ARPT	TOTAL	1,135	1,135 Z	0	0	0	0
				FEDERAL	900	900	0	0	0	0
				STATE	235	235	0	0	0	0
0163-XX10	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - R/W SAFETY DES & PERMIT	TOTAL	200	200 C	0	0	0	0
				FEDERAL	180	180	0	0	0	0
				STATE	20	20	0	0	0	0
0163-XX11	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - CONSTR GA RAMP	TOTAL	900	0	900	0	0	900 C
				FEDERAL	900	0	900	0	0	900
				STATE	0	0	0	0	0	0
0163-XX12	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - EASEMENT	TOTAL	720	0	720	0	0	720 Z
				FEDERAL	720	0	720	0	0	720
				STATE	0	0	0	0	0	0
0163-XX13	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - GA RAMP	TOTAL	1,080	0	1,080	0	0	1,080 C
				FEDERAL	1,080	0	1,080	0	0	1,080
				STATE	0	0	0	0	0	0
0163-XX14	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - OBSTRUCTION LIGHTS	TOTAL	1,800	0	1,800	0	0	1,800 C
				FEDERAL	1,800	0	1,800	0	0	1,800
				STATE	0	0	0	0	0	0
0163-XX16	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - REHAB R/W 9-27	TOTAL	3,000	0	3,000	0	0	3,000 C
				FEDERAL	2,850	0	2,850	0	0	2,850
				STATE	150	0	150	0	0	150
0163-XX17	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - EXPAND GA RAMP	TOTAL	1,000	0	1,000	0	0	1,000 C
				FEDERAL	950	0	950	0	0	950
				STATE	50	0	50	0	0	50
0163-XXX2	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - CONSTR RW SAFETY AREA	TOTAL	400	0	400	0	0	400 C
				FEDERAL	300	0	300	0	0	300
				STATE	100	0	100	0	0	100
0163-XXX3	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - CONSTR PERIMETER RD CON	TOTAL	400	0	400	0	0	400 C
				FEDERAL	300	0	300	0	0	300
				STATE	100	0	100	0	0	100

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

FAA-APPORTIONMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0163-XXX4	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - REPL HAZARD BEACON	TOTAL	1,200	0	1,200	0	0	1,200 C
				FEDERAL	900	0	900	0	0	900
				STATE	300	0	300	0	0	300
0163-XXX9	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - REHAB MAIN RAMP EXTENSION	TOTAL	1,400	1,400 C	0	0	0	0
				FEDERAL	1,150	1,150	0	0	0	0
				STATE	250	250	0	0	0	0
0170-2024	GENERAL AV ARPTS	---	STUDIES/RESEARCH - PREPARE VEGETATION MGMT PLAN FOR BRAINARD, OXFORD, WINDHAM & DANIELSON ARPTS	TOTAL	574	574 A	0	0	0	0
				FEDERAL	490	490	0	0	0	0
				STATE	84	84	0	0	0	0
0170-2646	GENERAL AV ARPTS	---	STUDIES/RESEARCH - STATEWIDE UPDATED BUSINESS PLANS VARIOUS GENERAL AV ARPTS	TOTAL	191	191 Z	0	0	0	0
				FEDERAL	163	163	0	0	0	0
				STATE	28	28	0	0	0	0
0170-XXX1	GENERAL AV ARPTS	---	STUDIES/RESEARCH - VEG MANAGEMENT PLAN	TOTAL	2,795	20 z	2,775	0	0	2,775 Z
				FEDERAL	2,574	0	2,574	0	0	2,574
				STATE	201	0	201	0	0	201
0170-XXX3	GENERAL AV ARPTS	---	STUDIES/RESEARCH - OBSTRUCTION ANALYSIS	TOTAL	751	751 Z	0	0	0	0
				FEDERAL	713	713	0	0	0	0
				STATE	38	38	0	0	0	0
				TOTAL	9,932,914	12,036	9,920,878	3,643,750	3,104,500	3,172,628
				FEDERAL	9,427,405	10,471	9,416,934	3,456,750	2,949,150	3,011,034
				STATE	318,307	1,231	317,076	107,400	88,745	120,931

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

FAA-DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0165-A205	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RESIDENTIAL SOUND INSULATION PROGRAM (LU-10)	TOTAL	3,125	0	3,125	3,125 C	0	0
				FEDERAL	2,500	0	2,500	2,500	0	0
				STATE	625	0	625	625	0	0
0165-A207	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - SOUND INSULATION (LU-10)	TOTAL	3,125	0	3,125	0	3,125 C	0
				FEDERAL	2,500	0	2,500	0	2,500	0
				STATE	625	0	625	0	625	0
0165-A209	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RELOC VOR	TOTAL	1,580	80 A	1,500	0	0	1,500 C
				FEDERAL	1,125	0	1,125	0	0	1,125
				STATE	455	80	375	0	0	375
0165-A210	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - PURCHASE DEV RIGHTS (LU-4)	TOTAL	1,875	0	1,875	0	0	1,875 B
				FEDERAL	1,500	0	1,500	0	0	1,500
				STATE	375	0	375	0	0	375
0165-A211	BRADLEY INTL ARPT	---	PROPERTY ACQUISITION - PURCHASE PROPERTY (LU-8)	TOTAL	2,000	0	2,000	0	0	2,000 B
				FEDERAL	1,600	0	1,600	0	0	1,600
				STATE	400	0	400	0	0	400
0165-A212	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RELOC PERIMETER RD	TOTAL	3,360	0	3,360	0	0	3,360 Z
				FEDERAL	2,520	0	2,520	0	0	2,520
				STATE	840	0	840	0	0	840
				TOTAL	15,065	80	14,985	3,125	3,125	8,735
				FEDERAL	11,745	0	11,745	2,500	2,500	6,745
				STATE	3,320	80	3,240	625	625	1,990

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

FAA-ENTITLEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0058-0263	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - RECON R/W 15-33	TOTAL	69	0	69	0	0	69 Z
				FEDERAL	69	0	69	0	0	69
				STATE	0	0	0	0	0	0
0058-0276	GRTN-NL ARPT	---	FACILITY REHABILITATION - ADDITION TO FIREHOUSE @ GRTN-NL ARPT BLDG #85-308	TOTAL	2,900	0	2,900	0	0	2,900 C
				FEDERAL	1,350	0	1,350	0	0	1,350
				STATE	1,550	0	1,550	0	0	1,550
0058-0279	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - INSTALL COMMUTE-A-WALK CANOPY @ GRTN-NL ARPT	TOTAL	148	148 Z	0	0	0	0
				FEDERAL	93	93	0	0	0	0
				STATE	55	55	0	0	0	0
0058-0280	GRTN-NL ARPT	---	STUDIES/RESEARCH - PREPARE EIS FOR R/W 5-23 SAFETY AREA GRTN-NL ARPT	TOTAL	589	589 A	0	0	0	0
				FEDERAL	450	450	0	0	0	0
				STATE	139	139	0	0	0	0
0058-0281	GRTN-NL ARPT	---	STUDIES/RESEARCH - PREPARATION OF VEGETATION MGMT PLAN FOR GRTN-NL ARPT	TOTAL	156	156 A	0	0	0	0
				FEDERAL	138	138	0	0	0	0
				STATE	18	18	0	0	0	0
0058-0296	GRTN-NL ARPT	---	STUDIES/RESEARCH - SECURITY ENHANCEMENT FOR GRTN-NL ARPT	TOTAL	928	928 Z	0	0	0	0
				FEDERAL	449	449	0	0	0	0
				STATE	479	479	0	0	0	0
0058-0303	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - CONSTR R/W SAFETY AREAS FOR R/W 5-23 GRTN-NL ARPT	TOTAL	483	483 A	0	0	0	0
				FEDERAL	316	316	0	0	0	0
				STATE	167	167	0	0	0	0
0058-0304	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - RECONS MAIN RAMP	TOTAL	750	75 A	675	0	0	675 C
				FEDERAL	675	0	675	0	0	675
				STATE	0	0	0	0	0	0
0058-0305	GRTN-NL ARPT	---	MINOR DRAINAGE - DRAINAGE REPL	TOTAL	331	331 Z	0	0	0	0
				FEDERAL	326	326	0	0	0	0
				STATE	0	0	0	0	0	0
0058-XXX1	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - CONSTR R/W SAFETY AREA	TOTAL	5,650	0	5,650	0	0	5,650 C
				FEDERAL	4,950	0	4,950	0	0	4,950
				STATE	700	0	700	0	0	700
0058-XXX4	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - CONSTR PERMIMETER RD WST	TOTAL	500	0	500	0	0	500 C
				FEDERAL	475	0	475	0	0	475
				STATE	25	0	25	0	0	25

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

FAA-ENTITLEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0058-XXX6	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - REHAB RAMP	TOTAL	1,500	1,500 C	0	0	0	0
				FEDERAL	1,220	1,220	0	0	0	0
				STATE	280	280	0	0	0	0
0058-XXX7	GRTN-NL ARPT	---	STUDIES/RESEARCH - MASTER PLAN UPDATE	TOTAL	380	380 Z	0	0	0	0
				FEDERAL	360	360	0	0	0	0
				STATE	20	20	0	0	0	0
0058-XXX9	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - REHAB TAXI WAY C	TOTAL	2,000	0	2,000	0	0	2,000 C
				FEDERAL	1,625	0	1,625	0	0	1,625
				STATE	375	0	375	0	0	375
0092-XXX1	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - R/W REHAB	TOTAL	2,024	2,024 Z	0	0	0	0
				FEDERAL	1,900	1,900	0	0	0	0
				STATE	50	50	0	0	0	0
0092-XXX2	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - SAFETY AREA	TOTAL	10,900	10,900 Z	0	0	0	0
				FEDERAL	10,350	10,350	0	0	0	0
				STATE	50	50	0	0	0	0
0092-XXX3	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - PHASE II PAVE SAFETY AREA	TOTAL	1,000,000	0	1,000,000	0	0	1,000,000 Z
				FEDERAL	950,000	0	950,000	0	0	950,000
				STATE	37,500	0	37,500	0	0	37,500
0092-XXX4	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - AERONAUTICAL STUDY	TOTAL	300,000	0	300,000	0	0	300,000 Z
				FEDERAL	285,000	0	285,000	0	0	285,000
				STATE	11,250	0	11,250	0	0	11,250
0092-XXX5	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - OBSTRUCTION REMOVAL	TOTAL	500,000	0	500,000	0	0	500,000 Z
				FEDERAL	475,000	0	475,000	0	0	475,000
				STATE	18,750	0	18,750	0	0	18,750
0165-0391	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - REHAB R/W 6-24	TOTAL	9,000	500 A	8,500	8,500 C	0	0
				FEDERAL	6,400	0	6,400	6,400	0	0
				STATE	2,600	500	2,100	2,100	0	0
0165-A182	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - REHAB R/W 15-33	TOTAL	6,300	0	6,300	0	300 A	6,000 C
				FEDERAL	4,500	0	4,500	0	0	4,500
				STATE	1,800	0	1,800	0	300	1,500
0165-A206	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RELOC T/W C	TOTAL	4,200	0	4,200	200 A	4,000 C	0
				FEDERAL	3,000	0	3,000	0	3,000	0
				STATE	1,200	0	1,200	200	1,000	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

FAA-ENTITLEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0165-A208	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - PURCHASE MITIGATION SITE (BIRDS)	TOTAL	1,500	0	1,500	0	1,500 B	0
				FEDERAL	1,125	0	1,125	0	1,125	0
				STATE	375	0	375	0	375	0
0165-A213	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RELOC AIRFIELD ELECTRICAL VAULT	TOTAL	7,875	0	7,875	375 A	0	7,500 C
				FEDERAL	5,625	0	5,625	0	0	5,625
				STATE	2,250	0	2,250	375	0	1,875
0165-A214	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - VARIOUS ARPT IMPROVS (FY 2012-2017)	TOTAL	18,080	0	18,080	0	0	18,080 Z
				FEDERAL	13,560	0	13,560	0	0	13,560
				STATE	4,520	0	4,520	0	0	4,520
0165-A216	BRADLEY INTL ARPT	---	AIRPORT IMPROVEMENT - RESIDENTIAL SOUND INSULATION PROGRAM	TOTAL	1,000	967 Z	33	33 C	0	0
				FEDERAL	800	800	0	0	0	0
				STATE	200	167	33	33	0	0
				TOTAL	1,877,263	18,981	1,858,282	9,108	5,800	1,843,374
				FEDERAL	1,769,756	16,402	1,753,354	6,400	4,125	1,742,829
				STATE	84,353	1,925	82,428	2,708	1,675	78,045

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-0195	SIKORSKY MEM ARPT	---	GRANT-IN-AID - AIRFIELD WIDE LIGHTING, MARKING & SIGNING (PHASE 1) @ SIKORSKY MEM ARPT	TOTAL	58	58 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	58	58	0	0	0	0
0015-0213	SIKORSKY MEM ARPT	---	COMMUTER PARKING LOT - PARKING LOT IMPROVS @ SIKORSKY MEM ARPT	TOTAL	232	232 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	232	232	0	0	0	0
0015-0235	SIKORSKY MEM ARPT	---	GRANT-IN-AID - ARPT DRAINAGE IMPROV PHASE I @ SIKORSKY MEM ARPT	TOTAL	42	42 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	42	42	0	0	0	0
0015-0236	SIKORSKY MEM ARPT	---	GRANT-IN-AID - MASTER PLAN UPDATE FOR SIKORSKY MEM ARPT	TOTAL	22	22 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	22	22	0	0	0	0
0015-0241	SIKORSKY MEM ARPT	---	GRANT-IN-AID - COMMUNICATION SYSTEM UPGRADE, COMMAND & CONTROL ROOM RENOVATIONS SIKORSKY MEM ARPT	TOTAL	12	12 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	12	12	0	0	0	0
0015-0252	SIKORSKY MEM ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF BRIDGEPORT FOR SNOW REMOVAL EQUIP SIKORSKY MEM ARPT	TOTAL	26	26 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	26	26	0	0	0	0
0015-0273	SIKORSKY MEM ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF BRIDGEPORT: EIS FOR R/W 6-24 SAFETY IMPROV PROJECT	TOTAL	109	109 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	109	109	0	0	0	0
0015-0290	SIKORSKY MEM ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF BRIDGEPORT: IMPROV TO R/W 6-24 SIKORSKY MEM ARPT	TOTAL	8	8 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	8	8	0	0	0	0
0015-0306	SIKORSKY MEM ARPT	---	GRANT-IN-AID - RECONSTR T/W D & CORRECT SIGNAGE ON & ADJACENT TO R/W 11-29 @ SIKORSKY MEM ARPT	TOTAL	75	75 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	75	75	0	0	0	0
0015-0321	SIKORSKY MEM ARPT	---	GRANT-IN-AID - SIKORSKY MEM ARPT RECONSTR NORTH APRON GRANT-IN-AID CITY BRIDGEPORT	TOTAL	3	3 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3	3	0	0	0	0
0015-0324	SIKORSKY MEM ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF BRIDGEPORT R/W 6-24 PAVEMENT REPAIRS SIKORSKY MEM ARPT	TOTAL	15	15 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	15	15	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0034-0293	DANBURY MUNIC ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF DANBURY, EXPAND & REHAB GA RAMP DANBURY MUNIC ARPT	TOTAL	124	124 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	124	124	0	0	0	0
0034-0301	DANBURY MUNIC ARPT	---	GRANT-IN-AID - GRANT-IN-AID - WILDLIFE FENCE, R/W 8-26 OBSTRUCTION ANALYSIS DANBURY MUNIC ARPT	TOTAL	22	22 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	22	22	0	0	0	0
0034-0314	DANBURY MUNIC ARPT	---	GRANT-IN-AID - RECONSTR, MARK & LIGHT T/W A @ DANBURY MUNIC ARPT	TOTAL	201	201 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	201	201	0	0	0	0
0034-0319	DANBURY MUNIC ARPT	---	GRANT-IN-AID - DANBURY MUNIC ARPT BEACON LIGHTS GRANT-IN-AID CITY BRIDGEPORT	TOTAL	16	16 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	16	16	0	0	0	0
0034-0321	DANBURY MUNIC ARPT	---	GRANT-IN-AID - INSTALL OBSTRUCTION LIGHTS DESIGN & CONSTR CLEAR R/W 8 APPROACH DESIGN	TOTAL	11	11 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	11	11	0	0	0	0
0034-0322	DANBURY MUNIC ARPT	---	GRANT-IN-AID - R/W 8 THRESHOLD SITING STUDY	TOTAL	3	3 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3	3	0	0	0	0
0034-0323	DANBURY MUNIC ARPT	---	GRANT-IN-AID - FAR PART 150 NOISE COMPATIBILITY STUDY	TOTAL	22	22 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	22	22	0	0	0	0
0058-0262	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - RECON R/W 5-23	TOTAL	96	0	96	0	0	96 A
				FEDERAL	0	0	0	0	0	0
				STATE	96	0	96	0	0	96
0058-0278	GRTN-NL ARPT	---	STUDIES/RESEARCH - AIR SERVICE STUDY GRTN-NL ARPT	TOTAL	50	50 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	50	50	0	0	0	0
0058-0284	GRTN-NL ARPT	---	HAZARDOUS WASTE REMOVAL - REMOVAL OF FUEL STORAGE TANK @ GRTN-NL ARPT	TOTAL	130	130 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	130	130	0	0	0	0
0058-0286	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - CONSTR AIRCRAFT PARKING RAMP @ GRTN-NL ARPT	TOTAL	167	167 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	167	167	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0058-0293	GRTN-NL ARPT	---	SURVEYS - BOUNDARY SURVEY - GRTN-NL ARPT	TOTAL	30	30 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	30	30	0	0	0	0
0058-0295	GRTN-NL ARPT	---	STUDIES/RESEARCH - PREPARE STORMWATER POLLUTION PREVENTION PLAN FOR GRTN-NL ARPT	TOTAL	12	12 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	12	12	0	0	0	0
0058-0306	GRTN-NL ARPT	---	STUDIES/RESEARCH - ARPT DRAINAGE STUDY GROTON	TOTAL	70	70 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0058-0309	GRTN-NL ARPT	---	EMERGENCY REPAIRS - EMER DECLARATION-MEDIUM INTENSITY APPROACH LIGHTING REPAIRS	TOTAL	200	200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0058-XXX2	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - REHAB TERMINAL PARKING	TOTAL	100	0	100	0	0	100 C
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0058-XXX5	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - REHAB MAINT PARKING AREA	TOTAL	300	0	300	0	0	300 C
				FEDERAL	0	0	0	0	0	0
				STATE	300	0	300	0	0	300
0058-XXX8	GRTN-NL ARPT	---	AIRPORT IMPROVEMENT - REHAB T/W C NORTH DES	TOTAL	20	20 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	20	20	0	0	0	0
0063-0554	HTFD-BRAINARD ARPT	---	HAZARDOUS WASTE REMOVAL - REMOVAL OF CONTAMINATED SOIL T-HANGARS @ HTFD-BRAINARD ARPT	TOTAL	60	60 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	60	60	0	0	0	0
0063-0588	HTFD-BRAINARD ARPT	---	STUDIES/RESEARCH - REVISE WILDLIFE MGMT PLAN FOR HTFD-BRAINARD ARPT	TOTAL	14	14 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	14	14	0	0	0	0
0063-0597	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - TREE REMOVAL ON LINDBERGH DR HTFD-BRAINARD ARPT	TOTAL	22	22 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	22	22	0	0	0	0
0063-0625	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - SECURITY SYSTEM IMPROVS	TOTAL	260	260 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	260	260	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0063-XXX1	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - REHAB LINDBERG DRIVE	TOTAL	1,175	0	1,175	0	0	1,175 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,175	0	1,175	0	0	1,175
0063-XXX5	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - PUMP STATION	TOTAL	200	50 A	150	0	0	150 Z
				FEDERAL	0	0	0	0	0	0
				STATE	200	50	150	0	0	150
0063-XXX6	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - MAINT & ARFF BUILDING REPAIR	TOTAL	210	210 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	210	210	0	0	0	0
0063-XXX7	HTFD-BRAINARD ARPT	---	AIRPORT IMPROVEMENT - AC RAMP IMPROV	TOTAL	173	173 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	173	173	0	0	0	0
0068-0203	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - REPAIRS TO FBO BUILDING	TOTAL	100	100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	100	0	0	0	0
0068-XXX1	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - CONSTR PERIMETER RD	TOTAL	400	0	400	0	0	400 Z
				FEDERAL	0	0	0	0	0	0
				STATE	400	0	400	0	0	400
0068-XXX2	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - MAINTAIN FENCE LINE	TOTAL	150	0	150	0	0	150 C
				FEDERAL	0	0	0	0	0	0
				STATE	150	0	150	0	0	150
0068-XXX3	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - REHAB ENTRANCE RD & PARKING	TOTAL	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,000	0	1,000	0	0	1,000
0068-XXX4	DANIELSON ARPT	---	SECURITY - SECURITY FENCING	TOTAL	100	40 Z	60	0	0	60 z
				FEDERAL	0	0	0	0	0	0
				STATE	60	0	60	0	0	60
0068-XXX6	DANIELSON ARPT	---	AIRPORT IMPROVEMENT - OBSTRUCTION LIGHTS	TOTAL	100	0	100	0	0	100 C
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0079-0204	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - ARPT LAYOUT PLAN UPDATE MRDN-MARKHAM ARPT BY THE CITY OF MERIDEN	TOTAL	24	24 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	24	24	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0079-0218	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - RECONSTR TIE DOWN & R/W 36 HOLDING BAY @ MRDN-MARKHAM ARPT	TOTAL	40	40	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	40	40		0	0	0	0
0079-0221	MRDN-MARKHAM ARPT	---	AIRPORT IMPROVEMENT - TRANSCIENT APRON,PARTIAL T/W REHAB & OBSTR REMVL @ MRDN-MARKHAM ARPT	TOTAL	76	76	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	76	76		0	0	0	0
0079-0224	MRDN-MARKHAM ARPT	---	GRANT-IN-AID - MRDN-MARKHAM ARPT RECONSTR R/W 18-36, PARALLEL T/W & LIGHTING SYSTEM	TOTAL	54	54	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	54	54		0	0	0	0
0092-0457	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - EIS & STUDY OF T\W "B" & R\W "2" SAFETY AREA INCLUDING DESIGN	TOTAL	38	38	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	38	38		0	0	0	0
0092-0484	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO CITY OF NEW HAVEN FOR EIS EVALUATION OF T/W B & R/W 2 @ TWEED-NEW HVN ARPT	TOTAL	67	67	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	67	67		0	0	0	0
0092-0485	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF NEW HAVEN FOR THE DESIGN OF VAR IMPROV - TWEED-NEW HVN ARPT	TOTAL	9	9	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	9	9		0	0	0	0
0092-0503	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE CITY OF NEW HAVEN: CONSTR OF ARFF BUILDING TWEED-NEW HVN ARPT	TOTAL	86	86	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	86	86		0	0	0	0
0092-0536	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR ARPT MASTER PLAN UPDATE TWEED-NEW HVN ARPT	TOTAL	33	33	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	33	33		0	0	0	0
0092-0537	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR ENVIRONMENTAL DESIGN & PERMITTING R/W 2-20 & T/W EXT @ TWEED-NEW HVN ARPT	TOTAL	26	26	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	26	26		0	0	0	0
0092-0555	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE TWEED-NEW HVN ARPT AUTHORITY TO RECONSTR R/W 14-32	TOTAL	53	53	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	53	53		0	0	0	0
0092-0556	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID TO THE TWEED-NEW HVN ARPT AUTHORITY TO PURCHASE SNOW REMOVAL EQUIP	TOTAL	23	23	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	23	23		0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0591	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - TWEED-NEW HAVEN ARPT DESIGN & PERMIT W COMRCL RAMP & RECOVERY SYSTEM	TOTAL	16	16 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	16	16	0	0	0	0
0092-0592	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR TWEED-NEW HVN ARPT-NEW HAVEN ACQUIS OF CLASS III SNOW PLOW	TOTAL	13	13 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	13	13	0	0	0	0
0092-0593	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR TWEED-NEW HVN ARPT-NEW HAVEN TERMINAL STUDY	TOTAL	6	6 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	6	6	0	0	0	0
0092-0594	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR TWEED-NEW HVN ARPT-NEW HAVEN PASSENGER TERMINAL IMPROV	TOTAL	36	36 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	36	36	0	0	0	0
0092-0605	TWEED-NEW HVN ARPT	---	GRANT-IN-AID - GRANT-IN-AID FOR TWEED-NEW HVN ARPT-NEW HAVEN RECONSTR W TERM RAMP/GLYCOL RECOVERY	TOTAL	75	75 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	75	75	0	0	0	0
0107-0109	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - LAND ACQUIS FOR OUTER/ MIDDLE MARKERS, ANTENNA & INST INSTALL ILS WTBY-OXFORD ARPT	TOTAL	391	391 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	391	391	0	0	0	0
0107-0133	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - RECONSTR T/W "A" & CONSTR BYPASS TAXIWAYS @ WTBY-OXFORD ARPT	TOTAL	23	23 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	23	23	0	0	0	0
0107-0141	WTBY-OXFORD ARPT	---	FACILITY CONSTRUCTION - CONSTR STORAGE BUILDING FOR SNOW REMOVAL EQUIP @ WTBY-OXFORD ARPT	TOTAL	1,243	891 Z	352	0	0	352 Z
				FEDERAL	0	0	0	0	0	0
				STATE	993	641	352	0	0	352
0107-0148	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EAST SIDE DEV INSTALL WATER & ELECTRICAL SERV WTBY-OXFORD ARPT	TOTAL	158	158 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	158	158	0	0	0	0
0107-0150	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - PURCHASE EQUIP FOR AIR TRAFFIC CONTROL TOWER @ WTBY-OXFORD ARPT	TOTAL	428	428 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	428	428	0	0	0	0
0107-0152	WTBY-OXFORD ARPT	---	SECURITY - INSTALL OF SECURITY SYSTEM @ WTBY-OXFORD ARPT	TOTAL	457	457 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	457	457	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0107-0153	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EXTEND T/W B	TOTAL	147	147 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
MULTI-FUNDED				STATE	147	147	0	0	0	0
0107-0155	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - EXTENSION OF T/W B NORTH	TOTAL	50	50 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0107-A026	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - POWERLINE RELOC @ WTBY-OXFORD ARPT	TOTAL	2,078	2,078 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,078	2,078	0	0	0	0
0107-A039	WTBY-OXFORD ARPT	---	STUDIES/RESEARCH - CONSTR VEGETATION MGMT PLAN FOR WTBY-OXFORD ARPT	TOTAL	120	120 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	120	120	0	0	0	0
0107-XX10	WTBY-OXFORD ARPT	---	FACILITY REHABILITATION - BULDING GENERATOR	TOTAL	175	175 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0107-XX11	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - SIGNAGE UPGRADES	TOTAL	30	30 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0107-XX13	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - T/W E & PERIMETER RD	TOTAL	130	130 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	130	130	0	0	0	0
0107-XX14	WTBY-OXFORD ARPT	---	SECURITY - REPL SECURITY FENCING	TOTAL	150	150 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	150	150	0	0	0	0
0107-XX15	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - RELOC POWER LINE	TOTAL	292	0	292	0	0	292 Z
				FEDERAL	0	0	0	0	0	0
				STATE	292	0	292	0	0	292
0107-XX16	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - REHAB & EXPAND GA RAMP	TOTAL	419	0	419	0	0	419 Z
				FEDERAL	0	0	0	0	0	0
				STATE	419	0	419	0	0	419
0107-XX17	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - APPROACH LIGHTING SYSTEM	TOTAL	175	0	175	0	0	175 A
				FEDERAL	0	0	0	0	0	0
				STATE	175	0	175	0	0	175

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0107-XXX6	WTBY-OXFORD ARPT	---	FACILITY CONSTRUCTION - CONSTR SAND STORAGE BLD	TOTAL	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,000	0	1,000	0	0	1,000
0107-XXX8	WTBY-OXFORD ARPT	---	AIRPORT IMPROVEMENT - REHAB MAINT PARKING AREA	TOTAL	300	0	300	0	0	300 C
				FEDERAL	0	0	0	0	0	0
				STATE	300	0	300	0	0	300
0109-0164	PLAINVILLE	ROBERTSON ARPT	GRANT-IN-AID - GRANT-IN-AID ANALYSIS OF MUNICIPAL PURCHASE OF ROBERTSON ARPT-PLAINVILLE	TOTAL	3	3 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3	3	0	0	0	0
0163-0190	WINDHAM ARPT DANIELSON ARPT	---	SECURITY - SECURITY IMPROVS	TOTAL	1,080	1,080 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,080	1,080	0	0	0	0
0163-0191	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - DEMOLISH DETERIORATED BUILDINGS	TOTAL	100	100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	100	0	0	0	0
0163-0196	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - RECONSTR MAIN RAMP & T/W B	TOTAL	100	100 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0163-XX15	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - REHAB VEHICLE PARKING	TOTAL	250	0	250	0	0	250 C
				FEDERAL	0	0	0	0	0	0
				STATE	250	0	250	0	0	250
0163-XXX1	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - CONSTR PERIMETER RD DESIGN	TOTAL	100	0	100	0	0	100 A
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0163-XXX5	WINDHAM ARPT	---	SECURITY - SECURITY FENCING	TOTAL	130	30 Z	100	0	0	100 Z
				FEDERAL	0	0	0	0	0	0
				STATE	100	0	100	0	0	100
0163-XXX6	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - EXTEND UNTIL	TOTAL	350	350 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0163-XXX7	WINDHAM ARPT	---	STUDIES/RESEARCH - UPDATE SWPP PLAN	TOTAL	30	30 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0

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0163-XXX8	WINDHAM ARPT	---	AIRPORT IMPROVEMENT - A/C TIE DOWN IMPROVS	TOTAL	235	235 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	235	235	0	0	0	0
0165-A215	BRADLEY INTL ARPT	---	SUPPLEMENTAL SYSTEM VEHICLES - PURCHASE ARPT DEV (FY2008-2017)	TOTAL	13,450	0	13,450	650 Z	800 Z	12,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	12,000	0	12,000	0	0	12,000
0170-1105	GENERAL AV ARPTS	---	AIRPORT IMPROVEMENT - PHOTOS & PHOTOGRAMMETRY, CONTOUR MAPS OF TREE TOP CANOPY-GENERAL AV ARPTS	TOTAL	506	506 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	506	506	0	0	0	0
0170-1397	GENERAL AV ARPTS	---	STUDIES/RESEARCH - MAPPING OF WETLANDS @ FIVE FIVE (5) GENERAL AV ARPTS	TOTAL	133	121 A	12	0	0	12 Z
				FEDERAL	0	0	0	0	0	0
				STATE	133	121	12	0	0	12
0170-1490	GENERAL AV ARPTS	---	STUDIES/RESEARCH - STATEWIDE OBSTRUCTION ANALYSIS & REMOVAL @ FIVE (5) ST OWNED GENERAL AV ARPTS	TOTAL	639	639 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	639	639	0	0	0	0
0170-2426	GENERAL AV ARPTS	---	AIRPORT IMPROVEMENT - PURCHASE OF RADIO EQUIP FOR VAR GENERAL AV ARPTS	TOTAL	19	19 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	19	19	0	0	0	0
0170-2499	GENERAL AV ARPTS	---	STUDIES/RESEARCH - STORM WATER POLLUTION PREVENTION PLAN GENERAL AV ARPTS	TOTAL	60	60 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	60	60	0	0	0	0
0170-2644	GENERAL AV ARPTS	---	AIRPORT IMPROVEMENT - ENVIRONMENTAL REMEDIATIONS	TOTAL	51	51 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	51	51	0	0	0	0
0170-2733	GENERAL AV ARPTS	---	STUDIES/RESEARCH - OBSTRUCTION ANALYSIS GENERAL AV ARPTS	TOTAL	100	100 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0170-XXX2	GENERAL AV ARPTS	---	AIRPORT IMPROVEMENT - CRACK SEAL PROGRAM	TOTAL	250	50 C	200	0	0	200 C
				FEDERAL	0	0	0	0	0	0
				STATE	250	50	200	0	0	200
0170-XXX4	GENERAL AV ARPTS	---	SECURITY - SECURITY IMPROVS	TOTAL	1,675	150 Z	1,525	0	0	1,525 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,675	150	1,525	0	0	1,525

PROJECTS BY MODE AND SUGGESTED PROGRAM

AVIATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------			-------- Additional Funds Required by Fiscal Year's Ending --------		
0172-0340	WINDHAM ARPT DANIELSON ARPT	---	FACILITY DEMOLITION - DEMOLISH BUILDINGS @ WINDHAM ARPT & DANIELSON ARPT	TOTAL	100	100 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	100	100	0	0	0	0
				TOTAL	33,942	12,236	21,706	650	800	20,256
				FEDERAL	0	0	0	0	0	0
				STATE	31,067	10,811	20,256	0	0	20,256

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

CONGRESSIONAL EARMARK, FFY 2004

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0094-0212	NEW LONDON	FERRY DOCK	FACILITY REHABILITATION - FISHERS ISLAND FERRY DISTRICT NEW LONDON TERMINAL EXPANSION	TOTAL	750	750 C	0	0	0	0
MULTI-FUNDED				FEDERAL	750	750	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	750	750	0	0	0	0
				FEDERAL	750	750	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

EARMARK DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-0312	BRGPT PORT AUTH	---	FACILITY CONSTRUCTION - BRIDGEPORT HIGH SPEED FERRY	TOTAL	3,518	3,518 Z	0	0	0	0
				FEDERAL	3,197	3,197	0	0	0	0
MULTI-FUNDED				STATE	321	321	0	0	0	0
				TOTAL	3,518	3,518	0	0	0	0
				FEDERAL	3,197	3,197	0	0	0	0
				STATE	321	321	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

HIGH PRIORITY PROJECTS / SAFETEA-LU

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0015-0312	BRGPT PORT AUTH	---	FACILITY CONSTRUCTION - BRIDGEPORT HIGH SPEED FERRY	TOTAL	3,696	321 A	3,375	0	0	3,375 C
				FEDERAL	2,700	0	2,700	0	0	2,700
MULTI-FUNDED				STATE	996	321	675	0	0	675
				TOTAL	3,696	321	3,375	0	0	3,375
				FEDERAL	2,700	0	2,700	0	0	2,700
				STATE	996	321	675	0	0	675

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

OTHER NON SAFETEA-LU-FEDERAL PROGRAMS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-0312	BRGPT PORT AUTH	---	FACILITY CONSTRUCTION - BRIDGEPORT HIGH SPEED FERRY	TOTAL	4,306	4,306 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	3,985	3,985	0	0	0	0
				STATE	321	321	0	0	0	0
0094-0212	NEW LONDON	FERRY DOCK	FACILITY REHABILITATION - FISHERS ISLAND FERRY DISTRICT NEW LONDON TERMINAL EXPANSION	TOTAL	5,082	5,082 C	0	0	0	0
MULTI-FUNDED				FEDERAL	5,082	5,082	0	0	0	0
				STATE	0	0	0	0	0	0
0135-0290	FERRY-STAMFORD	---	FACILITY CONSTRUCTION - NEW FERRY TERMINAL FACILITY IN VICINITY OF STAMFORD TRANSP CENTER	TOTAL	497	497 A	0	0	0	0
				FEDERAL	497	497	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	9,885	9,885	0	0	0	0
				FEDERAL	9,564	9,564	0	0	0	0
				STATE	321	321	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0053-XXX1	FERRY-CHEST-HDLYME	---	SECURITY - SECURITY IMPROVS	TOTAL	200,000	0	200,000	200,000 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200,000	0	200,000	200,000	0	0
0094-0165	STATE PORT COMPLEX	---	FACILITY REHABILITATION - INSPECT/REPAIR/RENOVATE WATER TOWER @ THE NEW LONDON PIER	TOTAL	595	595 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	595	595	0	0	0	0
0094-0180	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - DESIGN OF RECONSTR OF ST PIER & FACILITIES- NEW LONDON	TOTAL	2,090	2,090 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,090	2,090	0	0	0	0
0094-0192	STATE PORT COMPLEX	---	FACILITY REHABILITATION - ROADWAY RECONSTR @ STATE PIER DESIGN	TOTAL	98	98 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	98	98	0	0	0	0
0094-0199	STATE PORT COMPLEX	---	UTILITY PROJECTS - UTILITY CONSTR FOR ROADWAY & RETAINING WALL WORK ST PIER\NEW LONDON	TOTAL	7	7 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	7	7	0	0	0	0
0094-0204	STATE PORT COMPLEX	---	FACILITY REHABILITATION - DREDGING WEST SIDE OF PIER	TOTAL	2,002,260	2,260 Z	2,000,000	0	0	2,000,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,002,260	2,260	2,000,000	0	0	2,000,000
0094-0209	STATE PORT COMPLEX	---	STUDIES/RESEARCH - CVRR PIER USAGE STUDY & PURCHASE	TOTAL	3,100	3,100 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,100	3,100	0	0	0	0
0094-0217	STATE PORT COMPLEX	---	STUDIES/RESEARCH - BIENNIAL ABOVE & UNDER WATER INSPECTION/ADMIRAL SHEAR ST PIER & CVRR PIER	TOTAL	67	67 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	67	67	0	0	0	0
0094-0219	STATE PORT COMPLEX	---	STUDIES/RESEARCH - BATHYMETRIC SURVEY OF ST PIER FACILITY INCLUDE CVRR PIER-QUAY WALL	TOTAL	200	200 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0094-0222	STATE PORT COMPLEX	---	STUDIES/RESEARCH - PERFORM PIER USAGE STUDY PROVIDE FUNDS TO SECURE CONSULTANT	TOTAL	125	125 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	125	125	0	0	0	0
0094-XXX1	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - RECONSTRUCT EAST & WEST WHARVES	TOTAL	4,320,000	0	4,320,000	4,320,000 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	4,320,000	0	4,320,000	4,320,000	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0094-XXX2	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - SITE LIGHTING & FENCING	TOTAL	300,000	0	300,000	0	300,000 C	0
				FEDERAL	0	0	0	0	0	0
				STATE	300,000	0	300,000	0	300,000	0
0094-XXX3	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - RHAB ENTRANCE ROADWAY	TOTAL	200,000	0	200,000	0	0	200,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	200,000	0	200,000	0	0	200,000
0094-XXX4	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - CONSTR PARKING LOT	TOTAL	300,000	0	300,000	0	0	300,000 C
				FEDERAL	0	0	0	0	0	0
				STATE	300,000	0	300,000	0	0	300,000
0094-XXX5	STATE PORT COMPLEX	---	FACILITY REHABILITATION - FACILITY IMPROVS	TOTAL	1,000,000	0	1,000,000	0	0	1,000,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,000,000	0	1,000,000	0	0	1,000,000
0094-XXX6	STATE PORT COMPLEX	---	SECURITY - SECURITY IMPROVS	TOTAL	300	300 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	300	300	0	0	0	0
0094-XXX7	STATE PORT COMPLEX	---	FACILITY RECONSTRUCTION - REHAB CV PIER WALL	TOTAL	3,000,000	0	3,000,000	0	0	3,000,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	3,000,000	0	3,000,000	0	0	3,000,000
0118-0155	FERRY-RHILL-GLAST	---	FACILITY REHABILITATION - REHAB & SITE IMPROVS	TOTAL	386	386 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	386	386	0	0	0	0
0118-XXX1	FERRY-RHILL-GLAST	---	FACILITY REHABILITATION - LANDING IMPROVS	TOTAL	1,200,000	0	1,200,000	1,200,000 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,200,000	0	1,200,000	1,200,000	0	0
0170-1495	FERRY-RHILL-GLAST FERRY-CHEST-HDLYME	---	FACILITY REHABILITATION - REHAB OF FERRY SLIPS, & FERRY-RHILL-GLAST & FERRY-CHEST-HDLYME	TOTAL	11	11 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	11	11	0	0	0	0
0170-W003	FERRY-RHILL-GLAST FERRY-CHEST-HDLYME	---	FACILITY REHABILITATION - IMPROV & RENOVATIONS TO FERRIES - CHEST-HDLYME & RHILL-GLAST	TOTAL	300	300 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	300	300	0	0	0	0
0172-0304	FERRY-CHEST-HDLYME	---	FACILITY REHABILITATION - REPL GATE OPERATORS @ FERRY LANDINGS - CHEST-HDLYME SLIPS	TOTAL	42	42 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	42	42	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

WATERWAYS

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
				TOTAL	12,529,581	9,581	12,520,000	5,720,000	300,000	6,500,000
				FEDERAL	0	0	0	0	0	0
				STATE	12,529,381	9,381	12,520,000	5,720,000	300,000	6,500,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

BUS AND BUS FACILITIES, EARMARK

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	12,066	12,066 A	0	0	0	0
MULTI-FUNDED				FEDERAL	9,653	9,653	0	0	0	0
				STATE	2,413	2,413	0	0	0	0
0402-0002	CT TRANS-N.HAVEN	---	STUDIES/RESEARCH - CT TRANSIT GREATER NEW HAVEN BUS MAINT & STORAGE FACILITY - HAMDEN	TOTAL	8,204	8,204 X	0	0	0	0
MULTI-FUNDED				FEDERAL	5,613	5,613	0	0	0	0
				STATE	2,591	2,591	0	0	0	0
0431-0006	WTBY-FIXED	---	FACILITY CONSTRUCTION - CONSTR OF A NEW BUS MAINT & STORAGE FACILITY TO SERVE THE WTBY AREA	TOTAL	6,567	6,567 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	4,441	4,441	0	0	0	0
				STATE	2,126	2,126	0	0	0	0
				TOTAL	26,837	26,837	0	0	0	0
				FEDERAL	19,707	19,707	0	0	0	0
				STATE	7,130	7,130	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-0089	METRO/N-MAINLINE	---	FACILITY CONSTRUCTION - NH YARD SECURITY IMPROVS UASI 2004 GRANT	TOTAL	1,321	1,321 Z	0	0	0	0
				FEDERAL	1,321	1,321	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	1,321	1,321	0	0	0	0
				FEDERAL	1,321	1,321	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

FHWA STP

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	7,500	0	7,500	7,500 Z	0	0
MULTI-FUNDED				FEDERAL	6,000	0	6,000	6,000	0	0
				STATE	1,500	0	1,500	1,500	0	0
				TOTAL	7,500	0	7,500	7,500	0	0
				FEDERAL	6,000	0	6,000	6,000	0	0
				STATE	1,500	0	1,500	1,500	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

FTA EMERGENCY PREPAREDNESS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0400-0020	CT TRANS-STATEWD	---	SECURITY - FUNDS FOR EMER PREPAREDNESS DRILLS @ CTTRANSIT	TOTAL	50	50 C	0	0	0	0
				FEDERAL	50	50	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	50	50	0	0	0	0
				FEDERAL	50	50	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

GOVERNOR'S INITIATIVE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-0088	METRO/N-MAINLINE	---	FACILITY CONSTRUCTION - NEW HAVEN SHOPS & YARDS - MASTER COMPLEX (PA05-4/supported through future revenues thru 2015)	TOTAL	300,000	300,000 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	300,000	300,000	0	0	0	0
0301-0201	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - REPL 342 EMU RAIL CARS (CT SHARE) (PA05-4/supported through future federal funds)	TOTAL	667,000	667,000 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	667,000	667,000	0	0	0	0
0302-T017	METRO/N-DANBURY	---	FACILITY REHABILITATION - CANNONDALE RR STATION RESTROOM	TOTAL	223	60 A	163	163 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	223	60	163	163	0	0
				TOTAL	967,223	967,060	163	163	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	967,223	967,060	163	163	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

NEW STARTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	335,716	0	335,716	26,376 Z	97,796 Z	211,544 Z
MULTI-FUNDED				FEDERAL	268,573	0	268,573	21,101	78,237	169,235
				STATE	67,143	0	67,143	5,275	19,559	42,309
				TOTAL	335,716	0	335,716	26,376	97,796	211,544
				FEDERAL	268,573	0	268,573	21,101	78,237	169,235
				STATE	67,143	0	67,143	5,275	19,559	42,309

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

NORTHEAST CORRIDOR FUNDS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-T131	METRO/N-MAINLINE	---	UPGRADE TRACKS - CONCRETE TIE PROG CP 261 - CP 271 TRACK 2 & 4 AMTRAK PORTION THROUGH MOU	TOTAL	16,000	16,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	16,000	16,000	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0000-0000	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SEAT - ADMNSTV CAPITAL - PROG	TOTAL	3,000	0	3,000	0	0	3,000 C
				FEDERAL	2,400	0	2,400	0	0	2,400
				STATE	600	0	600	0	0	600
0015-0293	BRIDGEPORT	---	RAILROAD STATION PARKING LOT - CONSTR INTERMODAL TRANSP CENTER IN DOWNTOWN BRIDGEPORT	TOTAL	19,700	19,700 C	0	0	0	0
				FEDERAL	15,700	15,700	0	0	0	0
				STATE	4,000	4,000	0	0	0	0
0015-P006	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - GREATER BRIDGEPORT - E&D OPER - FFY 2007	TOTAL	3,145	629 z	2,516	0	0	2,516 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,258	0	1,258	0	0	1,258
0017-0163	BRISTOL	---	TRANSIT OPERATING ASSISTANCE - BRISTOL ELDERLY SHOPPING - FFY 2007	TOTAL	40	0	40	0	0	40 Z
				FEDERAL	0	0	0	0	0	0
				STATE	40	0	40	0	0	40
0034-P004	HART	---	TRANSIT OPERATING ASSISTANCE - HART - E&D OPER - FFY 2007	TOTAL	2,460	492 z	1,968	0	0	1,968 Z
				FEDERAL	984	0	984	0	0	984
				STATE	0	0	0	0	0	0
0063-P004	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - GHTD E&D OPERATING - FFY 2007	TOTAL	3,705	741 z	2,964	0	0	2,964 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,482	0	1,482	0	0	1,482
0076-0195	MANCHESTER	---	STUDIES/RESEARCH - MANCHESTER - HARTFORD BUS RAPID TRANSIT FEASIBILITY STUDY	TOTAL	98	98 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	98	98	0	0	0	0
0082-P004	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - MIDDLETOWN TD - E&D OPER - FFY 2007	TOTAL	1,350	150 z	1,200	0	0	1,200 Z
				FEDERAL	0	0	0	0	0	0
				STATE	642	0	642	0	0	642
0083-P004	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - MILFORD TD - E&D OPER - FFY 2007	TOTAL	129	129 z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0092-P005	GR NEW HAVEN TD	---	TRANSIT OPERATING ASSISTANCE - GNHTD E&D OPER - FFY 2007	TOTAL	6,400	0	6,400	0	0	6,400 Z
				FEDERAL	0	0	0	0	0	0
				STATE	6,400	0	6,400	0	0	6,400
0102-P007	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - NORWALK TD - E&D OPER - FFY 2007	TOTAL	2,010	402 z	1,608	0	0	1,608 Z
				FEDERAL	804	0	804	0	0	804
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

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State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0138-0226	METRO/N-MAINLINE	---	RAILROAD STATION PARKING LOT - PARKING EXPANSION PROJECT STRATFORD RR STATION	TOTAL	12,000	0	12,000	0	0	12,000 C
MULTI-FUNDED				FEDERAL	3,000	0	3,000	0	0	3,000
				STATE	9,000	0	9,000	0	0	9,000
0161-0136	WILTON	7 33	FACILITY CONSTRUCTION - CONSTR A PARKING STRUCTURE @ THE WILTON STATION AT US 7 & SR 33	TOTAL	2,500	0	2,500	0	0	2,500 C
MULTI-FUNDED				FEDERAL	2,000	0	2,000	0	0	2,000
				STATE	500	0	500	0	0	500
0170-2009	NB-HRTFD BUSWAY	---	STUDIES/RESEARCH - EIS DEV FOR BUSWAY RAPID TRANSIT BETWEEN NEW BRITAIN & HARTFORD	TOTAL	456	456 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	456	456	0	0	0	0
0170-2512	METRO/N-MAINLINE	---	SUPPORTIVE SERVICES/ADMIN - TRANSIT CAPITAL PLANNING	TOTAL	2,200	0	2,200	250 Z	350 Z	1,600 Z
				FEDERAL	1,760	0	1,760	200	280	1,280
				STATE	440	0	440	50	70	320
0170-TXXX	METRO/N-MAINLINE	---	SUPPORTIVE SERVICES/ADMIN - TRANSIT CAPITAL PLANNING	TOTAL	1,300	0	1,300	0	0	1,300 Z
				FEDERAL	1,040	0	1,040	0	0	1,040
				STATE	260	0	260	0	0	260
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	15,105	0	15,105	0	0	15,105 Z
MULTI-FUNDED				FEDERAL	12,084	0	12,084	0	0	12,084
				STATE	3,021	0	3,021	0	0	3,021
0171-0308	NB-HRTFD BUSWAY	---	FACILITY CONSTRUCTION - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	75	75 A	0	0	0	0
				FEDERAL	60	60	0	0	0	0
				STATE	15	15	0	0	0	0
0300-0062	METRO/N SYSTMWD	---	COMMUNICATIONS IMPROVEMENTS - FIBER OPTICS,CONNECT W/TRNKLIN CONNECT FIBER OPTICS TRUNKLINE WITH VAR CONTROL	TOTAL	13,438	13,438 Y	0	0	0	0
				FEDERAL	10,558	10,558	0	0	0	0
				STATE	2,880	2,880	0	0	0	0
0300-0065	METRO/N SYSTMWD	---	TRANSIT OPERATING ASSISTANCE - NHL RAIL OPERATING ASSISTANCE - FFY 2007	TOTAL	89,010	0	89,010	0	0	89,010 Z
				FEDERAL	0	0	0	0	0	0
				STATE	89,010	0	89,010	0	0	89,010
0300-0074	METRO/N SYSTMWD	---	COMMUNICATIONS IMPROVEMENTS - REPL RADIO SYSTEM FOR METRO NORTH RR	TOTAL	6,113	6,113 Z	0	0	0	0
				FEDERAL	4,109	4,109	0	0	0	0
				STATE	2,004	2,004	0	0	0	0
0300-0085	METRO/N-MAINLINE	---	REHAB RAIL ROLLING STOCK - M2 REHAB/OVERHAUL (CT SHARE) BND MATCH	TOTAL	71,530	49,235 Z	22,295	10,095 Z	12,200 Z	0
MULTI-FUNDED				FEDERAL	31,340	13,504	17,836	8,076	9,760	0
				STATE	40,190	35,731	4,459	2,019	2,440	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0300-0109	METRO/N SYSTMWD	---	COMMUNICATIONS IMPROVEMENTS - INSTALL OF ADA COMPLIANT VARIABLE MESSAGE SIGNS @ NHL STATIONS	TOTAL	1,893	1,893 Z	0	0	0	0
				FEDERAL	1,424	1,424	0	0	0	0
				STATE	469	469	0	0	0	0
0300-0111	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - LOCOMOTIVE SPECIFICATION-STV AGREEMENT PLUS ACQUIS OF 6 DUAL MODE LOCOMOTIVES	TOTAL	40,866	40,866 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	29,666	29,666	0	0	0	0
				STATE	11,200	11,200	0	0	0	0
0301-0038	METRO/N-MAINLINE	---	ELECTRIFICATION SYSTEM IMPROVEMENT - UNITED ILLUMINATING CO FOR NEW ELECTRICAL SUPPLY STATION - NHL	TOTAL	6,089	6,089 Z	0	0	0	0
				FEDERAL	4,800	4,800	0	0	0	0
				STATE	1,289	1,289	0	0	0	0
0301-0040	METRO/N-MAINLINE	---	BRIDGE REPLACEMENT - REHAB WALK & SAGA MOVEABLE BR	TOTAL	282,780	0	282,780	0	0	282,780 C
MULTI-FUNDED				FEDERAL	226,225	0	226,225	0	0	226,225
				STATE	56,555	0	56,555	0	0	56,555
0301-0077	METRO/N-MAINLINE	---	TRACK CONSTRUCTION - NHL TRACK PROG (C-26)-INSTALL OF WOOD TIES,BR TIMBERS,TURNOUTS	TOTAL	5,260	5,260 C	0	0	0	0
				FEDERAL	2,720	2,720	0	0	0	0
				STATE	2,540	2,540	0	0	0	0
0301-0078	METRO/N-MAINLINE	---	COMMUNICATIONS IMPROVEMENTS - NH UNION STATION UPGRADE, VMS & CODE IMPROV	TOTAL	8,000	8,000 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	6,400	6,400	0	0	0	0
				STATE	1,600	1,600	0	0	0	0
0301-0083	METRO/N-MAINLINE	---	REHABILITATE TRACKS IN KIND - INTERLOCKING RENEWAL INCLUDING CP 261 & INSTALL OF DRAINAGE IMPR	TOTAL	5,000	5,000 C	0	0	0	0
				FEDERAL	4,000	4,000	0	0	0	0
				STATE	1,000	1,000	0	0	0	0
0301-T017	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - NH SHOPS & YARD - MASTER COMPLEX	TOTAL	115,518	0	115,518	4,883 Z	60,635 Z	50,000 Z
MULTI-FUNDED				FEDERAL	92,414	0	92,414	3,906	48,508	40,000
				STATE	23,104	0	23,104	977	12,127	10,000
0301-T111	METRO/N-MAINLINE	---	TRACK CONSTRUCTION - NHL TRACK PROG	TOTAL	8,000	0	8,000	0	0	8,000 C
MULTI-FUNDED				FEDERAL	6,400	0	6,400	0	0	6,400
				STATE	1,600	0	1,600	0	0	1,600
0301-T129	METRO/N-MAINLINE	---	REPLACE HIGHWAY BR OVER RAILROAD - REHAB BRS- SOUND BEACH AVE/TOMAC AVE-GREENWICH	TOTAL	20,000	0	20,000	0	0	20,000 C
				FEDERAL	16,000	0	16,000	0	0	16,000
				STATE	4,000	0	4,000	0	0	4,000
0301-TXXX	METRO/N-MAINLINE	---	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB RR BR MAIN ST, STRATFORD MP 59.01	TOTAL	11,000	0	11,000	0	0	11,000 C
				FEDERAL	8,800	0	8,800	0	0	8,800
				STATE	2,200	0	2,200	0	0	2,200

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State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0302-0007	METRO/N-DANBURY	---	SIGNAL SYSTEM IMPROVEMENT - SIGNAL & CTC CONSTR DANBURY BR INSTALL SIGNAL & CENTRAL TRAIN CONTROL	TOTAL	19,814	19,814 C	0	0	0	0
				FEDERAL	13,323	13,323	0	0	0	0
				STATE	6,491	6,491	0	0	0	0
0304-0008	METRO/N-WTBY	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL BR REHAB - 4 CULVERTS ALONG WTBY BRANCH - NAUG, SEYMOUR, BEACON FALLS	TOTAL	7,500	0	7,500	7,500 Z	0	0
MULTI-FUNDED				FEDERAL	6,000	0	6,000	6,000	0	0
				STATE	1,500	0	1,500	1,500	0	0
0310-0014	SHORELINE EAST	---	TRANSIT OPERATING ASSISTANCE - SHORELINE EAST - AMTRAK OPERATING - FFY 2007	TOTAL	15,132	0	15,132	0	0	15,132 Z
				FEDERAL	0	0	0	0	0	0
				STATE	15,132	0	15,132	0	0	15,132
0310-0022	SHORELINE EAST	---	FACILITY CONSTRUCTION - CONSTR IMPROV TO WESTBROOK RR STATION	TOTAL	11,000	11,000 Z	0	0	0	0
				FEDERAL	8,800	8,800	0	0	0	0
				STATE	2,200	2,200	0	0	0	0
0400-0001	CT TRANS-STATEWD	---	TRANSIT OPERATING ASSISTANCE - CONNECTICUT TRANSIT-NEW HAVEN - FFY 2009	TOTAL	106,086	0	106,086	0	0	106,086 Z
				FEDERAL	5,550	0	5,550	0	0	5,550
				STATE	100,536	0	100,536	0	0	100,536
0400-0027	CT TRANS-STATEWD	---	PURCHASE COMPONENT BUS PARTS - PURCHASE MISC EQUIP & SUPPORT VEHICLES FOR CTTRANSIT SYSTEMWIDE	TOTAL	300	300 C	0	0	0	0
				FEDERAL	240	240	0	0	0	0
				STATE	60	60	0	0	0	0
0400-0028	CT TRANS-STATEWD	---	BUS ROLLING STOCK - PURCHASE OF BUSES FOR CTTRANSIT SYSTEMWIDE FFY 2004	TOTAL	13,768	13,768 C	0	0	0	0
				FEDERAL	11,014	11,014	0	0	0	0
				STATE	2,754	2,754	0	0	0	0
0400-T031	CT TRANS-HTFD	---	PURCHASE COMPONENT BUS PARTS - CT TRANSIT SYSTEMWIDE ADMN CAPT/SCV REPL	TOTAL	2,700	0	2,700	0	0	2,700 Z
				FEDERAL	2,160	0	2,160	0	0	2,160
				STATE	540	0	540	0	0	540
0400-T051	CT TRANS-STATEWD	---	PURCHASE COMPONENT BUS PARTS - REPL RADIO SYSTEM	TOTAL	10,150	150 A	10,000	10,000 Z	0	0
				FEDERAL	8,000	0	8,000	8,000	0	0
				STATE	2,150	150	2,000	2,000	0	0
0401-1004	CT TRANS-HTFD	---	BUS ROLLING STOCK - CT TRANSIT SYSTEMWIDE BUS REPLS	TOTAL	15,636	0	15,636	8,636 Z	7,000 Z	0
				FEDERAL	12,509	0	12,509	6,909	5,600	0
				STATE	3,127	0	3,127	1,727	1,400	0
0401-1006	CT TRANS-HTFD	---	BUS ROLLING STOCK - STATEWIDE BUS REPLS	TOTAL	8,750	0	8,750	0	0	8,750 Z
				FEDERAL	7,000	0	7,000	0	0	7,000
				STATE	1,750	0	1,750	0	0	1,750

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0401-1007	CT TRANS-HTFD	---	BUS ROLLING STOCK - CTTRANSIT/ HARTFORD REPL 13 SMALL HEAVY DUTY BUSES	TOTAL	8,000	0	8,000	0	0	8,000 Z
				FEDERAL	6,400	0	6,400	0	0	6,400
				STATE	1,600	0	1,600	0	0	1,600
0401-T023	CT TRANS-HTFD	---	FACILITY REHABILITATION - CTTRANSIT/ HARTFORD BUS GARAGE	TOTAL	5,000	0	5,000	0	0	5,000 C
				FEDERAL	4,000	0	4,000	0	0	4,000
				STATE	1,000	0	1,000	0	0	1,000
0401-Z000	NB-HRTFD BUSWAY CT TRANS-HTFD	---	BUS ROLLING STOCK - NB-HRTFD BUSWAY-ACQ 30 ARTICULATED BUSES	TOTAL	16,227	0	16,227	0	0	16,227 Z
				FEDERAL	12,982	0	12,982	0	0	12,982
				STATE	3,245	0	3,245	0	0	3,245
0402-0002	CT TRANS-N.HAVEN	---	STUDIES/RESEARCH - CT TRANSIT GREATER NEW HAVEN BUS MAINT & STORAGE FACILITY - HAMDEN	TOTAL	5,446	5,446 X	0	0	0	0
MULTI-FUNDED				FEDERAL	2,855	2,855	0	0	0	0
				STATE	2,591	2,591	0	0	0	0
0403-0801	CT TRANS-STMFD	---	GRANT-IN-AID - CTTRANSIT/ STAMFORD REPL 26 BUSES	TOTAL	9,750	0	9,750	0	0	9,750 Z
				FEDERAL	7,800	0	7,800	0	0	7,800
				STATE	1,950	0	1,950	0	0	1,950
0410-0029	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - HOUSATONIC AREA-FIXED RTE - FFY 2007	TOTAL	2,722	0	2,722	0	0	2,722 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,722	0	2,722	0	0	2,722
0410-0037	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - GREATER BRIDGEPORT-FIXED RTE - FFY 2007	TOTAL	12,864	0	12,864	0	0	12,864 Z
				FEDERAL	0	0	0	0	0	0
				STATE	12,864	0	12,864	0	0	12,864
0410-T059	GR.BRIDGEPORT TD	---	SUPPLEMENTAL SYSTEM VEHICLES - GBTA - SMALL CAPITAL VEHICLE PURCHASE PROG	TOTAL	2,900	0	2,900	0	0	2,900 Z
				FEDERAL	2,320	0	2,320	0	0	2,320
				STATE	580	0	580	0	0	580
0410-Z000	GR.BRIDGEPORT TD	---	GRANT-IN-AID - GBTA - REPL 38 2004 BUSES (#410-0044)	TOTAL	13,000	0	13,000	0	0	13,000 Z
				FEDERAL	10,400	0	10,400	0	0	10,400
				STATE	2,600	0	2,600	0	0	2,600
0412-0056	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - NORWALK FIXED RTE - FFY 2007	TOTAL	7,896	0	7,896	0	0	7,896 Z
				FEDERAL	2,300	0	2,300	0	0	2,300
				STATE	5,596	0	5,596	0	0	5,596
0412-0057	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - WESTPORT-FIXED RTE - FFY 2007	TOTAL	1,006	0	1,006	0	0	1,006 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,006	0	1,006	0	0	1,006

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0412-T073	NORWALK TD	---	GRANT-IN-AID - NORWALK TD - ADMN CAPITAL & SCV REPL - PROG	TOTAL	1,750	0	1,750	0	0	1,750 Z
				FEDERAL	1,400	0	1,400	0	0	1,400
				STATE	350	0	350	0	0	350
0414-0019	SOUTHEAST TD	---	FACILITY REHABILITATION - SOUTHEAST AREA TD-GRANT FOR FACILITY REHAB & IMPR	TOTAL	3,974	3,974 Z	0	0	0	0
				FEDERAL	2,666	2,666	0	0	0	0
				STATE	1,308	1,308	0	0	0	0
0414-0026	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SOUTHEAST AREA - FIXED RTE - FFY 2007	TOTAL	3,666	0	3,666	0	0	3,666 Z
				FEDERAL	0	0	0	0	0	0
				STATE	3,666	0	3,666	0	0	3,666
0414-0030	SOUTHEAST TD	---	BUS ROLLING STOCK - REPL OF 19 (1991) 40' BUSES FOR THE SOUTHEAST AREA TRANSIT DISTRICT	TOTAL	2,230	2,230 C	0	0	0	0
MULTI-FUNDED				FEDERAL	896	896	0	0	0	0
				STATE	1,334	1,334	0	0	0	0
0414-0032	SOUTHEAST TD	---	BUS ROLLING STOCK - SOUTHEAST AREA TD-PURCHASE SUPPORT VEHICLES	TOTAL	132	132 C	0	0	0	0
				FEDERAL	106	106	0	0	0	0
				STATE	26	26	0	0	0	0
0414-0039	SOUTHEAST TD	---	SUPPLEMENTAL SYSTEM VEHICLES - FUNDS FOR SEAT TO PURCHASE PARATRANSIT & SUPPORT VEH & EQUIP	TOTAL	880	880 C	0	0	0	0
				FEDERAL	704	704	0	0	0	0
				STATE	176	176	0	0	0	0
0414-T037	SOUTHEAST TD	---	SUPPLEMENTAL SYSTEM VEHICLES - SEAT - REPL PARATRANSIT VEHICLES PROG	TOTAL	600	0	600	0	0	600 Z
				FEDERAL	480	0	480	0	0	480
				STATE	120	0	120	0	0	120
0414-TXXX	SOUTHEAST TD	---	GRANT-IN-AID - SEAT - ADMNSTV CAPITAL PROG	TOTAL	200	0	200	0	0	200 Z
				FEDERAL	160	0	160	0	0	160
				STATE	40	0	40	0	0	40
0414-Z000	SOUTHEAST TD	---	GRANT-IN-AID - SEAT - ADMNSTV CAPITAL & SCV - PROG	TOTAL	400	0	400	0	200 Z	200 Z
				FEDERAL	320	0	320	0	160	160
				STATE	80	0	80	0	40	40
0416-0202	HART	---	GRANT-IN-AID - HART - REPL 10 BUSES	TOTAL	4,000	0	4,000	0	0	4,000 Z
				FEDERAL	3,200	0	3,200	0	0	3,200
				STATE	800	0	800	0	0	800
0416-0402	HART	---	GRANT-IN-AID - HART - REPL PARATRANSIT VEHICLES PROG	TOTAL	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,400	0	2,400	0	0	2,400
				STATE	600	0	600	0	0	600

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0416-T051	HART	---	GRANT-IN-AID - HART - ADMN CAPTIAL & SCV REPL - PROG	TOTAL	400	0	400	0	0	400 Z
				FEDERAL	320	0	320	0	0	320
				STATE	80	0	80	0	0	80
0416-Z000	HART	---	GRANT-IN-AID - HART-BUS GARAGE SGR - (COMPLETED 1998/8.0M/416-0004)	TOTAL	3,000	0	3,000	3,000 Z	0	0
				FEDERAL	2,400	0	2,400	2,400	0	0
				STATE	600	0	600	600	0	0
0420-0023	VALLEY TD	---	TRANSIT OPERATING ASSISTANCE - VALLEY TD - DIAL-A-RIDE - FFY 2007	TOTAL	1,576	0	1,576	0	0	1,576 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,576	0	1,576	0	0	1,576
0420-T036	VALLEY TD	---	GRANT-IN-AID - VLY TD - ADMNSTV CAPITAL - PROG	TOTAL	300	0	300	0	0	300 Z
				FEDERAL	240	0	240	0	0	240
				STATE	60	0	60	0	0	60
0422-0025	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - MIDDLETOWN-FIXED RTE - FFY 2007	TOTAL	1,356	0	1,356	0	0	1,356 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,356	0	1,356	0	0	1,356
0422-T043	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - MILFORD TD - REPL PARATRANSIT VEHICLES - PROG	TOTAL	1,502	0	1,502	0	0	1,502 Z
				FEDERAL	1,202	0	1,202	0	0	1,202
				STATE	300	0	300	0	0	300
0422-T049	MIDDLETOWN TD	---	GRANT-IN-AID - MIDDLETOWN TD - ADMNSTV CAPITAL - PROG	TOTAL	400	0	400	0	0	400 Z
				FEDERAL	320	0	320	0	0	320
				STATE	80	0	80	0	0	80
0422-TXXX	MIDDLETOWN TD	---	GRANT-IN-AID - MIDDLETOWN TD-REPLC PARATRANSIT VEHICLS PROG	TOTAL	500	0	500	0	0	500 Z
				FEDERAL	400	0	400	0	0	400
				STATE	100	0	100	0	0	100
0424-0027	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - MILFORD-FIXED RTE - FFY 2007	TOTAL	1,275	115 z	1,160	0	0	1,160 Z
				FEDERAL	0	0	0	0	0	0
				STATE	930	0	930	0	0	930
0424-T059	MILFORD TD	---	GRANT-IN-AID - MILFORD TD - FACILITY SGR (COMPLETED 1999/3.6 M/424-0009)	TOTAL	1,000	0	1,000	0	0	1,000 C
				FEDERAL	800	0	800	0	0	800
				STATE	200	0	200	0	0	200
0424-Z000	MILFORD TD	---	GRANT-IN-AID - MILFORD TD - FACILITY SGR (COMPLETED 1999/3.6 M/424-0009)	TOTAL	1,000	0	1,000	0	1,000 Z	0
				FEDERAL	800	0	800	0	800	0
				STATE	200	0	200	0	200	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0426-0020	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - HARTFORD - BRADLEY SHUTTLE - FFY 2007	TOTAL	104	0	104	0	0	104 Z
				FEDERAL	0	0	0	0	0	0
				STATE	104	0	104	0	0	104
0426-1002	GR HARTFORD TD	---	GRANT-IN-AID - GHTD PARATRANSIT VEHICLE REPL - PROG	TOTAL	7,553	360 z	7,193	0	0	7,193 Z
				FEDERAL	5,754	0	5,754	0	0	5,754
				STATE	0	0	0	0	0	0
0426-1007	GR HARTFORD TD	---	GRANT-IN-AID - GHTD MAINT FAC SOR - HRTFD UNION STATION	TOTAL	1,000	0	1,000	0	0	1,000 C
				FEDERAL	800	0	800	0	0	800
				STATE	200	0	200	0	0	200
0426-T049	GR HARTFORD TD	---	BUS ROLLING STOCK - GHTD GRANT-IN-AID TO PURCHASE A 45' COACH BUS FFY 2006	TOTAL	500	500 C	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
0426-Z000	GR HARTFORD TD	---	GRANT-IN-AID - GHTD REPL 15 1995 MCI COACHES-DATTCO	TOTAL	6,375	0	6,375	6,375 Z	0	0
				FEDERAL	5,100	0	5,100	5,100	0	0
				STATE	0	0	0	0	0	0
0426-Z001	GR HARTFORD TD	---	GRANT-IN-AID - GHTD REPL 2 1995 MCI COACHES-PETER PAN	TOTAL	850	0	850	850 Z	0	0
				FEDERAL	680	0	680	680	0	0
				STATE	0	0	0	0	0	0
0426-Z002	GR HARTFORD TD	---	GRANT-IN-AID - GHTD REPL 4 1993 MCI COACHES-COLLINS	TOTAL	340	340 z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
0426-Z003	GR HARTFORD TD	---	GRANT-IN-AID - GHTD REPL 4 1995 MCI COACHES-KELLY	TOTAL	1,700	0	1,700	1,700 Z	0	0
				FEDERAL	1,360	0	1,360	1,360	0	0
				STATE	0	0	0	0	0	0
0426-Z004	GR HARTFORD TD	---	GRANT-IN-AID - GHTD REPL 6 1995 MCI COACHES-ARROW	TOTAL	2,550	0	2,550	2,550 Z	0	0
				FEDERAL	2,040	0	2,040	2,040	0	0
				STATE	0	0	0	0	0	0
0427-2108	GR NEW HAVEN TD	---	GRANT-IN-AID - GNHTD-ELDERLY VEHICLE	TOTAL	1,000	0	1,000	0	0	1,000 Z
				FEDERAL	800	0	800	0	0	800
				STATE	0	0	0	0	0	0
0427-T031	GR NEW HAVEN TD	---	GRANT-IN-AID - GNHTD REPL PARATRANSIT VEHICLES - PROG	TOTAL	3,000	0	3,000	0	0	3,000 Z
				FEDERAL	2,400	0	2,400	0	0	2,400
				STATE	600	0	600	0	0	600

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0431-0006	WTBY-FIXED	---	FACILITY CONSTRUCTION - CONSTR OF A NEW BUS MAINT & STORAGE FACILITY TO SERVE THE WTBY AREA	TOTAL	16,383	0	16,383	0	0	16,383 C
MULTI-FUNDED				FEDERAL	13,106	0	13,106	0	0	13,106
				STATE	3,277	0	3,277	0	0	3,277
0431-0012	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - WTBY-N EAST TRANSP CO -FIXED RTE - FFY 2007	TOTAL	5,652	0	5,652	0	0	5,652 Z
				FEDERAL	0	0	0	0	0	0
				STATE	5,652	0	5,652	0	0	5,652
0432-0007	MRDN-FIXED RT	---	TRANSIT OPERATING ASSISTANCE - DOOR-TO-DOOR SERV FOR ADA - FFY 2007	TOTAL	692	0	692	0	0	692 Z
				FEDERAL	0	0	0	0	0	0
				STATE	692	0	692	0	0	692
0432-0009	MRDN-FIXED RT	---	TRANSIT OPERATING ASSISTANCE - MERIDEN-N EAST TRANSP CO -FIXED RTE - FFY 2007	TOTAL	1,018	0	1,018	0	0	1,018 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,018	0	1,018	0	0	1,018
0433-0009	WALLINGFORD-FIXD	---	TRANSIT OPERATING ASSISTANCE - WALLINGFORD-N EAST TRANSP CO -FIXED RTE - FFY 2007	TOTAL	348	60 z	288	0	0	288 Z
				FEDERAL	0	0	0	0	0	0
				STATE	168	0	168	0	0	168
0434-0003	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - NETCO - WTBY TD - DIAL-A-RIDE - FFY 2007	TOTAL	452	0	452	0	0	452 Z
				FEDERAL	0	0	0	0	0	0
				STATE	452	0	452	0	0	452
0441-0009	NEW BRTN-FIXED	---	TRANSIT OPERATING ASSISTANCE - NEW BRITAIN-N BRITAIN TRANSP CO -FIXED RTE - FFY 2007	TOTAL	1,758	0	1,758	0	0	1,758 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,758	0	1,758	0	0	1,758
0442-0009	BRISTOL LOCAL	---	TRANSIT OPERATING ASSISTANCE - BRISTOL-NEW BRITAIN TRANSP CO -FIXED RTE - FFY 2007	TOTAL	386	0	386	0	0	386 Z
				FEDERAL	0	0	0	0	0	0
				STATE	386	0	386	0	0	386
0443-0012	BRISTOL COMMUTER	---	TRANSIT OPERATING ASSISTANCE - BRISTOL DATTCO - COMMUTER - FFY 2007	TOTAL	318	0	318	0	0	318 Z
				FEDERAL	0	0	0	0	0	0
				STATE	318	0	318	0	0	318
0444-0011	STHNGTN COMMUTER	---	TRANSIT OPERATING ASSISTANCE - SOUTHINGTON/CHESHIRE, N B T - COMMUTER - FFY 2007	TOTAL	178	0	178	0	0	178 Z
				FEDERAL	0	0	0	0	0	0
				STATE	178	0	178	0	0	178
0452-0010	OLD SYBRK-DATTCO	---	TRANSIT OPERATING ASSISTANCE - OLD SAYBROOK DATTCO INC - FIXED RTE - FFY 2007	TOTAL	1,216	0	1,216	0	0	1,216 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,216	0	1,216	0	0	1,216

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0452-0012	OLD SYBRK-DATTCO	EAST SHORE 1	TRANSIT OPERATING ASSISTANCE - FIXED RTE BUS SERV - NEW HAVEN TO PLD SAYBROOK & OLD SAYBROOK TO HARTFORD - DATTCO - FFY	TOTAL	1,216	0	1,216	0	0	1,216 Z
				FEDERAL	0	0	0	0	0	0
				STATE	1,216	0	1,216	0	0	1,216
0453-0009	N.BRITAIN-DATTCO	---	TRANSIT OPERATING ASSISTANCE - NEW BRITAIN-DATTCO INC -FIXED RTE - FFY 2007	TOTAL	762	0	762	0	0	762 Z
				FEDERAL	0	0	0	0	0	0
				STATE	762	0	762	0	0	762
0460-0010	KELLY-TORR/WINST	---	TRANSIT OPERATING ASSISTANCE - KELLEY TRANSP CO - COMMUTER - FFY 2007	TOTAL	468	0	468	0	0	468 Z
				FEDERAL	0	0	0	0	0	0
				STATE	468	0	468	0	0	468
0461-0010	ARROW-WLLMNTC	---	TRANSIT OPERATING ASSISTANCE - WILLIMANTIC- ARROW BUS LINE-COMMUTER - FFY 2007	TOTAL	650	0	650	0	0	650 Z
				FEDERAL	0	0	0	0	0	0
				STATE	650	0	650	0	0	650
0462-0010	COLLINS-VERNON	---	TRANSIT OPERATING ASSISTANCE - VERNON-COLLINS BUS SERV-COMMUTER - FFY 2007	TOTAL	392	0	392	0	0	392 Z
				FEDERAL	0	0	0	0	0	0
				STATE	392	0	392	0	0	392
0463-0010	MRDN-COMMUTER	---	TRANSIT OPERATING ASSISTANCE - MERIDEN TD - COMMUTER - FFY 2007	TOTAL	228	0	228	0	0	228 Z
				FEDERAL	0	0	0	0	0	0
				STATE	228	0	228	0	0	228
0472-T076 MULTI-FUNDED	NORTHWESTERN TD	---	FACILITY CONSTRUCTION - NORTHWESTERN TD - MAINT FACILITY FY 2008	TOTAL	5,000	0	5,000	0	0	5,000 C
				FEDERAL	4,000	0	4,000	0	0	4,000
				STATE	1,000	0	1,000	0	0	1,000
0480-Z000	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - MIDDLETOWN AREA TD - REPLC PARATRANSIT VEHICLS-PROG	TOTAL	500	0	500	0	0	500 Z
				FEDERAL	400	0	400	0	0	400
				STATE	100	0	100	0	0	100
0999-0399	VARIOUS	---	TRANSIT OPERATING ASSISTANCE - TRANSIT DISTRICT W/ REV ST SHARE	TOTAL	12,000	0	12,000	0	0	12,000 Z
				FEDERAL	9,600	0	9,600	0	0	9,600
				STATE	2,400	0	2,400	0	0	2,400
0999-0498	VARIOUS	---	TRANSIT OPERATING ASSISTANCE - MAINT ST OF GOOD REPAIR BUS PROJECTS-REVENUE	TOTAL	15,814	0	15,814	0	0	15,814 Z
				FEDERAL	12,651	0	12,651	0	0	12,651
				STATE	3,163	0	3,163	0	0	3,163
0999-0499	VARIOUS	---	TRANSIT OPERATING ASSISTANCE - MAINT ST OF GOOD REPAIR BUS PROJECTS-BOND	TOTAL	56,065	0	56,065	0	0	56,065 Z
				FEDERAL	44,852	0	44,852	0	0	44,852
				STATE	11,213	0	11,213	0	0	11,213

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 5307 CAPITAL AND OPERATING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
				TOTAL	1,235,426	217,835	1,017,591	55,839	81,385	880,367
				FEDERAL	731,098	133,945	597,153	44,671	65,108	487,374
				STATE	491,540	80,472	411,068	8,873	16,277	385,918

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0048-TXXX	ENFIELD	---	TRANSIT OPERATING ASSISTANCE - INTERMODAL TRANSP STATION IN THOMPSONVILLE	TOTAL	2,414	0	2,414	0	0	2,414 Z
				FEDERAL	1,931	0	1,931	0	0	1,931
				STATE	0	0	0	0	0	0
0063-0576	HARTFORD	---	STUDIES/RESEARCH - TO STUDY TRANSP ALTERNATIVES IN THE GRIFFINS LINE CORRIDOR	TOTAL	1,240	1,240 A	0	0	0	0
				FEDERAL	992	992	0	0	0	0
				STATE	248	248	0	0	0	0
0103-0245	NORWICH	---	FACILITY CONSTRUCTION - NORWICH TRANSPORTATION CENTER	TOTAL	4,553	4,553 Z	0	0	0	0
				FEDERAL	3,489	3,489	0	0	0	0
				STATE	1,064	1,064	0	0	0	0
0146-TXXX	VERNON	UNION STREET	GRANT-IN-AID - DESIGN & CONSTR INTERMODAL TRANSP CENTER IN ROCKVILLE	TOTAL	6,115	0	6,115	0	0	6,115 Z
				FEDERAL	4,892	0	4,892	0	0	4,892
				STATE	0	0	0	0	0	0
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	266,211	0	266,211	0	0	266,211 Z
MULTI-FUNDED				FEDERAL	197,367	0	197,367	0	0	197,367
				STATE	68,844	0	68,844	0	0	68,844
0300-0077	METRO/N-MAINLINE	---	REPLACE RAILROAD BR OVER HIGHWAY - PE DEVON BR, MILFORD/STRTFRD	TOTAL	55,600	0	55,600	0	0	55,600 A
MULTI-FUNDED				FEDERAL	44,480	0	44,480	0	0	44,480
				STATE	11,120	0	11,120	0	0	11,120
0300-0085	METRO/N-MAINLINE	---	REHAB RAIL ROLLING STOCK - M2 REHAB/OVERHAUL (CT SHARE) BND MATCH	TOTAL	5,000	0	5,000	5,000 Z	0	0
MULTI-FUNDED				FEDERAL	4,000	0	4,000	4,000	0	0
				STATE	1,000	0	1,000	1,000	0	0
0300-0104	METRO/N SYSTMWD	---	ELECTRIFICATION SYSTEM IMPROVEMENT - SUBSTATION TAGGING RELAY PROGRAM - NHL	TOTAL	5,001	5,001 Z	0	0	0	0
				FEDERAL	3,561	3,561	0	0	0	0
				STATE	1,440	1,440	0	0	0	0
0300-0111	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - LOCOMOTIVE SPECIFICATION-STV AGREEMENT PLUS ACQUIS OF 6 DUAL MODE LOCOMOTIVES	TOTAL	4,917	4,917 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	3,934	3,934	0	0	0	0
				STATE	983	983	0	0	0	0
0300-0124	METRO/N SYSTMWD	---	REHABILITATE TRACKS IN KIND - C-27 - NHL TRACK PROGRAM	TOTAL	10,817	0	10,817	0	10,817 C	0
				FEDERAL	8,654	0	8,654	0	8,654	0
				STATE	2,163	0	2,163	0	2,163	0
0300-T124	METRO/N-MAINLINE	---	REPLACE RAILROAD BR OVER HIGHWAY - REPL EAST AVE BR - NORWALK	TOTAL	8,000	0	8,000	0	0	8,000 C
				FEDERAL	6,400	0	6,400	0	0	6,400
				STATE	1,600	0	1,600	0	0	1,600

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-0040	METRO/N-MAINLINE	---	BRIDGE REPLACEMENT - REHAB WALK & SAGA MOVEABLE BR	TOTAL	65,050	13,050 A	52,000	0	0	52,000 Z
MULTI-FUNDED				FEDERAL	50,160	8,560	41,600	0	0	41,600
				STATE	14,890	4,490	10,400	0	0	10,400
0301-0054	METRO/N-MAINLINE	---	ELECTRIFICATION SYSTEM IMPROVEMENT - NHL-ML CATENARY REPLCMNT-STAM/NORWALK-SECT B	TOTAL	3,000	0	3,000	3,000 Z	0	0
				FEDERAL	2,400	0	2,400	2,400	0	0
				STATE	600	0	600	600	0	0
0301-0060	METRO/N-MAINLINE	---	FACILITY CONSTRUCTION - JOINT DEV - FAIRFIELD RR STATION, ACCESS RD & HIGH LEVEL PLATFORMS	TOTAL	19,000	19,000 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	15,200	15,200	0	0	0	0
				STATE	3,800	3,800	0	0	0	0
0301-0070	METRO/N-MAINLINE	---	BRIDGE SUPERSTRUCTURE REPLACEMENT - NHL CATENARY REPL SECT C1B INCLUDING BRS	TOTAL	93,000	93,000 C	0	0	0	0
				FEDERAL	74,400	74,400	0	0	0	0
				STATE	18,600	18,600	0	0	0	0
0301-0071	METRO/N-MAINLINE	---	TRACK CONSTRUCTION - CP 248 INTERLOCKING CONSTR - FTA SHARE OF PROJECT	TOTAL	17,923	17,923 Y	0	0	0	0
				FEDERAL	14,258	14,258	0	0	0	0
				STATE	3,665	3,665	0	0	0	0
0301-0078	METRO/N-MAINLINE	---	COMMUNICATIONS IMPROVEMENTS - NH UNION STATION UPGRADE, VMS & CODE IMPROV	TOTAL	3,800	3,800 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	2,400	2,400	0	0	0	0
				STATE	1,400	1,400	0	0	0	0
0301-0101	METRO/N-MAINLINE	---	SIGNAL SYSTEM IMPROVEMENT - MAINT ST OF GOOD REPAIR C&S	TOTAL	10,416	0	10,416	0	0	10,416 Z
				FEDERAL	8,333	0	8,333	0	0	8,333
				STATE	2,083	0	2,083	0	0	2,083
0301-0407	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - REHAB EAST BRIDGEPORT MOW FACILITY	TOTAL	700	0	700	0	0	700 Z
				FEDERAL	560	0	560	0	0	560
				STATE	140	0	140	0	0	140
0301-T017	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - NH SHOPS & YARD - MASTER COMPLEX	TOTAL	50,000	0	50,000	0	0	50,000 Z
MULTI-FUNDED				FEDERAL	40,000	0	40,000	0	0	40,000
				STATE	10,000	0	10,000	0	0	10,000
0301-T106	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - FUEL FACILTY - NEW HAVEN YARD	TOTAL	7,500	7,500 C	0	0	0	0
				FEDERAL	6,000	6,000	0	0	0	0
				STATE	1,500	1,500	0	0	0	0
0301-T111	METRO/N-MAINLINE	---	TRACK CONSTRUCTION - NHL TRACK PROG	TOTAL	43,152	0	43,152	0	0	43,152 Z
MULTI-FUNDED				FEDERAL	34,522	0	34,522	0	0	34,522
				STATE	8,630	0	8,630	0	0	8,630

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-T119	METRO/N-MAINLINE	---	ELECTRIFICATION SYSTEM IMPROVEMENT - NHL-ML CATENARY REPLCMNT - WALK-CP248, SECT C1A	TOTAL	40,000	0	40,000	0	0	40,000 C
				FEDERAL	32,000	0	32,000	0	0	32,000
				STATE	8,000	0	8,000	0	0	8,000
0301-T120	METRO/N-MAINLINE	---	ELECTRIFICATION SYSTEM IMPROVEMENT - NHL-ML CATENARY REPLCMNT - PECK TO DEVON, SECT C2	TOTAL	85,000	0	85,000	0	0	85,000 C
				FEDERAL	68,000	0	68,000	0	0	68,000
				STATE	17,000	0	17,000	0	0	17,000
0302-0008	METRO/N-DANBURY	---	ELECTRIFICATION SYSTEM IMPROVEMENT - PRELIMINARY ENGINEERING FUNDS FOR THE RE-ELECTRIFICATION OF DANBURY BRANCH LINE	TOTAL	2,500	2,500 A	0	0	0	0
				FEDERAL	2,000	2,000	0	0	0	0
				STATE	500	500	0	0	0	0
0400-0031	CT TRANS-STATEWD	---	BUS ROLLING STOCK - EARMARK FUNDS FOR THE PURCHASE OF BUSES FOR CTTRANSIT SYSTEMWIDE	TOTAL	3,641	3,641 C	0	0	0	0
				FEDERAL	2,913	2,913	0	0	0	0
				STATE	728	728	0	0	0	0
0401-T027	CT TRANS-HTFD	---	FACILITY REHABILITATION - EARMARK FUNDS FOR THE REHAB OF THE CTTRANSIT HARTFORD FAC	TOTAL	607	0	607	607 C	0	0
				FEDERAL	486	0	486	486	0	0
				STATE	121	0	121	121	0	0
0402-0002	CT TRANS-N.HAVEN	---	STUDIES/RESEARCH - CT TRANSIT GREATER NEW HAVEN BUS MAINT & STORAGE FACILITY - HAMDEN	TOTAL	8,026	0	8,026	0	0	8,026 C
MULTI-FUNDED				FEDERAL	6,688	0	6,688	0	0	6,688
				STATE	1,338	0	1,338	0	0	1,338
0410-T077	GR.BRIDGEPORT TD	---	FACILITY REHABILITATION - GBTA - MAINT FACILITIES IMPROVEMT - EARMARK FUNDS FY 2007	TOTAL	302	25 z	277	0	0	277 C
				FEDERAL	222	0	222	0	0	222
				STATE	0	0	0	0	0	0
0410-Z001	GR.BRIDGEPORT TD	---	GRANT-IN-AID - GBTA - MAINT FACILITY IMPRV-EARMARK FUNDS	TOTAL	277	0	277	136 Z	141 Z	0
				FEDERAL	222	0	222	109	113	0
				STATE	55	0	55	27	28	0
0414-0030	SOUTHEAST TD	---	BUS ROLLING STOCK - REPL OF 19 (1991) 40' BUSES FOR THE SOUTHEAST AREA TRANSIT DISTRICT	TOTAL	5,775	5,775 C	0	0	0	0
MULTI-FUNDED				FEDERAL	4,441	4,441	0	0	0	0
				STATE	1,334	1,334	0	0	0	0
0431-0006	WTBY-FIXED	---	FACILITY CONSTRUCTION - CONSTR OF A NEW BUS MAINT & STORAGE FACILITY TO SERVE THE WTBY AREA	TOTAL	7,750	0	7,750	0	0	7,750 C
MULTI-FUNDED				FEDERAL	6,200	0	6,200	0	0	6,200
				STATE	1,550	0	1,550	0	0	1,550
0472-T076	NORTHWESTERN TD	---	FACILITY CONSTRUCTION - NORTHWESTERN TD - MAINT FACILITY FY 2007	TOTAL	1,107	0	1,107	0	0	1,107 C
MULTI-FUNDED				FEDERAL	885	0	885	0	0	885
				STATE	222	0	222	0	0	222

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 5309 CAPITAL FUNDING PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
				TOTAL	838,394	181,925	656,469	8,743	10,958	636,768
				FEDERAL	651,990	142,148	509,842	6,995	8,767	494,080
				STATE	184,618	39,752	144,866	1,748	2,191	140,927

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 5310 CAPITAL PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0170-2340	STATEWIDE	---	BUS ROLLING STOCK - PURCHASE OF VEHICLES FOR ORGANIZATIONS THROUGH THE SECT 5310 PROG	TOTAL	910	910 C	0	0	0	0
				FEDERAL	728	728	0	0	0	0
				STATE	182	182	0	0	0	0
0170-T712	STATEWIDE	---	BUS ROLLING STOCK - PURCH ACCESSIBLE VANS/BUSES - SEC 16-PRGM FY 2008	TOTAL	1,543	0	1,543	0	0	1,543 Z
				FEDERAL	1,234	0	1,234	0	0	1,234
				STATE	309	0	309	0	0	309
0170-T713	STATEWIDE	---	BUS ROLLING STOCK - PURCH ACCESSIBLE VANS/BUSES - SEC 16-PRGM FY 2009	TOTAL	1,619	0	1,619	0	0	1,619 Z
				FEDERAL	1,295	0	1,295	0	0	1,295
				STATE	324	0	324	0	0	324
0999-0110	VARIOUS	---	TRANSIT OPERATING ASSISTANCE - PURCH ACCESSIBLE VANS/BUSES-SEC 16 PROG	TOTAL	2,800	0	2,800	0	0	2,800 Z
				FEDERAL	2,240	0	2,240	0	0	2,240
				STATE	560	0	560	0	0	560
				TOTAL	6,872	910	5,962	0	0	5,962
				FEDERAL	5,497	728	4,769	0	0	4,769
				STATE	1,375	182	1,193	0	0	1,193

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-XXXX	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - SECT 5311 PROG ADJUST TO ACTUAL APPR & RTAP PROG - FFY 2007	TOTAL	340	0	340	0	0	340 Z
				FEDERAL	340	0	340	0	0	340
				STATE	0	0	0	0	0	0
0472-0033	NORTHWESTERN TD	---	BUS ROLLING STOCK - NORTHWESTERN TD-PURCHASE PARATRANSIT VEHICLES SECT 18 (5311) PROG	TOTAL	406	406 C	0	0	0	0
				FEDERAL	325	325	0	0	0	0
				STATE	81	81	0	0	0	0
0472-0045	NORTHWESTERN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT SERVICE OPERATING ASSISTANCE	TOTAL	480	480 C	0	0	0	0
				FEDERAL	289	289	0	0	0	0
				STATE	191	191	0	0	0	0
0472-0046	NORTHWESTERN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT ASSISTANCE PROG (RTAP), TECH ASSIST TRAVEL & TRAINING	TOTAL	4	4 C	0	0	0	0
				FEDERAL	4	4	0	0	0	0
				STATE	0	0	0	0	0	0
0472-0305	NORTHWESTERN TD	---	TRANSIT OPERATING ASSISTANCE - NORTHWESTERN TD - SECT 5311C PROG	TOTAL	1,050	0	1,050	0	0	1,050 Z
				FEDERAL	840	0	840	0	0	840
				STATE	210	0	210	0	0	210
0472-T056	NORTHWESTERN TD	---	TRANSIT OPERATING ASSISTANCE - NORTHWESTERN TD -RURAL - FFY 2007	TOTAL	1,160	82 z	1,078	0	0	1,078 Z
				FEDERAL	618	0	618	0	0	618
				STATE	296	0	296	0	0	296
0474-0024	WINDHAM TD	---	BUS ROLLING STOCK - GRANT-IN-AID TO PURCHASE 3 SMALL BUSES FOR THE WINDHAM TRANSIT DISTRICT	TOTAL	155	155 C	0	0	0	0
				FEDERAL	124	124	0	0	0	0
				STATE	31	31	0	0	0	0
0474-0034	WINDHAM TD	---	BUS ROLLING STOCK - WINDHAM REGION TD-PURCHASE A VEHICLE & CAPITAL ITEMS SECT 18 (5311) PROG	TOTAL	60	60 C	0	0	0	0
				FEDERAL	48	48	0	0	0	0
				STATE	12	12	0	0	0	0
0474-0059	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT SERVICE OPERATING ASSISTANCE	TOTAL	687	687 C	0	0	0	0
				FEDERAL	414	414	0	0	0	0
				STATE	273	273	0	0	0	0
0474-0061	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT ASSISTANCE PROG (RTAP), TECH ASSIST TRAVEL & TRAINING	TOTAL	4	4 C	0	0	0	0
				FEDERAL	4	4	0	0	0	0
				STATE	0	0	0	0	0	0
0474-1405	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - WNDHM TD - SECT 5311C PROG	TOTAL	1,162	0	1,162	0	0	1,162 Z
				FEDERAL	930	0	930	0	0	930
				STATE	232	0	232	0	0	232

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0474-T070	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - WINDHAM REGIONAL T D -RURAL - FFY 2007	TOTAL	1,921	157 z	1,764	0	0	1,764 Z
				FEDERAL	962	0	962	0	0	962
				STATE	488	0	488	0	0	488
0476-0032	NORTHEASTERN TD	---	BUS ROLLING STOCK - NORTHEASTERN TD-PURCHASE OF VEHICLES & FOR FAC IMPROV SECT 18 (5311) PROG	TOTAL	454	454 C	0	0	0	0
				FEDERAL	363	363	0	0	0	0
				STATE	91	91	0	0	0	0
0476-0050	NORTHEASTERN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT SERVICE OPERATING ASSISTANCE	TOTAL	294	294 C	0	0	0	0
				FEDERAL	177	177	0	0	0	0
				STATE	117	117	0	0	0	0
0476-0051	NORTHEASTERN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT ASSISTANCE PROG (RTAP), TECH ASSIST TRAVEL & TRAINING	TOTAL	4	4 C	0	0	0	0
				FEDERAL	4	4	0	0	0	0
				STATE	0	0	0	0	0	0
0476-0305	NORTHEASTERN TD	---	TRANSIT OPERATING ASSISTANCE - NORTHEASTERN TD - SECT 5311 PROG	TOTAL	810	0	810	0	0	810 Z
				FEDERAL	648	0	648	0	0	648
				STATE	162	0	162	0	0	162
0476-1501	NORTHEASTERN TD	---	TRANSIT OPERATING ASSISTANCE - NORTHEASTERN TD - SECT 5311C PROG	TOTAL	322	0	322	0	0	322 Z
				FEDERAL	258	0	258	0	0	258
				STATE	64	0	64	0	0	64
0476-T058	NORTHEASTERN TD	---	TRANSIT OPERATING ASSISTANCE - NORTHEASTERN TD -RURAL - FFY 2007	TOTAL	831	59 z	772	0	0	772 Z
				FEDERAL	440	0	440	0	0	440
				STATE	214	0	214	0	0	214
0478-0032	CTRIVER ESTUARY TD	---	GRANT-IN-AID - FUNDS FOR ESTUARY TD TO PURCHASE PARATRANSIT VEHICLES	TOTAL	94	94 C	0	0	0	0
				FEDERAL	75	75	0	0	0	0
				STATE	19	19	0	0	0	0
0478-0048	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT SERV OPERATING ASSISTANCE (SHORELINE SHUTTLE)	TOTAL	230	230 C	0	0	0	0
				FEDERAL	115	115	0	0	0	0
				STATE	115	115	0	0	0	0
0478-0049	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT SERVICE OPERATING ASSISTANCE	TOTAL	144	144 C	0	0	0	0
				FEDERAL	87	87	0	0	0	0
				STATE	57	57	0	0	0	0
0478-0050	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT ASSISTANCE PROG (RTAP), TECH ASSIST TRAVEL & TRAINING	TOTAL	4	4 C	0	0	0	0
				FEDERAL	4	4	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING RATIOS VARY)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0478-0112	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - ESTUARY TD - SECT 5311C PROG	TOTAL	358	0	358	0	0	358 Z
				FEDERAL	287	0	287	0	0	287
				STATE	71	0	71	0	0	71
0478-T040	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - CT RIVER ESTUARY TD SHUTTLE - FFY 2007	TOTAL	302	0	302	0	0	302 Z
				FEDERAL	156	0	156	0	0	156
				STATE	146	0	146	0	0	146
0478-T041	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - CT RIVER ESTUARY TD - RURAL - FFY 2007	TOTAL	542	40 z	502	0	0	502 Z
				FEDERAL	274	0	274	0	0	274
				STATE	148	0	148	0	0	148
0480-0039	STATEWIDE MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RTAP CONSORTIUM, STATEWIDE ROADEO & TRAINING	TOTAL	59	59 C	0	0	0	0
				FEDERAL	33	33	0	0	0	0
				STATE	26	26	0	0	0	0
0480-0041	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 RURAL TRANSIT ASSISTANCE PROG (RTAP), TECH ASSIST TRAVEL & TRAINING	TOTAL	4	4 C	0	0	0	0
				FEDERAL	4	4	0	0	0	0
				STATE	0	0	0	0	0	0
0480-T033	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - MIDDLETOWN AREA TD - RURAL - FFY 2007	TOTAL	264	20 z	244	0	0	244 Z
				FEDERAL	132	0	132	0	0	132
				STATE	72	0	72	0	0	72
				TOTAL	12,145	3,441	8,704	0	0	8,704
				FEDERAL	7,955	2,070	5,885	0	0	5,885
				STATE	3,116	1,013	2,103	0	0	2,103

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-T798	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - JOB ACCESS & REVERSE COMMUTE - NEW HAVEN	TOTAL	11,220	0	11,220	0	0	11,220 Z
				FEDERAL	5,610	0	5,610	0	0	5,610
				STATE	0	0	0	0	0	0
				TOTAL	11,220	0	11,220	0	0	11,220
				FEDERAL	5,610	0	5,610	0	0	5,610
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SECTION 5317J FTA NEW FREEDOMS INITIATIVE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-TNF1	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - NEW FREEDOM - HARTFORD	TOTAL	2,540	508 z	2,032	0	0	2,032 Z
				FEDERAL	1,270	254	1,016	0	0	1,016
				STATE	0	0	0	0	0	0
0170-TNF2	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - NEW FREEDOM - NEW HAVEN	TOTAL	1,690	338 z	1,352	0	0	1,352 Z
				FEDERAL	845	169	676	0	0	676
				STATE	0	0	0	0	0	0
0170-TNF3	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - NEW FREEDOM - BRIDGEPORT/STAMFORD	TOTAL	2,560	512 z	2,048	0	0	2,048 Z
				FEDERAL	1,280	256	1,024	0	0	1,024
				STATE	0	0	0	0	0	0
0170-TNF4	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - NEW FREEDOM - OTHER URBAN AREA	TOTAL	2,680	536 z	2,144	0	0	2,144 Z
				FEDERAL	1,340	268	1,072	0	0	1,072
				STATE	0	0	0	0	0	0
0170-TNF5	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - NEW FREEDOM - RURAL	TOTAL	870	174 z	696	0	0	696 Z
				FEDERAL	435	87	348	0	0	348
				STATE	0	0	0	0	0	0
				TOTAL	10,340	2,068	8,272	0	0	8,272
				FEDERAL	5,170	1,034	4,136	0	0	4,136
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0106-0116	ORANGE WEST HAVEN	---	MISC RAIL SYSTEM IMPROVEMENTS - STUDY, DESIGN, ENVIRONMENTAL ACTIVITIES FOR ORANGE/W HAVEN STATION WITH PARKING FOR	TOTAL	2,000	2,000	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	2,000	2,000		0	0	0	0
0170-1511	STATEWIDE	---	STUDIES/RESEARCH - CONSULTANT EVALUATION FOR POTENTIAL RAIL COMMUTER SERV-NEW HAVEN TO HARTFORD	TOTAL	10	10	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	10	10		0	0	0	0
0170-2307	FAIRFIELD COUNTY	---	TRANSIT OPERATING ASSISTANCE - EXPANSION OF INTER-REGIONAL BUS SERV IN FAIRFIELD COUNTY	TOTAL	2,667	2,667	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	2,667	2,667		0	0	0	0
0170-2308	FAIRFIELD COUNTY	---	TRANSIT OPERATING ASSISTANCE - HOUSATONIC AREA REGIONAL TD RIDGEFIELD - KATONAH SHUTTLE BUS SERV	TOTAL	866	866	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	866	866		0	0	0	0
0170-2333	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - GREATER HARTFORD AREA EXPANSION OF EXPRESS BUS SERV	TOTAL	2,283	2,283	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	2,283	2,283		0	0	0	0
0170-2367	NB-HRTFD BUSWAY	---	SUPPORTIVE SERVICES/ADMIN - CONTINUING THE EFFORTS OF THE CRCOG & CCRPA TO SUPPORT THE NB-HRTFD BUSWAY	TOTAL	800	800	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	800	800		0	0	0	0
0170-2377	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - TRANS STRATEGY BOARD FUNDING FOR JOB ACCESS TO SOUTHEAST CT	TOTAL	2,044	2,044	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	2,044	2,044		0	0	0	0
0170-2632	STATEWIDE	---	STUDIES/RESEARCH - CT DEPT HOMELAND SECURITY THREAT & VULNERABILITY ASSESSMENT	TOTAL	200	200	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	200	200		0	0	0	0
0170-2640	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 FUNDING FOR THE CONT OF THE STATEWIDE DRUG & ALCOHOL TESTING PROG	TOTAL	350	350	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	350	350		0	0	0	0
0170-2641	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 FUNDING FOR THE CONT OF THE STATEWIDE INSURANCE CONSORTIUM	TOTAL	3,000	3,000	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	3,000	3,000		0	0	0	0
0170-2693	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - TRANSP SERV FOR JOB ACCESS TO SOUTHEAST CT FUNDED BY DSS	TOTAL	700	700	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	700	700		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-2697	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - FUNDS FOR THE MUNICIPAL GRANT PROG ST FUNDS FOR SFY 2007	TOTAL	5,000	5,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	5,000	5,000	0	0	0	0
0170-2723	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 FUNDING FOR THE CONT OF THE STATEWIDE DRUG & ALCOHOL TESTING PROG	TOTAL	375	375 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	375	375	0	0	0	0
0170-2724	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 FUDING FOR THE CONT OF THE STATEWIDE INSURANCE CONSORTIUM	TOTAL	3,500	3,500 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,500	3,500	0	0	0	0
0170-2727	STATEWIDE	---	TRANSIT OPERATING ASSISTANCE - FUNDS FOR THE JOB ACCESS TRANSP PROG SFY 2007	TOTAL	3,000	3,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,000	3,000	0	0	0	0
0173-0184	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - PE CATENARY/POWER SYSTEM IMPROV	TOTAL	2,000	0	2,000	1,000 Z	0	1,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	2,000	0	2,000	1,000	0	1,000
0300-0033	METRO/N SYSTMWD	---	BRIDGE SUPERSTRUCTURE REPAIRS - ENGINEERING FOR RR BRS ON RAIL SYSTEMS OWNED BY THE DEPARTMENT	TOTAL	6,527	6,527 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	6,527	6,527	0	0	0	0
0300-0069	METRO/N SYSTMWD	---	STUDIES/RESEARCH - INSPECTION OF NHL RR BRS	TOTAL	1,000	1,000 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,000	1,000	0	0	0	0
0300-0077	METRO/N-MAINLINE	---	REPLACE RAILROAD BR OVER HIGHWAY - PE DEVON BR, MILFORD/STRTFRD	TOTAL	10,760	0	10,760	0	0	10,760 Z
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	10,760	0	10,760	0	0	10,760
0300-0092	METRO/N SYSTMWD	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL-SYSTEM-WIDE-JOINT STUDY WITH MN TO DETERMINE ADEQUACY OF TRACTION POWER	TOTAL	1,150	1,150 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,150	1,150	0	0	0	0
0300-0102	METRO/N SYSTMWD	---	MISC RAIL SYSTEM IMPROVEMENTS - REPL /REHAB NHL CULVERTS DARIEN & NAUGATUCK @ MP 38.53 & MP 21.48 RESPECTIVELY	TOTAL	820	820 X	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	820	820	0	0	0	0
0300-0110	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - PURCHASE 38 MAFERSA RAILCARS FROM VIRGINIA RAILWAY EXPRESS 28 TRAILERS/10 CAB CARS	TOTAL	26,000	26,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	26,000	26,000	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0300-0113	METRO/N SYSTMWD	---	SECURITY - THREAT & VULNERABILITY ASSESSMENT FOR THE CT PORTION OF THE NHL	TOTAL	183	183 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	183	183	0	0	0	0
0300-0115	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - LEASE OF 8 LOCOMOTIVES FROM AMTRAK FOR USE ON NHL & SLE	TOTAL	5,814	5,814 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	5,814	5,814	0	0	0	0
0300-0116	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - ELECTRIC MULTIPLE UNIT FLEET REPL -SPECIFICATION DEV-NEXT GENERATION	TOTAL	2,000	2,000 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,000	2,000	0	0	0	0
0300-0119	METRO/N SYSTMWD	---	TRANSIT OPERATING ASSISTANCE - NHL OPERATING ASSISTANCE FOR CY 2006	TOTAL	53,116	53,116 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	53,116	53,116	0	0	0	0
0300-0121	METRO/N SYSTMWD	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL BR TIMBER PROGRAM	TOTAL	4,300	300 A	4,000	1,000 Z	1,000 Z	2,000 Z
				FEDERAL	0	0	0	0	0	0
				STATE	4,300	300	4,000	1,000	1,000	2,000
0300-0122	METRO/N SYSTMWD	---	RAIL ROLLING STOCK - DIESEL LOCOMOTIVE ACQUIS 6 NHL SHUTTLE SERV @ 100% 5 NON-REVENUE SERV AT 27%	TOTAL	16,600	16,600 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	16,600	16,600	0	0	0	0
0300-0123	METRO/N SYSTMWD	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL FACILITIES DESIGN ACTIVITIES	TOTAL	150	150 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	150	150	0	0	0	0
0300-0125	METRO/N SYSTMWD	---	SIGNAL SYSTEM IMPROVEMENT - NHL COMMUNICATION & SIGNAL SYSTEM REPL	TOTAL	1,700	1,700 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,700	1,700	0	0	0	0
0300-0126	METRO/N SYSTMWD	---	MISC RAIL SYSTEM IMPROVEMENTS - S-16 BR PROGRAM	TOTAL	2,000	2,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,000	2,000	0	0	0	0
0300-T001	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - BR/CULVERT REPL PROG	TOTAL	53,202	0	53,202	4,992 Z	5,952 Z	42,258 Z
				FEDERAL	0	0	0	0	0	0
				STATE	53,202	0	53,202	4,992	5,952	42,258
0300-T008	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - BRS REHAB PROG (S-PROG) (B-PROG)	TOTAL	15,048	0	15,048	2,500 Z	2,628 Z	9,920 Z
				FEDERAL	0	0	0	0	0	0
				STATE	15,048	0	15,048	2,500	2,628	9,920

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0300-T069	METRO/N-MAINLINE	---	BRIDGE SUPERSTRUCTURE REPAIRS - PE BRS/CULVERTS	TOTAL	11,538	0	11,538	1,754 Z	2,024 Z	7,760 Z
				FEDERAL	0	0	0	0	0	0
				STATE	11,538	0	11,538	1,754	2,024	7,760
0301-0047	METRO/N-MAINLINE	---	RAILROAD STATION PARKING LOT - STAMFORD TRANS CTR PARKING GARAGE EXPANSION-ENVIRONMENTAL REMEDIATION & STRUCTURAL	TOTAL	720	720 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	720	720	0	0	0	0
0301-0062	METRO/N-MAINLINE	---	STUDIES/RESEARCH - NHL STATION SITE SELECTION STUDY - ORANGE OR WEST HAVEN	TOTAL	300	300 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	300	300	0	0	0	0
0301-0065	METRO/N-MAINLINE	---	TRACK CONSTRUCTION - CP 248 & CP261 - CONSTR NEW INTERLOCKINGS ON NHL-ML	TOTAL	28,850	28,850 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	28,850	28,850	0	0	0	0
0301-0068	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - PLATFORM EXTENTION @ THE STRATFORD RR STATION	TOTAL	700	700 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	700	700	0	0	0	0
0301-0074	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - EMER REHAB OF FENDER SYSTEM (PIER#2) MP 41.51 OVER NORWALK RIVER	TOTAL	2,046	2,046 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,046	2,046	0	0	0	0
0301-0079	METRO/N-MAINLINE	---	SIGNAL SYSTEM IMPROVEMENT - CP 241-CIRCUIT MODIFICATIONS TO RR SIGNAL SYSTEM BETWEEN CP 238 & CP 246 ON THE NHL	TOTAL	120	120 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	120	120	0	0	0	0
0301-0082	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL BR TIMBER RENEWAL PROGRAM	TOTAL	400	400 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	400	400	0	0	0	0
0301-0085	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - REHAB OF NHL HIGH LEVEL PLATFORMS	TOTAL	577	577 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	577	577	0	0	0	0
0301-0087	METRO/N-MAINLINE	---	STUDIES/RESEARCH - PE-DEVON & COS COB BRS FIELD VERIFICATION ACTIVITIES	TOTAL	250	250 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	250	250	0	0	0	0
0301-0089	METRO/N-MAINLINE	---	FACILITY CONSTRUCTION - NH YARD SECURITY IMPROVS UASI 2004 GRANT	TOTAL	1,313	1,313 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,313	1,313	0	0	0	0

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State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0301-0090	METRO/N-MAINLINE	---	ELECTRIFICATION SYSTEM IMPROVEMENT - EMER DECLARATION-REPL ELECTRICAL SYSTEM-HIGH LEVEL PLATFORM-DARIEN RR STATION	TOTAL	560	560 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	560	560	0	0	0	0
0301-Z000	METRO/N-MAINLINE	---	BRIDGE SUPERSTRUCTURE REPLACEMENT - PE-REHAB RR BR MAIN ST, STRATFORD MP 59.01	TOTAL	800	0	800	800 Z	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	800	0	800	800	0	0
0304-0008	METRO/N-WTBY	---	MISC RAIL SYSTEM IMPROVEMENTS - NHL BR REHAB - 4 CULVERTS ALONG WTBY BRANCH - NAUG, SEYMOUR, BEACON FALLS	TOTAL	700	700 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	700	700	0	0	0	0
0310-0045	SHORELINE EAST	---	TRANSIT OPERATING ASSISTANCE - SHORELINE EAST COMMUTER SERVICE SUBSIDY	TOTAL	7,940	7,940 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	7,940	7,940	0	0	0	0
0310-0046	SHORELINE EAST	---	TRANSIT OPERATING ASSISTANCE - SHORELINE EAST MARKETING ACTIVITIES	TOTAL	90	0	90	0	90 C	0
				FEDERAL	0	0	0	0	0	0
				STATE	90	0	90	0	90	0
0310-T051	SHORELINE EAST	---	RAILROAD STATION PARKING LOT - SHORELINE EAST BRANFORD RR STATION PARKING EXPANSION PROJECT	TOTAL	1,500	1,100 X	400	400 C	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,500	1,100	400	400	0	0
0401-0006	CT TRANS-HTFD	---	BUS STOP IMPROVEMENT - INSTALLATION OF BUS STOP SIGNS IN THE GREATER HARTFORD AREA	TOTAL	200	200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	200	200	0	0	0	0
0410-0043	GR.BRIDGEPORT TD	---	PURCHASE COMPONENT BUS PARTS - GRANT-IN-AID TO GBTD TO PURCHASE SUPPORT VEH & CAPITAL ITEMS	TOTAL	299	299 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	299	299	0	0	0	0
0410-0050	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (BRIDGEPORT AREA)	TOTAL	6,727	6,727 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	6,727	6,727	0	0	0	0
0410-0051	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (BRIDGEPORT AREA)	TOTAL	1,603	1,603 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,603	1,603	0	0	0	0
0410-0052	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (BRIDGEPORT AREA)	TOTAL	7,400	7,400 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	7,400	7,400	0	0	0	0

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State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0410-0053	GR.BRIDGEPORT TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (BRIDGEPORT AREA)	TOTAL	1,715	1,715 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,715	1,715	0	0	0	0
0412-0088	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSSIATNCE FOR URBAN FIXED RTE BUS SERV (NORWALK AREA)	TOTAL	2,944	2,944 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	2,944	2,944	0	0	0	0
0412-0089	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (WESTPORT AREA)	TOTAL	523	523 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	523	523	0	0	0	0
0412-0090	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR COMMUTER SHUTTLE BUS SERV (GREENWICH AREA)	TOTAL	147	147 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	147	147	0	0	0	0
0412-0091	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR COMMUTER SHUTTLE BUS SERV (NORWALK AREA)	TOTAL	217	217 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	217	217	0	0	0	0
0412-0092	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (NORWALK AREA)	TOTAL	315	315 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	315	315	0	0	0	0
0412-0093	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (STAMFORD AREA)	TOTAL	1,325	1,325 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,325	1,325	0	0	0	0
0412-0094	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (WESTPORT AREA)	TOTAL	62	62 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	62	62	0	0	0	0
0412-0095	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (NORWALK AREA)	TOTAL	3,238	3,238 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,238	3,238	0	0	0	0
0412-0096	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (WESTPORT AREA)	TOTAL	575	575 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	575	575	0	0	0	0
0412-0097	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR COMMUTER SHUTTLE BUS SERV (GREENWICH AREA)	TOTAL	162	162 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	162	162	0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0412-0098	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR COMMUTER SHUTTLE BUS SERV (NORWALK AREA)	TOTAL	239	239	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	239	239		0	0	0	0
0412-0099	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (NORWALK AREA)	TOTAL	502	502	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	502	502		0	0	0	0
0412-0100	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (STAMFORD AREA)	TOTAL	1,427	1,427	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,427	1,427		0	0	0	0
0412-0101	NORWALK TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (WESTPORT AREA)	TOTAL	103	103	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	103	103		0	0	0	0
0414-0040	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (NORWICH AREA)	TOTAL	1,899	1,899	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,899	1,899		0	0	0	0
0414-0041	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (NORWICH AREA)	TOTAL	108	108	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	108	108		0	0	0	0
0414-0042	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (NORWICH AREA)	TOTAL	2,089	2,089	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	2,089	2,089		0	0	0	0
0414-0043	SOUTHEAST TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (NORWICH AREA)	TOTAL	115	115	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	115	115		0	0	0	0
0416-0026	HART	---	GRANT-IN-AID - GRANT-IN-AID TO HART TO PURCHASE VEHICLES & CAPITAL ITEMS	TOTAL	172	172	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	172	172		0	0	0	0
0416-0040	HART	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (DANBURY AREA)	TOTAL	1,467	1,467	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,467	1,467		0	0	0	0
0416-0041	HART	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (DANBURY AREA)	TOTAL	158	158	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	158	158		0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0416-0043	HART	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (DANBURY AREA)	TOTAL	1,614	1,614	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,614	1,614		0	0	0	0
0416-0044	HART	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (DANBURY AREA)	TOTAL	169	169	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	169	169		0	0	0	0
0420-0033	VALLEY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN PARATRANSIT BUS SERV (DERBY AREA)	TOTAL	449	449	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	449	449		0	0	0	0
0420-0034	VALLEY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA BUS SERV (DERBY AREA)	TOTAL	182	182	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	182	182		0	0	0	0
0420-0035	VALLEY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN PARATRANSIT BUS SERV (DERBY AREA)	TOTAL	482	482	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	482	482		0	0	0	0
0420-0036	VALLEY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (DERBY AREA)	TOTAL	214	214	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	214	214		0	0	0	0
0422-0040	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (MIDDLETOWN AREA)	TOTAL	713	713	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	713	713		0	0	0	0
0422-0041	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (MIDDLETOWN AREA0	TOTAL	138	138	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	138	138		0	0	0	0
0422-0042	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR DIAL-A-RIDE BUS SERV (MIDDLETOWN AREA)	TOTAL	103	103	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	103	103		0	0	0	0
0422-0044	MIDDLETOWN TD	---	GRANT-IN-AID - GRANT-IN-AID TO THE MIDDLETOWN TD FOR VEHICLES & SUPPORT EQUIP	TOTAL	60	60	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	60	60		0	0	0	0
0422-0045	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (MIDDLETOWN AREA)	TOTAL	784	784	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	784	784		0	0	0	0

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0422-0046	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (MIDDLETOWN AREA)	TOTAL	147	147	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	147	147		0	0	0	0
0422-0047	MIDDLETOWN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR DIAL-A-RIDE BUS SERV (MIDDLETOWN AREA)	TOTAL	103	103	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	103	103		0	0	0	0
0424-0041	MILFORD TD	---	GRANT-IN-AID - GRANT-IN-AID TO THE MILFORD TRANSIT DISTRICT TO PURCHASE VEHICLES & CAPITAL ITEMS	TOTAL	85	85	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	85	85		0	0	0	0
0424-0042	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (MILFORD AREA)	TOTAL	476	476	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	476	476		0	0	0	0
0424-0043	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (MILFORD AREA)	TOTAL	188	188	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	188	188		0	0	0	0
0424-0044	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR DIAL-A-RIDE BUS SERV (MILFORD AREA)	TOTAL	35	35	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	35	35		0	0	0	0
0424-0045	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR URBAN FIXED RTE BUS SERV (MILFORD AREA)	TOTAL	523	523	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	523	523		0	0	0	0
0424-0046	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (MILFORD AREA)	TOTAL	201	201	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	201	201		0	0	0	0
0424-0047	MILFORD TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR DIAL-A-RIDE BUS SERV (MILFORD AREA)	TOTAL	35	35	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	35	35		0	0	0	0
0426-0034	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - GHTD SFY 2006 NON-ADA (DAR) PARATRANSIT SERVICE	TOTAL	293	293	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	293	293		0	0	0	0
0426-0035	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - GHTD ADA PARATRANSIT, SFY 2007	TOTAL	7,303	7,303	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	7,303	7,303		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION — SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0426-T052	GR HARTFORD TD	---	TRANSIT OPERATING ASSISTANCE - GHTD NON-ADA PARATRANS, SFY 2007	TOTAL	331	331 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	331	331	0	0	0	0
0427-0033	GR NEW HAVEN TD	---	TRANSIT OPERATING ASSISTANCE - GNHTD ADA, SFY 2006	TOTAL	3,096	3,096 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,096	3,096	0	0	0	0
0427-0034	GR NEW HAVEN TD	---	TRANSIT OPERATING ASSISTANCE - GNHTD NON-ADA PARATRANSIT SFY 2006	TOTAL	61	61 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	61	61	0	0	0	0
0427-0035	GR NEW HAVEN TD	---	TRANSIT OPERATING ASSISTANCE - GNHTD ADA PARATRANSIT SFY 2007	TOTAL	3,900	3,900 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,900	3,900	0	0	0	0
0427-0036	GR NEW HAVEN TD	---	TRANSIT OPERATING ASSISTANCE - GNHTD NON-ADA PARATRASNIT, SFY 2007	TOTAL	61	61 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	61	61	0	0	0	0
0430-0014	N.E.TRANS-STATWD	---	TRANSIT OPERATING ASSISTANCE - ADA/ MERIDEN & WALLINGFORD OP BY NORTHEAST TRANSP SFY 2006	TOTAL	478	478 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	478	478	0	0	0	0
0430-0015	N.E.TRANS-STATWD	---	TRANSIT OPERATING ASSISTANCE - MERIDEN & WALLINGFORD ADA/ NORTH EAST TRANSP CO, SFY 2007	TOTAL	562	562 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	562	562	0	0	0	0
0431-0006	WTBY-FIXED	---	FACILITY CONSTRUCTION - CONSTR OF A NEW BUS MAINT & STORAGE FACILITY TO SERVE THE WTBY AREA	TOTAL	968	0	968	968 Z	0	0
				FEDERAL	0	0	0	0	0	0
MULTI-FUNDED				STATE	968	0	968	968	0	0
0431-0016	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ WATERBURY OP BY NORTHEAST TRANSP CO SFY 2006	TOTAL	3,115	3,115 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,115	3,115	0	0	0	0
0431-0017	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ WATERBURY OP BY NORTH EAST TRANSP CO	TOTAL	3,720	3,720 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	3,720	3,720	0	0	0	0
0432-0013	MRDN-FIXED RT	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ MERIDEN OP BY NORTHEAST TRANSP CO SFY 2006	TOTAL	614	614 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	614	614	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0432-0014	MRDN-FIXED RT	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ MERIDEN OP BY NORTHEAST TRANSP CO SFY 2007	TOTAL	671	671	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	671	671		0	0	0	0
0433-0013	WALLINGFORD-FIXD	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ WALLINGFORD OP BY NORTHEAST TRANSP SFY 2006	TOTAL	72	72	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	72	72		0	0	0	0
0433-0014	WALLINGFORD-FIXD	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ WALLINGFORD OP BY NORTH EAST TRANSP CO	TOTAL	126	126	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	126	126		0	0	0	0
0434-0011	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - ADA/ WTBY - OP BY NORTHEAST TRANSP CO SFY 2006	TOTAL	1,191	1,191	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,191	1,191		0	0	0	0
0434-0012	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - NON-ADA PARATRANSIT/ WTBY OP BY NORTHEAST TRANSP SFY 2006	TOTAL	450	450	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	450	450		0	0	0	0
0434-0013	WTBY-FIXED	---	TRANSIT OPERATING ASSISTANCE - WATERBURY ADA PARATRANSIT/ NORTH EAST TRANS CO, SFY 2007	TOTAL	1,328	1,328	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,328	1,328		0	0	0	0
0441-0013	NEW BRTN-FIXED	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ NEW BRITAIN OP BY NEW BRITAIN TRANSP SFY 2006	TOTAL	956	956	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	956	956		0	0	0	0
0441-0014	NEW BRTN-FIXED	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ NEW BRITAIN DIVISION OP BY NBT, SFY 2007	TOTAL	1,112	1,112	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	1,112	1,112		0	0	0	0
0442-0013	BRISTOL LOCAL	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ BRISTOL OP BY NEW BRITAIN TRANSPORTATION	TOTAL	171	171	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	171	171		0	0	0	0
0442-0014	BRISTOL LOCAL	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ BRISTOL OP BY NEW BRITAIN TRANSPORTATION SFY 2007	TOTAL	194	194	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	194	194		0	0	0	0
0443-0017	BRISTOL COMMUTER	---	TRANSIT OPERATING ASSISTANCE - EXPRESS COMMUTER BUS SERV FROM BRISTOL/PLAINVILLE TO HARTFORD	TOTAL	275	275	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	275	275		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0452-0015	OLD SYBRK-DATTCO	---	TRANSIT OPERATING ASSISTANCE - TRIANGULAR BUS SERV LINKING NEW HAVEN, HARTFORD & OLD SAYBROOK	TOTAL	850	850	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	850	850		0	0	0	0
0453-0013	N.BRITAIN-DATTCO	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ NEW BRITAIN OP BY DATTCO, INC SFY 2006	TOTAL	412	412	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	412	412		0	0	0	0
0453-0014	N.BRITAIN-DATTCO	---	TRANSIT OPERATING ASSISTANCE - CTTRANSIT/ NEW BRITAIN OP BY DATTCO, INC SFY 2007	TOTAL	543	543	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	543	543		0	0	0	0
0462-0015	COLLINS-VERNON	---	TRANSIT OPERATING ASSISTANCE - EXPRESS COMMUTER BUS SERVICE BETWEEN VERNON & HARTFORD	TOTAL	90	90	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	90	90		0	0	0	0
0463-0015	MRDN-COMMUTER	---	TRANSIT OPERATING ASSISTANCE - EXPRESS COMMUTER BUS SERVICE BETWEEN MERIDEN & HARTFORD	TOTAL	160	160	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	160	160		0	0	0	0
0472-0048	NORTHWESTERN TD	---	FACILITY CONSTRUCTION - FUNDS FOR NORTHWESTERN TD FOR THE CONSTR OF A NEW BUS FACILITY	TOTAL	100	100	A	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	100	100		0	0	0	0
0472-T077	NORTHWESTERN TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR RURAL TRANSIT ASSISTANCE (TORRINGTON AREA)	TOTAL	204	204	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	204	204		0	0	0	0
0474-0060	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2006 OPERATING ASSISTANCE FOR ADA PARATRANSIT BUS SERV (WINDHAM REGION)	TOTAL	25	25	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	25	25		0	0	0	0
0474-T100	WINDHAM TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR RURAL TRANSIT SERV (WILLIMANTIC AREA)	TOTAL	303	303	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	303	303		0	0	0	0
0476-T076	NORTHEASTERN TD	DAYVILLE	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR RURAL TRANSIT SERV (DAYVILLE AREA)	TOTAL	130	130	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	130	130		0	0	0	0
0478-T067	CTRIVER ESTUARY TD	---	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR RURAL TRANSIT SERV (ESTUARY-SHORELINE SHUTTLE)	TOTAL	128	128	C	0	0	0	0
				FEDERAL	0	0		0	0	0	0
				STATE	128	128		0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0478-T068	CTRIVER ESTUARY TD	--	TRANSIT OPERATING ASSISTANCE - SFY 2007 OPERATING ASSISTANCE FOR RURAL TRANSIT SERV (ESTUARY AREA)	TOTAL	64	64 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	64	64	0	0	0	0
				TOTAL	364,058	265,252	98,806	13,414	11,694	73,698
				FEDERAL	0	0	0	0	0	0
				STATE	364,058	265,252	98,806	13,414	11,694	73,698

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0076-0195	MANCHESTER	--	STUDIES/RESEARCH - MANCHESTER - HARTFORD BUS RAPID TRANSIT FEASIBILITY STUDY	TOTAL	638	638 A	0	0	0	0
MULTI-FUNDED				FEDERAL	540	540	0	0	0	0
				STATE	98	98	0	0	0	0
0170-2009	NB-HRTFD BUSWAY	--	STUDIES/RESEARCH - EIS DEV FOR BUSWAY RAPID TRANSIT BETWEEN NEW BRITAIN & HARTFORD	TOTAL	2,112	2,112 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,656	1,656	0	0	0	0
				STATE	456	456	0	0	0	0
				TOTAL	2,750	2,750	0	0	0	0
				FEDERAL	2,196	2,196	0	0	0	0
				STATE	554	554	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

PUBLIC TRANSPORTATION

SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-T797	STATEWIDE	---	SUPPORTIVE SERVICES/ADMIN - FUNDS FOR CRCOG TO CONTINUE STATION AREA PLANNING ACTIVITIES	TOTAL	199	94 A	105	105 A	0	0
				FEDERAL	168	84	84	84	0	0
				STATE	31	10	21	21	0	0
				TOTAL	199	94	105	105	0	0
				FEDERAL	168	84	84	84	0	0
				STATE	31	10	21	21	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0001-0105	ANDOVER	TIMES FARM ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04581 TIMES FARM RD OVER HOP RIVER ANDOVER, NO ADDED CAP	TOTAL	676	136 X	540	540 C	0	0
				FEDERAL	676	136	540	540	0	0
				STATE	0	0	0	0	0	0
0004-0116	AVON	OLD FARMS ROAD	BRIDGE REPLACEMENT - REPL OF BR 04470- INTERSECTION SR 10 & OLD FARMS RD (OVER FARMINGTON RIVER) TOWN OF AVON	TOTAL	320	320 A	0	0	0	0
MULTI-FUNDED				FEDERAL	256	256	0	0	0	0
				STATE	64	64	0	0	0	0
0020-0103	BURLINGTON	VINEYARD ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - VINEYARD RD OVER BURLINGTON BROOK, BR 05916, TOWN OF BURLINGTON	TOTAL	2,005	150 A	1,855	25 B	1,830 C	0
				FEDERAL	1,604	120	1,484	20	1,464	0
				STATE	396	30	366	0	366	0
0024-0087	CHAPLIN	N BEAR HILL ROAD	BRIDGE REPLACEMENT - REPL OF BR 04601, N BEAR HILL RD OVER NATCHAUG RIVER, CHAPLIN, NO ADDED CAP	TOTAL	1,518	200 X	1,318	0	1,318 C	0
				FEDERAL	1,214	160	1,054	0	1,054	0
				STATE	304	40	264	0	264	0
0026-0119	CHESTER	WIG HILL ROAD	BRIDGE REPLACEMENT - REPL OF BR 04608 WIG HILL RD OVER PATTACONK BROOK, CHESTER, NO ADDED CAP	TOTAL	780	170 X	610	0	610 C	0
				FEDERAL	624	136	488	0	488	0
				STATE	0	0	0	0	0	0
0029-0097	COLEBROOK	BUNNELL STREET	BRIDGE REPLACEMENT - REPL OF BR 05147 BUNNELL ST OVER LOON BROOK, COLEBROOK, NO ADDED CAP	TOTAL	830	205 X	625	0	625 C	0
				FEDERAL	664	164	500	0	500	0
				STATE	0	0	0	0	0	0
0032-0137	COVENTRY	PARKER BRIDGE RD	BRIDGE SUPERSTRUCTURE REPLACEMENT - PARKER BR RD OVER THE HOP RIVER, BR 04624, TOWN OF COVENTRY	TOTAL	1,722	1,722 Z	0	0	0	0
				FEDERAL	1,377	1,377	0	0	0	0
				STATE	0	0	0	0	0	0
0032-0139	COVENTRY	PUCKER STREET	BRIDGE REPLACEMENT - REPL OF BR 04621 PUCKER ST OVER HOP RIVER COVENTRY, NO ADDED CAP	TOTAL	1,729	200 X	1,529	0	1,529 C	0
				FEDERAL	1,383	160	1,223	0	1,223	0
				STATE	0	0	0	0	0	0
0039-0094	EAST GRANBY	FLOYDVILLE ROAD	BRIDGE REPLACEMENT - FLOYDVILLE RD OVER SALMON BROOK, BR 04447 TOWN OF EAST GRANBY	TOTAL	1,582	1,582 Z	0	0	0	0
				FEDERAL	1,266	1,266	0	0	0	0
				STATE	0	0	0	0	0	0
0043-0123	EAST HAVEN	MAPLE STREET	BRIDGE REPLACEMENT - REPL OF BR 04881 MAPLE ST OVER FARM RIVER EAST HAVEN, NO ADDED CAP	TOTAL	2,051	218 X	1,833	1,833 C	0	0
				FEDERAL	1,640	174	1,466	1,466	0	0
				STATE	411	44	367	367	0	0
0050-0209	FAIRFIELD	MERRITT STREET	BRIDGE REPLACEMENT - REPL OF BR 04957 MERRITT ST OVER HORSE TAVERN BROOK, FAIRFIELD, NO ADDED CAP	TOTAL	1,127	170 X	957	0	957 C	0
				FEDERAL	902	136	766	0	766	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0053-0173	GLASTONBURY	BELL STREET	BRIDGE REPLACEMENT - BELL ST OVER SALMON BROOK BR 04107, TOWN OF GLASTONBURY	TOTAL	2,592	2,592 Z	0	0	0	0
				FEDERAL	2,073	2,073	0	0	0	0
				STATE	0	0	0	0	0	0
0055-0136	GRANBY	SILVER STREET	BRIDGE REPLACEMENT - REPL OF BR 04517 SILVER ST OVER EAST BRANCH SALMON BK, GRANBY NO ADDED CAP	TOTAL	884	200 X	684	0	684 C	0
				FEDERAL	707	160	547	0	547	0
				STATE	0	0	0	0	0	0
0056-0254	GREENWICH	SHERWOOD AVENUE	BRIDGE REPLACEMENT - REPL OF BR 05018, SHERWOOD AVE OVER BYRAM RIVER, GREENWICH	TOTAL	1,443	166 X	1,277	0	1,277 C	0
				FEDERAL	1,154	132	1,022	0	1,022	0
				STATE	182	23	159	0	159	0
0056-0270	GREENWICH	PORCHUCK ROAD	BRIDGE REPLACEMENT - REPL OF BR 05015 PORCHUCK RD OVER E BRANCH BYRAM RIVER TOWN OF GREENWICH	TOTAL	1,256	155 X	1,101	1,101 C	0	0
				FEDERAL	1,006	124	882	882	0	0
				STATE	133	17	116	116	0	0
0056-H063	GREENWICH	SHORE ROAD	BRIDGE REPLACEMENT - REPL OF BR 05011, SH0RE ROAD OVER HORSECREEK	TOTAL	2,150	275 X	1,875	1,875 C	0	0
				FEDERAL	1,700	200	1,500	1,500	0	0
				STATE	0	0	0	0	0	0
0057-0109	GRISWOLD	BITGOOD ROAD	BRIDGE REPLACEMENT - BITGOOD RD OVER THE PACHAUG RIVER, BR 04669, TOWN OF GRISWOLD	TOTAL	1,013	220 X	793	0	793 C	0
				FEDERAL	810	176	634	0	634	0
				STATE	0	0	0	0	0	0
0057-0110	GRISWOLD	EDMUND ROAD	BRIDGE REPLACEMENT - EDMUND RD OVER THE PACHAUG RIVER, BR 04673, TOWN OF GRISWOLD	TOTAL	1,298	200 X	1,098	0	1,098 C	0
				FEDERAL	1,038	160	878	0	878	0
				STATE	0	0	0	0	0	0
0057-0111	GRISWOLD	BITGOOD ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04668 BITGOOD RD OVER HOPEVILLE POND, GRISWOLD, NO ADDED CAP	TOTAL	816	215 X	601	0	601 C	0
				FEDERAL	653	172	481	0	481	0
				STATE	0	0	0	0	0	0
0057-H012	GRISWOLD	CAROL ROAD	BRIDGE REPLACEMENT - REPL OF BR 04671, CAROL RD OVER PACHAUG RIVER	TOTAL	2,810	275 X	2,535	2,535 C	0	0
				FEDERAL	2,228	200	2,028	2,028	0	0
				STATE	0	0	0	0	0	0
0061-0135	HAMDEN	TUTTLE AVENUE	BRIDGE REPLACEMENT - REPL OF BR 04894, TUTTLE AVE OVER MILL RIVER, HAMDEN	TOTAL	1,408	155 X	1,253	1,253 C	0	0
				FEDERAL	1,126	124	1,002	1,002	0	0
				STATE	282	31	251	251	0	0
0063-0601	HARTFORD	504	MINOR BRIDGE REHABILITATION - REHAB OF BR 03369 OVER LOWER SMITH BK	TOTAL	498	0	498	498 Z	0	0
				FEDERAL	358	0	358	358	0	0
				STATE	140	0	140	140	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds		Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008		FFY2009	FFY2010-17
					---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------				-------- Additional Funds Required by Fiscal Year's Ending --------			
0065-0107	HARWINTON	CATLIN ROAD	BRIDGE REPLACEMENT - CATLIN RD OVER HARWINTON LAKE SPILLWAY, BR 05058 TOWN OF HARWINTON	TOTAL	2,122	243	X	1,879	1,879	C	0	0
				FEDERAL	1,697	194		1,503	1,503		0	0
				STATE	0	0		0	0		0	0
0065-0108	HARWINTON	NORTHFIELD ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - NORTHFIELD RD OVER THE NAUGATUCK RIVER, BR 05057,HARWINTON/LITCHFIELD	TOTAL	2,157	180	A	1,977	25	B	1,952 C	0
				FEDERAL	1,726	144		1,582	20		1,562	0
				STATE	0	0		0	0		0	0
0068-0200	KILLINGLY	ROCK AVENUE	BRIDGE REPLACEMENT - ROCK AVE OVER FIVE MILE RIVER, BR 04701 TOWN OF KILLINGLY	TOTAL	2,910	256	X	2,654	2,654	C	0	0
				FEDERAL	2,328	205		2,123	2,123		0	0
				STATE	0	0		0	0		0	0
0069-0075	KILLINGWORTH	RESERVOIR ROAD	BRIDGE REPLACEMENT - REPL OF BR 04716, RESERVOIR RD OVER MENUNKETESUCK RIVER, KILLINGWORTH, NO ADDED CAP	TOTAL	967	205	X	762	0		762 C	0
				FEDERAL	774	164		610	0		610	0
				STATE	0	0		0	0		0	0
0070-H011	LEBANON	WATERMAN ROAD	MINOR BRIDGE REHABILITATION - REHAB OF BR 04719, WATERMAN RD OVER PEASE BROOK	TOTAL	775	125	X	650	650	C	0	0
				FEDERAL	620	100		520	520		0	0
				STATE	0	0		0	0		0	0
0073-0167	LITCHFIELD	HIGH BRIDGE ROAD	BRIDGE REPLACEMENT - HIGH BR RD OVER BANTAM RIVER, BR 05180, TOWN OF LITCHFIELD	TOTAL	1,435	1,435	Z	0	0		0	0
				FEDERAL	1,148	1,148		0	0		0	0
				STATE	0	0		0	0		0	0
0076-0200	MANCHESTER	PARK STREET	BRIDGE REPLACEMENT - REPL OF BR 04401, PARK ST OVER AN ABANDONED RR MANCHESTER, NO ADDED CAP	TOTAL	1,670	1,670	Z	0	0		0	0
				FEDERAL	1,336	1,336		0	0		0	0
				STATE	0	0		0	0		0	0
0077-0213	MANSFIELD	STONEMILL ROAD #1	BRIDGE REPLACEMENT - REPL OF BR 04731 STONEMILL RD #1 OVER FENTON RIVER, MANSFIELD, NO ADDED CAP	TOTAL	1,268	205	X	1,063	0		1,063 C	0
				FEDERAL	1,014	164		850	0		850	0
				STATE	0	0		0	0		0	0
0077-0214	MANSFIELD	LAUREL LANE	BRIDGE REPLACEMENT - REPL OF BR 05366, LAUREL LANE OVER MOUNT HOPE RIVER, MANSFIELD, NO ADDED CAP	TOTAL	830	205	X	625	0		625 C	0
				FEDERAL	664	164		500	0		500	0
				STATE	0	0		0	0		0	0
0080-0127	MIDDLEBURY	LONG MEADOW ROAD	BRIDGE REPLACEMENT - REPL OF BR 05035, LONG MEADOW RD OVER LONG MEADOW POND, MIDDLEBURY, NO ADDED CAP	TOTAL	1,226	250	X	976	0		976 C	0
				FEDERAL	981	200		781	0		781	0
				STATE	0	0		0	0		0	0
0082-0286	MIDDLETOWN	---	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04032 PEARL ST OVER P&W R R TOWN OF MIDDLETOWN	TOTAL	1,971	1,971	Z	0	0		0	0
				FEDERAL	1,577	1,577		0	0		0	0
				STATE	394	394		0	0		0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0082-0293	MIDDLETOWN	WILCOX STREET	BRIDGE REPLACEMENT - REPL OF BR 05621 WILCOX ST OVER SUMNER BROOK, MIDDLETOWN, NO ADDED CAP	TOTAL	1,048	170 X	878	878 C	0	0
				FEDERAL	838	136	702	702	0	0
				STATE	210	34	176	176	0	0
0082-0296	MIDDLETOWN	WESTLAKE DRIVE	CONSTRUCT CULVERT - REHAB OF BR 05954 WESTLAKE DR OVER MINER BROOK, MIDDLETOWN, NO ADDED CAP	TOTAL	907	175 X	732	0	732 C	0
				FEDERAL	726	140	586	0	586	0
				STATE	146	0	146	0	146	0
0089-0103	NEW CANAAN	VALLEY ROAD	BRIDGE REPLACEMENT - REPL OF BR 04997, VALLEY RD OVER SILVERMINE RIVER, NEW CANAAN	TOTAL	1,500	1,500 Z	0	0	0	0
				FEDERAL	1,200	1,200	0	0	0	0
				STATE	278	278	0	0	0	0
0089-0119	NEW CANAAN	HICKOK ROAD	BRIDGE SUBSTRUCTURE REPAIRS - REHAB OF BR NO 04998 HICKOK RD OVER SILVERMINE RIVER NEW CANAAN, NO ADDED CAP	TOTAL	1,222	160 A	1,062	25 B	1,037 C	0
				FEDERAL	978	128	850	20	830	0
				STATE	0	0	0	0	0	0
0089-0120	NEW CANAAN	MARIOMI ROAD	BRIDGE REPLACEMENT - REPL OF BR 04999, MARIOMI RD OVER SILVERMINE RIVER, NEW CANAAN, NO ADDED CAP	TOTAL	1,003	175 A	828	25 B	803 C	0
				FEDERAL	802	140	662	20	642	0
				STATE	0	0	0	0	0	0
0089-0121	NEW CANAAN	JELLIFF MILL ROAD	BRIDGE REPLACEMENT - REPL OF BR 05574, JELLIFF MILL RD OVER NOROTON RIVER, NEW CANAAN, NO ADDED CAP	TOTAL	751	175 A	576	25 B	551 C	0
				FEDERAL	601	140	461	20	441	0
				STATE	0	0	0	0	0	0
0090-0095	NEW FAIRFIELD	MUSKET RIDGE ROAD	BRIDGE REPLACEMENT - REPL OF BR 05106 MUSKET RIDGE RD OVER BALL POND BROOK NEW FAIRFIELD, NO ADDED CAP	TOTAL	1,498	205 X	1,293	0	1,293 C	0
				FEDERAL	1,198	164	1,034	0	1,034	0
				STATE	0	0	0	0	0	0
0092-0559	NEW HAVEN	HILLHOUSE AVENUE	BRIDGE REPLACEMENT - HILLHOUSE AVE BR OVER CANAL LINE RR,BR 04026,TOWN OF NEW HAVEN	TOTAL	4,820	4,820 Z	0	0	0	0
				FEDERAL	3,856	3,856	0	0	0	0
				STATE	0	0	0	0	0	0
0095-0225	NEW MILFORD	ASPETUCK ROAD	BRIDGE REPLACEMENT - REPL OF BR 05111, ASPETUCK RD OVER MERRYALL BROOK, NEW MILFORD	TOTAL	740	138 X	602	0	602 C	0
				FEDERAL	592	110	482	0	482	0
				STATE	148	28	120	0	120	0
0095-0245	NEW MILFORD	ASPETUCK RIDGE	BRIDGE REPLACEMENT - REPL OF BR 05655, ASPETUCK RIDGE RD OVER WEST ASPETCK RIVER, NEW MILFORD, NO ADDED CAP	TOTAL	1,330	205 X	1,125	0	0	1,125 C
				FEDERAL	1,064	164	900	0	0	900
				STATE	0	0	0	0	0	0
0096-0191	NEWTOWN	WLNT TR HILL ROAD	BRIDGE REPLACEMENT - REPL OF BR 05028, WALNUT TREE HILL RD OVER POOTATUCK RIVER, NEWTOWN, NO ADDED CAP	TOTAL	781	200 X	581	0	581 C	0
				FEDERAL	625	160	465	0	465	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

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					---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------			--------		
0099-0122	NORTH CANAAN	OLD TPK NORTH	BRIDGE REPLACEMENT - OLD TPK NORTH OVER KONKAPOT RIVER, BR 05202, TOWN OF N CANAAN	TOTAL	1,659	1,659 Z	0	0	0	0
				FEDERAL	1,327	1,327	0	0	0	0
				STATE	0	0	0	0	0	0
0099-0123	NORTH CANAAN	EMMONS LANE	BRIDGE REPLACEMENT - EMMONS LANE OVER WHITING RIVER, BR 05203, TOWN OF N CANAAN	TOTAL	1,293	1,293 Z	0	0	0	0
				FEDERAL	1,034	1,034	0	0	0	0
				STATE	0	0	0	0	0	0
0101-0112	NO. STONINGTON	BOOM BRIDGE ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - REPL OF BR 04744 BOOM BR RD OVER PAWCATUCK RIVER, NO ADDED CAP	TOTAL	658	145 A	513	25 B	0	488 C
				FEDERAL	526	116	410	20	0	390
				STATE	132	29	103	5	0	98
0102-0315	NORWALK	WESTMERE AVENUE	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04440, WESTMERE AVE OVER FARM CREEK, NORWALK, NO ADDED CAP	TOTAL	708	200 X	508	0	508 C	0
				FEDERAL	566	160	406	0	406	0
				STATE	0	0	0	0	0	0
0102-0319	NORWALK	PERRY AVENUE	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04154 PERRY AVE OVER NORWALK RIVER, NORWALK, NO ADDED CAP	TOTAL	1,117	200 X	917	0	917 C	0
				FEDERAL	894	160	734	0	734	0
				STATE	0	0	0	0	0	0
0102-0320	NORWALK	JAMES STREET	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 04989, JAMES ST OVER SILVERMINE RIVER, NORWALK, NO ADDED CAP	TOTAL	1,104	170 X	934	0	934 C	0
				FEDERAL	907	160	747	0	747	0
				STATE	0	0	0	0	0	0
0103-H048	NORWICH	PLEASANT STREET	BRIDGE RESTORATION - REHAB OF BR 04745, PLEASANT ST OVER YANTIC RIVER	TOTAL	870	175 X	695	695 C	0	0
				FEDERAL	696	140	556	556	0	0
				STATE	0	0	0	0	0	0
0109-0163	PLAINVILLE	STILLWELL DRIVE	BRIDGE REPLACEMENT - REPL OF BR 04545, STILLWELL DR OVER QUINNEPIAC RIVER, PLAINVILLE, NO ADDED CAP	TOTAL	955	205 X	750	0	0	750 C
				FEDERAL	764	164	600	0	0	600
				STATE	0	0	0	0	0	0
0109-H028	PLAINVILLE	TOMLINSON AVENUE	BRIDGE REPLACEMENT - REPL OF BR 04546, TOMLINSON AVE OVER QUINNIPIAC RIVER	TOTAL	1,660	250 X	1,410	1,410 C	0	0
				FEDERAL	1,328	200	1,128	1,128	0	0
				STATE	0	0	0	0	0	0
0111-0115	POMFRET	COVELL ROAD	BRIDGE REPLACEMENT - COVELL RD OVER BROOK BR 05663 TOWN OF POMFRET	TOTAL	1,207	170 X	1,037	0	1,037 C	0
				FEDERAL	966	136	830	0	830	0
				STATE	0	0	0	0	0	0
0111-0116	POMFRET	WOLF DEN DRIVE	BRIDGE REPLACEMENT - REPL OF BR 05344 WOLF DEN DR OVER MASHAMOQUET BROOK, POMFRET, NO ADDED CAP	TOTAL	1,513	146 A	1,367	25 B	1,342 C	0
				FEDERAL	1,210	116	1,094	20	1,074	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0115-0113	PUTNAM	CHASE ROAD	BRIDGE REPLACEMENT - REPL OF BR 04761, CHASE RD OVER FIVE MILE RIVER PUTNAM, NO ADDED CAP	TOTAL	1,398	175 A	1,223	25 B	1,198 C	0
				FEDERAL	1,118	140	978	20	958	0
				STATE	0	0	0	0	0	0
0122-0102	DEEP RIVER	VILLAGE STREET	BRIDGE REPLACEMENT - REPL OF BR 04636 VILLAGE ST OVER DEEP RIVER, TOWN OF DEEP RIVER, NO ADDED CAP	TOTAL	815	170 X	645	0	645 C	0
				FEDERAL	652	136	516	0	516	0
				STATE	0	0	0	0	0	0
0124-0155	SEYMOUR	DAY STREET	BRIDGE REPLACEMENT - REPL OF BR 04192 OVER BLADENS RIVER	TOTAL	1,515	1,515 Z	0	0	0	0
				FEDERAL	1,212	1,212	0	0	0	0
				STATE	303	303	0	0	0	0
0128-0145	SIMSBURY	FIRETOWN ROAD	BRIDGE SUPERSTRUCTURE REPLACEMENT - FIRETOWN RD OVER BISSELL BROOK, BR 04549 TOWN OF SIMSBURY	TOTAL	897	140 A	757	0	25 B	732 C
				FEDERAL	718	112	606	0	20	586
				STATE	5	0	5	0	5	0
0130-0165	SOUTHBURY	SPRUCE BROOK	BRIDGE REPLACEMENT - REPL OF BR 05032 SPRUCE BROOK RD OVER TRANSYLVANIA BROOK TOWN OF SOUTHBURY	TOTAL	2,128	2,128 Z	0	0	0	0
				FEDERAL	1,702	1,702	0	0	0	0
				STATE	426	426	0	0	0	0
0134-0139	STAFFORD	NEW CITY ROAD	BRIDGE REPLACEMENT - REPL OF BR 04775 NEW CITY RD OVER NEW CITY BROOK TOWN OF STAFFORD	TOTAL	1,342	1,342 Z	0	0	0	0
				FEDERAL	1,074	1,074	0	0	0	0
				STATE	268	268	0	0	0	0
0134-0144	STAFFORD	COOPER LANE	BRIDGE REPLACEMENT - REPL OF BR 04782, COOPER LN OVER EDSON BROOK, STAFFORD, NO ADDED CAP	TOTAL	722	200 X	522	0	522 C	0
				FEDERAL	578	160	418	0	418	0
				STATE	0	0	0	0	0	0
0135-0284	STAMFORD	FARMS ROAD	BRIDGE REPLACEMENT - FARMS RD BR 05008 OVER MIANUS RIVER, TOWN OF STAMFORD	TOTAL	2,050	2,050 Z	0	0	0	0
				FEDERAL	1,630	1,630	0	0	0	0
				STATE	0	0	0	0	0	0
0139-0106	SUFFIELD	SUFFIELD STREET	BRIDGE REPLACEMENT - SUFFIELD ST OVER STONY BROOK, BR 04566 TOWN OF SUFFIELD	TOTAL	1,298	185 X	1,113	0	1,113 C	0
				FEDERAL	1,038	148	890	0	890	0
				STATE	0	0	0	0	0	0
0146-0159	VERNON	SPRING STREET	BRIDGE REPLACEMENT - REPL OF BR 04572, SPRING ST OVER HOCKANUM RIVER, VERNON	TOTAL	1,823	1,823 Z	0	0	0	0
				FEDERAL	1,458	1,458	0	0	0	0
				STATE	365	365	0	0	0	0
0146-0160	VERNON	RIVER STREET	BRIDGE REPLACEMENT - REPL OF BR 04577, RIVER ST OVER HOCKANUM RIVER, VERNON	TOTAL	1,635	175 X	1,460	1,460 C	0	0
				FEDERAL	1,308	140	1,168	1,168	0	0
				STATE	327	35	292	292	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

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0146-0177	VERNON	VERNON AVENUE	BRIDGE SUPERSTRUCTURE REPLACEMENT - REHAB OF BR 03934 VERNON AVE OVER HOCKANUM RIVER, VERNON, NO ADDED CAP	TOTAL	962	962 Z	0	0	0	0
				FEDERAL	770	770	0	0	0	0
				STATE	156	156	0	0	0	0
0157-0081	WESTON	VALLEY FORGE ROAD	BRIDGE REPLACEMENT - REPL OF BR 04962, VALLEY FORGE RD OVER SAUGATUCK RIVER, WESTON, NO ADDED CAP	TOTAL	1,646	234 X	1,412	0	1,412 C	0
				FEDERAL	1,317	187	1,130	0	1,130	0
				STATE	0	0	0	0	0	0
0158-0187	WESTPORT WEST HAVEN	NORTH AVENUE	BRIDGE RESTORATION - REHAB OF BR 04968, NORTH AVE OVER ASPETUCK RIVER, WESTPORT	TOTAL	997	997 Z	0	0	0	0
				FEDERAL	798	798	0	0	0	0
				STATE	0	0	0	0	0	0
0158-0200	WESTPORT	---	BRIDGE REPLACEMENT - REPL OF BR 03852 HALES RD OVER METRO NORTH RR TOWN OF WESTPORT	TOTAL	3,875	25 A	3,850	3,850 C	0	0
				FEDERAL	3,080	0	3,080	3,080	0	0
				STATE	795	25	770	770	0	0
0160-H017	WILLINGTON	KECHKES ROAD	BRIDGE REPLACEMENT - REPL OF BR 05531, KECHKES RD OVER FENTON RIVER	TOTAL	1,225	250 X	975	975 C	0	0
				FEDERAL	980	200	780	780	0	0
				STATE	0	0	0	0	0	0
0162-0139	WINCHESTER	DIVISION STREET	BRIDGE SUPERSTRUCTURE REPLACEMENT - DIVISION ST OVER MAD RIVER, BR 05129 TOWN OF WINCHESTER	TOTAL	981	981 Z	0	0	0	0
				FEDERAL	785	785	0	0	0	0
				STATE	0	0	0	0	0	0
0170-2690	STATEWIDE	---	BRIDGE RESTORATION - DOT LAB & DISTRICT PERSONNEL CHARGES ON LOCAL BR PROJECTS CONSTR WITH FEDERAL FUNDS	TOTAL	7,200	1,200 C	6,000	600 C	600 C	4,800 C
				FEDERAL	5,760	960	4,800	480	480	3,840
				STATE	1,440	240	1,200	120	120	960
0170-BRZ0	STATEWIDE	---	BRIDGE REPLACEMENT - FUTURE BRIDGE OFF-SYSTEM PROGRAM - PROJECTS BEING IDENTIFIED, NOT YET UNDER DEVELOPMENT	TOTAL	100,000	0	100,000	0	0	100,000 Z
				FEDERAL	80,000	0	80,000	0	0	80,000
				STATE	0	0	0	0	0	0
				TOTAL	208,692	43,359	165,333	24,886	32,552	107,895
				FEDERAL	167,000	34,665	132,335	19,976	26,043	86,316
				STATE	7,305	2,830	4,475	2,237	1,180	1,058

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HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

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0002-0114	ANSONIA	334	BRIDGE RESTORATION - BR 01592, SR 334 OVER NAUGATUCK RIVER & METRO-NORTH RR IN ANSONIA	TOTAL	2,814	2,814 C	0	0	0	0
MULTI-FUNDED				FEDERAL	2,251	2,251	0	0	0	0
				STATE	563	563	0	0	0	0
0003-0109	ASHFORD	89	BRIDGE RESTORATION - REHAB OF BR 01256 OVER MT HOPE RIVER	TOTAL	1,267	330 A	937	937 C	0	0
				FEDERAL	1,014	264	750	750	0	0
				STATE	253	66	187	187	0	0
0015-0248	BRIDGEPORT	1	BRIDGE REPLACEMENT - BR 00325 OVER STILLMAN POND	TOTAL	2,599	65 B	2,534	2,534 C	0	0
				FEDERAL	2,027	0	2,027	2,027	0	0
				STATE	572	65	507	507	0	0
0022-0101	CANTERBURY	668	BRIDGE SUPERSTRUCTURE REPLACEMENT - TRUSS REPAIR, PAINTING, & DECK REPL ON BR 01649; SR 668 OVER QUINEBAUG RIVER	TOTAL	2,806	0	2,806	2,806 C	0	0
MULTI-FUNDED				FEDERAL	2,245	0	2,245	2,245	0	0
				STATE	561	0	561	561	0	0
0025-0137	CHESHIRE	70	BRIDGE RESTORATION - REHAB BR 01077 OVER BROAD BROOK	TOTAL	1,702	450 A	1,252	0	1,252 C	0
				FEDERAL	1,362	360	1,002	0	1,002	0
				STATE	340	90	250	0	250	0
0026-0117	CHESTER	154	BRIDGE REPLACEMENT - BR 00621 OVER CHESTER CREEK	TOTAL	2,870	220 X	2,650	2,650 C	0	0
				FEDERAL	2,272	152	2,120	2,120	0	0
				STATE	598	68	530	530	0	0
0035-0184	DARIEN	95	BRIDGE DECK REPLACEMENT - BR 00041 OVER HOLLOW TREE RD	TOTAL	3,453	3,453 Z	0	0	0	0
				FEDERAL	2,762	2,762	0	0	0	0
				STATE	691	691	0	0	0	0
0042-0296	EAST HARTFORD	44	BRIDGE SUPERSTRUCTURE REPLACEMENT - BR 00981 OVER SR 500	TOTAL	5,730	5,730 C	0	0	0	0
				FEDERAL	4,584	4,584	0	0	0	0
				STATE	1,146	1,146	0	0	0	0
0045-0088	EASTON	59	BRIDGE RESTORATION - REHAB BR 01029 OVER MILL RIVER	TOTAL	388	100 A	288	288 C	0	0
				FEDERAL	310	80	230	230	0	0
				STATE	78	20	58	58	0	0
0050-0206	FAIRFIELD	15	BRIDGE REPLACEMENT - BR 00743 OVER MILL RIVER	TOTAL	5,436	286 A	5,150	5,150 C	0	0
				FEDERAL	4,349	229	4,120	4,120	0	0
				STATE	1,087	57	1,030	1,030	0	0
0051-0257	FARMINGTON	4	BRIDGE REPLACEMENT - BR 00431 OVER FARMINGTON RIVER	TOTAL	6,768	0	6,768	6,768 C	0	0
				FEDERAL	5,414	0	5,414	5,414	0	0
				STATE	1,354	0	1,354	1,354	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0051-H032	FARMINGTON	4	BRIDGE REPLACEMENT - UTILITY BREAKOUT FOR PROJECT 0051-0257	TOTAL	500	500 C	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
0053-0175	GLASTONBURY	3	BRIDGE SUPERSTRUCTURE REPAIRS - ROUTE 3 IMPROVS - PUTNAM BR	TOTAL	26,400	0	26,400	0	0	26,400 C
				FEDERAL	21,120	0	21,120	0	0	21,120
				STATE	5,280	0	5,280	0	0	5,280
0056-0289	GREENWICH	95	BRIDGE DECK REPAIRS - BR 00013 OVER INDIAN FIELD RD	TOTAL	4,910	4,910 Z	0	0	0	0
				FEDERAL	3,928	3,928	0	0	0	0
				STATE	982	982	0	0	0	0
0056-0293	GREENWICH	95	BRIDGE RESTORATION - BR 00001 OVER BYRAM RIVER	TOTAL	3,220	50 A	3,170	3,170 C	0	0
				FEDERAL	2,576	40	2,536	2,536	0	0
				STATE	644	10	634	634	0	0
0058-0282	GROTON	1	BRIDGE RESTORATION - BR 00362 OVER MYSTIC RIVER	TOTAL	9,585	100 B	9,485	3,750 C	5,735 C	0
				FEDERAL	7,588	0	7,588	3,000	4,588	0
				STATE	1,997	100	1,897	750	1,147	0
0063-0616	HARTFORD	84	BRIDGE RESTORATION - AETNA VIADUCT	TOTAL	450,275	275 A	450,000	0	0	450,000 C
				FEDERAL	360,220	220	360,000	0	0	360,000
				STATE	90,055	55	90,000	0	0	90,000
0073-0164	LITCHFIELD	8	BRIDGE SUPERSTRUCTURE REPAIRS - BR 00609 OVER NAUG RIVER & B&M RR	TOTAL	3,994	3,994 Z	0	0	0	0
				FEDERAL	2,635	2,635	0	0	0	0
				STATE	1,359	1,359	0	0	0	0
0076-0204	MANCHESTER	--	BRIDGE RESTORATION - REHAB OF BR 05845 OVER I-84 RAMP J	TOTAL	586	586 Z	0	0	0	0
				FEDERAL	469	469	0	0	0	0
				STATE	117	117	0	0	0	0
0079-0215	MERIDEN	71	BRIDGE SUPERSTRUCTURE REPLACEMENT - BR 01080 OVER HARBOR BROOK	TOTAL	2,584	1,439 X	1,145	0	1,145 C	0
				FEDERAL	2,067	1,151	916	0	916	0
				STATE	517	288	229	0	229	0
0081-0088	MIDDLEFIELD	147	BRIDGE RESTORATION - REHAB OF BR 01398 OVER COGINCHAUG RV	TOTAL	2,724	550 X	2,174	0	2,174 C	0
				FEDERAL	2,179	440	1,739	0	1,739	0
				STATE	545	110	435	0	435	0
0082-0289	MIDDLETOWN	PROSPECT STREET	BRIDGE SUPERSTRUCTURE REPLACEMENT - BR 04031 OVER P&W RR	TOTAL	2,889	2,889 Z	0	0	0	0
				FEDERAL	2,311	2,311	0	0	0	0
				STATE	578	578	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0084-0093	MONROE	34	BRIDGE REPLACEMENT - BR 01843, (STV DAM) OVER HOUSATONIC RV	TOTAL	46,250	7,150 X	39,100	0	0	39,100 C
				FEDERAL	37,000	5,720	31,280	0	0	31,280
				STATE	9,250	1,430	7,820	0	0	7,820
0084-0099	MONROE	25	BRIDGE REPLACEMENT - BR 02220 OVER PEQUONNOCK RESERVOIR	TOTAL	2,629	383 X	2,246	0	2,246 C	0
				FEDERAL	2,101	304	1,797	0	1,797	0
				STATE	528	79	449	0	449	0
0087-0138	NAUGATUCK	63	BRIDGE REPLACEMENT - BR 01034 OVER NAUGATUCK RV & RR	TOTAL	15,257	481 A	14,776	7,388 C	7,388 C	0
				FEDERAL	12,205	385	11,820	5,910	5,910	0
				STATE	3,052	96	2,956	1,478	1,478	0
0087-0142	NAUGATUCK	68	BRIDGE RESTORATION - REHAB OF BR 00596 OVER NAUGATUCK RIVER, SR8, SR71 & RR	TOTAL	8,560	960 A	7,600	0	7,600 C	0
				FEDERAL	6,848	768	6,080	0	6,080	0
				STATE	1,712	192	1,520	0	1,520	0
0088-0166	NEW BRITAIN	555	BRIDGE RESTORATION - REHAB OF BR 01615 OVER B&M RR	TOTAL	2,977	315 A	2,662	0	2,662 C	0
				FEDERAL	2,382	252	2,130	0	2,130	0
				STATE	595	63	532	0	532	0
0089-0115	NEW CANAAN	15	BRIDGE RESTORATION - BR 02144 OVER FIVE MILE RIVER	TOTAL	695	695 C	0	0	0	0
				FEDERAL	556	556	0	0	0	0
				STATE	139	139	0	0	0	0
0091-H015	NEW HARTFORD	219	BRIDGE COATING - REPAIR BR 01561 OVER FARMINGTON RIVER	TOTAL	1,483	80 A	1,403	1,403 C	0	0
				FEDERAL	1,186	64	1,122	1,122	0	0
				STATE	297	16	281	281	0	0
0092-0522	NEW HAVEN	95	UPGRADE EXPRESSWAY - BR 00163A OVER WEST RIVER	TOTAL	88,895	5,685 X	83,210	0	18,750 C	64,460 C
				FEDERAL	71,116	4,548	66,568	0	15,000	51,568
				STATE	17,779	1,137	16,642	0	3,750	12,892
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	280,186	110,539 Z	169,647	34,483 C	34,483 C	100,681 C
MULTI-FUNDED				FEDERAL	240,851	93,258	147,593	30,000	30,000	87,593
				STATE	39,335	17,281	22,054	4,483	4,483	13,088
0093-H047	NEWINGTON	175	BRIDGE SUPERSTRUCTURE REPAIRS - BR 04324 OVER PIPER BROOK, PARTIAL SUPERSTRUCTURE REPL	TOTAL	696	84 A	612	50 B	562 C	0
				FEDERAL	557	67	490	40	450	0
				STATE	139	17	122	10	112	0
0097-0093	NORFOLK	272	BRIDGE REPLACEMENT - BR 02872 OVER HALL MEADOW BROOK	TOTAL	1,185	1,185 Y	0	0	0	0
				FEDERAL	928	928	0	0	0	0
				STATE	257	257	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0102-0302	NORWALK	15	BRIDGE SUPERSTRUCTURE REPLACEMENT - BR 00723 OVER EAST ROCKS RD	TOTAL	4,900	4,900 C	0	0	0	0
				FEDERAL	3,920	3,920	0	0	0	0
				STATE	980	980	0	0	0	0
0102-H064	NORWALK	95	BRIDGE COATING - PAINT BR 03562 OVER US 7	TOTAL	1,505	0	1,505	1,505 C	0	0
				FEDERAL	1,204	0	1,204	1,204	0	0
				STATE	301	0	301	301	0	0
0109-0162	PLAINVILLE	536	BRIDGE RESTORATION - REHAB OF BR 06500 OVER QUINNIPIAC RIVER	TOTAL	409	185 A	224	224 C	0	0
				FEDERAL	327	148	179	179	0	0
				STATE	82	37	45	45	0	0
0110-0127	PLYMOUTH	72	BRIDGE REPLACEMENT - BR 01109 OVER MARSH BROOK	TOTAL	662	125 X	537	537 C	0	0
				FEDERAL	506	76	430	430	0	0
				STATE	156	49	107	107	0	0
0111-0117	POMFRET	44	BRIDGE RESTORATION - REHAB BR 00987 OVER ABINGTON BK	TOTAL	1,634	334 A	1,300	1,300 C	0	0
				FEDERAL	1,307	267	1,040	1,040	0	0
				STATE	327	67	260	260	0	0
0111-0118	POMFRET	97	BRIDGE RESTORATION - REPL OF BR 02594 OVER MASHAMOQUET BROOK	TOTAL	2,424	423 X	2,001	2,001 C	0	0
				FEDERAL	1,939	338	1,601	1,601	0	0
				STATE	485	85	400	400	0	0
0121-0129	SALISBURY	7	BRIDGE REPLACEMENT - BR 00562 OVER HOUSATONIC RIVER	TOTAL	8,563	8,563 Z	0	0	0	0
				FEDERAL	6,848	6,848	0	0	0	0
				STATE	1,715	1,715	0	0	0	0
0126-0159	SHELTON	8	BRIDGE SUPERSTRUCTURE REPAIRS - BR 00571A OVER SR 110 & HOUSATONIC RV	TOTAL	15,486	846 A	14,640	0	14,640 C	0
				FEDERAL	12,389	677	11,712	0	11,712	0
				STATE	3,097	169	2,928	0	2,928	0
0131-0191	SOUTHINGTON	84	BRIDGE RESTORATION - REHAB OF BR 00649 OVER SR 10	TOTAL	3,334	550 A	2,784	0	2,784 C	0
				FEDERAL	2,667	440	2,227	0	2,227	0
				STATE	667	110	557	0	557	0
0135-0274	STAMFORD	1	MINOR BRIDGE REHABILITATION - BR 00037 OVER I-95	TOTAL	4,175	4,175 Z	0	0	0	0
				FEDERAL	3,340	3,340	0	0	0	0
				STATE	835	835	0	0	0	0
0138-0221 MULTI-FUNDED	STRATFORD MILFORD	95	BRIDGE REPLACEMENT - REPL OF BR 00135, STRATFORD I-95 OVER HOUSATONIC RIVER & NAUGATUCK AVE	TOTAL	130,500	21,750 C	108,750	21,750 C	0	87,000 C
				FEDERAL	104,400	17,400	87,000	17,400	0	69,600
				STATE	26,100	4,350	21,750	4,350	0	17,400

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0139-0109	SUFFIELD	190	BRIDGE RESTORATION - BR RESTORATION, BR 03295 OVER CT RV, W/ 48-184 & 139-H020	TOTAL	3,844	3,844 Z	0	0	0	0
				FEDERAL	3,075	3,075	0	0	0	0
				STATE	769	769	0	0	0	0
0141-0149	THOMPSON	12	BRIDGE REPLACEMENT - BR 00677 OVER CANAL	TOTAL	825	825 Y	0	0	0	0
				FEDERAL	644	644	0	0	0	0
				STATE	181	181	0	0	0	0
0142-0144	TOLLAND	74	BRIDGE REPLACEMENT - BR 02477 OVER GRAPEVINE BROOK	TOTAL	2,374	2,374 Z	0	0	0	0
				FEDERAL	1,875	1,875	0	0	0	0
				STATE	499	499	0	0	0	0
0142-H010	TOLLAND	74	BRIDGE DECK REPLACEMENT - BR 00840 - REPL DECK & PAINT	TOTAL	2,055	225 A	1,830	0	1,830 C	0
				FEDERAL	1,644	180	1,464	0	1,464	0
				STATE	411	45	366	0	366	0
0146-0171	VERNON	84	BRIDGE SUPERSTRUCTURE REPLACEMENT - BR 04269 & BR 04270 OVER ABANDONED RR	TOTAL	3,174	3,174 Z	0	0	0	0
				FEDERAL	2,539	2,539	0	0	0	0
				STATE	635	635	0	0	0	0
0148-0197	WALLINGFORD	150	BRIDGE RESTORATION - REHAB OF BR 01379 OVER WHARTON BK	TOTAL	2,211	525 X	1,686	1,686 C	0	0
				FEDERAL	1,769	420	1,349	1,349	0	0
				STATE	442	105	337	337	0	0
0151-0281	WASHINGTON	84	BRIDGE RESTORATION - BR 03191 A&B, 03190 A,B,C&D	TOTAL	2,573	653 A	1,920	1,920 C	0	0
				FEDERAL	2,058	522	1,536	1,536	0	0
				STATE	515	131	384	384	0	0
0151-0301	WATERBURY	84 8	NEW INTERCHANGE - I-84/ROUTE 8 INTERCHG	TOTAL	475,000	0	475,000	0	0	475,000 C
				FEDERAL	380,000	0	380,000	0	0	380,000
MULTI-FUNDED				STATE	95,000	0	95,000	0	0	95,000
0159-0185	WETHERSFIELD	15	BRIDGE RESTORATION - REHAB OF BR 00809 OVER WOLCOTT HILL RD	TOTAL	1,100	1,100 Z	0	0	0	0
				FEDERAL	880	880	0	0	0	0
				STATE	220	220	0	0	0	0
0160-0139	WILLINGTON	74	BRIDGE RESTORATION - REHAB OF BR 00982 OVER WILLIMANTIC RIVER	TOTAL	4,406	527 X	3,879	3,879 C	0	0
				FEDERAL	3,525	422	3,103	3,103	0	0
				STATE	881	105	776	776	0	0
0170-2687	STATEWIDE	---	STUDIES/RESEARCH - CE BR INSP - UNDERWATER ON/OFF	TOTAL	11,175	1,925 A	9,250	925 A	925 A	7,400 A
				FEDERAL	8,940	1,540	7,400	740	740	5,920
				STATE	2,235	385	1,850	185	185	1,480

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-2715	STATEWIDE	---	MINOR BRIDGE REHABILITATION - MINOR REPAIRS & MAINT OF CONCRETE BR DECKS BY ST FORCES	TOTAL	17,000	0	17,000	1,700 C	1,700 C	13,600 C
				FEDERAL	13,600	0	13,600	1,360	1,360	10,880
				STATE	3,400	0	3,400	340	340	2,720
0170-2716	STATEWIDE	---	MINOR BRIDGE REHABILITATION - CONCRETE REPAIRS TO BR SUPER & SUBSTRUCTURES BY ST FORCES	TOTAL	17,000	0	17,000	1,700 C	1,700 C	13,600 C
				FEDERAL	13,600	0	13,600	1,360	1,360	10,880
				STATE	3,400	0	3,400	340	340	2,720
0170-2717	STATEWIDE	---	MINOR BRIDGE REHABILITATION - REPAIRS TO & INSTALL OF BR DECK JOINTS BY ST FORCES	TOTAL	17,000	0	17,000	1,700 C	1,700 C	13,600 C
				FEDERAL	13,600	0	13,600	1,360	1,360	10,880
				STATE	3,400	0	3,400	340	340	2,720
0170-2718	STATEWIDE	---	MINOR BRIDGE REHABILITATION - MAINT & REPAIRS TO BR DECK DRAINAGE SYSTEMS BY ST FORCES	TOTAL	17,000	0	17,000	1,700 C	1,700 C	13,600 C
				FEDERAL	13,600	0	13,600	1,360	1,360	10,880
				STATE	3,400	0	3,400	340	340	2,720
0170-2719	STATEWIDE	---	MINOR BRIDGE REHABILITATION - MINOR REPAIRS & MAINT OF STRUCTURAL STEEL MEMBERS ON BRS BY ST FORCES	TOTAL	17,000	0	17,000	1,700 C	1,700 C	13,600 C
				FEDERAL	13,600	0	13,600	1,360	1,360	10,880
				STATE	3,400	0	3,400	340	340	2,720
0170-E187	STATEWIDE	---	STUDIES/RESEARCH - CE BR INSP - ON/OFF	TOTAL	73,900	12,000 A	61,900	6,100 A	6,200 A	49,600 A
				FEDERAL	59,120	9,600	49,520	4,880	4,960	39,680
				STATE	14,780	2,400	12,380	1,220	1,240	9,920
0170-E195	STATEWIDE	---	STUDIES/RESEARCH - SF BR INSPECTION - ON/OFF	TOTAL	63,100	10,200 A	52,900	5,200 A	5,300 A	42,400 A
				FEDERAL	50,480	8,160	42,320	4,160	4,240	33,920
				STATE	12,620	2,040	10,580	1,040	1,060	8,480
				TOTAL	1,896,642	235,521	1,661,121	126,904	124,176	1,410,041
				FEDERAL	1,533,209	192,437	1,340,772	103,936	101,755	1,135,081
				STATE	363,433	43,084	320,349	22,968	22,421	274,960

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACEMENT AND REHAB)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	13,115	13,115 A	0	0	0	0
MULTI-FUNDED				FEDERAL	10,492	10,492	0	0	0	0
				STATE	2,623	2,623	0	0	0	0
0092-0569	NEW HAVEN	95	UPGRADE EXPRESSWAY - Q BR - CONTRACT C2 (87%)	TOTAL	881	881 C	0	0	0	0
MULTI-FUNDED				FEDERAL	705	705	0	0	0	0
				STATE	176	176	0	0	0	0
0092-0582	NEW HAVEN	FERRY STREET	BRIDGE SUPERSTRUCTURE REPAIRS - REHAB OF BR 03809 OVER QUINNIPIAC RIVER	TOTAL	2,351	2,351 C	0	0	0	0
MULTI-FUNDED				FEDERAL	1,881	1,881	0	0	0	0
				STATE	470	470	0	0	0	0
				TOTAL	16,347	16,347	0	0	0	0
				FEDERAL	13,078	13,078	0	0	0	0
				STATE	3,269	3,269	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0056-0261	GREENWICH	---	INTERCONN. TRAFFIC SIGNAL SYSTEM - TRAFFIC RESPONSIVE SIGNAL SYSTEM	TOTAL	184	184 C	0	0	0	0
MULTI-FUNDED				FEDERAL	184	184	0	0	0	0
				STATE	0	0	0	0	0	0
0056-0290	GREENWICH	95	TRUCK WEIGH STATION - INSTALL MAINLINE WEIGH-IN-MOTION DEVICE ON I-95 IN THE VICINITY OF THE EXISTING WEIGH STATION	TOTAL	932	0	932	0	932 Z	0
				FEDERAL	839	0	839	0	839	0
				STATE	93	0	93	0	93	0
0092-0488	NEW HAVEN	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - PHASE 3D CENTRAL CONTROL SIGNAL SYSTEM, APPROX 18 LOCATIONS	TOTAL	5,737	1,405 A	4,332	0	0	4,332 C
				FEDERAL	5,737	1,405	4,332	0	0	4,332
				STATE	0	0	0	0	0	0
0092-0545	NEW HAVEN	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - COMPUTERIZED SIGNAL SYSTEM (PHASE 3B)	TOTAL	2,880	2,880 C	0	0	0	0
				FEDERAL	2,868	2,868	0	0	0	0
				STATE	12	12	0	0	0	0
0092-0562	NEW HAVEN	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - EXTEND NEW HAVEN'S CENTRALLY CONTROLLED TRAFFIC SIG SYST PHASE 4B	TOTAL	4,932	600 A	4,332	0	4,332 C	0
				FEDERAL	4,902	600	4,302	0	4,302	0
				STATE	0	0	0	0	0	0
0092-0564	NEW HAVEN	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - COMPUTERIZED SIGNAL SYSTEM (PHASE 3C)	TOTAL	4,126	0	4,126	4,126 C	0	0
				FEDERAL	4,126	0	4,126	4,126	0	0
				STATE	0	0	0	0	0	0
0102-0326	NORWALK	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - SO NORWALK CBD SIGNAL SYSTEM (PHASE 1)	TOTAL	3,518	480 X	3,038	3,038 C	0	0
				FEDERAL	3,497	480	3,017	3,017	0	0
				STATE	0	0	0	0	0	0
0135-H068	STAMFORD GREENWICH	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - TRAFFIC SIGNAL SYSTEM UPGRADE - PHASE 6	TOTAL	2,440	0	2,440	0	2,440 C	0
MULTI-FUNDED				FEDERAL	2,440	0	2,440	0	2,440	0
				STATE	0	0	0	0	0	0
0135-TX01	STAMFORD	---	RIDESHARING SUPPORT - SOUTHWESTERN CT REGIONAL RIDESHARE	TOTAL	5,003	0	5,003	0	0	5,003 Z
				FEDERAL	5,003	0	5,003	0	0	5,003
				STATE	0	0	0	0	0	0
0138-0226	METRO/N-MAINLINE	---	RAILROAD STATION PARKING LOT - PARKING EXPANSION PROJECT STRATFORD RR STATION	TOTAL	12,000	0	12,000	12,000 C	0	0
MULTI-FUNDED				FEDERAL	3,000	0	3,000	3,000	0	0
				STATE	9,000	0	9,000	9,000	0	0
0151-TX01	WATERBURY	---	RIDESHARING SUPPORT - WTBY TDM OFFICE	TOTAL	10,800	0	10,800	0	0	10,800 Z
				FEDERAL	10,800	0	10,800	0	0	10,800
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0155-0160	WEST HARTFORD	---	INTERCONN. TRAFFIC SIGNAL SYSTEM - TOWN-WIDE TRAFFIC SIGNAL HARDWARE UPGRADE - PHASE B	TOTAL	1,960	1,960 Z	0	0	0	0
				FEDERAL	1,960	1,960	0	0	0	0
				STATE	0	0	0	0	0	0
0155-0161	WEST HARTFORD	---	INTERCONN. TRAFFIC SIGNAL SYSTEM - TOWN-WIDE TRAFFIC SIGNAL HARDWARE UPGRADE - PHASE A	TOTAL	2,100	2,100 C	0	0	0	0
				FEDERAL	2,100	2,100	0	0	0	0
				STATE	0	0	0	0	0	0
0161-0136	WILTON	7 33	FACILITY CONSTRUCTION - CONSTR A PARKING STRUCTURE @ THE WILTON STATION AT US 7 & SR 33	TOTAL	2,500	0	2,500	0	0	2,500 C
MULTI-FUNDED				FEDERAL	2,000	0	2,000	0	0	2,000
				STATE	500	0	500	0	0	500
0170-2706	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE INCENTIVE (NY-NJ-CT MODERATE)	TOTAL	2,618	238 Z	2,380	238 Z	238 Z	1,904 Z
				FEDERAL	2,618	238	2,380	238	238	1,904
				STATE	0	0	0	0	0	0
0170-2707	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE INCENTIVE (GREATER CT MODERATE)	TOTAL	2,618	238 Z	2,380	238 Z	238 Z	1,904 Z
				FEDERAL	2,618	238	2,380	238	238	1,904
				STATE	0	0	0	0	0	0
0170-2708	STATEWIDE	---	RIDESHARING SUPPORT - DEDUCT-A-RIDE (NY-NJ-CT MODERATE)	TOTAL	2,332	212 Z	2,120	212 Z	212 Z	1,696 Z
				FEDERAL	2,332	212	2,120	212	212	1,696
				STATE	0	0	0	0	0	0
0170-2709	STATEWIDE	---	RIDESHARING SUPPORT - RIDESHARING SERV (NY-NJ-CT MODERATE)	TOTAL	3,201	291 Z	2,910	291 Z	291 Z	2,328 Z
				FEDERAL	3,201	291	2,910	291	291	2,328
				STATE	0	0	0	0	0	0
0170-2710	STATEWIDE	---	RIDESHARING SUPPORT - RIDESHARING SERV (GREATER CT MODERATE)	TOTAL	1,364	124 Z	1,240	124 Z	124 Z	992 Z
				FEDERAL	1,364	124	1,240	124	124	992
				STATE	0	0	0	0	0	0
0170-2711	STATEWIDE	---	RIDESHARING SUPPORT - SOUTHERN CT VANPOOL PROG (NY-NJ-CT MODERATE)	TOTAL	2,794	254 Z	2,540	254 Z	254 Z	2,032 Z
				FEDERAL	2,794	254	2,540	254	254	2,032
				STATE	0	0	0	0	0	0
0170-2712	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	TOTAL	3,036	276 Z	2,760	276 Z	276 Z	2,208 Z
				FEDERAL	2,431	221	2,210	221	221	1,768
				STATE	605	55	550	55	55	440
0170-2713	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	TOTAL	3,036	276 Z	2,760	276 Z	276 Z	2,208 Z
				FEDERAL	2,431	221	2,210	221	221	1,768
				STATE	605	55	550	55	55	440

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-T697	STATEWIDE	---	BUS ROLLING STOCK - PURCHASE ADVD TECHNOLOGY BUSSES	TOTAL	3,090	3,090 Z	0	0	0	0
				FEDERAL	2,472	2,472	0	0	0	0
				STATE	618	618	0	0	0	0
0170-T698	STATEWIDE	---	RIDESHARING SUPPORT - IMPLEMENT GPS AVL SYSTEM FOR TRANSIT	TOTAL	1,700	1,700 Z	0	0	0	0
				FEDERAL	1,360	1,360	0	0	0	0
				STATE	340	340	0	0	0	0
0170-T714	STATEWIDE	---	RIDESHARING SUPPORT - VANPOOL FINANCING PROG	TOTAL	7,500	7,500 Z	0	0	0	0
				FEDERAL	7,500	7,500	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX02	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	TOTAL	1,936	0	1,936	0	0	1,936 Z
				FEDERAL	1,550	0	1,550	0	0	1,550
				STATE	0	0	0	0	0	0
0170-TX03	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTER INCENTIVE (GREATER CT MODERATE)	TOTAL	1,078	0	1,078	0	0	1,078 Z
				FEDERAL	1,078	0	1,078	0	0	1,078
				STATE	0	0	0	0	0	0
0170-TX04	NORWALK	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (GREATER CT MODERATE)	TOTAL	936	0	936	0	0	936 Z
				FEDERAL	936	0	936	0	0	936
				STATE	0	0	0	0	0	0
0170-TX05	STATEWIDE	---	RIDESHARING SUPPORT - GLOBAL POSITIONING SYSTEMS (GPS)	TOTAL	3,995	0	3,995	0	0	3,995 Z
				FEDERAL	3,195	0	3,195	0	0	3,195
				STATE	800	0	800	0	0	800
0170-TX06	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (NY-NJ-CT MODERATE)	TOTAL	2,638	0	2,638	0	0	2,638 Z
				FEDERAL	2,110	0	2,110	0	0	2,110
				STATE	528	0	528	0	0	528
0170-TX07	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	TOTAL	1,254	0	1,254	0	0	1,254 Z
				FEDERAL	1,002	0	1,002	0	0	1,002
				STATE	252	0	252	0	0	252
0170-TX08	STATEWIDE	---	RIDESHARING SUPPORT - ADVD TECH BUSES	TOTAL	7,267	0	7,267	0	0	7,267 Z
				FEDERAL	5,813	0	5,813	0	0	5,813
				STATE	1,454	0	1,454	0	0	1,454
0170-TX09	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	TOTAL	4,046	0	4,046	0	0	4,046 Z
				FEDERAL	3,236	0	3,236	0	0	3,236
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-TX10	STATEWIDE	---	RIDESHARING SUPPORT - SOUTHERN CT VANPOOL	TOTAL	576	0	576	0	0	576 Z
				FEDERAL	576	0	576	0	0	576
				STATE	0	0	0	0	0	0
0170-TX14	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE INCENTIVE (GREATER CT MODERATE)	TOTAL	245	245 Z	0	0	0	0
				FEDERAL	245	245	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX15	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE & DEDUCT A RIDE INCENTIVE (GREATER CT MODERATE)	TOTAL	252	0	252	252 Z	0	0
				FEDERAL	252	0	252	252	0	0
				STATE	0	0	0	0	0	0
0170-TX16	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE & DEDUCT A RIDE INCENTIVE (GREATER CT MODERATE)	TOTAL	259	0	259	259 Z	0	0
				FEDERAL	259	0	259	259	0	0
				STATE	0	0	0	0	0	0
0170-TX18	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (GREATER CT MODERATE)	TOTAL	127	0	127	127 Z	0	0
				FEDERAL	127	0	127	127	0	0
				STATE	0	0	0	0	0	0
0170-TX19	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (GREATER CT MODERATE)	TOTAL	260	0	260	130 Z	0	130 Z
				FEDERAL	260	0	260	130	0	130
				STATE	0	0	0	0	0	0
0170-TX20	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (GREATER CT MODERATE)	TOTAL	133	0	133	0	0	133 Z
				FEDERAL	133	0	133	0	0	133
				STATE	0	0	0	0	0	0
0170-TX22	STATEWIDE	---	RIDESHARING SUPPORT - GLOBAL POSITIONING SYSTEMS (GPS)	TOTAL	1,802	1,802 Z	0	0	0	0
				FEDERAL	1,442	1,442	0	0	0	0
				STATE	360	360	0	0	0	0
0170-TX23	STATEWIDE	---	RIDESHARING SUPPORT - GLOBAL POSITIONING SYSTEMS (GPS)	TOTAL	1,856	0	1,856	1,856 Z	0	0
				FEDERAL	1,485	0	1,485	1,485	0	0
				STATE	371	0	371	371	0	0
0170-TX24	STATEWIDE	---	RIDESHARING SUPPORT - GLOBAL POSITIONING SYSTEMS (GPS)	TOTAL	1,911	0	1,911	0	0	1,911 Z
				FEDERAL	1,529	0	1,529	0	0	1,529
				STATE	382	0	382	0	0	382
0170-TX26	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (GREATER CT MODERATE)	TOTAL	357	357 Z	0	0	0	0
				FEDERAL	287	287	0	0	0	0
				STATE	70	70	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-TX27	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (GREATER CT MODERATE)	TOTAL	367	0	367	367 Z	0	0
				FEDERAL	294	0	294	294	0	0
				STATE	73	0	73	73	0	0
0170-TX28	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (GREATER CT MODERATE)	TOTAL	378	0	378	0	0	378 Z
				FEDERAL	302	0	302	0	0	302
				STATE	76	0	76	0	0	76
0170-TX34	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	TOTAL	284	284 Z	0	0	0	0
				FEDERAL	227	227	0	0	0	0
				STATE	57	57	0	0	0	0
0170-TX35	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	TOTAL	292	0	292	292 Z	0	0
				FEDERAL	234	0	234	234	0	0
				STATE	58	0	58	58	0	0
0170-TX36	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	TOTAL	300	0	300	0	0	300 Z
				FEDERAL	240	0	240	0	0	240
				STATE	60	0	60	0	0	60
0170-TX38	STATEWIDE	---	RIDESHARING SUPPORT - ADVD TECH BUSES	TOTAL	3,277	3,277 Z	0	0	0	0
				FEDERAL	2,622	2,622	0	0	0	0
				STATE	655	655	0	0	0	0
0170-TX39	STATEWIDE	---	RIDESHARING SUPPORT - ADVD TECH BUSES	TOTAL	3,375	0	3,375	3,375 Z	0	0
				FEDERAL	2,700	0	2,700	2,700	0	0
				STATE	675	0	675	675	0	0
0170-TX40	STATEWIDE	---	RIDESHARING SUPPORT - ADVD TECH BUSES	TOTAL	3,476	0	3,476	0	0	3,476 Z
				FEDERAL	2,781	0	2,781	0	0	2,781
				STATE	695	0	695	0	0	695
0170-TX41	STATEWIDE	---	RIDESHARING SUPPORT - VANPOOL FINANCING PROG	TOTAL	15,000	0	15,000	7,500 Z	0	7,500 Z
				FEDERAL	15,000	0	15,000	7,500	0	7,500
				STATE	0	0	0	0	0	0
0170-TX43	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	TOTAL	913	913 Z	0	0	0	0
				FEDERAL	730	730	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX45	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	TOTAL	940	0	940	940 Z	0	0
				FEDERAL	752	0	752	752	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-TX55	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE INCENTIVE (NY-NJ-CT MODERATE)	TOTAL	245	245 Z	0	0	0	0
				FEDERAL	245	245	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX56	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE & DEDUCT-A-RIDE INCENTIVE (NY-NJ-CT MODERATE)	TOTAL	252	0	252	252 Z	0	0
				FEDERAL	252	0	252	252	0	0
				STATE	0	0	0	0	0	0
0170-TX57	STATEWIDE	---	RIDESHARING SUPPORT - COMMUTE & DEDUCT-A-RIDE INCENTIVE (NY-NJ-CT MODERATE)	TOTAL	259	0	259	0	0	259 Z
				FEDERAL	259	0	259	0	0	259
				STATE	0	0	0	0	0	0
0170-TX63	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (NY-NJ-CT MODERATE)	TOTAL	299	299 Z	0	0	0	0
				FEDERAL	299	299	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX64	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (NY-NJ-CT MODERATE)	TOTAL	307	0	307	307 Z	0	0
				FEDERAL	307	0	307	307	0	0
				STATE	0	0	0	0	0	0
0170-TX65	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE RIDESHARING SERV (NY-NJ-CT-MODERATE)	TOTAL	316	0	316	0	0	316 Z
				FEDERAL	316	0	316	0	0	316
				STATE	0	0	0	0	0	0
0170-TX72	STATEWIDE	---	RIDESHARING SUPPORT - SOUTHERN CT VANPOOL	TOTAL	261	261 Z	0	0	0	0
				FEDERAL	261	261	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TX73	STATEWIDE	---	RIDESHARING SUPPORT - SOUTHERN CT VANPOOL	TOTAL	268	0	268	268 Z	0	0
				FEDERAL	268	0	268	268	0	0
				STATE	0	0	0	0	0	0
0170-TX74	STATEWIDE	---	RIDESHARING SUPPORT - SOUTHERN CT VANPOOL	TOTAL	276	0	276	0	0	276 Z
				FEDERAL	276	0	276	0	0	276
				STATE	0	0	0	0	0	0
0170-TX76	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (NY-NJ-CT MODERATE)	TOTAL	835	835 Z	0	0	0	0
				FEDERAL	668	668	0	0	0	0
				STATE	167	167	0	0	0	0
0170-TX77	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (NY-NJ-CT MODERATE)	TOTAL	860	0	860	860 Z	0	0
				FEDERAL	688	0	688	688	0	0
				STATE	172	0	172	172	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGESTION MITIGATION AND AIR QUALITY PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-TX78	STATEWIDE	---	RIDESHARING SUPPORT - STATEWIDE MARKETING (NY-NJ-CT MODERATE)	TOTAL	885	0	885	0	0	885 Z
				FEDERAL	708	0	708	0	0	708
				STATE	177	0	177	0	0	177
0170-TX84	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	TOTAL	284	284 Z	0	0	0	0
				FEDERAL	227	227	0	0	0	0
				STATE	57	57	0	0	0	0
0170-TX85	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	TOTAL	292	0	292	292 Z	0	0
				FEDERAL	234	0	234	234	0	0
				STATE	58	0	58	58	0	0
0170-TX86	STATEWIDE	---	RIDESHARING SUPPORT - TELECOMMUTING PARTNERSHIP (NY-NJ- T MODERATE)	TOTAL	300	0	300	0	0	300 Z
				FEDERAL	240	0	240	0	0	240
				STATE	60	0	60	0	0	60
0170-TXX2	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	TOTAL	913	913 Z	0	0	0	0
				FEDERAL	730	730	0	0	0	0
				STATE	0	0	0	0	0	0
0170-TXX3	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	TOTAL	940	0	940	940 Z	0	0
				FEDERAL	752	0	752	752	0	0
				STATE	0	0	0	0	0	0
0170-TXX4	STATEWIDE	---	RIDESHARING SUPPORT - CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	TOTAL	968	0	968	0	0	968 Z
				FEDERAL	774	0	774	0	0	774
				STATE	0	0	0	0	0	0
0171-0305	NB-HRTFD BUSWAY	---	TRANSIT OPERATING ASSISTANCE - FUNDING FOR THE NB-HRTFD BUSWAY	TOTAL	20,800	0	20,800	10,000 Z	10,800 Z	0
MULTI-FUNDED				FEDERAL	16,640	0	16,640	8,000	8,640	0
				STATE	4,160	0	4,160	2,000	2,160	0
0301-0060	METRO/N-MAINLINE	---	MISC RAIL SYSTEM IMPROVEMENTS - JOINT DEV - FAIRFIELD RR STATION, ACCESS RD & HIGH LEVEL PLATFORMS	TOTAL	14,644	14,644 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	12,380	12,380	0	0	0	0
				STATE	2,264	2,264	0	0	0	0
0310-0039	METRO/N SYSTMWD	---	RAILROAD STATION PARKING LOT - GUILFORD RR STATION - CONSTR OF PARKING LOT @ THE WOODRUFF FARMS SITE	TOTAL	611	611 Z	0	0	0	0
				FEDERAL	489	489	0	0	0	0
				STATE	122	122	0	0	0	0
				TOTAL	196,746	48,778	147,968	49,090	20,413	78,465
				FEDERAL	168,987	43,580	125,407	36,176	18,020	71,211
				STATE	25,576	4,832	20,744	12,517	2,363	5,864

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGRESSIONAL EARMARK, FFY 2004

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0006-0117	BEACON FALLS	---	MINOR BRIDGE REHABILITATION - PAINT & STRUCTURAL REPAIRS TO DEPOT ST BR	TOTAL	1,000	1,000 C	0	0	0	0
				FEDERAL	1,000	1,000	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	1,000	1,000	0	0	0	0
				FEDERAL	1,000	1,000	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGRESSIONAL EARMARK, FFY 2005

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-0288	BRIDGEPORT	---	MAJOR WIDENING - RECONSTR OF SEAVIEW AVE	TOTAL	492	0	492	492 C	0	0
				FEDERAL	492	0	492	492	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
0063-H149	HARTFORD	FRONT STREET	FACILITY CONSTRUCTION - FRONT ST PARKING GARAGE	TOTAL	8,855	8,855 C	0	0	0	0
				FEDERAL	8,855	8,855	0	0	0	0
				STATE	0	0	0	0	0	0
0077-H049	MANSFIELD	NO HILLSIDE ROAD	NEW HIGHWAY - HILLSIDE RD EXTENSION	TOTAL	3,936	350 X	3,586	3,586 C	0	0
				FEDERAL	3,936	350	3,586	3,586	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	1,968	1,968 C	0	0	0	0
				FEDERAL	1,968	1,968	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	15,251	11,173	4,078	4,078	0	0
				FEDERAL	15,251	11,173	4,078	4,078	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

CONGRESSIONAL EARMARK, FFY 2006

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0063-0628	HARTFORD	920	FACILITY CONSTRUCTION - GROVE ST OVERPASS CONNECTING THE SCIENCE CENTER & THE CONVENTION CENTER	TOTAL	3,960	3,960 Z	0	0	0	0
				FEDERAL	3,960	3,960	0	0	0	0
				STATE	0	0	0	0	0	0
0139-H020	SUFFIELD	190	BICYCLE/PEDESTRIAN FACILITY - WIDEN SIDEWALK ON BR 03295 SR 190 OVER CT RIVER TO CREATE PED /BIKEPATH OVER RIVER	TOTAL	742	742 C	0	0	0	0
				FEDERAL	742	742	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	4,702	4,702	0	0	0	0
				FEDERAL	4,702	4,702	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

FERRY BOAT DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0094-0220	NEW LONDON	WATER STREET	SPOT SAFETY IMPROVEMENT - PEDESTRIAN SAFETY & AESTHETIC ENHANCEMENTS TO THE NEW LONDON TRANSP FACILITY	TOTAL	2,871	2,871 C	0	0	0	0
				FEDERAL	2,297	2,297	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	2,871	2,871	0	0	0	0
				FEDERAL	2,297	2,297	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

GOVERNOR'S INITIATIVE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0014-XXXX	BRANFORD	---	RAILROAD STATION PARKING LOT - branford parking expansion	TOTAL	1,500	1,500 Z	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,500	1,500	0	0	0	0
0035-0187	DARIEN	95	ACCELERATION LANE - EXITS 10-11 SPEED CHANGE LANES (ACCEL & DECEL)	TOTAL	7,500	7,500 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	7,500	7,500	0	0	0	0
0035-0188	DARIEN	95	ACCELERATION LANE - I-95 NORTH & SOUTHBOUND SPEED CHANGE LANES BETWEEN INTERCHG 11 12 & 13	TOTAL	14,000	14,000 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	14,000	14,000	0	0	0	0
0041-0112	EAST HAMPTON	66	MINOR INTERSECTION IMPROVEMENT - WIDEN TO PROVIDE LEFT TURN LANES ON SR 66 @ N MAIN ST UGRADE TRAFFIC SIGNAL	TOTAL	1,300	1,300 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,300	1,300	0	0	0	0
0058-H039	GROTON STONINGTON NO. STONINGTON	95	GUIDE RAIL - SAFETY IMPROV ON I-95 FROM GOLD STAR BR IN GROTON TO RI STATE LINE	TOTAL	1,000	1,000 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,000	1,000	0	0	0	0
0092-0547	NEW HAVEN	63	RECONSTRUCTION (ADDED CAPACITY) - RECONSTR	TOTAL	5,150	5,150 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	5,150	5,150	0	0	0	0
0093-0153	NEWINGTON	175 173	MINOR INTERSECTION IMPROVEMENT - WIDEN SR 175 @ SR 173 & AT MILL ST TO PROVIDE LEFT TURN LANES & REVISE SIGNL	TOTAL	1,750	1,750 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,750	1,750	0	0	0	0
0100-0171	NORTH HAVEN	22	MAJOR WIDENING - INTERSECTION IMPROV @ POOL RD	TOTAL	1,375	1,375 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,375	1,375	0	0	0	0
0102-0278	NORWALK	95 1	REVISE INTERCHANGE RAMPS - INTERST 95 @ US 1 INTERCHG #14 - PROVIDE REVISED ACCESS	TOTAL	10,500	0	10,500	10,500 C	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	10,500	0	10,500	10,500	0	0
0102-XXXX	NORWALK	2 395	REVISE INTERCHANGE RAMPS - revisions to SR2 / I-395 interchg	TOTAL	1,500	1,500 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,500	1,500	0	0	0	0
0103-0255	NORWICH	395 82	REVISE INTERCHANGE RAMPS - THE REALIGNMENT & RECONSTR OF I-395 NB RAMPS TO SR 82 & REALIGN MAPLEWOOD CT	TOTAL	7,050	7,050 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	7,050	7,050	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

GOVERNOR'S INITIATIVE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0106-0113	ORANGE	34 114	MINOR INTERSECTION IMPROVEMENT - WIDEN BOTH NB & SB SR 114 APPROACHES @ SR 34 TO ADD EXCLUSIVE LEFT TURN LANES	TOTAL	1,550	1,550 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,550	1,550	0	0	0	0
0129-0110	SOMERS	83 190	REALIGNMENT (NO ADDED CAPACITY) - INTERSECTION IMPROVS - SR83 @ PARKER RD & SR190 @ GULF & TURNPIKE RD	TOTAL	1,553	1,553 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,553	1,553	0	0	0	0
0151-0279	WATERBURY	73	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROVS @ HUNTINGTON & IRVINGTON	TOTAL	4,450	4,450 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	4,450	4,450	0	0	0	0
0156-0173	WEST HAVEN	162 705	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV OF SR162 (JONES HILL RD) @ SR 705	TOTAL	1,550	1,550 C	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,550	1,550	0	0	0	0
0170-2296	STATEWIDE	---	STUDIES/RESEARCH - STUDY OF COMMUTER RAIL SERVICE FROM NEW HAVEN THRU SPRINGFIELD - ENVIRONMENTAL ASSESSMENT	TOTAL	1,250	1,250 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	1,250	1,250	0	0	0	0
0170-2725	OLD LYME EAST LYME WATERFORD	95	UPGRADE EXPRESSWAY - CT RIVER TO THAMES RIVER, ADDITIONAL LANE (BALDWIN BR TO GOLD START BR)-ENV DOCUMENTS	TOTAL	3,000	3,000 A	0	0	0	0
MULTI-FUNDED				FEDERAL	0	0	0	0	0	0
				STATE	3,000	3,000	0	0	0	0
0172-XXXX	GUILFORD WATERFORD	95	REVISE INTERCHANGE RAMPS - INTERCHG IMPROVS @ EXITS 59 & 82	TOTAL	1,000	1,000 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,000	1,000	0	0	0	0
				TOTAL	66,978	56,478	10,500	10,500	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	66,978	56,478	10,500	10,500	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY DEMONSTRATION PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0018-0113	BROOKFIELD	7	NEW HIGHWAY - US 7 BROOKFIELD BYPASS	TOTAL	24,945	24,945 Z	0	0	0	0
				FEDERAL	24,945	24,945	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	24,945	24,945	0	0	0	0
				FEDERAL	24,945	24,945	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0002-0114	ANSONIA	334	BRIDGE RESTORATION - BR 01592, SR 334 OVER NAUGATUCK RIVER & METRO-NORTH RR IN ANSONIA	TOTAL	387	25 B	362	362 C	0	0
MULTI-FUNDED				FEDERAL	310	20	290	290	0	0
				STATE	77	5	72	72	0	0
0002-HXXX	ANSONIA	ANSONIA RIVER TRAIL	PEDESTRIAN WALKWAY - CONSTR IMPROV & UPGRADES TO RIVER WALK	TOTAL	2,814	1,688 C	1,126	563 C	0	563 C
				FEDERAL	2,250	1,350	900	450	0	450
				STATE	0	0	0	0	0	0
0015-0288	BRIDGEPORT	---	MAJOR WIDENING - RECONSTR OF SEAVIEW AVE	TOTAL	2,932	2,932 X	0	0	0	0
MULTI-FUNDED				FEDERAL	2,346	2,346	0	0	0	0
				STATE	0	0	0	0	0	0
0017-0137	BRISTOL PLAINVILLE	72	RELOCATION - RELOC OF SR 72 FROM END OF SR 72 EXPRESSWAY TO SR 229 IN BRISTOL	TOTAL	5,199	5,199 B	0	0	0	0
MULTI-FUNDED				FEDERAL	4,159	4,159	0	0	0	0
				STATE	1,040	1,040	0	0	0	0
0018-0113	BROOKFIELD	7	NEW HIGHWAY - US 7 BROOKFIELD BYPASS	TOTAL	4,805	4,805 Y	0	0	0	0
				FEDERAL	3,844	3,844	0	0	0	0
MULTI-FUNDED				STATE	961	961	0	0	0	0
0048-0186	ENFIELD	POST OFFICE ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF TOWN FARM RD & POST OFFICE RD, FROM RAFFIA RD TO ABBE RD	TOTAL	894	200 B	694	694 C	0	0
				FEDERAL	715	160	555	555	0	0
MULTI-FUNDED				STATE	159	20	139	139	0	0
0058-0283	GROTON	---	PLANTING BY CONTRACT - MYSTIC STREETSCAPE EXTENSION	TOTAL	3,082	3,082 Z	0	0	0	0
				FEDERAL	2,465	2,465	0	0	0	0
				STATE	30	30	0	0	0	0
0063-0568	HARTFORD	---	BICYCLE/PEDESTRIAN FACILITY - RIVERWALK SOUTH FROM HARTFORD STEAM CO'S PUMPHOUSE NORTH TO FOUNDERS BRG	TOTAL	3,300	0	3,300	0	3,300 C	0
				FEDERAL	1,288	0	1,288	0	1,288	0
				STATE	0	0	0	0	0	0
0079-0212	MERIDEN	HARBOR BROOK	MAJOR DRAINAGE - HIGH PRIORITY FLOOD CONTROL PROJECT ALONG HARBOR BROOK (HPP #874) CITY OF MERIDEN	TOTAL	2,439	2,000 X	439	439 C	0	0
				FEDERAL	1,777	1,600	177	177	0	0
				STATE	0	0	0	0	0	0
0079-0222	MERIDEN	COLUMBUS AVENUE	BRIDGE REPLACEMENT - COLUMBUS AVE BR OVER HARBOR BROOK IN MERIDEN (BR 06238)	TOTAL	1,255	1,255 C	0	0	0	0
				FEDERAL	1,004	1,004	0	0	0	0
				STATE	0	0	0	0	0	0
0092-0531	NEW HAVEN	95 91 34	UPGRADE EXPRESSWAY - RECONST OF I-95/ I-91/ SR 34 INTERCH ASSOC WITH Q BR REPL (CONTRACT E)	TOTAL	15,595	15,595 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	12,476	12,476	0	0	0	0
				STATE	3,119	3,119	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY PROJECTS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	9,392	9,392 A	0	0	0	0
MULTI-FUNDED				FEDERAL	7,514	7,514	0	0	0	0
				STATE	1,878	1,878	0	0	0	0
0126-HXXX	SHELTON	HOUSATONIC RIVER WALK	PEDESTRIAN WALKWAY - CONSTR RIVERWALK TRAIL	TOTAL	2,000	1,200 C	800	400 C	0	400 C
				FEDERAL	1,600	960	640	320	0	320
				STATE	0	0	0	0	0	0
0131-XXXX	SOUTHINGTON	LINEAR PARK	PEDESTRIAN WALKWAY - RAILS TO TRAILS, PLANTSVILLE TO CHESHIRE	TOTAL	150	50 A	100	50 A	0	50 A
				FEDERAL	120	40	80	40	0	40
				STATE	0	0	0	0	0	0
0137-0146	STONINGTON	1	PLANTING BY CONTRACT - PAWCATUCK STREETSCAPE PAWCATUCK SECT OF STONINGTON	TOTAL	2,089	449 X	1,640	1,640 C	0	0
				FEDERAL	1,631	359	1,272	1,272	0	0
				STATE	0	0	0	0	0	0
0137-0147	STONINGTON	---	PLANTING BY CONTRACT - MYSTIC STREETSCAPE	TOTAL	961	961 Z	0	0	0	0
				FEDERAL	769	769	0	0	0	0
				STATE	0	0	0	0	0	0
0144-H025	TRUMBULL	PEQUONNOCK TRAIL	BICYCLE/PEDESTRIAN FACILITY - CONSTR TRAIL TO EXTEND THE PEQUONNOCK VALLEY RAIL TRAIL THROUGH TRUMBULL & INTO BRPOR	TOTAL	500	500 A	0	0	0	0
MULTI-FUNDED				FEDERAL	400	400	0	0	0	0
				STATE	0	0	0	0	0	0
0162-0136	WINCHESTER TORRINGTON	---	BICYCLE/PEDESTRIAN FACILITY - STILL RIVER GREENWAY	TOTAL	1,759	1,759 Z	0	0	0	0
				FEDERAL	1,407	1,407	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	59,553	51,092	8,461	4,148	3,300	1,013
				FEDERAL	46,075	40,873	5,202	3,104	1,288	810
				STATE	7,264	7,053	211	211	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY PROJECTS / SAFETEA-LU

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0017-0137	BRISTOL PLAINVILLE	72	RELOCATION - RELOC OF SR 72 FROM END OF SR 72 EXPRESSWAY TO SR 229 IN BRISTOL	TOTAL	4,375	2,625 C	1,750	875 C	875 C	0
MULTI-FUNDED				FEDERAL	3,500	2,100	1,400	700	700	0
				STATE	875	525	350	175	175	0
0053-H022	GLASTONBURY	WELLES STREET	FACILITY CONSTRUCTION - RIVERFRONT PARK FACILITY	TOTAL	279	279 Z	0	0	0	0
				FEDERAL	225	225	0	0	0	0
				STATE	0	0	0	0	0	0
0058-H041	GROTON	THOMAS ROAD	BICYCLE/PEDESTRIAN FACILITY - CONSTR OF MULTI-USE PEDESTRIAN/BICYCLE FACILITY ALONG THOMAS RD	TOTAL	1,024	0	1,024	1,024 C	0	0
MULTI-FUNDED				FEDERAL	819	0	819	819	0	0
				STATE	205	0	205	205	0	0
0063-0630	HARTFORD	MARK TWAIN DR	NEW HIGHWAY - EXTEND ROADWAY TO U OF HTFD MAGNET SCHOOL	TOTAL	3,768	3,768 Z	0	0	0	0
				FEDERAL	3,014	3,014	0	0	0	0
				STATE	0	0	0	0	0	0
0077-H049	MANSFIELD	NO HILLSIDE ROAD	NEW HIGHWAY - HILLSIDE RD EXTENSION	TOTAL	4,364	0	4,364	4,364 C	0	0
MULTI-FUNDED				FEDERAL	1,890	0	1,890	1,890	0	0
				STATE	2,474	0	2,474	2,474	0	0
0082-H068	MIDDLETOWN	CENTRAL BUSINESS DIST	STUDIES/RESEARCH - PARKING & TRAFFIC STUDY	TOTAL	220	220 A	0	0	0	0
				FEDERAL	176	176	0	0	0	0
				STATE	0	0	0	0	0	0
0085-HXXX	MONTVILLE	---	BRIDGE RESTORATION - IMPROV TO MOHEGAN BR	TOTAL	2,000	2,000 Z	0	0	0	0
				FEDERAL	1,600	1,600	0	0	0	0
				STATE	400	400	0	0	0	0
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	12,400	7,470 C	4,930	2,465 C	2,465 C	0
MULTI-FUNDED				FEDERAL	9,920	5,976	3,944	1,972	1,972	0
				STATE	2,480	1,494	986	493	493	0
0092-H131	NEW HAVEN	34	RECONSTRUCT (NO ADDED CAPACITY) - CONVERSION OF SR 34 FROM EXPRESSWAY TO AT-GRADE BLVD BETWEEN I-95 & PARK ST	TOTAL	5,625	5,625 X	0	0	0	0
				FEDERAL	4,500	4,500	0	0	0	0
				STATE	0	0	0	0	0	0
0096-H017	NEWTOWN	EDMOND ROAD	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION AND ROADWAY IMPVS TO US 6, COMMERCE RD & EDMOND RD IN NEWTOWN	TOTAL	3,898	605 A	3,293	520 B	0	2,773 C
				FEDERAL	3,118	484	2,634	416	0	2,218
				STATE	780	121	659	104	0	555
0121-H011	SALISBURY	44 41	SPOT SAFETY IMPROVEMENT - SAFETY IMPROV @ US 44 & SR 41 (WEST JUNCTION) IN SALISBURY	TOTAL	806	106 A	700	0	700 C	0
				FEDERAL	645	85	560	0	560	0
				STATE	161	21	140	0	140	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGH PRIORITY PROJECTS / SAFETEA-LU

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0148-H050	WALLINGFORD	---	BICYCLE/PEDESTRIAN FACILITY - QUINNIPIAC RIVER TRAIL - SR 15 TO SR 150 (PHASE 3)	TOTAL	900	40 A	860	860 C	0	0
				FEDERAL	720	32	688	688	0	0
				STATE	180	8	172	172	0	0
				TOTAL	39,659	22,738	16,921	10,108	4,040	2,773
				FEDERAL	30,127	18,192	11,935	6,485	3,232	2,218
				STATE	7,555	2,569	4,986	3,623	808	555

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0039-0088	EAST GRANBY	20	MAJOR WIDENING - WIDENING OF SR 20; VICINITY OF HOLCOMB ST /NEWGATE RD TO VICINITY OF CENTER ST	TOTAL	2,250	1,500 C	750	750 C	0	0
MULTI-FUNDED				FEDERAL	1,800	1,200	600	600	0	0
				STATE	450	300	150	150	0	0
0047-H015	ELLINGTON	74 286	MINOR INTERSECTION IMPROVEMENT - CONSTR A ROUNDABOUT @ THE "5 CORNERS" INTERSECTION IN ELLINGTON	TOTAL	1,520	320 X	1,200	0	0	1,200 C
				FEDERAL	1,520	320	1,200	0	0	1,200
				STATE	0	0	0	0	0	0
0048-0189	ENFIELD	FRESHWATER BOULEVARD	SPOT SAFETY IMPROVEMENT - INTERSECTION IMPROV (REVISE SIGNAL & ADD LT LANE @ CRANBROOK BLVD)	TOTAL	250	250 C	0	0	0	0
MULTI-FUNDED				FEDERAL	225	225	0	0	0	0
				STATE	25	25	0	0	0	0
0051-0263	FARMINGTON	TALCOTT NOTCH	SPOT SAFETY IMPROVEMENT - ROADWAY IMPROV (REVISE ROADWAY GEOMETRY & IMPROVE DRAINAGE)	TOTAL	206	206 C	0	0	0	0
MULTI-FUNDED				FEDERAL	185	185	0	0	0	0
				STATE	0	0	0	0	0	0
0054-H005	GOSHEN	4 63	MINOR INTERSECTION IMPROVEMENT - ROUNDABOUT MODIFICATIONS @ THE INTERSECTION OF SR 4 & SR 63	TOTAL	572	572 Z	0	0	0	0
				FEDERAL	572	572	0	0	0	0
				STATE	0	0	0	0	0	0
0056-0282	GREENWICH	1	INTERSECTION REALIGNMENT - IMPROVE THE APPROACH ANGLE OF BYRAM RD TO BE PERPENDICULAR TO SR 1	TOTAL	207	0	207	207 C	0	0
MULTI-FUNDED				FEDERAL	186	0	186	186	0	0
				STATE	21	0	21	21	0	0
0069-H010	KILLINGWORTH	80 81	MINOR INTERSECTION IMPROVEMENT - ROUNDABOUT MODIFICATIONS @ THE INTERSECTION OF SR 80 & SR 81	TOTAL	1,100	1,100 C	0	0	0	0
				FEDERAL	1,100	1,100	0	0	0	0
				STATE	0	0	0	0	0	0
0076-0206	MANCHESTER	WEST MIDDLE TPK	SPOT SAFETY IMPROVEMENT - INTERSECTION IMPROV (REPL SIGNAL & CREATE NB BYPASS @ ADAMS ST)	TOTAL	199	199 C	0	0	0	0
MULTI-FUNDED				FEDERAL	179	179	0	0	0	0
				STATE	0	0	0	0	0	0
0077-0211	MANSFIELD	44	MINOR INTERSECTION IMPROVEMENT - WIDEN SHOULDERS OF US 44 FOR BYPASS @ BIRCH RD & CEDAR SWAMP RD	TOTAL	342	0	342	342 C	0	0
MULTI-FUNDED				FEDERAL	342	0	342	342	0	0
				STATE	0	0	0	0	0	0
0088-H040	NEW BRITAIN	MYRTLE STREET	SPOT SAFETY IMPROVEMENT - REVISE TRAFFIC SIGNAL TO FAR SIDE HEADS @ INTERSECTION OF MYRTLE ST & BURRITT ST	TOTAL	150	150 C	0	0	0	0
MULTI-FUNDED				FEDERAL	135	135	0	0	0	0
				STATE	0	0	0	0	0	0
0089-H018	NEW CANAAN	106	REPLACE RAILROAD BR OVER HIGHWAY - RECONSTR & REPL BR 01302	TOTAL	20	0	20	20 B	0	0
MULTI-FUNDED				FEDERAL	18	0	18	18	0	0
				STATE	2	0	2	2	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

HIGHWAY SAFETY IMPROVEMENT PROGRAM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0102-0285	NORWALK	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV & OP LANE, US 1 NORWALK	TOTAL	4,726	450 B	4,276	4,276 C	0	0
MULTI-FUNDED				FEDERAL	4,726	450	4,276	4,276	0	0
				STATE	0	0	0	0	0	0
				TOTAL	11,542	4,747	6,795	5,595	0	1,200
				FEDERAL	10,988	4,366	6,622	5,422	0	1,200
				STATE	498	325	173	173	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INNOVATIVE BRIDGE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	225	225 C	0	0	0	0
				FEDERAL	225	225	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	225	225	0	0	0	0
				FEDERAL	225	225	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE DISCRETIONARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	1,251	1,251 C	0	0	0	0
				FEDERAL	1,089	1,089	0	0	0	0
MULTI-FUNDED				STATE	162	162	0	0	0	0
				TOTAL	1,251	1,251	0	0	0	0
				FEDERAL	1,089	1,089	0	0	0	0
				STATE	162	162	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0034-0308	DANBURY NEWTOWN	84	REVISE INTERCHANGE RAMPS - I-84 DANBURY TO NEWTOWN, VAR INTERCHG MODIFICATIONS	TOTAL	13,282	2,700 X	10,582	5,556 C	5,026 C	0
				FEDERAL	11,953	2,430	9,523	5,000	4,523	0
				STATE	1,329	270	1,059	556	503	0
0034-0313	DANBURY	84	NEW INTERCHANGE - IMPROV TO INTERCHG 6 & SR 37 FROM THE INTERCHG NORTH	TOTAL	15,351	500 B	14,851	8,438 C	6,413 C	0
MULTI-FUNDED				FEDERAL	12,330	450	11,880	6,750	5,130	0
				STATE	3,021	50	2,971	1,688	1,283	0
0034-H052	DANBURY	84	REST AREA - NEW REST AREA BUIULDING, SITE IMPROV & DEMOLITION OF EXISTING BUILDING ON I-84	TOTAL	2,610	0	2,610	250 A	2,360 C	0
				FEDERAL	2,349	0	2,349	225	2,124	0
				STATE	261	0	261	25	236	0
0043-H020	EAST HAVEN BRANFORD	95	UPGRADE EXPRESSWAY - SUPPLEMENTAL WORK REQUIRED AS PART OF RECONSTR PROG OF Q-CORRIDOR	TOTAL	4,205	4,205 C	0	0	0	0
				FEDERAL	3,419	3,419	0	0	0	0
				STATE	786	786	0	0	0	0
0051-0259	FARMINGTON	84	UPGRADE EXPRESSWAY - I-84 INTERCHG IMPROV @ SR 4, US 6 & SR 9 INCLUDING A NEW EB C/D ROADWAY	TOTAL	60,910	6,910 A	54,000	0	5,556 C	48,444 C
MULTI-FUNDED				FEDERAL	54,819	6,219	48,600	0	5,000	43,600
				STATE	6,091	691	5,400	0	556	4,844
0056-H062	GREENWICH	684	RECONSTRUCT (NO ADDED CAPACITY) - PAVEMENT REHAB OF I-684 IN GREENWICH, INCLUDING DRAINAGE & SAFETY IMP	TOTAL	1,972	1,972 Z	0	0	0	0
				FEDERAL	1,775	1,775	0	0	0	0
				STATE	197	197	0	0	0	0
0058-H039	GROTON STONINGTON NO. STONINGTON	95	GUIDE RAIL - SAFETY IMPROV ON I-95 FROM GOLD STAR BR IN GROTON TO RI STATE LINE	TOTAL	23,860	2,300 X	21,560	0	16,000 C	5,560 c
MULTI-FUNDED				FEDERAL	3,070	2,070	1,000	0	1,000	0
				STATE	20,790	230	20,560	0	15,000	5,560
0063-0577	HARTFORD WINDSOR	91	RESURFACING BY CONTRACT - I-91; RESURFACING & SAFETY IMPROV; I-91 PED BR TO N/O CAPEN ST, WINDSOR	TOTAL	22,274	22,274 Z	0	0	0	0
				FEDERAL	19,866	19,866	0	0	0	0
				STATE	2,408	2,408	0	0	0	0
0063-0604	HARTFORD	84	ILLUMINATION - I-84 PLATFORM, ILLUMINATION IMPROVS	TOTAL	5,200	5,200 Z	0	0	0	0
				FEDERAL	5,000	5,000	0	0	0	0
				STATE	200	200	0	0	0	0
0076-0193	MANCHESTER	84	DECELERATION LANE - CONSTR AUXILIARY LANE - I-84 EB BETWEEN EXITS 63 & 64/65 MANCHESTER	TOTAL	4,791	540 A	4,251	0	4,251 C	0
				FEDERAL	4,311	486	3,825	0	3,825	0
				STATE	480	54	426	0	426	0
0082-0279	MIDDLETOWN	9	UPGRADE EXPRESSWAY - ROUTE 9 IMPROVS	TOTAL	20,000	0	20,000	0	0	20,000 C
MULTI-FUNDED				FEDERAL	18,000	0	18,000	0	0	18,000
				STATE	2,000	0	2,000	0	0	2,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0082-H059	MIDDLETOWN	91	REST AREA - NEW REST AREA BUILDING, SITE IMPROV & DEMOMLITION OF EXISTING BUILDING ON I-91	**TOTAL**	2,300	0	2,300	0	0	2,300 Z
				FEDERAL	2,070	0	2,070	0	0	2,070
				STATE	230	0	230	0	0	230
0083-H043	MILFORD ORANGE	95	RESURFACING BY CONTRACT - I-95; RESURFACING, BR & SAFETY IMPR; PLAIN RD TO MARSH HILL RD	**TOTAL**	19,678	10,789 Z	8,889	8,889 C	0	0
				FEDERAL	17,710	9,710	8,000	8,000	0	0
				STATE	1,968	1,079	889	889	0	0
0092-0456	NEW HAVEN	91	REVISE INTERCHANGE RAMPS - RECONSTR I-91 EXIT 8 N B OFF RAMP TO PROVIDE DIRECT CONNECTION TO MIDDLETOWN AVE	**TOTAL**	14,950	3,450 X	11,500	0	0	11,500 C
				FEDERAL	13,455	3,105	10,350	0	0	10,350
				STATE	1,495	345	1,150	0	0	1,150
0092-0531	NEW HAVEN	95 91	UPGRADE EXPRESSWAY - RECONST OF I-95/ I-91/ SR 34 INTERCH ASSOC WITH Q BR REPL (CONTRACT E)	**TOTAL**	6,250	6,250 A	0	0	0	0
				FEDERAL	5,625	5,625	0	0	0	0
MULTI-FUNDED		34		**STATE**	625	625	0	0	0	0
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	**TOTAL**	102,261	14,942 C	87,319	14,942 C	14,942 C	57,435 C
				FEDERAL	88,968	13,000	75,968	13,000	13,000	49,968
MULTI-FUNDED				**STATE**	13,293	1,942	11,351	1,942	1,942	7,467
0092-0533	NEW HAVEN	95	UPGRADE EXPRESSWAY - UPGRADE EXPRESSWAY CONTRACT C2 (87%)	**TOTAL**	1,842	1,842 A	0	0	0	0
				FEDERAL	1,658	1,658	0	0	0	0
MULTI-FUNDED				**STATE**	184	184	0	0	0	0
0092-0603	NEW HAVEN	95	BRIDGE REPLACEMENT - REPL OF THE HOWARD AVE BR OVER I-95, RETAINING & NOISE WALLS	**TOTAL**	7,460	7,460 C	0	0	0	0
				FEDERAL	5,968	5,968	0	0	0	0
				STATE	1,492	1,492	0	0	0	0
0101-H010	NO. STONINGTON	95	REST AREA - NEW REST AREA BUILDING, SITE IMPROV & DEMOLITION OF EXISTING BUILDING ON I-95	**TOTAL**	2,729	0	2,729	0	250 A	2,479 C
				FEDERAL	2,455	0	2,455	0	224	2,231
				STATE	274	0	274	0	26	248
0102-0261	NORWALK	95	REVISE INTERCHANGE RAMPS - I-95 INTERCHG 16 @ EAST AVE PROVIDE TURN LANES ON BR @ APPROACHES & REVISE SIGNL	**TOTAL**	4,960	850 X	4,110	0	0	4,110 C
				FEDERAL	4,464	765	3,699	0	0	3,699
				STATE	496	85	411	0	0	411
0102-0278	NORWALK	95 1	REVISE INTERCHANGE RAMPS - INTERST 95 @ US 1 INTERCHG #14 - PROVIDE REVISED ACCESS	**TOTAL**	18,570	2,070 X	16,500	0	10,000 C	6,500 C
				FEDERAL	16,713	1,863	14,850	0	9,000	5,850
MULTI-FUNDED				**STATE**	1,857	207	1,650	0	1,000	650
0102-0295	NORWALK WESTPORT	95	CONCRETE BARRIER - RECONST THE MEDIAN ON I-95 & INSTALL 45" CONC BARRIER CURB IN NORWALK & WESTPORT	**TOTAL**	31,700	1,100 A	30,600	5,556 C	12,522 C	12,522 C
				FEDERAL	28,530	990	27,540	5,000	11,270	11,270
				STATE	3,170	110	3,060	556	1,252	1,252

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0104-0164	OLD LYME EAST LYME WATERFORD	95	RESURFACING BY CONTRACT - I-95: RESURFACING, BR, & SAFETY IMPROV: BALDWIN BR TO 0.3 M N/O WTRFRD/NL TL	**TOTAL**	45,205	205 A	45,000	0	0	45,000 C
				FEDERAL	40,500	0	40,500	0	0	40,500
				STATE	4,705	205	4,500	0	0	4,500
0131-H021	SOUTHINGTON	84	REST AREA - NEW REST AREA BUILDING, SITE IMPROV & DEMOLITION OF EXISTING BUILDING ON I-84	**TOTAL**	3,893	0	3,893	0	0	3,893 Z
				FEDERAL	3,504	0	3,504	0	0	3,504
				STATE	389	0	389	0	0	389
0135-0292	STAMFORD	95	BRIDGE COATING - BR 00032 OVER METRO NORTH	**TOTAL**	2,990	2,990 C	0	0	0	0
				FEDERAL	2,691	2,691	0	0	0	0
				STATE	299	299	0	0	0	0
0138-0221 MULTI-FUNDED	STRATFORD MILFORD	95	BRIDGE REPLACEMENT - REPL OF BR 00135, STRATFORD I-95 OVER HOUSATONIC RIVER & NAUGATUCK AVE	**TOTAL**	130,001	21,667 C	108,334	21,667 C	0	86,667 C
				FEDERAL	117,000	19,500	97,500	19,500	0	78,000
				STATE	13,001	2,167	10,834	2,167	0	8,667
0148-H047	WALLINGFORD	91	REST AREA - NEW REST AREA BUILDING, SITE IMPROV & DEMOLITION OF EXISTING BUILDING ON I-91	**TOTAL**	3,456	0	3,456	0	0	3,456 Z
				FEDERAL	3,110	0	3,110	0	0	3,110
				STATE	346	0	346	0	0	346
0151-0273 MULTI-FUNDED	WATERBURY	84	UPGRADE EXPRESSWAY - RECONSTR EXPRESSWAY & OP IMPROV INCLUDING INTERCHGS	**TOTAL**	138,889	0	138,889	0	22,222 C	116,667 C
				FEDERAL	125,000	0	125,000	0	20,000	105,000
				STATE	13,889	0	13,889	0	2,222	11,667
0151-0301 MULTI-FUNDED	WATERBURY	84 8	NEW INTERCHANGE - I-84/ROUTE 8 INTERCHG	**TOTAL**	475,000	0	475,000	0	0	475,000 C
				FEDERAL	427,500	0	427,500	0	0	427,500
				STATE	47,500	0	47,500	0	0	47,500
0155-0156	WEST HARTFORD	84	UPGRADE EXPRESSWAY - CONSTR OF AUXILIARY LANES ON I-84 IN THE VICINITY OF INTERCHG 40 & INTERCHG 42	**TOTAL**	22,956	12,356 Z	10,600	10,600 C	0	0
				FEDERAL	20,660	11,120	9,540	9,540	0	0
				STATE	2,296	1,236	1,060	1,060	0	0
0156-0171	WEST HAVEN	95	RESURFACING BY CONTRACT - I-95; RESURFACING, BR & SAFETY IMPROV; GRETTA ST TO WEST RIVER	**TOTAL**	14,510	1,210 A	13,300	0	0	13,300 C
				FEDERAL	13,059	1,089	11,970	0	0	11,970
				STATE	1,451	121	1,330	0	0	1,330
0170-2725 MULTI-FUNDED	OLD LYME EAST LYME WATERFORD	95	UPGRADE EXPRESSWAY - CT RIVER TO THAMES RIVER, ADDITIONAL LANE (BALDWIN BR TO GOLD START BR)-ENV DOCUMENTS	**TOTAL**	130,466	0	130,466	0	0	130,466 C
				FEDERAL	117,420	0	117,420	0	0	117,420
				STATE	13,046	0	13,046	0	0	13,046
0170-E224	STATEWIDE	---	MINOR BRIDGE REHABILITATION - RAPID RESPONSE BR REPAIRS BY STATE FORCES, INTERSTATE	**TOTAL**	10,000	0	10,000	1,000 C	1,000 C	8,000 C
				FEDERAL	9,000	0	9,000	900	900	7,200
				STATE	1,000	0	1,000	100	100	800

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0322	DISTRICT I	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MKGS - DISTRICT I INTERSTATE LONG LINES	TOTAL	1,752	292 C	1,460	146 C	146 C	1,168 C
				FEDERAL	1,572	262	1,310	131	131	1,048
				STATE	180	30	150	15	15	120
0171-H125	DISTRICT I SOUTHINGTON PLAINVILLE	--- 84	SIGNING - UPDATE SIGNS ON I-84 FROM M P 41.31 IN SOUTHINGTON TO M P 61.70 IN HARTFORD	TOTAL	2,487	196 A	2,291	0	0	2,291 C
				FEDERAL	2,487	196	2,291	0	0	2,291
				STATE	0	0	0	0	0	0
0172-0360	DISTRICT II	---	PAINT & EPOXY PAVEMENT MARKING - INSTALL DURABLE PAVEMENT MARKINGS, DISTRICT II INTERSTATE LONG LINES	TOTAL	1,440	240 C	1,200	120 C	120 C	960 C
				FEDERAL	1,296	216	1,080	108	108	864
				STATE	144	24	120	12	12	96
0172-H136	DISTRICT II GROTON STONINGTON	--- 95	SIGNING - UPDATE SIGNS ON I-95 FROM MP 94.29 IN GROTON TO MP 111.57 IN NORTH STONINGTON	TOTAL	2,466	0	2,466	0	166 A	2,300 C
				FEDERAL	2,466	0	2,466	0	166	2,300
				STATE	0	0	0	0	0	0
0172-H137	DISTRICT II EAST LYME WATERFORD	395	SIGNING - UPDATE SIGNS ON I-395 FROM I-95 IN EAST LYME (MP 0.00) TO MP 30.83 IN PLAINFIELD	TOTAL	1,922	0	1,922	0	175 A	1,747 C
				FEDERAL	1,922	0	1,922	0	175	1,747
				STATE	0	0	0	0	0	0
0172-H138	DISTRICT II PLAINFIELD KILLINGLY	395	SIGNING - UPDATE SIGNS ON I-395 FROM MP 30.83 IN PLAINFIELD TO MASS ST LINE (MP 54.69)	TOTAL	1,922	0	1,922	0	0	1,922 Z
				FEDERAL	1,922	0	1,922	0	0	1,922
				STATE	0	0	0	0	0	0
0172-XXX2 MULTI-FUNDED	DISTRICT II	95	UPGRADE EXPRESSWAY - BRANFORD TO CT RIVER, ADDITIONAL LANE	TOTAL	271,967	0	271,967	0	0	271,967 C
				FEDERAL	244,770	0	244,770	0	0	244,770
				STATE	27,197	0	27,197	0	0	27,197
0172-XXX3 MULTI-FUNDED	DISTRICT II	95	UPGRADE EXPRESSWAY - THAMES RIVER TO RHODE ISLAND, ADDITIONAL LANE	TOTAL	117,567	0	117,567	0	0	117,567 C
				FEDERAL	105,810	0	105,810	0	0	105,810
				STATE	11,757	0	11,757	0	0	11,757
0173-0350	DISTRICT III GREENWICH STAMFORD	--- 95	SIGNING - UPDATE SIGNS ON I-95 FROM THE NY ST LINE TO EXIT 24 IN FAIRFIELD	TOTAL	5,845	5,845 Z	0	0	0	0
				FEDERAL	5,845	5,845	0	0	0	0
				STATE	0	0	0	0	0	0
0173-0351 MULTI-FUNDED	DISTRICT III FAIRFIELD BRIDGEPORT	--- 95	SIGNING - UPGRADE SIGNS - EXIT 24 FAIRFIELD TO EXIT 47 NEW HAVEN	TOTAL	264	264 A	0	0	0	0
				FEDERAL	264	264	0	0	0	0
				STATE	0	0	0	0	0	0
0173-0377	DISTRICT III	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT III INTERSTATE LONG LINES	TOTAL	2,699	449 C	2,250	225 C	225 C	1,800 C
				FEDERAL	2,424	404	2,020	202	202	1,616
				STATE	275	45	230	23	23	184

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE MAINTENANCE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0174-0275	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (WATERBURY/SOUTHBURY))	TOTAL	94,000	0	94,000	0	0	94,000 C
MULTI-FUNDED				FEDERAL	84,600	0	84,600	0	0	84,600
				STATE	9,400	0	9,400	0	0	9,400
0174-0316	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (DANBURY - NY STATE LINE)	TOTAL	90,000	0	90,000	0	0	90,000 C
MULTI-FUNDED				FEDERAL	81,000	0	81,000	0	0	81,000
				STATE	9,000	0	9,000	0	0	9,000
0174-0329	DISTRICT IV	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT IV INTERSTATE LONG LINES	TOTAL	480	80 C	400	40 C	40 C	320 C
				FEDERAL	432	72	360	36	36	288
				STATE	48	8	40	4	4	32
0174-H141	DISTRICT IV	---	SIGNING - UPDATE SIGNS ON I-84 FROM THE NY ST LINE (MP 0.00) TO MP 19.30 IN SOUTHBURY	TOTAL	2,484	195 A	2,289	2,289 C	0	0
	DANBURY	84		FEDERAL	2,484	195	2,289	2,289	0	0
	BROOKFIELD			STATE	0	0	0	0	0	0
				TOTAL	1,961,816	141,343	1,820,473	79,718	101,414	1,639,341
				FEDERAL	1,743,246	126,253	1,616,993	70,681	76,814	1,469,498
				STATE	218,570	15,090	203,480	9,037	24,600	169,843

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

INTERSTATE TRADE-IN EASTERN CONNECTICUT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0001-0090	ANDOVER COVENTRY	6	NEW EXPRESSWAY - FROM 500' WEST OF WHEELING RD IN ANDOVER TO 600' WEST OF PUCKER ST IN COVENTRY	TOTAL	10,566	10,566 X	0	0	0	0
				FEDERAL	8,577	8,577	0	0	0	0
MULTI-FUNDED	COLUMBIA			STATE	1,989	1,989	0	0	0	0
				TOTAL	10,566	10,566	0	0	0	0
				FEDERAL	8,577	8,577	0	0	0	0
				STATE	1,989	1,989	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT/SAFETEA-LU

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	36,882	21,494 Z	15,388	8,549 C	6,839 C	0
MULTI-FUNDED				FEDERAL	31,913	18,525	13,388	7,438	5,950	0
				STATE	4,969	2,969	2,000	1,111	889	0
				TOTAL	36,882	21,494	15,388	8,549	6,839	0
				FEDERAL	31,913	18,525	13,388	7,438	5,950	0
				STATE	4,969	2,969	2,000	1,111	889	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL CORRIDOR PLANNING AND DEVELOPMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0017-0166	BRISTOL	72	RELOCATION - ADV UTILITY RELOC FOR PROJECT 0017-0137	TOTAL	1,875	1,875 C	0	0	0	0
				FEDERAL	1,500	1,500	0	0	0	0
MULTI-FUNDED				STATE	375	375	0	0	0	0
0034-0313	DANBURY	84	NEW INTERCHANGE - IMPROV TO INTERCHG 6 & SR 37 FROM THE INTERCHG NORTH	TOTAL	2,791	2,791 A	0	0	0	0
				FEDERAL	2,233	2,233	0	0	0	0
MULTI-FUNDED				STATE	558	558	0	0	0	0
				TOTAL	4,666	4,666	0	0	0	0
				FEDERAL	3,733	3,733	0	0	0	0
				STATE	933	933	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0004-0118	AVON	10	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV SR 10 @ OLD FARMS RD (ADV W/ 04-116 REPL OF BR 04470)	TOTAL	2,020	270 B	1,750	1,750 C	0	0
				FEDERAL	1,640	240	1,400	1,400	0	0
				STATE	380	30	350	350	0	0
0004-0123	AVON	AVON MOUNTAIN 44	MAJOR WIDENING - SAFETY & TRAFFIC OP IMPROV ON US 44 FROM 500' E/O SR 10 TO THE W HTFD TL	TOTAL	6,750	750 B	6,000	6,000 C	0	0
MULTI-FUNDED				FEDERAL	5,400	600	4,800	4,800	0	0
				STATE	1,350	150	1,200	1,200	0	0
0017-0137	BRISTOL PLAINVILLE	72	RELOCATION - RELOC OF SR 72 FROM END OF SR 72 EXPRESSWAY TO SR 229 IN BRISTOL	TOTAL	67,843	30,575 Z	37,268	12,500 C	12,384 C	12,384 C
MULTI-FUNDED				FEDERAL	54,274	24,460	29,814	10,000	9,907	9,907
				STATE	13,569	6,115	7,454	2,500	2,477	2,477
0017-0148	BRISTOL	6 69	MAJOR DRAINAGE - DRAINAGE IMPROV ON US 6; FROM UNNAMED STREAM (NEAR N MAIN ST) TO OAKLAND ST	TOTAL	8,770	8,770 Z	0	0	0	0
				FEDERAL	7,016	7,016	0	0	0	0
				STATE	1,754	1,754	0	0	0	0
0017-0166	BRISTOL	72	RELOCATION - ADV UTILITY RELOC FOR PROJECT 0017-0137	TOTAL	1,725	1,725 C	0	0	0	0
MULTI-FUNDED				FEDERAL	1,380	1,380	0	0	0	0
				STATE	345	345	0	0	0	0
0018-0113	BROOKFIELD	7	NEW HIGHWAY - US 7 BROOKFIELD BYPASS	TOTAL	94,511	9,161 X	85,350	12,500 C	25,000 C	47,850 C
MULTI-FUNDED				FEDERAL	75,609	7,329	68,280	10,000	20,000	38,280
				STATE	18,902	1,832	17,070	2,500	5,000	9,570
0018-H014	BROOKFIELD DANBURY	7	SIGNING - UPDATE SIGNS ON US 7 FROM WOOSTER HEIGHTS RD IN DANBURY TO FEDERAL RD IN BROOKFIELD	TOTAL	702	47 A	655	0	655 C	0
				FEDERAL	562	38	524	0	524	0
				STATE	140	9	131	0	131	0
0034-0260	DANBURY RIDGEFIELD	7	RECONSTRUCTION (ADDED CAPACITY) - RECONSTR OF US 7 RIDGEFIELD/DANBURY PHASE 2	TOTAL	29,387	6,909 X	22,478	6,250 C	8,114 C	8,114 C
				FEDERAL	23,349	5,367	17,982	5,000	6,491	6,491
				STATE	6,038	1,542	4,496	1,250	1,623	1,623
0042-0287	EAST HARTFORD	2	BRIDGE RESTORATION - WIDEN BR 00374 OVER HOCKANUM RIVER	TOTAL	5,600	5,600 C	0	0	0	0
				FEDERAL	4,480	4,480	0	0	0	0
				STATE	1,120	1,120	0	0	0	0
0042-0289	EAST HARTFORD GLASTONBURY	2	RESURFACING BY CONTRACT - RESURFACING, BR & SAFETY IMPR; MAPLE ST (E H) TO COMMERCE ST (GLAST)	TOTAL	27,255	27,255 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	21,595	21,595	0	0	0	0
				STATE	5,660	5,660	0	0	0	0
0050-0204	FAIRFIELD	15	RESURFACING BY CONTRACT - RESURFACING, BR, AND SAFETY IMPR FROM CONGRESS ST TO MOREHOUSE HWY	TOTAL	8,595	730 A	7,865	2,500 C	5,365 C	0
				FEDERAL	6,876	584	6,292	2,000	4,292	0
				STATE	1,719	146	1,573	500	1,073	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0051-0259	FARMINGTON	84	UPGRADE EXPRESSWAY - I-84 INTERCHG IMPROV @ SR 4, US 6 & SR 9 INCLUDING A NEW EB C/D ROADWAY	TOTAL	50	50 B	0	0	0	0
MULTI-FUNDED				FEDERAL	45	45	0	0	0	0
				STATE	5	5	0	0	0	0
0053-H020	GLASTONBURY MARLBOROUGH	2	RESURFACING BY CONTRACT - RESURFACING - GLASTONBURY & MARLBOROUGH	TOTAL	23,072	0	23,072	0	0	23,072 C
				FEDERAL	18,458	0	18,458	0	0	18,458
				STATE	4,614	0	4,614	0	0	4,614
0063-0561	HARTFORD	15	BRIDGE SUPERSTRUCTURE REPLACEMENT - SUPERSTRUCTURE REPL OF BR 00814; RAMP #161 (TO BRAINARD RD) OVER SR 15	TOTAL	3,866	3,866 Z	0	0	0	0
				FEDERAL	2,720	2,720	0	0	0	0
				STATE	1,146	1,146	0	0	0	0
0063-H125	HARTFORD	44	RECONSTRUCT (NO ADDED CAPACITY) - SAFETY IMPROV ON US 44 (ALBANY AVE) FROM HOMESTEAD AVE TO GARDEN ST	TOTAL	13,300	0	13,300	0	6,625 C	6,675 C
MULTI-FUNDED				FEDERAL	10,640	0	10,640	0	5,300	5,340
				STATE	2,660	0	2,660	0	1,325	1,335
0068-H027	KILLINGLY PLAINFIELD	695	SIGNING - UPDATE SIGNS ON SR 695 FROM I-395 (PLAINFIELD) TO RI STATE LINE	TOTAL	319	0	319	0	29 A	290 C
				FEDERAL	319	0	319	0	29	290
				STATE	0	0	0	0	0	0
0078-0089	MARLBOROUGH COLCHESTER	2	RESURFACING BY CONTRACT - RESURFACING, BR, & SAFETY IMPROV, PARK RD (MARL) TO SR 149 (COLCH)	TOTAL	30,361	30,361 C	0	0	0	0
MULTI-FUNDED				FEDERAL	24,289	24,289	0	0	0	0
				STATE	6,072	6,072	0	0	0	0
0082-0279	MIDDLETOWN	9	UPGRADE EXPRESSWAY - ROUTE 9 IMPROVS	TOTAL	20,000	0	20,000	0	0	20,000 C
MULTI-FUNDED				FEDERAL	16,000	0	16,000	0	0	16,000
				STATE	4,000	0	4,000	0	0	4,000
0084-0100	MONROE	25	BRIDGE REPLACEMENT - REPL OF BR NO 02219 SR 25 OVER THE WEST BRANCH OF THE PEQUONNOCK RIVER	TOTAL	1,370	360 X	1,010	0	1,010 C	0
				FEDERAL	808	0	808	0	808	0
				STATE	562	360	202	0	202	0
0084-0102	MONROE	25	INTERSECTION REALIGNMENT - VARIOUS INTERSECTION IMPROVS	TOTAL	4,160	4,160 Y	0	0	0	0
				FEDERAL	3,328	3,328	0	0	0	0
				STATE	832	832	0	0	0	0
0092-0461	NEW HAVEN	34	REALIGNMENT (NO ADDED CAPACITY) - Realign & Extend SR 34	TOTAL	27,000	0	27,000	0	0	27,000 C
				FEDERAL	27,000	0	27,000	0	0	27,000
				STATE	0	0	0	0	0	0
0092-0531	NEW HAVEN	95 91 34	UPGRADE EXPRESSWAY - RECONST OF I-95/ I-91/ SR 34 INTERCH ASSOC WITH Q BR REPL (CONTRACT E)	TOTAL	9,775	9,775 X	0	0	0	0
MULTI-FUNDED				FEDERAL	7,820	7,820	0	0	0	0
				STATE	1,955	1,955	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0569	NEW HAVEN	95	UPGRADE EXPRESSWAY - Q BR - CONTRACT C2 (87%)	TOTAL	6,250	6,250 C	0	0	0	0
MULTI-FUNDED				FEDERAL	5,000	5,000	0	0	0	0
				STATE	1,250	1,250	0	0	0	0
0092-0572	NEW HAVEN	LONG WHARF 95	UPGRADE EXPRESSWAY - RECONSTR OF I-95 @ LONG WHARF	TOTAL	96,738	2,738 A	94,000	800 B	0	93,200 C
				FEDERAL	83,970	2,190	81,780	696	0	81,084
				STATE	12,768	548	12,220	104	0	12,116
0092-H106	NEW HAVEN	34	SIGNING - UPDATE SIGNING FROM I-95 TO YORK ST	TOTAL	51	0	51	4 A	47 C	0
				FEDERAL	51	0	51	4	47	0
				STATE	0	0	0	0	0	0
0093-H049	NEWINGTON	---	STUDIES/RESEARCH - DIGITAL DESIGN ENVIRONMENT DEV	TOTAL	500	500 A	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
0094-H017	NEW LONDON	32	SIGNING - UPDATE SIGNS ON SR 32 FROM SR 437 (CRYSTAL AVE) TO SR 636 (BRIGG/MOHEGAN CON) NEW LONDON	TOTAL	319	0	319	0	29 A	290 C
				FEDERAL	319	0	319	0	29	290
				STATE	0	0	0	0	0	0
0096-0185	NEWTOWN	25	BRIDGE REPLACEMENT - REPL OF BR NO 02221 SR 25 OVER A BROOK (CULVERT REPL)	TOTAL	958	958 Z	0	0	0	0
				FEDERAL	634	634	0	0	0	0
				STATE	324	324	0	0	0	0
0102-0269	NORWALK	7 15	REVISE INTERCHANGE RAMPS - US 7 & SR 15 NORWALK UPGRADE TO FULL INTERCHG W/MERRITT PARKWAY-PHASE 2	TOTAL	12,285	12,285 X	0	0	0	0
MULTI-FUNDED				FEDERAL	9,956	9,956	0	0	0	0
				STATE	2,329	2,329	0	0	0	0
0102-0305	NORWALK WILTON	7	MAJOR WIDENING - RECONSTR & WIDENING OF US 7 FROM GRISTMILL RD IN NORWALK TO SR 33 IN WILTON	TOTAL	22,835	5,700 X	17,135	0	0	17,135 C
				FEDERAL	18,268	4,560	13,708	0	0	13,708
				STATE	4,567	1,140	3,427	0	0	3,427
0102-H044	NORWALK	15	RESURFACING BY CONTRACT - RESURFACE, SAFETY & BR IMPRVMTS - SR 124 TO US 7	TOTAL	8,360	0	8,360	0	0	8,360 Z
				FEDERAL	6,688	0	6,688	0	0	6,688
				STATE	1,672	0	1,672	0	0	1,672
0102-H046	NORWALK	15	RESURFACING BY CONTRACT - RESURFACE, SAFETY & BR IMPRVMTS - US 7 TO SR 33	TOTAL	8,670	0	8,670	0	0	8,670 Z
				FEDERAL	6,936	0	6,936	0	0	6,936
				STATE	1,734	0	1,734	0	0	1,734
0120-0079	SALEM MONTVILLE	82 85	SPOT SAFETY IMPROVEMENT - IMPROV TO SR 82 & SR 85 INCLUDING ADDING SHOULDERS & LEFT TURN LANES (500850085T)	TOTAL	17,074	4,374 X	12,700	6,250 C	6,450 C	0
MULTI-FUNDED				FEDERAL	13,688	3,528	10,160	5,000	5,160	0
				STATE	3,386	846	2,540	1,250	1,290	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0120-0082	SALEM	85	SPOT SAFETY IMPROVEMENT - SPOT SAFETY IMPROV ON SR 85 IN THE VICINITY OF SR 82 & ON SR 85 @ SULLIVAN RD	TOTAL	6,200	0	6,200	3,100 C	3,100 C	0
				FEDERAL	4,960	0	4,960	2,480	2,480	0
				STATE	1,240	0	1,240	620	620	0
0128-0143	SIMSBURY	10 67	SPOT SAFETY IMPROVEMENT - SAFETY & TRAFFIC OP IMPROV ON US 202/ SR 10 @ SR 167 & DRAKE HILL RD	TOTAL	1,516	445 X	1,071	1,071 C	0	0
				FEDERAL	1,193	336	857	857	0	0
				STATE	323	109	214	214	0	0
0135-0230	STAMFORD	15 104	REVISE INTERCHANGE RAMPS - SR 15 @ SR 104 (INTERCHG 34) RECONSTR SR 15 NB OFF RAMP & IMPROV ON SR 104	TOTAL	8,281	8,281 Y	0	0	0	0
MULTI-FUNDED				FEDERAL	6,624	6,624	0	0	0	0
				STATE	1,657	1,657	0	0	0	0
0135-0249	STAMFORD	15 137	REVISE INTERCHANGE RAMPS - CONSTR RAMP FROM RT137 SB, PROVIDE TURN LANES, WIDEN RT15 BR, REVISE SIGNAL	TOTAL	7,360	615 A	6,745	750 B	5,995 C	0
				FEDERAL	5,888	492	5,396	600	4,796	0
				STATE	1,472	123	1,349	150	1,199	0
0135-0270	STAMFORD	15	RESURFACING BY CONTRACT - RESURFACING, BR,AND SAFETY IMPR FROM TL TO SR 124 [NEW CANAAN]	TOTAL	16,000	0	16,000	0	0	16,000 C
MULTI-FUNDED				FEDERAL	12,800	0	12,800	0	0	12,800
				STATE	3,200	0	3,200	0	0	3,200
0138-0221	STRATFORD MILFORD	95	BRIDGE REPLACEMENT - REPL OF BR 00135, STRATFORD I-95 OVER HOUSATONIC RIVER & NAUGATUCK AVE	TOTAL	2,025	2,025 X	0	0	0	0
MULTI-FUNDED				FEDERAL	1,710	1,710	0	0	0	0
				STATE	315	315	0	0	0	0
0143-0176	TORRINGTON	202	INTERSECTION REALIGNMENT - INTERSECTION & ROADWAY IMPROV TO US 202 @ TORRINGFORD WEST ST	TOTAL	1,988	0	1,988	0	1,988 C	0
MULTI-FUNDED				FEDERAL	1,590	0	1,590	0	1,590	0
				STATE	398	0	398	0	398	0
0143-H031	TORRINGTON HARWINTON	8	MAJOR DRAINAGE - THE REHAB OF VAR ACCMPS UNDER SR 8 IN TORRINGTON & HARWINTON	TOTAL	3,656	240 A	3,416	3,416 C	0	0
				FEDERAL	2,925	192	2,733	2,733	0	0
				STATE	731	48	683	683	0	0
0144-0178	TRUMBULL	15	BRIDGE DECK REPAIRS - MEDIAN DECK REPAIRS; BR NO 00750; SR 15 OVER RESERVOIR AVE	TOTAL	340	135 A	205	205 C	0	0
				FEDERAL	164	0	164	164	0	0
				STATE	176	135	41	41	0	0
0144-0179	TRUMBULL	25	RESURFACING BY CONTRACT - RESURFACING, BR & SAFETY IMPROV; VIC OF SR 15 TO VIC OF SR 111	TOTAL	15,345	5,000 C	10,345	10,345 C	0	0
MULTI-FUNDED				FEDERAL	12,276	4,000	8,276	8,276	0	0
				STATE	3,069	1,000	2,069	2,069	0	0
0144-0180	TRUMBULL FAIRFIELD	15 15	RESURFACING BY CONTRACT - RESURFACING,BR,AND SAFETY IMPROV;MOREHOUSE HWY [FLD] TO SR 8 [TRBLL]	TOTAL	20,905	760 A	20,145	0	0	20,145 C
				FEDERAL	16,724	608	16,116	0	0	16,116
				STATE	4,181	152	4,029	0	0	4,029

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0151-0273	WATERBURY	84	UPGRADE EXPRESSWAY - RECONSTR EXPRESSWAY & OP IMPROV INCLUDING INTERCHGS	TOTAL	80,170	13,000 B	67,170	6,250 C	0	60,920 C
MULTI-FUNDED				FEDERAL	69,115	11,115	58,000	5,000	0	53,000
				STATE	11,055	1,885	9,170	1,250	0	7,920
0152-0143	WATERFORD	95	REVISE INTERCHANGE RAMPS - INSTALL OF ACCESS/EGRESS RAMPS BETWEEN I-95 & THE PROPOSED FRONTAGE RD	TOTAL	1,865	0	1,865	0	50 B	1,815 C
				FEDERAL	1,679	0	1,679	0	45	1,634
				STATE	186	0	186	0	5	181
0158-0199	WESTPORT	15	RESURFACING BY CONTRACT - SR 15; RESURFACING BR,AND SAFETY IMPROV; FROM SR 33 TO CONGRESS ST	TOTAL	12,100	500 A	11,600	0	0	11,600 C
				FEDERAL	9,680	400	9,280	0	0	9,280
				STATE	2,420	100	2,320	0	0	2,320
0170-2692	STATEWIDE	---	SIGNING - UPGRADE APPROACH ROADWAY SIGNING FOR BRADLEY INTL ARPT	TOTAL	1,345	1,345 Z	0	0	0	0
	WINDSOR LOCKS	401		FEDERAL	1,076	1,076	0	0	0	0
	EAST GRANBY	20		STATE	269	269	0	0	0	0
0170-2725	OLD LYME	95	UPGRADE EXPRESSWAY - CT RIVER TO THAMES RIVER, ADDITIONAL LANE (BALDWIN BR TO GOLD START BR)-ENV DOCUMENTS	TOTAL	130,467	0	130,467	0	0	130,467 C
	EAST LYME			FEDERAL	104,374	0	104,374	0	0	104,374
MULTI-FUNDED	WATERFORD			STATE	26,093	0	26,093	0	0	26,093
0170-E064	STATEWIDE	---	SUPPORTIVE SERVICES/ADMIN - STAFF HWY OPERATIONS CTR DOT HEADQUARTERS, 24 HOUR RESPONSE TO HWY INCIDENTS, FFY 2006	TOTAL	24,750	2,250 Z	22,500	2,250 Z	2,250 Z	18,000 Z
				FEDERAL	19,800	1,800	18,000	1,800	1,800	14,400
				STATE	4,950	450	4,500	450	450	3,600
0170-E130	STATEWIDE	---	STUDIES/RESEARCH - PAVEMENT MGMT ANALYSIS & DATA COLLECTION FOR NHS ROADWAYS FY 2007-2009	TOTAL	5,720	520 A	5,200	520 A	520 A	4,160 A
				FEDERAL	4,576	416	4,160	416	416	3,328
				STATE	1,144	104	1,040	104	104	832
0170-E189	STATEWIDE	---	STUDIES/RESEARCH - BR INSPECTIONS BEING PERFORMED BY CONSULTANTS IN FY 2006, 2007, 2008	TOTAL	22,100	2,100 A	20,000	2,000 A	2,000 A	16,000 A
				FEDERAL	17,680	1,680	16,000	1,600	1,600	12,800
				STATE	4,420	420	4,000	400	400	3,200
0170-E196	STATEWIDE	---	SIGNING - REPL & OR REPAIR OVERHEAD SIGN SUPPORT STRUCTURES @ 20 LOCATIONS STWIDE	TOTAL	3,210	3,210 Z	0	0	0	0
				FEDERAL	2,568	2,568	0	0	0	0
				STATE	642	642	0	0	0	0
0170-E198	STATEWIDE	---	SIGNING - REPL & OR REPAIR OVERHEAD SIGN SUPPORT STRUCTURES @ 20 LOCATIONS STWIDE	TOTAL	2,110	110 A	2,000	2,000 C	0	0
				FEDERAL	1,688	88	1,600	1,600	0	0
				STATE	422	22	400	400	0	0
0170-E205	STATEWIDE	---	SPOT SAFETY IMPROVEMENT - INSTALLATION OF RUMBLESTRIPS ON EXPRESSWAYS	TOTAL	125	125 Z	0	0	0	0
				FEDERAL	100	100	0	0	0	0
				STATE	25	25	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY SYSTEM

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0172-XXX2	DISTRICT II	95	UPGRADE EXPRESSWAY - BRANFORD TO CT RIVER, ADDITIONAL LANE	TOTAL	271,967	0	271,967	0	0	271,967 c
MULTI-FUNDED				FEDERAL	217,574	0	217,574	0	0	217,574
				STATE	54,393	0	54,393	0	0	54,393
0172-XXX3	DISTRICT II	95	UPGRADE EXPRESSWAY - THAMES RIVER TO RHODE ISLAND, ADDITIONAL LANE	TOTAL	117,567	0	117,567	0	0	117,567 C
MULTI-FUNDED				FEDERAL	94,054	0	94,054	0	0	94,054
				STATE	23,513	0	23,513	0	0	23,513
0173-H169	DISTRICT III	---	SUPPORTIVE SERVICES/ADMIN - OPERATE INCIDENT MGMT SYSTEM ON I-95 FROM BRANFORD TO NY STATE LINE	TOTAL	24,940	0	24,940	2,440 C	2,220 C	20,280 C
				FEDERAL	20,200	0	20,200	2,200	2,000	16,000
				STATE	4,740	0	4,740	240	220	4,280
0174-0275	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (WATERBURY/SOUTHBURY))	TOTAL	94,000	0	94,000	0	0	94,000 C
MULTI-FUNDED				FEDERAL	75,200	0	75,200	0	0	75,200
				STATE	18,800	0	18,800	0	0	18,800
0174-0316	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (DANBURY - NY STATE LINE)	TOTAL	93,200	3,200 A	90,000	0	0	90,000 C
MULTI-FUNDED				FEDERAL	74,880	2,880	72,000	0	0	72,000
				STATE	18,320	320	18,000	0	0	18,000
0174-H153	DISTRICT IV	---	GUIDE RAIL - UPDATE GUIDERAIL ON NHS ROUTES IN DISTRICT IV	TOTAL	1,988	203 A	1,785	1,785 C	0	0
	BRISTOL	6		FEDERAL	1,590	162	1,428	1,428	0	0
	BROOKFIELD	7		STATE	398	41	357	357	0	0
				TOTAL	1,531,711	217,233	1,314,478	84,686	83,831	1,145,961
				FEDERAL	1,242,206	173,806	1,068,400	68,054	67,314	933,032
				STATE	289,505	43,427	246,078	16,632	16,517	212,929

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

NATIONAL HIGHWAY TRAFFIC SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0083-0253	MILFORD	796	SIGNING - UPGRADE SIGNING ON MILFORD CONNECTOR, FROM US 1 TO SR 15	TOTAL	165	13 A	152	0	152 C	0
				FEDERAL	152	0	152	0	152	0
				STATE	13	13	0	0	0	0
0171-0295	DISTRICT I	---	GUIDE RAIL - UPGRADE GUIDERAIL NON-NHS ROUTES	TOTAL	1,000	1,000 C	0	0	0	0
				FEDERAL	800	800	0	0	0	0
MULTI-FUNDED				STATE	200	200	0	0	0	0
0173-0351	DISTRICT III	95	SIGNING - UPGRADE SIGNS - EXIT 24 FAIRFIELD TO EXIT 47 NEW HAVEN	TOTAL	2,933	0	2,933	0	2,933 C	0
				FEDERAL	2,933	0	2,933	0	2,933	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
0174-0287	DISTRICT IV	---	GUIDE RAIL - UPGRADE GUIDERAIL ON NHS HIGHWAYS - US 44 & US 202 IN DISTRICT IV	TOTAL	1,000	1,000 C	0	0	0	0
	SALISBURY	44		FEDERAL	1,000	1,000	0	0	0	0
MULTI-FUNDED	AVON	202		STATE	0	0	0	0	0	0
				TOTAL	5,098	2,013	3,085	0	3,085	0
				FEDERAL	4,885	1,800	3,085	0	3,085	0
				STATE	213	213	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

PROJ SPECIFIC FUND - FHWA

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0583	NEW HAVEN	LONG WHARF	BICYCLE/PEDESTRIAN FACILITY - CITY OF NEW HAVEN PROJECT FOR THE CONSTR OF LONG WHARF REDEV IMPROV	TOTAL	1,987	1,987 C	0	0	0	0
				FEDERAL	1,987	1,987	0	0	0	0
				STATE	0	0	0	0	0	0
0151-0301	WATERBURY	84 8	NEW INTERCHANGE - I-84/ROUTE 8 INTERCHG	TOTAL	994	994 A	0	0	0	0
				FEDERAL	994	994	0	0	0	0
MULTI-FUNDED				STATE	0	0	0	0	0	0
				TOTAL	2,981	2,981	0	0	0	0
				FEDERAL	2,981	2,981	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

RECREATIONAL TRAILS

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-RT07	STATEWIDE	---	PEDESTRIAN WALKWAY - RECREATION TRAILS FY 2007	TOTAL	750	750 Z	0	0	0	0
				FEDERAL	600	600	0	0	0	0
				STATE	0	0	0	0	0	0
0170-RT08	STATEWIDE	---	PEDESTRIAN WALKWAY - RECREATION TRAILS FY 2008	TOTAL	750	0	750	750 X	0	0
				FEDERAL	600	0	600	600	0	0
				STATE	0	0	0	0	0	0
0170-RT09	STATEWIDE	---	PEDESTRIAN WALKWAY - RECREATION TRAILS (FY 2009-2017)	TOTAL	6,750	0	6,750	0	0	6,750 Z
				FEDERAL	5,400	0	5,400	0	0	5,400
				STATE	0	0	0	0	0	0
				TOTAL	8,250	750	7,500	750	0	6,750
				FEDERAL	6,600	600	6,000	600	0	5,400
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

RURAL SECONDARY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0047-0105	ELLINGTON	140	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR FROM SR 83 TO SR 30	TOTAL	469	469 A	0	0	0	0
				FEDERAL	375	375	0	0	0	0
MULTI-FUNDED				STATE	94	94	0	0	0	0
				TOTAL	469	469	0	0	0	0
				FEDERAL	375	375	0	0	0	0
				STATE	94	94	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SAFE ROUTES TO SCHOOL / NON-INFRASTRUCTURE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-E209	STATEWIDE	---	STUDIES/RESEARCH - SAFE ROUTES TO SCHOOL; PUBLIC AWARENESS, EDUCATUION, ENFORCEMENT, & SAFETY INITIATIVES	TOTAL	300	300 Z	0	0	0	0
				FEDERAL	300	300	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	300	300	0	0	0	0
				FEDERAL	300	300	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SECTION 1102 SAFETY REDISTRIBUTION

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0533	NEW HAVEN	95	UPGRADE EXPRESSWAY - UPGRADE EXPRESSWAY CONTRACT C2 (87%)	TOTAL	15,313	15,313 Z	0	0	0	0
				FEDERAL	13,692	13,692	0	0	0	0
MULTI-FUNDED				STATE	1,621	1,621	0	0	0	0
				TOTAL	15,313	15,313	0	0	0	0
				FEDERAL	13,692	13,692	0	0	0	0
				STATE	1,621	1,621	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------			-------- Additional Funds Required by Fiscal Year's Ending --------		
0100-H028	NORTH HAVEN	40	RESURFACING BY VENDOR IN PLACE - RESURFACING BY VIP WITH RELATED INCIDENTALS IN SECT 31	TOTAL	1,200	1,200 C	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,200	1,200	0	0	0	0
				TOTAL	1,200	1,200	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,200	1,200	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0001-0090	ANDOVER COVENTRY COLUMBIA	6	NEW EXPRESSWAY - FROM 500' WEST OF WHEELING RD IN ANDOVER TO 600' WEST OF PUCKER ST IN COVENTRY	TOTAL	78,100	0	78,100	0	0	78,100 C
MULTI-FUNDED				FEDERAL	62,480	0	62,480	0	0	62,480
				STATE	15,620	0	15,620	0	0	15,620
0004-0116	AVON	OLD FARMS ROAD	BRIDGE REPLACEMENT - REPL OF BR 04470-INTERSECTION SR 10 & OLD FARMS RD (OVER FARMINGTON RIVER) TOWN OF AVON	TOTAL	7,500	0	7,500	7,500 C	0	0
MULTI-FUNDED				FEDERAL	6,000	0	6,000	6,000	0	0
				STATE	1,500	0	1,500	1,500	0	0
0009-H017	BETHEL	302 58	MINOR INTERSECTION IMPROVEMENT - REVISE SE CORNER OF SR 302 @ SR 58 TO ALLOW WB 50 TO TURN RIGHT FROM SR 58 NB TO SR 302	TOTAL	161	82 A	79	10 B	69 C	0
				FEDERAL	143	80	63	8	55	0
				STATE	18	2	16	2	14	0
0014-0157	BRANFORD	1	REPLACE RAILROAD BR OVER HIGHWAY - RECONSTR BR 00340, AMTRAK OVER US 1	TOTAL	41,735	18,135 Z	23,600	11,800 C	11,800 C	0
				FEDERAL	28,400	9,520	18,880	9,440	9,440	0
				STATE	13,335	8,615	4,720	2,360	2,360	0
0014-0174	BRANFORD	740	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF A SECT OF SR 740 (BRUSHY PLAIN RD) FROM BROOKWOOD DR TO WILLIAMS	TOTAL	4,232	125 B	4,107	4,107 C	0	0
MULTI-FUNDED				FEDERAL	3,386	100	3,286	3,286	0	0
				STATE	846	25	821	821	0	0
0015-0226	BRIDGEPORT	130	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR SR 130	TOTAL	11,083	1,597 A	9,486	9,486 C	0	0
				FEDERAL	7,963	1,278	6,685	6,685	0	0
				STATE	1,990	319	1,671	1,671	0	0
0015-0227	BRIDGEPORT	700	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR SR 700 (FAIRFIELD AVE)	TOTAL	7,133	1,842 X	5,291	5,291 C	0	0
				FEDERAL	5,671	1,438	4,233	4,233	0	0
				STATE	1,462	404	1,058	1,058	0	0
0015-0296	BRIDGEPORT	130	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF FAIRFIELD AVE (SR 130) UNDERNEATH THE M-N BR	TOTAL	3,930	3,930 Z	0	0	0	0
				FEDERAL	2,992	2,992	0	0	0	0
				STATE	938	938	0	0	0	0
0015-0316	BRIDGEPORT	95	PLANTING BY CONTRACT - LANDSCAPING ALONG SOUTH FRONTAGE RD - PHASE 1	TOTAL	75	75 C	0	0	0	0
				FEDERAL	60	60	0	0	0	0
				STATE	15	15	0	0	0	0
0015-0317	BRIDGEPORT	95	PLANTING BY CONTRACT - LANDSCAPING ALONG MAIN ST - PHASE 2	TOTAL	175	175 C	0	0	0	0
				FEDERAL	140	140	0	0	0	0
				STATE	35	35	0	0	0	0
0016-H003	BRIDGEWATER	133	METAL BEAM RAIL - UPGRADE GUIDERAIL ON NON-NHS HIGHWAY IN BRIDGEWATER AS REQUESTED BY MAINT	TOTAL	1,973	1,973 Z	0	0	0	0
				FEDERAL	1,578	1,578	0	0	0	0
				STATE	395	395	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0017-0171	BRISTOL	72	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV ON SR 72 @ MEMORIAL BLVD & REPL OF BR 04105	TOTAL	925	0	925	0	925 C	0
MULTI-FUNDED				FEDERAL	740	0	740	0	740	0
				STATE	185	0	185	0	185	0
0018-0118	BROOKFIELD	20	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV OF US 202 WITH SILVERMINE RD & ELBOW HILL RD	TOTAL	3,624	3,624 Y	0	0	0	0
MULTI-FUNDED				FEDERAL	2,899	2,899	0	0	0	0
				STATE	725	725	0	0	0	0
0018-0124	BROOKFIELD	FEDERAL ROAD 202	OPERATIONAL LANE - MINOR WIDENING FOR OP LANE- FEDERAL RD (US 202) FROM WHITE TURKEY RD TO SR 133	TOTAL	7,600	0	7,600	0	3,850 C	3,750 C
MULTI-FUNDED				FEDERAL	6,080	0	6,080	0	3,080	3,000
				STATE	1,520	0	1,520	0	770	750
0032-0130	COVENTRY	31	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF SR 31; R INCLUDES FLATTENING OF CURVE	TOTAL	7,750	2,050 X	5,700	5,700 C	0	0
				FEDERAL	6,200	1,640	4,560	4,560	0	0
				STATE	1,550	410	1,140	1,140	0	0
0034-0288	DANBURY	6	MAJOR WIDENING - WIDEN US 6 (LAKE AVE) FROM KENOSIA AVE TO I-84 OVERPASS, TO THROUGH & LEFT TURN AS NEED	TOTAL	10,750	10,750 C	0	0	0	0
MULTI-FUNDED				FEDERAL	8,600	8,600	0	0	0	0
				STATE	2,150	2,150	0	0	0	0
0034-0305	DANBURY	37	INTERSECTION REALIGNMENT - REALIGNMENT & SIGNALIZATION OF THE INTERSECTION OF SR 37 & STACEY RD	TOTAL	1,336	175 B	1,161	0	1,161 C	0
MULTI-FUNDED				FEDERAL	1,069	140	929	0	929	0
				STATE	267	35	232	0	232	0
0034-0309	DANBURY	806	MINOR INTERSECTION IMPROVEMENT - WIDEN SR 806 TO PROVIDE FOR A WB LEFT TURN LANE @ OLD SHELTER ROCK RD & SIGNALIZE	TOTAL	1,275	360 X	915	0	915 C	0
				FEDERAL	1,020	288	732	0	732	0
				STATE	255	72	183	0	183	0
0036-0180	DERBY	34	BRIDGE RESTORATION - REHAB OF BR 06062 RT 34 OVER DERBY CANAL TOWN OF DERBY	TOTAL	333	45 A	288	288 C	0	0
				FEDERAL	230	0	230	230	0	0
				STATE	103	45	58	58	0	0
0039-0088	EAST GRANBY	20	MAJOR WIDENING - WIDENING OF SR 20; VICINITY OF HOLCOMB ST /NEWGATE RD TO VICINITY OF CENTER ST	TOTAL	11,920	6,735 Z	5,185	5,185 C	0	0
MULTI-FUNDED				FEDERAL	9,296	5,148	4,148	4,148	0	0
				STATE	2,624	1,587	1,037	1,037	0	0
0040-0132	EAST HADDAM	151	BRIDGE SUBSTRUCTURE REPAIRS - REPAIR BR 05467 OVER MOODUS RIVER	TOTAL	587	75 X	512	512 C	0	0
				FEDERAL	410	0	410	410	0	0
				STATE	177	75	102	102	0	0
0041-0112	EAST HAMPTON	66	MINOR INTERSECTION IMPROVEMENT - WIDEN TO PROVIDE LEFT TURN LANES ON SR 66 @ N MAIN ST UGRADE TRAFFIC SIGNAL	TOTAL	250	250 C	0	0	0	0
MULTI-FUNDED				FEDERAL	200	200	0	0	0	0
				STATE	50	50	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0042-0289	EAST HARTFORD GLASTONBURY	2	RESURFACING BY CONTRACT - RESURFACING, BR & SAFETY IMPR; MAPLE ST (E H) TO COMMERCE ST (GLAST)	TOTAL	1,455	1,455 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,164	1,164	0	0	0	0
				STATE	291	291	0	0	0	0
0042-0292	EAST HARTFORD	44	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR FROM WESTBROOK TO ZEBULON	TOTAL	3,794	1,744 X	2,050	0	2,050 C	0
				FEDERAL	3,035	1,395	1,640	0	1,640	0
				STATE	759	349	410	0	410	0
0042-0297	EAST HARTFORD	502	MAJOR WIDENING - WIDEN SR 502 (SILVER LA) FROM 4 TO 5 LANES @ FORBES ST TO PROVIDE EXCLUSIVE E/W LT LANES	TOTAL	1,384	400 B	984	984 C	0	0
MULTI-FUNDED				FEDERAL	1,107	320	787	787	0	0
				STATE	277	80	197	197	0	0
0047-0105	ELLINGTON	140	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR FROM SR 83 TO SR 30	TOTAL	3,500	500 B	3,000	0	0	3,000 C
MULTI-FUNDED				FEDERAL	2,800	400	2,400	0	0	2,400
				STATE	700	100	600	0	0	600
0051-0258	FARMINGTON	4	BRIDGE REPLACEMENT - REPL OF BR 01951 SR 4 OVER ROARING BROOK TOWN OF FARMINGTON	TOTAL	3,135	385 X	2,750	2,750 C	0	0
				FEDERAL	2,200	0	2,200	2,200	0	0
				STATE	935	385	550	550	0	0
0051-0260	FARMINGTON	4	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF FARMINGTON AVE (SR 4) FROM TOWN FARM RD TO MOUNTAIN SPRING RD	TOTAL	7,420	3,820 X	3,600	0	0	3,600 C
				FEDERAL	5,936	3,056	2,880	0	0	2,880
				STATE	1,484	764	720	0	0	720
0051-0262	FARMINGTON	4	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR SR 4 @ TOWN FARM RD FARMINGTON	TOTAL	340	0	340	340 C	0	0
				FEDERAL	272	0	272	272	0	0
				STATE	68	0	68	68	0	0
0056-0271	GREENWICH	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV @ VALLEY, MILBANK, MAHER, MAPLE, INDIAN FIELD ST & ORCHARD ST	TOTAL	4,655	200 B	4,455	0	4,455 C	0
MULTI-FUNDED				FEDERAL	3,724	160	3,564	0	3,564	0
				STATE	931	40	891	0	891	0
0061-0138	HAMDEN	10	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECT IMPROV ON SR 10 @ WEST WOODS RD & MT CARMEL AVE	TOTAL	8,270	1,270 X	7,000	0	7,000 C	0
				FEDERAL	6,616	1,016	5,600	0	5,600	0
				STATE	1,654	254	1,400	0	1,400	0
0061-0143	HAMDEN	10 22	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR 10 @ SR 22 & DICKERMAN ST	TOTAL	2,100	2,100 C	0	0	0	0
MULTI-FUNDED				FEDERAL	1,680	1,680	0	0	0	0
				STATE	420	420	0	0	0	0
0061-H033	HAMDEN	10	UTILITY PROJECTS - ADV UTILITY RELOC FOR AT&T LINE UNDER PARENT PROJECT 0061-0138	TOTAL	240	240 C	0	0	0	0
				FEDERAL	192	192	0	0	0	0
				STATE	48	48	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0063-H150	HARTFORD	---	SUPPORTIVE SERVICES/ADMIN - FFY 07-FFY 09 TRANSFER TO DEPT OF REVENEUE SERV FOR MOTOR FUEL TAX ENFORCEMENT	TOTAL	105	35 C	70	35 C	35 C	0
				FEDERAL	105	35	70	35	35	0
				STATE	0	0	0	0	0	0
0067-0115	KENT	341	BRIDGE REPLACEMENT - BR REPL; BR 01593 & BR 02890 SR 341 OVER MACEDONIA BROOK	TOTAL	2,352	350 X	2,002	2,002 C	0	0
				FEDERAL	1,882	280	1,602	1,602	0	0
				STATE	470	70	400	400	0	0
0076-0199	MANCHESTER	30	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV @ SR 83	TOTAL	276,625	275,000 A	1,625	165 B	1,460 C	0
				FEDERAL	1,300	0	1,300	132	1,168	0
				STATE	275,325	275,000	325	33	292	0
0076-0205	MANCHESTER	MIDDLE TPK 6	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV ON US 6 & US 44 @ NEW ST RD & MIDDLE WEST TURNPIKE	TOTAL	3,350	0	3,350	0	3,350 C	0
MULTI-FUNDED				FEDERAL	2,680	0	2,680	0	2,680	0
				STATE	670	0	670	0	670	0
0077-0206	MANSFIELD	195	MINOR INTERSECTION IMPROVEMENT - CONSTR OF SOUTHBOUND BYPASS LANE @ CHAFFEVILLE RD & IMPROVE ISD TO THE LEFT	TOTAL	1,166	310 X	856	856 C	0	0
				FEDERAL	685	0	685	685	0	0
				STATE	481	310	171	171	0	0
0078-0089	MARLBOROUGH COLCHESTER	2	RESURFACING BY CONTRACT - RESURFACING, BR, & SAFETY IMPROV, PARK RD (MARL) TO SR 149 (COLCH)	TOTAL	450	450 A	0	0	0	0
MULTI-FUNDED				FEDERAL	360	360	0	0	0	0
				STATE	90	90	0	0	0	0
0079-0208	MERIDEN	5	MAJOR DRAINAGE - MAJOR DRAINAGE IMPROV US 5 (BROAD ST) MERIDEN	TOTAL	3,960	680 X	3,280	0	3,280 C	0
				FEDERAL	3,148	524	2,624	0	2,624	0
				STATE	812	156	656	0	656	0
0082-0279	MIDDLETOWN	9	UPGRADE EXPRESSWAY - ROUTE 9 IMPROVS	TOTAL	1,900	1,900 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,520	1,520	0	0	0	0
				STATE	380	380	0	0	0	0
0082-0287	MIDDLETOWN	66	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR SR 66 @ BOSTON RD & OLD MILL RD	TOTAL	5,115	700 B	4,415	4,415 C	0	0
MULTI-FUNDED				FEDERAL	4,092	560	3,532	3,532	0	0
				STATE	1,023	140	883	883	0	0
0083-0230	MILFORD	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV & OP LANE, US 1 MILFORD	TOTAL	7,361	1,300 B	6,061	3,125 C	2,936 C	0
				FEDERAL	5,889	1,040	4,849	2,500	2,349	0
				STATE	1,472	260	1,212	625	587	0
0083-0241	MILFORD	162	REALIGNMENT (NO ADDED CAPACITY) - THE REALIG OF SR 162 OLD GATE LANE AS PART OF THE RR BR REPL #301-T057	TOTAL	1,177	312 X	865	0	865 C	0
				FEDERAL	796	104	692	0	692	0
				STATE	199	26	173	0	173	0

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0083-0246	MILFORD	1	MAJOR WIDENING - INTERSECTION IMPROV BETWEEN I-95 INTERCHG 34 & SILVER SAND PKWY, US 1 IN MILFORD	TOTAL	5,429	1,200 X	4,229	0	4,229 C	0
				FEDERAL	4,343	960	3,383	0	3,383	0
				STATE	1,086	240	846	0	846	0
0083-0247	MILFORD	MEADOW/HIGH STREET	MINOR INTERSECTION IMPROVEMENT - US 1 INTERSECTION IMPROV @ MEADOW ST & AT HIGH ST IN MILFORD	TOTAL	2,757	200 B	2,557	2,557 C	0	0
				FEDERAL	2,046	0	2,046	2,046	0	0
				STATE	511	0	511	511	0	0
0089-H018	NEW CANAAN	106	REPLACE RAILROAD BR OVER HIGHWAY - RECONSTR & REPL BR 01302	TOTAL	3,007	375 A	2,632	0	2,632 C	0
MULTI-FUNDED				FEDERAL	2,406	300	2,106	0	2,106	0
				STATE	601	75	526	0	526	0
0092-0531	NEW HAVEN	95 91 34	UPGRADE EXPRESSWAY - RECONST OF I-95/ I-91/ SR 34 INTERCH ASSOC WITH Q BR REPL (CONTRACT E)	TOTAL	341,015	0	341,015	0	11,111 C	329,904 C
MULTI-FUNDED				FEDERAL	306,914	0	306,914	0	10,000	296,914
				STATE	34,101	0	34,101	0	1,111	32,990
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	112	112 B	0	0	0	0
MULTI-FUNDED				FEDERAL	90	90	0	0	0	0
				STATE	22	22	0	0	0	0
0092-0533	NEW HAVEN	95	UPGRADE EXPRESSWAY - UPGRADE EXPRESSWAY CONTRACT C2 (87%)	TOTAL	50,789	46,421 Z	4,368	4,368 C	0	0
MULTI-FUNDED				FEDERAL	44,490	40,690	3,800	3,800	0	0
				STATE	6,299	5,731	568	568	0	0
0092-0541	NEW HAVEN	WATERFRONT STREET	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF WATERFRONT ST	TOTAL	5,748	5,748 C	0	0	0	0
				FEDERAL	4,598	4,598	0	0	0	0
				STATE	1,150	1,150	0	0	0	0
0092-0547	NEW HAVEN	63	RECONSTRUCTION (ADDED CAPACITY) - RECONSTR	TOTAL	6,010	6,010 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	4,808	4,808	0	0	0	0
				STATE	1,202	1,202	0	0	0	0
0092-0569	NEW HAVEN	95	UPGRADE EXPRESSWAY - Q BR - CONTRACT C2 (87%)	TOTAL	27,032	21,911 C	5,121	5,121 C	0	0
MULTI-FUNDED				FEDERAL	21,881	17,717	4,164	4,164	0	0
				STATE	5,151	4,194	957	957	0	0
0092-0570	NEW HAVEN	LONG WHARF	FACILITY CONSTRUCTION - CONSTR OF BOATHOUSE FACILITY ON LONG WHARF IN NEW HAVEN @ REUSE PARCEL H	TOTAL	26,625	2,625 A	24,000	6,250 C	5,250 C	12,500 C
				FEDERAL	21,300	2,100	19,200	5,000	4,200	10,000
				STATE	5,325	525	4,800	1,250	1,050	2,500
0092-0571	NEW HAVEN	LONG WHARF	SLOPE STABILIZATION - SHORELINE RESTORATION ALONG LONG WHARF IN NEW HAVEN @ PARCEL G	TOTAL	4,000	4,000 Z	0	0	0	0
				FEDERAL	3,200	3,200	0	0	0	0
				STATE	800	800	0	0	0	0

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0092-0581	NEW HAVEN	---	UPGRADE EXPRESSWAY - Upgrade Expressway (E1) (80%)	**TOTAL**	18,508	18,508 C	0	0	0	0
				FEDERAL	15,945	15,945	0	0	0	0
				STATE	2,563	2,563	0	0	0	0
0093-0153	NEWINGTON	MILL STREET 175	MINOR INTERSECTION IMPROVEMENT - WIDEN SR 175 @ SR 173 & AT MILL ST TO PROVIDE LEFT TURN LANES & REVISE SIGNL	**TOTAL**	295	295 B	0	0	0	0
				FEDERAL	236	236	0	0	0	0
MULTI-FUNDED		173		**STATE**	59	59	0	0	0	0
0093-0154	NEWINGTON	MAPLE HILL AVENUE 175	MAJOR INTERSECTION IMPROVEMENT - SR 175 @ MAPLE HILL AVE & ALUMNI DRIVE INTERSECTION IMPROV & ROADWAY	**TOTAL**	2,501	1,175 X	1,326	0	1,326 C	0
				FEDERAL	2,001	940	1,061	0	1,061	0
				STATE	500	235	265	0	265	0
0095-0219	NEW MILFORD	7	MAJOR WIDENING - RECONSTR FROM LANESVILLE TO OLD ST RDS	**TOTAL**	13,244	13,244 Z	0	0	0	0
				FEDERAL	9,108	9,108	0	0	0	0
				STATE	2,336	2,336	0	0	0	0
0095-0230	NEW MILFORD	7	MAJOR WIDENING - MAJOR WIDENING FROM THE BROOKFIELD BYPASS & CROSS RD	**TOTAL**	11,052	11,052 Z	0	0	0	0
				FEDERAL	7,482	7,482	0	0	0	0
				STATE	3,470	3,470	0	0	0	0
0095-0234	NEW MILFORD	67	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR	**TOTAL**	2,258	650 B	1,608	1,608 C	0	0
				FEDERAL	1,806	520	1,286	1,286	0	0
MULTI-FUNDED				**STATE**	452	130	322	322	0	0
0095-0237	NEW MILFORD	7	BRIDGE REPLACEMENT - REPL OF BR# 02046 US 7 OVER BROOK TOWN OF NEW MILFORD	**TOTAL**	1,225	25 B	1,200	1,200 C	0	0
				FEDERAL	960	0	960	960	0	0
				STATE	265	25	240	240	0	0
0096-0186	NEWTOWN	---	BRIDGE REPLACEMENT - REHAB OF BR 02840 SR 302 OVER BROOK TOWN OF NEWTOWN	**TOTAL**	1,261	1,261 Z	0	0	0	0
				FEDERAL	931	931	0	0	0	0
				STATE	330	330	0	0	0	0
0098-0093	NORTH BRANFORD	80	MAJOR WIDENING - MAJOR WIDENING TO 4 LANES, JUST EAST OF TILCON RR BR TO EASTERLY LEG OF SR 22	**TOTAL**	7,537	4,250 X	3,287	3,287 C	0	0
				FEDERAL	6,035	3,400	2,635	2,635	0	0
				STATE	1,502	850	652	652	0	0
0101-0109	NO. STONINGTON	216	BRIDGE RESTORATION - REHAB OF BR 05457 RT 216 OVER SPAULDING BROOK TOWN OF NORTH STONINGTON	**TOTAL**	355	355 Z	0	0	0	0
				FEDERAL	264	264	0	0	0	0
				STATE	91	91	0	0	0	0
0102-0269	NORWALK	7 15	REVISE INTERCHANGE RAMPS - US 7 & SR 15 NORWALK UPGRADE TO FULL INTERCHG W/MERRITT PARKWAY-PHASE 2	**TOTAL**	111,399	22,250 C	89,149	0	22,250 C	66,899 C
				FEDERAL	89,119	17,800	71,319	0	17,800	53,519
MULTI-FUNDED				**STATE**	22,280	4,450	17,830	0	4,450	13,380

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0104-0162	OLD LYME	1	BRIDGE REPLACEMENT - CULVERT REPL ; BR NO 00097 US1 OVER BROOK	**TOTAL**	875	205 A	670	0	670 C	0
				FEDERAL	536	0	536	0	536	0
				STATE	339	205	134	0	134	0
0106-0108	ORANGE	1	OPERATIONAL LANE - INTERSECTION IMPROVS FROM MILFORD TO SR114	**TOTAL**	9,301	1,700 B	7,601	7,601 C	0	0
				FEDERAL	7,441	1,360	6,081	6,081	0	0
				STATE	1,860	340	1,520	1,520	0	0
0112-H011	PORTLAND	17A	CONSTRUCT CULVERT - CULVERT REPL ON SR 17A NORTH OF WILLIAM ST IN PORTLAND	**TOTAL**	1,150	300 A	850	0	100 B	750 C
				FEDERAL	920	240	680	0	80	600
				STATE	230	60	170	0	20	150
0117-0148	RIDGEFIELD	35	BRIDGE REPLACEMENT - REHAB OF BR 02275 RT 35 OVER BROOK TOWN OF RIDGEFIELD	**TOTAL**	425	73 X	352	352 C	0	0
				FEDERAL	282	0	282	282	0	0
				STATE	143	73	70	70	0	0
0117-0149	RIDGEFIELD	---	BRIDGE REPLACEMENT - REHAB OF BR 02277 RT 35 OVER RIDGEFIELD BROOK TOWN OF RIDGEFIELD	**TOTAL**	1,374	1,374 Z	0	0	0	0
				FEDERAL	960	960	0	0	0	0
				STATE	414	414	0	0	0	0
0120-0081	SALEM	11	NEW EXPRESSWAY - ROUTE 11, NEW EXPRESSWAY	**TOTAL**	462,000	0	462,000	0	0	462,000 C
				FEDERAL	369,600	0	369,600	0	0	369,600
				STATE	92,400	0	92,400	0	0	92,400
0124-0158	SEYMOUR	334	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF 4500 LF OF SR 334, 600 FT NW INT SOUTHWEST RD TO 500 FT SW INT	**TOTAL**	3,365	75 B	3,290	0	3,290 C	0
MULTI-FUNDED				**FEDERAL**	2,692	60	2,632	0	2,632	0
				STATE	673	15	658	0	658	0
0124-0160	SEYMOUR	34 188	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV @ SR188	**TOTAL**	2,542	540 X	2,002	0	2,002 C	0
				FEDERAL	2,034	432	1,602	0	1,602	0
				STATE	508	108	400	0	400	0
0124-0162	SEYMOUR KILLINGWORTH	334 188 80	MINOR INTERSECTION IMPROVEMENT - EVALUATE TRAFFIC CIRCLES IN SEYMOUR & KILLINGWORTH; BRING TO CURRENT DESIGN	**TOTAL**	1,026	1,026 Z	0	0	0	0
				FEDERAL	821	821	0	0	0	0
				STATE	205	205	0	0	0	0
0126-0158	SHELTON	110	INTERSECTION REALIGNMENT - RECONSTR & REALIGN THE INTERS OF SR 110, BEARDSLEY RD , SCHOOL ST & BIRDSEYE RD	**TOTAL**	892	278 X	614	0	614 C	0
				FEDERAL	614	123	491	0	491	0
				STATE	278	155	123	0	123	0
0129-0110	SOMERS	83 190	REALIGNMENT (NO ADDED CAPACITY) - INTERSECTION IMPROVS - SR83 @ PARKER RD & SR190 @ GULF & TURNPIKE RD	**TOTAL**	400	400 A	0	0	0	0
MULTI-FUNDED				**FEDERAL**	320	320	0	0	0	0
				STATE	80	80	0	0	0	0

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0131-0187	SOUTHINGTON	322	BRIDGE REPLACEMENT - REHAB OF BR 03231 RT 322 OVER BROOK TOWN OF SOUTHINGTON	**TOTAL**	671	671 Z	0	0	0	0
				FEDERAL	456	456	0	0	0	0
				STATE	215	215	0	0	0	0
0134-0141	STAFFORD	319	REALIGNMENT (NO ADDED CAPACITY) - REALIGN SR 319 BETWEEN GAIL RD & FURNACE AVE TO REDUCE RUN-OFF ACCIDENTS IN CURVES	**TOTAL**	1,255	375 B	880	880 C	0	0
				FEDERAL	814	140	674	674	0	0
MULTI-FUNDED				**STATE**	441	235	206	206	0	0
0135-0287	STAMFORD	106	RECONSTRUCT (NO ADDED CAPACITY) - MAJOR INTERSECTION IMPROVS ON COURTLAND AVE (SR 106) @ US 1 & HAMILTON AVE	**TOTAL**	5,000	3,470 X	1,530	0	1,530 C	0
				FEDERAL	4,000	2,776	1,224	0	1,224	0
				STATE	1,000	694	306	0	306	0
0137-0143	STONINGTON	---	BRIDGE REPLACEMENT - REHAB OF BR 01898 US 1 OVER STONY BROOK TOWN OF STONINGTON	**TOTAL**	1,113	136 X	977	977 C	0	0
				FEDERAL	782	0	782	782	0	0
				STATE	331	136	195	195	0	0
0137-0144	STONINGTON	---	BRIDGE REPLACEMENT - REHAB OF BR 01900 US 1 OVER QUANADUCK COVE TOWN OF STONINGTON	**TOTAL**	1,032	111 A	921	921 C	0	0
				FEDERAL	737	0	737	737	0	0
				STATE	295	111	184	184	0	0
0138-0211	STRATFORD	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV US 1 @ W BROAD ST & NOBLE ST	**TOTAL**	2,312	900 X	1,412	0	1,412 C	0
				FEDERAL	1,850	720	1,130	0	1,130	0
				STATE	462	180	282	0	282	0
0138-0221	STRATFORD MILFORD	95	BRIDGE REPLACEMENT - REPL OF BR 00135, STRATFORD I-95 OVER HOUSATONIC RIVER & NAUGATUCK AVE	**TOTAL**	10,125	10,125 A	0	0	0	0
				FEDERAL	8,100	8,100	0	0	0	0
MULTI-FUNDED				**STATE**	2,025	2,025	0	0	0	0
0141-0148	THOMPSON	12	BRIDGE REPLACEMENT - REPL OF BR 03429 SR 12 OVER FACTORY TUNNEL TOWN OF THOMPSON	**TOTAL**	503	503 Z	0	0	0	0
				FEDERAL	256	256	0	0	0	0
				STATE	247	247	0	0	0	0
0142-0145	TOLLAND	195	MINOR WIDENING - WIDEN I-195 @ WALBR HILL RD TO PROVIDE NB BYPASS & REGRADE SIDESLOPE TO INCR SSD	**TOTAL**	478	478 Y	0	0	0	0
				FEDERAL	382	382	0	0	0	0
MULTI-FUNDED				**STATE**	96	96	0	0	0	0
0142-0146	TOLLAND	195 84	MAJOR WIDENING - CONSTR ADDT'L RT LANE ON I-84 EB RP(EXIT 68) & WIDEN I-195 TO ACCEPT THE RT LANES	**TOTAL**	2,716	710 X	2,006	0	2,006 C	0
				FEDERAL	2,173	568	1,605	0	1,605	0
				STATE	543	142	401	0	401	0
0143-0170	TORRINGTON	---	BRIDGE REPLACEMENT - REHAB OF BR 02355 RT 272 OVER BROOK TOWN OF TORRINGTON	**TOTAL**	874	124 X	750	750 C	0	0
				FEDERAL	600	0	600	600	0	0
				STATE	274	124	150	150	0	0

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0144-0179	TRUMBULL	25	RESURFACING BY CONTRACT - RESURFACING, BR & SAFETY IMPROV; VIC OF SR 15 TO VIC OF SR 111	TOTAL	551	551 A	0	0	0	0
MULTI-FUNDED				FEDERAL	441	441	0	0	0	0
				STATE	110	110	0	0	0	0
0146-0165	VERNON	74 527	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR RT 74 - MAPLE ST TO ORCHARD ST & IMPROVE THE INTERSECTION OF SR 527 WITH	TOTAL	2,491	445 X	2,046	0	2,046 C	0
				FEDERAL	1,993	356	1,637	0	1,637	0
				STATE	498	89	409	0	409	0
0146-0184	VERNON	UNION STREET 74	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF UNION ST (SR 74) FROM ORCHARD ST TO ELM ST	TOTAL	1,300	0	1,300	0	1,300 C	0
MULTI-FUNDED				FEDERAL	1,040	0	1,040	0	1,040	0
				STATE	260	0	260	0	260	0
0147-0058	VOLUNTOWN	138 49	INTERSECTION REALIGNMENT - RECONFIGURE 2 INTER @ RT 138/165 OVLP @ RT 49 & INSTALL SIGNAL,"T" UP SHETUCKET @ RT 138	TOTAL	1,035	235 X	800	800 C	0	0
				FEDERAL	800	160	640	640	0	0
				STATE	235	75	160	160	0	0
0148-0190	WALLINGFORD	5 702	MINOR INTERSECTION IMPROVEMENT - WIDENING OF US 5 TO PROVIDE OPPOSING LEFT TURN LANES @ SR 702 & TOELLES RD	TOTAL	765	765 C	0	0	0	0
MULTI-FUNDED				FEDERAL	612	612	0	0	0	0
				STATE	153	153	0	0	0	0
0151-0279	WATERBURY	73	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROVS @ HUNTINGTON & IRVINGTON	TOTAL	2,533	2,533 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	2,026	2,026	0	0	0	0
				STATE	507	507	0	0	0	0
0153-0118	WATERTOWN	73	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF MAIN ST (SR 73) IN THE VICINITY OF ABANDONED RR OVERPASS	TOTAL	2,920	0	2,920	250 B	0	2,670 C
MULTI-FUNDED				FEDERAL	2,344	0	2,344	200	0	2,144
				STATE	576	0	576	50	0	526
0155-0162	WEST HARTFORD	NEW BRITAIN AVENUE 529	MINOR INTERSECTION IMPROVEMENT - SR 173 & SR 529 (NEW BRITAIN AVE) SAFETY IMPROV	TOTAL	3,020	0	3,020	3,020 C	0	0
MULTI-FUNDED				FEDERAL	2,416	0	2,416	2,416	0	0
				STATE	604	0	604	604	0	0
0156-0169	WEST HAVEN	122	BRIDGE REPLACEMENT - REPL OF BR 02644 RT 122 OVER UNNAMED BROOK CITY OF WEST HAVEN	TOTAL	1,125	1,125 Y	0	0	0	0
				FEDERAL	900	900	0	0	0	0
				STATE	225	225	0	0	0	0
0156-0170	WEST HAVEN	1 122	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV US1 @ SR122	TOTAL	10,823	3,075 X	7,748	7,748 C	0	0
				FEDERAL	8,659	2,460	6,199	6,199	0	0
				STATE	2,164	615	1,549	1,549	0	0
0156-0173	WEST HAVEN	162 705	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV OF SR162 (JONES HILL RD) @ SR 705	TOTAL	1,429	1,429 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	403	403	0	0	0	0
				STATE	1,016	1,016	0	0	0	0

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0158-0193	WESTPORT	1	OPERATIONAL LANE - INTERSECTION IMPROV @ GRAND UNION & TURKEY HILL	**TOTAL**	5,514	1,050 X	4,464	0	4,464 C	0
				FEDERAL	4,373	840	3,533	0	3,533	0
				STATE	1,141	210	931	0	931	0
0158-0201	WESTPORT	57 136	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR 57/ SR136 @ WESTON RD, & SR 57/ SR136 @ CLINTON AVE	**TOTAL**	1,760	250 B	1,510	0	1,510 C	0
MULTI-FUNDED				**FEDERAL**	1,408	200	1,208	0	1,208	0
				STATE	352	50	302	0	302	0
0161-0118	WILTON	7	MAJOR WIDENING - MAJOR WIDENING OF US 7 FROM WOLF PIT RD TO THE NORTH JUNCTION OF SR 33 & SR 106	**TOTAL**	40,313	30,813 Z	9,500	4,750 C	4,750 C	0
				FEDERAL	28,865	21,265	7,600	3,800	3,800	0
				STATE	11,448	9,548	1,900	950	950	0
0161-0124	WILTON	7	MAJOR WIDENING - RECONSTR OF US 7; FROM OLD DANBURY RD TO VIC OF OLMSTEAD HILL RD IN WILTON	**TOTAL**	25,088	16,678 Y	8,410	3,850 C	2,280 C	2,280 C
MULTI-FUNDED				**FEDERAL**	20,071	13,343	6,728	3,080	1,824	1,824
				STATE	5,017	3,335	1,682	770	456	456
0166-H009	WOLCOTT	69	TRAFFIC SIGNAL INSTALLATION - NEW TRAFFIC CONTROL SIGNAL & GEOMETRIC IMPROV ON SR 69 @ WOODTICK RD	**TOTAL**	385	25 B	360	0	360 C	0
MULTI-FUNDED				**FEDERAL**	308	20	288	0	288	0
				STATE	77	5	72	0	72	0
0167-H016	WOODBRIDGE	63	MAJOR DRAINAGE - DRAINAGE IMPROVS FROM BRADLEY RD TO N HAVEN/WOODBR TL	**TOTAL**	5,400	400 A	5,000	100 B	0	4,900 C
				FEDERAL	4,320	320	4,000	80	0	3,920
				STATE	1,080	80	1,000	20	0	980
0170-2725	OLD LYME EAST LYME WATERFORD	95	UPGRADE EXPRESSWAY - CT RIVER TO THAMES RIVER, ADDITIONAL LANE (BALDWIN BR TO GOLD START BR)-ENV DOCUMENTS	**TOTAL**	130,467	0	130,467	0	0	130,467 C
MULTI-FUNDED				**FEDERAL**	104,374	0	104,374	0	0	104,374
				STATE	26,093	0	26,093	0	0	26,093
0170-E134	STATEWIDE	---	STUDIES/RESEARCH - PAVEMENT MGMT ANALYSIS & DATA COLLECTION FOR NON-NHS ROADWAYS FY2007-2009	**TOTAL**	5,070	420 A	4,650	420 A	420 A	3,810 A
				FEDERAL	4,056	336	3,720	336	336	3,048
				STATE	1,014	84	930	84	84	762
0170-E197	STATEWIDE NORWICH SHELTON	--- 12 108	TRAFFIC SIGNAL INSTALLATION - REPL TRAFFIC SIGNALS WITH DEFICIENT MAST ARMS (6 LOCATIONS)	**TOTAL**	931	96 A	835	835 C	0	0
				FEDERAL	744	77	667	667	0	0
				STATE	187	19	168	168	0	0
0170-E225	STATEWIDE	---	MINOR BRIDGE REHABILITATION - RAPID RESPONSE BR REPAIRS BY STATE FORCES, NON-INTERSTATE	**TOTAL**	5,000	0	5,000	500 C	500 C	4,000 C
				FEDERAL	4,000	0	4,000	400	400	3,200
				STATE	1,000	0	1,000	100	100	800
0170-H887	STATEWIDE	---	TRAFFIC SIGNAL INSTALLATION - DESIGN OF TRAFFIC SIGNALS APPROVED BY STATE TRAFFIC COMM (FY 2007-2009)	**TOTAL**	15,400	1,400 A	14,000	1,400 A	1,400 A	11,200 A
				FEDERAL	15,400	1,400	14,000	1,400	1,400	11,200
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0280	DISTRICT I BRISTOL STAFFORD	69 140 160	BRIDGE REPLACEMENT - REPAIR WORK ON BRS 2444, 2672, & 2722	TOTAL FEDERAL STATE	1,669 1,336 333	1,669 Z 1,336 333	0 0 0	0 0 0	0 0 0	0 0 0
0171-0295 MULTI-FUNDED	DISTRICT I	---	GUIDE RAIL - UPGRADE GUIDERAIL NON-NHS ROUTES	TOTAL FEDERAL STATE	200 160 40	200 C 160 40	0 0 0	0 0 0	0 0 0	0 0 0
0171-0299	DISTRICT I	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT I - FY 2004-2005	TOTAL FEDERAL STATE	457 366 67	457 C 366 67	0 0 0	0 0 0	0 0 0	0 0 0
0171-0318	DISTRICT I	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT I	TOTAL FEDERAL STATE	1,453 1,183 135	100 B 100 0	1,353 1,083 135	1,353 C 1,083 135	0 0 0	0 0 0
0171-0323	DISTRICT I	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS - DISTRICT I NON-INTERSTATE LONG LINES	TOTAL FEDERAL STATE	4,200 3,360 840	700 C 560 140	3,500 2,800 700	350 C 280 70	350 C 280 70	2,800 C 2,240 560
0171-0324	DISTRICT I	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS - DISTRICT I INTERSECTIONS & CROSSWALKS	TOTAL FEDERAL STATE	3,300 2,640 660	550 C 440 110	2,750 2,200 550	275 C 220 55	275 C 220 55	2,200 C 1,760 440
0171-H136	DISTRICT I	---	GUIDE RAIL - UPGRADE GUIDERAIL ON NON-NHS HIGHWAYS IN DISTRICT I	TOTAL FEDERAL STATE	1,431 1,167 264	110 A 110 0	1,321 1,057 264	1,321 C 1,057 264	0 0 0	0 0 0
0171-H142	DISTRICT I HARTFORD NEW BRITAIN	--- 44 71	TRAFFIC SIGNAL REVISIONS - REPL TRAFFIC SIGNAL EQUIP @ LOCS WHERE INSPSCT OF MAST ARMS RECMD CORRECTIVE ACTION	TOTAL FEDERAL STATE	1,470 1,470 0	1,470 C 1,470 0	0 0 0	0 0 0	0 0 0	0 0 0
0171-H146	DISTRICT I	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT I	TOTAL FEDERAL STATE	1,453 1,183 135	100 B 100 0	1,353 1,083 135	0 0 0	1,353 C 1,083 135	0 0 0
0171-H147	DISTRICT I	---	TRAFFIC SIGNAL REVISIONS - INSTALL STC TRAFFIC SIGNALS	TOTAL FEDERAL STATE	2,056 2,056 0	2,056 C 2,056 0	0 0 0	0 0 0	0 0 0	0 0 0
0172-0281	NORWICH	2	UPGRADE EXPRESSWAY - ROUTES 2, 2A & 32 IMPROVS	TOTAL FEDERAL STATE	200,000 160,000 40,000	0 0 0	200,000 160,000 40,000	0 0 0	0 0 0	200,000 C 160,000 40,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0172-0335	DISTRICT II	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT II	TOTAL	1,685	1,685 Y	0	0	0	0
				FEDERAL	1,685	1,685	0	0	0	0
				STATE	0	0	0	0	0	0
0172-0355	DISTRICT II NORWICH FRANKLIN	--- 2 207	GUIDE RAIL - GUIDERAIL - NON-NHS ROUTES IN DISTRICT II	TOTAL	1,377	1,377 Z	0	0	0	0
				FEDERAL	1,101	1,101	0	0	0	0
				STATE	276	276	0	0	0	0
0172-0357	DISTRICT II	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNAL IN DISTRICT II	TOTAL	1,453	100 B	1,353	1,353 C	0	0
				FEDERAL	1,183	100	1,083	1,083	0	0
				STATE	135	0	135	135	0	0
0172-0361	DISTRICT II	---	PAINT & EPOXY PAVEMENT MARKING - PAINT & EPOXY PAVEMENT MARKINGS; DISTRICT II NON-INTERSTATE LONG LINES	TOTAL	4,500	750 C	3,750	375 C	375 C	3,000 C
				FEDERAL	3,600	600	3,000	300	300	2,400
				STATE	900	150	750	75	75	600
0172-0362	DISTRICT II	---	PAINT & EPOXY PAVEMENT MARKING - INSTALL DURABLE PAVEMENT MARKINGS, DISTRICT II INTERSECTIONS & CROSSWALKS	TOTAL	1,800	300 C	1,500	150 C	150 C	1,200 C
				FEDERAL	1,440	240	1,200	120	120	960
				STATE	360	60	300	30	30	240
0172-H151	DISTRICT II	---	GUIDE RAIL - UPGRADE GUIDERAIL ON NON-NHS HIGHWAYS IN DISTRICT II	TOTAL	1,171	1,171 C	0	0	0	0
				FEDERAL	937	937	0	0	0	0
				STATE	234	234	0	0	0	0
0172-H158	DISTRICT II	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT II	TOTAL	1,453	100 B	1,353	0	1,353 C	0
				FEDERAL	1,183	100	1,083	0	1,083	0
				STATE	135	0	135	0	135	0
0172-XXX2 MULTI-FUNDED	DISTRICT II	95	UPGRADE EXPRESSWAY - BRANFORD TO CT RIVER, ADDITIONAL LANE	TOTAL	271,967	0	271,967	0	0	271,967 C
				FEDERAL	217,574	0	217,574	0	0	217,574
				STATE	54,393	0	54,393	0	0	54,393
0172-XXX3 MULTI-FUNDED	DISTRICT II	95	UPGRADE EXPRESSWAY - THAMES RIVER TO RHODE ISLAND, ADDITIONAL LANE	TOTAL	117,567	0	117,567	0	0	117,567 C
				FEDERAL	94,054	0	94,054	0	0	94,054
				STATE	23,513	0	23,513	0	0	23,513
0173-0291 MULTI-FUNDED	DISTRICT III BRIDGEPORT FAIRFIELD	--- 1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV US 1, FAIRFIELD & BRIDGEPORT	TOTAL	4,464	0	4,464	2,000 C	2,464 C	0
				FEDERAL	4,464	0	4,464	2,000	2,464	0
				STATE	0	0	0	0	0	0
0173-0344	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT III	TOTAL	500	500 C	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0173-0368	DISTRICT III	110 113	GUIDE RAIL - UPGRADE GUIDERAIL ON NON-NHS HIGHWAYS IN DISTRICT III	TOTAL FEDERAL STATE	1,930 1,544 386	215 A 172 43	1,715 1,372 343	1,715 C 1,372 343	0 0 0	0 0 0
0173-0378	DISTRICT III	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT III NON-INTERSTATE LONG LINES	TOTAL FEDERAL STATE	4,800 3,840 960	800 C 640 160	4,000 3,200 800	400 C 320 80	400 C 320 80	3,200 C 2,560 640
0173-0379	DISTRICT III	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT III INTERSECTIONS & CROSSWALKS	TOTAL FEDERAL STATE	6,600 5,280 1,320	1,100 C 880 220	5,500 4,400 1,100	550 C 440 110	550 C 440 110	4,400 C 3,520 880
0173-H182	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT III	TOTAL FEDERAL STATE	1,453 1,183 135	100 B 100 0	1,353 1,083 135	1,353 C 1,083 135	0 0 0	0 0 0
0173-H184	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT III	TOTAL FEDERAL STATE	1,453 1,183 135	100 B 100 0	1,353 1,083 135	0 0 0	1,353 C 1,083 135	0 0 0
0173-H185	DISTRICT III FAIRFIELD	--- 1 135	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF TRAFFIC CONTROL SIGNL IN DISTRICT III-100% FED	TOTAL FEDERAL STATE	1,110 1,110 0	1,110 C 1,110 0	0 0 0	0 0 0	0 0 0	0 0 0
0174-0275 MULTI-FUNDED	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (WATERBURY/SOUTHBURY))	TOTAL FEDERAL STATE	94,800 75,920 18,880	800 A 720 80	94,000 75,200 18,800	0 0 0	0 0 0	94,000 C 75,200 18,800
0174-0277	DISTRICT IV MIDDLEBURY ROXBURY	--- 64 67	BRIDGE REPLACEMENT - BR REPL ; BRS 02004 & 02429 SR 64/GOATS BK & SR 67/FENN BK	TOTAL FEDERAL STATE	1,817 1,452 365	460 X 366 94	1,357 1,086 271	0 0 0	1,357 C 1,086 271	0 0 0
0174-0287 MULTI-FUNDED	DISTRICT IV	---	GUIDE RAIL - UPGRADE GUIDERAIL ON NHS HIGHWAYS - US 44 & US 202 IN DISTRICT IV	TOTAL FEDERAL STATE	150 120 30	150 C 120 30	0 0 0	0 0 0	0 0 0	0 0 0
0174-0302	DISTRICT IV	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNL IN DISTRICT IV	TOTAL FEDERAL STATE	1,283 1,282 0	1,283 C 1,282 0	0 0 0	0 0 0	0 0 0	0 0 0
0174-0316 MULTI-FUNDED	DISTRICT IV	84	MINOR WIDENING - I-84 WIDENING & SHORT TERM IMPROV (DANBURY - NY STATE LINE)	TOTAL FEDERAL STATE	90,000 72,000 18,000	0 0 0	90,000 72,000 18,000	0 0 0	0 0 0	90,000 C 72,000 18,000

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - ANYWHERE

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	Additional Funds Required by Fiscal Year's Ending FFY2009	Additional Funds Required by Fiscal Year's Ending FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0174-0330	DISTRICT IV	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT IV NON-INTERSTATE LONG LINES	TOTAL	3,000	500 C	2,500	250 C	250 C	2,000 C
				FEDERAL	2,400	400	2,000	200	200	1,600
				STATE	600	100	500	50	50	400
0174-0331	DISTRICT IV	---	PAINT & EPOXY PAVEMENT MARKING - DURABLE PAVEMENT MARKINGS, DISTRICT IV, INTERSECTION MARKINGS & CROSSWALKS	TOTAL	2,700	450 C	2,250	225 C	225 C	1,800 C
				FEDERAL	2,160	360	1,800	180	180	1,440
				STATE	540	90	450	45	45	360
0174-H162	DISTRICT IV	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT IV	TOTAL	1,353	0	1,353	1,353 C	0	0
				FEDERAL	1,083	0	1,083	1,083	0	0
				STATE	135	0	135	135	0	0
0174-H164	DISTRICT IV	---	TRAFFIC SIGNAL INSTALLATION - INSTALL & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT IV	TOTAL	1,453	100 B	1,353	0	1,353 C	0
				FEDERAL	1,183	100	1,083	0	1,083	0
				STATE	135	0	135	0	135	0
				TOTAL	2,796,737	612,243	2,184,494	137,119	133,411	1,913,964
				FEDERAL	2,046,908	262,080	1,784,828	109,831	108,586	1,566,411
				STATE	745,302	347,846	397,456	25,618	24,285	347,553

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT/STAMFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0015-0288	BRIDGEPORT	---	MAJOR WIDENING - RECONSTR OF SEAVIEW AVE	TOTAL	918	918 A	0	0	0	0
MULTI-FUNDED				FEDERAL	734	734	0	0	0	0
				STATE	0	0	0	0	0	0
0015-0310	BRIDGEPORT	---	INTERCONN. TRAFFIC SIGNAL SYSTEM - PHASE B CITYWIDE TRAFFIC SIGNAL SYSTEM	TOTAL	4,535	0	4,535	4,535 Z	0	0
				FEDERAL	3,628	0	3,628	3,628	0	0
				STATE	907	0	907	907	0	0
0015-0311	BRIDGEPORT	---	INTERCONN. TRAFFIC SIGNAL SYSTEM - PHASE A CITYWIDE TRAFFIC SIGNAL SYSTEM	TOTAL	5,782	5,782 C	0	0	0	0
				FEDERAL	4,605	4,605	0	0	0	0
				STATE	1,151	1,151	0	0	0	0
0015-0318	BRIDGEPORT STAMFORD NORWALK	---	STUDIES/RESEARCH - URBAN PROGRAM - DESIGN ACTIVITIES	TOTAL	1,000	1,000 A	0	0	0	0
				FEDERAL	800	800	0	0	0	0
				STATE	200	200	0	0	0	0
0050-0212	FAIRFIELD	MILL PLAIN ROAD	BRIDGE REPLACEMENT - REPL OF THE MILL PLAIN RD BR 04204 OVER THE MILL RIVER	TOTAL	1,830	1,830 C	0	0	0	0
				FEDERAL	1,464	1,464	0	0	0	0
				STATE	366	366	0	0	0	0
0056-0271	GREENWICH	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV @ VALLEY, MILBANK, MAHER, MAPLE, INDIAN FIELD ST & ORCHARD ST	TOTAL	750	750 A	0	0	0	0
MULTI-FUNDED				FEDERAL	600	600	0	0	0	0
				STATE	150	150	0	0	0	0
0102-0285	NORWALK	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV & OP LANE, US 1 NORWALK	TOTAL	500	500 A	0	0	0	0
MULTI-FUNDED				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
0102-0297	NORWALK	EAST AVENUE	MAJOR WIDENING - RECONSTR OF EAST AVE @ METRO-NORTH RR BR NO 42.14	TOTAL	2,778	300 B	2,478	2,478 C	0	0
				FEDERAL	2,222	240	1,982	1,982	0	0
				STATE	278	30	248	248	0	0
0102-0325	NORWALK	1 53	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON US 1 @ BELDEN & BYINGTON & US 1 AT SR 53 & EAST AVE #1	TOTAL	3,750	850 X	2,900	0	2,900 C	0
				FEDERAL	3,000	680	2,320	0	2,320	0
				STATE	750	170	580	0	580	0
0102-T025	NORWALK	---	STUDIES/RESEARCH - TD FACILITY FEASIBILITY STUDY	TOTAL	500	250 a	250	250 A	0	0
				FEDERAL	400	200	200	200	0	0
				STATE	100	50	50	50	0	0
0124-0158	SEYMOUR	334	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF 4500 LF OF SR 334, 600 FT NW INT SOUTHWEST RD TO 500 FT SW INT	TOTAL	393	393 A	0	0	0	0
MULTI-FUNDED				FEDERAL	314	314	0	0	0	0
				STATE	79	79	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT/STAMFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0126-0160	SHELTON	EAST VILLAGE ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR & REALIGNMENT OF APPROX 3,200 FEET OF EAST VILLAGE RD	TOTAL	2,560	2,560 Y	0	0	0	0
				FEDERAL	2,048	2,048	0	0	0	0
				STATE	486	486	0	0	0	0
0135-H068	STAMFORD GREENWICH	---	COMPUTERIZED TRAFF SIGNAL SYSTEM - TRAFFIC SIGNAL SYSTEM UPGRADE - PHASE 6	TOTAL	203	0	203	0	203 C	0
MULTI-FUNDED				FEDERAL	203	0	203	0	203	0
				STATE	0	0	0	0	0	0
0135-H071	STAMFORD	STILLWATER DR	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF STILLWATER RD FROM NORTH OF SKYVIEW DR TO SOUTH OF STILLVIEW RD	TOTAL	2,300	500 X	1,800	1,800 C	0	0
				FEDERAL	1,840	400	1,440	1,440	0	0
				STATE	230	50	180	180	0	0
0138-0215	STRATFORD	HUNTINGTON ROAD	MINOR WIDENING - MINOR WIDENING OF HUNTINGTON RD DRAINAGE, CURBING & HORIZONTAL REALIGNMENT	TOTAL	3,870	3,870 Y	0	0	0	0
				FEDERAL	3,095	3,095	0	0	0	0
				STATE	751	751	0	0	0	0
				TOTAL	31,669	19,503	12,166	9,063	3,103	0
				FEDERAL	25,353	15,580	9,773	7,250	2,523	0
				STATE	5,548	3,583	1,965	1,385	580	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0017-0161	BRISTOL	69	REALIGNMENT (NO ADDED CAPACITY) - THE REALIGNMENT OF EAST RD FROM GREYSTONE RD TO SR 69 INCLUDING CULVERT REPL	TOTAL	4,135	4,135 Y	0	0	0	0
				FEDERAL	3,308	3,308	0	0	0	0
				STATE	707	707	0	0	0	0
0017-0171	BRISTOL	72	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV ON SR 72 @ MEMORIAL BLVD & REPL OF BR 04105	TOTAL	3,750	625 X	3,125	0	3,125 C	0
MULTI-FUNDED				FEDERAL	3,000	500	2,500	0	2,500	0
				STATE	750	125	625	0	625	0
0017-H027	BRISTOL	SOUTH STREET	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV @ SOUTH ST UNION ST & CHURCH ST	TOTAL	1,848	310 A	1,538	300 B	1,238 C	0
				FEDERAL	1,478	248	1,230	240	990	0
				STATE	185	31	154	30	124	0
0033-0123	CROMWELL	COLES ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECON OF COLES RD FROM SR 372 TO A POINT APPROX 300' NORTH OF CHRISTIAN HILL RD	TOTAL	1,980	1,980 Y	0	0	0	0
				FEDERAL	1,584	1,584	0	0	0	0
				STATE	345	345	0	0	0	0
0041-0113	EAST HAMPTON	66	INTERSECTION REALIGNMENT - ROADWAY & INTERSECTION IMPROV TO SR 66, SR 196, & OLD MARLBOROUGH RD	TOTAL	675	675 X	0	0	0	0
MULTI-FUNDED				FEDERAL	540	540	0	0	0	0
				STATE	135	135	0	0	0	0
0042-0299	EAST HARTFORD	GOVERNOR STREET	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF GOVERNOR ST	TOTAL	1,595	1,595 Y	0	0	0	0
				FEDERAL	1,242	1,242	0	0	0	0
				STATE	291	291	0	0	0	0
0047-0111	ELLINGTON	WINDERMERE AVENUE	BRIDGE REPLACEMENT - THE REPL OF THE WINDERMERE AVE BR OVER THE HOCKANUM RIVER	TOTAL	1,207	1,207 Y	0	0	0	0
				FEDERAL	965	965	0	0	0	0
				STATE	236	236	0	0	0	0
0048-0186	ENFIELD	POST OFFICE ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF TOWN FARM RD & POST OFFICE RD, FROM RAFFIA RD TO ABBE RD	TOTAL	2,460	0	2,460	2,460 C	0	0
MULTI-FUNDED				FEDERAL	1,680	0	1,680	1,680	0	0
				STATE	780	0	780	780	0	0
0063-0560	HARTFORD	NEWINGTON AVENUE	MINOR WIDENING - RECONSTR OF NEWINGTON AV FROM NEW TL TO NEW BRITAIN AV WIDEN & INSTALL STORM DRAIN	TOTAL	4,492	4,492 Y	0	0	0	0
MULTI-FUNDED				FEDERAL	2,351	2,351	0	0	0	0
				STATE	1,544	1,544	0	0	0	0
0063-0570	HARTFORD	ASYLUM/CHURCH	MAJOR WIDENING - ASYLUM ST FROM MAIN - TRUMBULL CHURCH ST FROM HIGH - ANN ST RESURFACING/WIDENING	TOTAL	1,376	1,376 C	0	0	0	0
				FEDERAL	1,101	1,101	0	0	0	0
				STATE	275	275	0	0	0	0
0063-0620	HARTFORD	---	STUDIES/RESEARCH - URBAN PROGRAM - DESIGN ACTIVITIES	TOTAL	925	925 A	0	0	0	0
				FEDERAL	740	740	0	0	0	0
				STATE	185	185	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0063-H116	HARTFORD	BROAD STREET	MINOR WIDENING - RECONSTR /REHAB OF BROAD ST FROM ASYLUM AVE TO PARK ST	TOTAL	3,400	250 B	3,150	3,150 C	0	0
				FEDERAL	2,591	200	2,391	2,391	0	0
				STATE	563	25	538	538	0	0
0063-H125	HARTFORD	44	RECONSTRUCT (NO ADDED CAPACITY) - SAFETY IMPROV ON US 44 (ALBANY AVE) FROM HOMESTEAD AVE TO GARDEN ST	TOTAL	2,700	130 B	2,570	0	2,570 C	0
MULTI-FUNDED				FEDERAL	2,160	104	2,056	0	2,056	0
				STATE	540	26	514	0	514	0
0076-0198	MANCHESTER	BUCKLAND STREET	RESURFACING BY CONTRACT - PAVEMENT REHAB 3" MILL & OVERLAY FROM TOLLAND TURNPIKE TO BUCKLAND HILLS RD	TOTAL	1,200	1,200 C	0	0	0	0
				FEDERAL	763	763	0	0	0	0
				STATE	0	0	0	0	0	0
0076-0205	MANCHESTER	MIDDLE TPK 6	MAJOR INTERSECTION IMPROVEMENT - MAJOR INTERSECTION IMPROV ON US 6 & US 44 @ NEW ST RD & MIDDLE WEST TURNPIKE	TOTAL	2,095	550 A	1,545	45 B	1,500 C	0
MULTI-FUNDED				FEDERAL	1,680	440	1,240	40	1,200	0
				STATE	415	110	305	5	300	0
0082-0287	MIDDLETOWN	66	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR SR 66 @ BOSTON RD & OLD MILL RD	TOTAL	525	525 A	0	0	0	0
MULTI-FUNDED				FEDERAL	420	420	0	0	0	0
				STATE	105	105	0	0	0	0
0082-0288	MIDDLETOWN	COUNTRY CLUB ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR	TOTAL	771	771 Z	0	0	0	0
				FEDERAL	616	616	0	0	0	0
				STATE	142	142	0	0	0	0
0082-0294	MIDDLETOWN	SAYBROOK ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF SAYBROOK RD FROM RANDOLPH RD TO RESERVOIR RD APPROX 2000'	TOTAL	1,770	1,770 Y	0	0	0	0
				FEDERAL	1,416	1,416	0	0	0	0
				STATE	346	346	0	0	0	0
0110-H019	PLYMOUTH	SOUTH MAIN STREET	REALIGNMENT (NO ADDED CAPACITY) - REALIGN & RECONSTR SOUTH MAIN ST TO SOFTEN A 90 DEGREE CURVE	TOTAL	1,300	150 A	1,150	0	1,150 Y	0
				FEDERAL	1,040	120	920	0	920	0
				STATE	130	15	115	0	115	0
0112-0111	PORTLAND	66	INTERSECTION REALIGNMENT - INTERSECTION IMPROV TO SR 66 @ MIDDLE HADDAM RD & PAYNE BLVD	TOTAL	930	285 X	645	645 C	0	0
				FEDERAL	744	228	516	516	0	0
				STATE	186	57	129	129	0	0
0118-0158	ROCKY HILL	WOODFIELD CROSS	RESURFACING BY CONTRACT - RECLAMATION OF WOODFIELD CROSSING FROM COLD SPRINGS RD TO FRANCE ST APPROX 3300'	TOTAL	670	670 C	0	0	0	0
				FEDERAL	536	536	0	0	0	0
				STATE	0	0	0	0	0	0
0128-0146	SIMSBURY	10	MINOR INTERSECTION IMPROVEMENT - MINOR INTERSECTION IMPROV ON SR 10 @ ELY LANE & MINOR WIDENING OF SR 10	TOTAL	1,785	400 X	1,385	0	1,385 C	0
				FEDERAL	1,384	320	1,064	0	1,064	0
				STATE	345	80	265	0	265	0

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SURFACE TRANSPORTATION PROGRAM - HARTFORD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
				FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006						
0146-0184	VERNON	UNION STREET 74	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF UNION ST (SR 74) FROM ORCHARD ST TO ELM ST	TOTAL	2,100	500 X	1,600	1,600 C	0	0
MULTI-FUNDED				FEDERAL	1,680	400	1,280	1,280	0	0
				STATE	420	100	320	320	0	0
0155-0159	WEST HARTFORD	FARMINGTON AVENUE	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF FARMINGTON AVE FROM WHITING LANE TO PROSPECT AVE	TOTAL	2,500	2,500 C	0	0	0	0
				FEDERAL	1,680	1,680	0	0	0	0
				STATE	420	420	0	0	0	0
0155-0162	WEST HARTFORD	NEW BRITAIN AVENUE (SR 529)	MINOR INTERSECTION IMPROVEMENT - SR 173 & SR 529 (NEW BRITAIN AVE) SAFETY IMPROV	TOTAL	2,000	700 B	1,300	1,300 C	0	0
MULTI-FUNDED				FEDERAL	1,600	560	1,040	1,040	0	0
				STATE	400	140	260	260	0	0
0155-0163	WEST HARTFORD	NEW PARK AVENUE	BICYCLE/PEDESTRIAN FACILITY - TROUT BROOK MULTI-USE TRAIL FROM NEW PARK AVE TO QUAKER LANE SOUTH	TOTAL	220	220 C	0	0	0	0
				FEDERAL	176	176	0	0	0	0
				STATE	0	0	0	0	0	0
0155-H023	WEST HARTFORD	NEW PARK AVENUE	BICYCLE/PEDESTRIAN FACILITY - TROUT BROOK MULTI-USE TRAIL FROM NEW PARK AVE TO QUAKER LANE SOUTH	TOTAL	220	220 C	0	0	0	0
				FEDERAL	176	176	0	0	0	0
				STATE	0	0	0	0	0	0
0164-XXXX	WINDSOR	DAY HILL ROAD	RESURFACING BY CONTRACT - PAVEMENT REHAB	TOTAL	773	0	773	773 C	0	0
				FEDERAL	618	0	618	618	0	0
				STATE	0	0	0	0	0	0
				TOTAL	49,402	28,161	21,241	10,273	10,968	0
				FEDERAL	37,269	20,734	16,535	7,805	8,730	0
				STATE	9,445	5,440	4,005	2,062	1,943	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - NEW HAVEN

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					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0025-0138	CHESHIRE	42	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT & DRAINAGE @ KING RD	TOTAL	1,790	150 B	1,640	0	1,640 C	0
MULTI-FUNDED				FEDERAL	1,432	120	1,312	0	1,312	0
				STATE	358	30	328	0	328	0
0043-0124	EAST HAVEN	MAIN STREET	TRAFFIC SIGNAL REVISIONS - TRAFFIC SIGNAL REPL @ MESSINA DRIVE	TOTAL	910	140 X	770	770 C	0	0
				FEDERAL	728	112	616	616	0	0
				STATE	178	28	150	150	0	0
0061-0140	HAMDEN	WAITE STREET	BRIDGE REPLACEMENT - REPL OF WAITE ST BR OVER LAKE WHITNEY BR 04168	TOTAL	3,871	3,871 C	0	0	0	0
				FEDERAL	3,366	3,366	0	0	0	0
				STATE	505	505	0	0	0	0
0061-0145	HAMDEN	707	TRAFFIC SIGNAL REVISIONS - REPL 8 TRAFFIC SIGNALS ON WHITNEY AVE	TOTAL	1,559	227 X	1,332	1,332 C	0	0
				FEDERAL	1,248	182	1,066	1,066	0	0
				STATE	296	45	251	251	0	0
0079-0210	MERIDEN	GRAVEL STREET	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR @ BALDWIN AVE	TOTAL	6,415	6,415 Y	0	0	0	0
				FEDERAL	5,160	5,160	0	0	0	0
				STATE	1,255	1,255	0	0	0	0
0092-0561	NEW HAVEN	---	BRIDGE REPLACEMENT - REPL OF BR 03748 OVER MILL RIVER	TOTAL	4,295	4,295 C	0	0	0	0
				FEDERAL	3,436	3,436	0	0	0	0
				STATE	859	859	0	0	0	0
0092-0582	NEW HAVEN	FERRY STREET	BRIDGE SUPERSTRUCTURE REPAIRS - REHAB OF BR 03809 OVER QUINNIPIAC RIVER	TOTAL	19,089	19,089 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	10,472	10,472	0	0	0	0
				STATE	8,617	8,617	0	0	0	0
0092-0585	NEW HAVEN	QUINNIPIAC AVENUE	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF QUINNIPIAC AVE FROM FULTON ST TO CLIFTON ST	TOTAL	5,650	430 B	5,220	5,220 C	0	0
				FEDERAL	4,466	344	4,122	4,122	0	0
				STATE	1,074	43	1,031	1,031	0	0
0092-0587	NEW HAVEN	---	STUDIES/RESEARCH - URBAN PROGRAM - DESIGN ACTIVITIES	TOTAL	790	790 Z	0	0	0	0
				FEDERAL	632	632	0	0	0	0
				STATE	158	158	0	0	0	0
0092-0588	NEW HAVEN	WHITNEY/DERBY/CONGRESS AVENUES	RESURFACING BY CONTRACT - PAVEMENT REHAB ON WHITNEY,DERBY & CONGRESS AVES	TOTAL	1,180	1,180 C	0	0	0	0
				FEDERAL	944	944	0	0	0	0
				STATE	0	0	0	0	0	0
0105-H027	OLD SAYBROOK	NORTH MAIN STREET	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF NORTH MAIN ST FROM THE INTERSECTION OF US 1 TO THE SAYBROOK	TOTAL	766	100 A	666	666 C	0	0
				FEDERAL	612	80	532	532	0	0
				STATE	77	10	67	67	0	0

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HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - NEW HAVEN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0156-0174	WEST HAVEN	FARWELL STREET	RECONSTRUCT (NO ADDED CAPACITY) - REALIGNMENT & RECONSTR OF FARWELL ST & INTERSECTION IMPROVS TO RT 1 @ FARWELL ST	TOTAL	3,340	3,340 Y	0	0	0	0
				FEDERAL	2,672	2,672	0	0	0	0
				STATE	608	608	0	0	0	0
				TOTAL	49,655	40,027	9,628	7,988	1,640	0
				FEDERAL	35,168	27,520	7,648	6,336	1,312	0
				STATE	13,985	12,158	1,827	1,499	328	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - OTHER URBAN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0009-0088	BETHEL	PLUMTREES ROAD	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON PLUMTREES RD @ WALNUT HILL RD & WHITTLESLEY AVE REPL OF	TOTAL	2,150	116 B	2,034	2,034 C	0	0
				FEDERAL	1,586	92	1,494	1,494	0	0
				STATE	380	12	368	368	0	0
0009-0091	BETHEL	WALNUT HILL ROAD	BRIDGE REPLACEMENT - REPL OF BR OVER LIMEKILN BROOK	TOTAL	1,092	1,092 Y	0	0	0	0
				FEDERAL	873	873	0	0	0	0
				STATE	215	215	0	0	0	0
0018-0118	BROOKFIELD	202	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV OF US 202 WITH SILVERMINE RD & ELBOW HILL RD	TOTAL	367	367 A	0	0	0	0
MULTI-FUNDED				FEDERAL	294	294	0	0	0	0
				STATE	73	73	0	0	0	0
0018-0124	BROOKFIELD	FEDERAL ROAD 202	OPERATIONAL LANE - MINOR WIDENING FOR OP LANE- FEDERAL RD (US 202) FROM WHITE TURKEY RD TO SR 133	TOTAL	2,500	800 A	1,700	0	1,700 B	0
MULTI-FUNDED				FEDERAL	2,000	640	1,360	0	1,360	0
				STATE	500	160	340	0	340	0
0022-0101	CANTERBURY	668	BRIDGE SUPERSTRUCTURE REPAIRS - TRUSS REPAIR, PAINTING, & DECK REPL ON BR 01649; SR 668 OVER QUINEBAUG RIVER	TOTAL	225	225 A	0	0	0	0
MULTI-FUNDED				FEDERAL	180	180	0	0	0	0
				STATE	45	45	0	0	0	0
0034-0288	DANBURY	6	MAJOR WIDENING - WIDEN US 6 (LAKE AVE) FROM KENOSIA AVE TO I-84 OVERPASS, TO THROUGH & LEFT TURN AS NEED	TOTAL	2,960	2,960 X	0	0	0	0
MULTI-FUNDED				FEDERAL	2,368	2,368	0	0	0	0
				STATE	592	592	0	0	0	0
0034-H056	DANBURY	53	INTERSECTION REALIGNMENT - MAJOR INTERSECTION IMPROV ON SR 53 @ COAL PIT HILL RD & TRIANGLE ST	TOTAL	2,060	310 A	1,750	200 B	1,550 C	0
				FEDERAL	1,648	248	1,400	160	1,240	0
				STATE	412	62	350	40	310	0
0034-H057	DANBURY	BACKUS AVENUE	INTERCONN. TRAFFIC SIGNAL SYSTEM - BACKUS AVE TRAFFIC SIGNAL HARDWARE & INTERCONNECT UP- GRADE FROM KENOSIA TO	TOTAL	1,059	135 A	924	100 B	824 C	0
				FEDERAL	1,052	135	917	100	817	0
				STATE	0	0	0	0	0	0
0056-0261	GREENWICH	--	INTERCONN. TRAFFIC SIGNAL SYSTEM - COMPUTERIZED TRAFFIC SIGNAL SYSTEM	TOTAL	223	223 A	0	0	0	0
MULTI-FUNDED				FEDERAL	223	223	0	0	0	0
				STATE	0	0	0	0	0	0
0094-0220	NEW LONDON	WATER STREET	SPOT SAFETY IMPROVEMENT - PEDESTRIAN SAFETY & AESTHETIC ENHANCEMENTS TO THE NEW LONDON TRANSP FACILITY	TOTAL	4,350	4,350 Z	0	0	0	0
MULTI-FUNDED				FEDERAL	3,480	3,480	0	0	0	0
				STATE	870	870	0	0	0	0
0095-0212	NEW MILFORD	GROVE STREET 67 202	RELOCATION - RELOC OF GROVE ST FROM MILL ST NORTHERLY TO INTERSECTION OF SR 67/ US 202, NEW MILFORD	TOTAL	7,263	3,965 X	3,298	1,649 C	1,649 C	0
				FEDERAL	6,144	3,506	2,638	1,319	1,319	0
				STATE	789	459	330	165	165	0

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0095-0234	NEW MILFORD	67	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR	TOTAL	150	150 A	0	0	0	0
MULTI-FUNDED				FEDERAL	120	120	0	0	0	0
				STATE	30	30	0	0	0	0
0102-0278	NORWALK	95 1	REVISE INTERCHANGE RAMPS - INTERST 95 @ US 1 INTERCHG #14 - PROVIDE REVISED ACCESS	TOTAL	1,900	1,900 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,710	1,710	0	0	0	0
				STATE	190	190	0	0	0	0
0103-0255	NORWICH	82	REVISE INTERCHANGE RAMPS - THE REALIGNMENT & RECONSTR OF I-395 NB RAMPS TO SR 82 & REALIGN MAPLEWOOD CT	TOTAL	2,166	2,166 X	0	0	0	0
MULTI-FUNDED				FEDERAL	1,733	1,733	0	0	0	0
				STATE	433	433	0	0	0	0
0107-0158	OXFORD	188	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT & RECONSTR OF SR 188 TO SOFTEN A 200' RADIUS HORIZ CURVE	TOTAL	260	60 B	200	200 C	0	0
MULTI-FUNDED				FEDERAL	208	48	160	160	0	0
				STATE	52	12	40	40	0	0
0114-0080	PROSPECT	SCOTT ROAD	MINOR WIDENING - MINOR WIDENING OF SCOTT RD, INCL EXTENSION OF AUSTIN RD	TOTAL	869	46 B	823	823 C	0	0
				FEDERAL	694	36	658	658	0	0
				STATE	170	5	165	165	0	0
0114-H008	PROSPECT	SCOTT ROAD	MINOR WIDENING - MINOR WIDENING OF SCOTT RD FROM NICHOLAS COURT TO MARIA HOTCHKISS RD APPROX 3900'	TOTAL	1,914	24 B	1,890	0	0	1,890 C
				FEDERAL	1,532	20	1,512	0	0	1,512
				STATE	380	2	378	0	0	378
0119-0108	ROXBURY	67	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF SR 67; IN THE VICINITY OF BOTSFORD HILL RD	TOTAL	323	323 A	0	0	0	0
MULTI-FUNDED				FEDERAL	258	258	0	0	0	0
				STATE	65	65	0	0	0	0
0120-0079	SALEM MONTVILLE	82 85	SPOT SAFETY IMPROVEMENT - IMPROV TO SR 82 & SR 85 INCLUDING ADDING SHOULDERS & LEFT TURN LANES (500850085T)	TOTAL	960	960 B	0	0	0	0
MULTI-FUNDED				FEDERAL	800	800	0	0	0	0
				STATE	160	160	0	0	0	0
0127-0083	SHERMAN NEW MILFORD	37	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR & REALIGNMENT OF SR 37 FROM SR 39 IN SHERMAN TO US 7 IN NW MILFORD	TOTAL	1,800	1,800 X	0	0	0	0
MULTI-FUNDED				FEDERAL	1,440	1,440	0	0	0	0
				STATE	360	360	0	0	0	0
0135-0230	STAMFORD	15 104	REVISE INTERCHANGE RAMPS - SR 15 @ SR 104 (INTERCHG 34) RECONSTR SR 15 NB OFF RAMP & IMPROV ON SR 104	TOTAL	1,885	1,885 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,508	1,508	0	0	0	0
				STATE	377	377	0	0	0	0
0135-0270	STAMFORD	15	RESURFACING BY CONTRACT - RESURFACING, BR,AND SAFETY IMPR FROM TL TO SR 124 [NEW CANAAN]	TOTAL	720	720 A	0	0	0	0
MULTI-FUNDED				FEDERAL	576	576	0	0	0	0
				STATE	144	144	0	0	0	0

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0136-0070	STERLING PLAINFIELD	14 14A 664	REALIGNMENT (NO ADDED CAPACITY) - VARIOUS IMPROV TO RT 14 & RT 14A IN TOWNS OF STERLING & PLAINFIELD	TOTAL	477	477 A	0	0	0	0
MULTI-FUNDED				FEDERAL	382	382	0	0	0	0
				STATE	95	95	0	0	0	0
0137-0149	STONINGTON	1 2	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV TO US 1 @ SR 2 & MECHANICS ST	TOTAL	350	0	350	350 C	0	0
				FEDERAL	280	0	280	280	0	0
				STATE	70	0	70	70	0	0
0143-0176	TORRINGTON	202	INTERSECTION REALIGNMENT - INTERSECTION & ROADWAY IMPROV TO US 202 @ TORRINGFORD WEST ST	TOTAL	1,000	0	1,000	600 B	400 C	0
MULTI-FUNDED				FEDERAL	800	0	800	480	320	0
				STATE	200	0	200	120	80	0
0143-0177	TORRINGTON	PINEWOODS ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR VIC ROUTE 8 W/ CULVERT REPL	TOTAL	2,210	2,210 Y	0	0	0	0
				FEDERAL	1,768	1,768	0	0	0	0
				STATE	431	431	0	0	0	0
0151-0296	WATERBURY	HOMER/CHASE AVENUE	MAJOR WIDENING - MAJOR WIDENING OF HOMER ST & CHASE AVE FROM WATERVILLE ST TO NOTTINGHAM TERRACE	TOTAL	4,763	876 B	3,887	3,887 C	0	0
				FEDERAL	3,810	700	3,110	3,110	0	0
				STATE	865	88	777	777	0	0
0151-0297	WATERBURY	CHASE AVENUE	MAJOR WIDENING - MAJOR WIDENING OF CHASE AVE FROM NOTTINGHAM TERRACE TO NORTH MAIN ST	TOTAL	4,545	365 B	4,180	0	4,180 C	0
				FEDERAL	3,624	280	3,344	0	3,344	0
				STATE	921	85	836	0	836	0
0153-0111	WATERTOWN	---	RECONSTRUCT (NO ADDED CAPACITY) - GUERNSEYTOWN RD RECONSTR FROM CRESTVIEW DRIVE TO SKILTON RD	TOTAL	1,524	1,524 Y	0	0	0	0
				FEDERAL	1,219	1,219	0	0	0	0
				STATE	301	301	0	0	0	0
0153-0112	WATERTOWN	SYLVAN LAKE ROAD	MINOR WIDENING - RECONSTR SYLVAN LAKE RD, WIDEN TO UNIFORM 30', SOFTEN CRESTS, DRAINAGE, CROSS CULV	TOTAL	2,521	0	2,521	90 B	2,431 C	0
				FEDERAL	2,007	0	2,007	72	1,935	0
				STATE	493	0	493	9	484	0
0153-0113	WATERTOWN	SUNNYSIDE AVENUE	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT & RECONST OF SUNNYSIDE AVE FROM THE WTBY TOWN LINE WESTERLY	TOTAL	2,907	2,907 Y	0	0	0	0
				FEDERAL	2,326	2,326	0	0	0	0
				STATE	481	481	0	0	0	0
0162-0145	WINCHESTER	HOLABIRD AVENUE	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF HOLABIRD AVE FROM SR 8 TO COLONY DR(850') INCL REPL OF BR 04060	TOTAL	2,379	2,379 Y	0	0	0	0
				FEDERAL	1,903	1,903	0	0	0	0
				STATE	465	465	0	0	0	0
0166-H009	WOLCOTT	69	TRAFFIC SIGNAL INSTALLATION - NEW TRAFFIC CONTROL SIGNAL & GEOMETRIC IMPROV ON SR 69 @ WOODTICK RD	TOTAL	170	170 A	0	0	0	0
MULTI-FUNDED				FEDERAL	136	136	0	0	0	0
				STATE	34	34	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - OTHER URBAN

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0167-0100	WOODBRIDGE	63 67	MINOR INTERSECTION IMPROVEMENT - SR 63 & 67- ADD SR 63 BYPASS, LOWER VERT CURVE, IMPPROVE SSD RECONSTR 300' OF SR 67	TOTAL	439	439 X	0	0	0	0
MULTI-FUNDED				FEDERAL	315	315	0	0	0	0
				STATE	124	124	0	0	0	0
0170-2612	STATEWIDE	---	STUDIES/RESEARCH - STP-URBAN PROGRAM, DESIGN ACTIVITIES	TOTAL	1,301	1,301 A	0	0	0	0
				FEDERAL	1,040	1,040	0	0	0	0
				STATE	261	261	0	0	0	0
				TOTAL	61,782	37,225	24,557	9,933	12,734	1,890
				FEDERAL	50,037	30,357	19,680	7,833	10,335	1,512
				STATE	10,978	6,631	4,347	1,754	2,215	378

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0014-0174	BRANFORD	740	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF A SECT OF SR 740 (BRUSHY PLAIN RD) FROM BROOKWOOD DR TO WILLIAMS	TOTAL	510	510 A	0	0	0	0
MULTI-FUNDED				FEDERAL	459	459	0	0	0	0
				STATE	51	51	0	0	0	0
0017-0140	BRISTOL	EMMETT STREET	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE RR FLASHING LIGHTS, CROSSING SURFACE & ROADWAY CROSSING ID #500987P	TOTAL	1,073	180 A	893	893 Y	0	0
				FEDERAL	1,073	180	893	893	0	0
				STATE	0	0	0	0	0	0
0017-0143	BRISTOL	CENTRAL STREET	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE RR FLASHING LIGHTS INSTALL GATES, RECONSTR CROSSING SURFACE	TOTAL	1,063	1,063 Z	0	0	0	0
				FEDERAL	1,063	1,063	0	0	0	0
				STATE	0	0	0	0	0	0
0020-0102	BURLINGTON	4	SPOT SAFETY IMPROVEMENT - REALIGN THE "S" CURVES ON SR 4 BETWEEN SR 489 (BELDEN RD) & MOUNTAIN SPRINGS RD	TOTAL	250	250 A	0	0	0	0
MULTI-FUNDED				FEDERAL	225	225	0	0	0	0
				STATE	25	25	0	0	0	0
0025-0138	CHESHIRE	42	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT & DRAINAGE @ KING RD	TOTAL	280	280 A	0	0	0	0
MULTI-FUNDED				FEDERAL	252	252	0	0	0	0
				STATE	28	28	0	0	0	0
0034-0305	DANBURY	37	INTERSECTION REALIGNMENT - REALIGNMENT & SIGNALIZATION OF THE INTERSECTION OF SR 37 & STACEY RD	TOTAL	340	340 A	0	0	0	0
MULTI-FUNDED				FEDERAL	306	306	0	0	0	0
				STATE	34	34	0	0	0	0
0041-0112	EAST HAMPTON	66	MINOR INTERSECTION IMPROVEMENT - WIDEN TO PROVIDE LEFT TURN LANES ON SR 66 @ N MAIN ST UGRADE TRAFFIC SIGNAL	TOTAL	490	490 X	0	0	0	0
MULTI-FUNDED				FEDERAL	441	441	0	0	0	0
				STATE	49	49	0	0	0	0
0042-0297	EAST HARTFORD	502	MAJOR WIDENING - WIDEN SR 502 (SILVER LA) FROM 4 TO 5 LANES @ FORBES ST TO PROVIDE EXCLUSIVE E/W LT LANES	TOTAL	250	250 A	0	0	0	0
MULTI-FUNDED				FEDERAL	225	225	0	0	0	0
				STATE	25	25	0	0	0	0
0048-0189	ENFIELD	FRESHWATER BOULEVARD	SPOT SAFETY IMPROVEMENT - INTERSECTION IMPROV (REVISE SIGNAL & ADD LT LANE @ CRANBROOK BLVD)	TOTAL	10	10 A	0	0	0	0
MULTI-FUNDED				FEDERAL	9	9	0	0	0	0
				STATE	0	0	0	0	0	0
0051-0263	FARMINGTON	TALCOTT NOTCH	SPOT SAFETY IMPROVEMENT - ROADWAY IMPROV (REVISE ROADWAY GEOMETRY & IMPROVE DRAINAGE)	TOTAL	10	10 A	0	0	0	0
MULTI-FUNDED				FEDERAL	9	9	0	0	0	0
				STATE	0	0	0	0	0	0
0056-0282	GREENWICH	1	INTERSECTION REALIGNMENT - IMPROVE THE APPROACH ANGLE OF BYRAM RD TO BE PERPENDICULAR TO SR 1	TOTAL	140	140 X	0	0	0	0
MULTI-FUNDED				FEDERAL	126	126	0	0	0	0
				STATE	14	14	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0061-0143	HAMDEN	10 22	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR 10 @ SR 22 & DICKERMAN ST	TOTAL	325	325 X	0	0	0	0
MULTI-FUNDED				FEDERAL	248	248	0	0	0	0
				STATE	77	77	0	0	0	0
0063-0523	HARTFORD	VAN DYKE	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	850	125 A	725	0	725 C	0
				FEDERAL	850	125	725	0	725	0
				STATE	0	0	0	0	0	0
0076-0206	MANCHESTER	WEST MIDDLE TPK	SPOT SAFETY IMPROVEMENT - INTERSECTION IMPROV (REPL SIGNAL & CREATE NB BYPASS @ ADAMS ST)	TOTAL	10	10 A	0	0	0	0
MULTI-FUNDED				FEDERAL	9	9	0	0	0	0
				STATE	0	0	0	0	0	0
0077-0193	MANSFIELD	CIDER MILL ROAD	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	595	0	595	0	595 Y	0
				FEDERAL	595	0	595	0	595	0
				STATE	0	0	0	0	0	0
0077-0194	MANSFIELD	DEPOT ROAD	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	485	0	485	0	485 Y	0
				FEDERAL	485	0	485	0	485	0
				STATE	0	0	0	0	0	0
0077-0211	MANSFIELD	44	MINOR INTERSECTION IMPROVEMENT - WIDEN SHOULDERS OF US 44 FOR BYPASS @ BIRCH RD & CEDAR SWAMP RD	TOTAL	185	185 X	0	0	0	0
MULTI-FUNDED				FEDERAL	185	185	0	0	0	0
				STATE	0	0	0	0	0	0
0082-0271	MIDDLETOWN	UNION STREET	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	466	100 A	366	0	366 C	0
				FEDERAL	466	100	366	0	366	0
				STATE	0	0	0	0	0	0
0082-0276	MIDDLETOWN	BUTTERNUT STREET	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	550	110 A	440	0	440 Y	0
				FEDERAL	550	110	440	0	440	0
				STATE	0	0	0	0	0	0
0083-0233	MILFORD	ORONOQUE ROAD	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE R R FLASHING LIGHTS INSTALL GATES & RECONSTR CROSSING SURFACE	TOTAL	1,370	220 X	1,150	1,150 C	0	0
				FEDERAL	1,370	220	1,150	1,150	0	0
				STATE	0	0	0	0	0	0
0087-0141	NAUGATUCK	RUBBER AVENUE	SPOT SAFETY IMPROVEMENT - TRAFFIC SIGNAL INSTALLATION @ &rews AVE	TOTAL	6,933	6,933 Z	0	0	0	0
				FEDERAL	6,915	6,915	0	0	0	0
				STATE	0	0	0	0	0	0
0088-H040	NEW BRITAIN	MYRTLE STREET	SPOT SAFETY IMPROVEMENT - REVISE TRAFFIC SIGNAL TO FAR SIDE HEADS @ INTERSECTION OF MYRTLE ST & BURRITT ST	TOTAL	10	10 A	0	0	0	0
MULTI-FUNDED				FEDERAL	9	9	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0092-0464	NEW HAVEN	GRAND AVENUE	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE RR FLASHING LIGHTS, CROSSING SURFACE & INSTALL GATES CROSSING ID #	TOTAL	1,013	1,013 Z	0	0	0	0
				FEDERAL	1,013	1,013	0	0	0	0
				STATE	0	0	0	0	0	0
0093-0153	NEWINGTON	MILL STREET 175 173	MINOR INTERSECTION IMPROVEMENT - WIDEN SR 175 @ SR 173 & AT MILL ST TO PROVIDE LEFT TURN LANES & REVISE SIGNL	TOTAL	284	284 A	0	0	0	0
MULTI-FUNDED				FEDERAL	256	256	0	0	0	0
				STATE	28	28	0	0	0	0
0099-0114	NORTH CANAAN	7 44	MINOR IMPRVMNTS OF GRADE CROSSING - INSTALL RR FLASHING LIGHTS & CROSSING SURFACE CROSSING ID #504172-C	TOTAL	835	245 X	590	590 C	0	0
				FEDERAL	835	245	590	590	0	0
				STATE	0	0	0	0	0	0
0099-0115	NORTH CANAAN	7 44	MINOR IMPRVMNTS OF GRADE CROSSING - INSTALL FLASHING LIGHTS, GATES & CROSSING SURFACE CROSSING ID #504296V	TOTAL	1,185	295 X	890	890 C	0	0
				FEDERAL	1,185	295	890	890	0	0
				STATE	0	0	0	0	0	0
0099-0120	NORTH CANAAN	ORCHARD STREET	MINOR IMPRVMNTS OF GRADE CROSSING - INSTALL R R FLASHING LIGHTS & RECONSTR THE CROSSING SURFACE CROSSING #504-297-C	TOTAL	590	110 A	480	20 B	460 C	0
				FEDERAL	590	110	480	20	460	0
				STATE	0	0	0	0	0	0
0099-0121	NORTH CANAAN	NORTH ELM STREET	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	720	110 A	610	0	610 Y	0
				FEDERAL	720	110	610	0	610	0
				STATE	0	0	0	0	0	0
0100-0171	NORTH HAVEN	22	MAJOR WIDENING - INTERSECTION IMPROV @ POOL RD	TOTAL	550	550 X	0	0	0	0
MULTI-FUNDED				FEDERAL	495	495	0	0	0	0
				STATE	55	55	0	0	0	0
0102-0306	NORWALK	1	INTERSECTION REALIGNMENT - PROVIDE EB & WB US 1 EXCL LEFT TURN LANES & REALIGN CEDAR ST OPPOSITE FERRIS AVE	TOTAL	1,750	650 X	1,100	1,100 C	0	0
				FEDERAL	1,575	585	990	990	0	0
				STATE	175	65	110	110	0	0
0106-0113	ORANGE	34 114	MINOR INTERSECTION IMPROVEMENT - WIDEN BOTH NB & SB SR 114 APPROACHES @ SR 34 TO ADD EXCLUSIVE LEFT TURN LANES	TOTAL	432	432 X	0	0	0	0
MULTI-FUNDED				FEDERAL	389	389	0	0	0	0
				STATE	43	43	0	0	0	0
0107-0158	OXFORD	188	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT & RECONSTR OF SR 188 TO SOFTEN A 200' RADIUS HORIZ CURVE	TOTAL	650	40 A	610	610 C	0	0
MULTI-FUNDED				FEDERAL	549	0	549	549	0	0
				STATE	101	40	61	61	0	0
0109-0148	PLAINVILLE	NEAL COURT	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	720	110 A	610	0	610 Y	0
				FEDERAL	720	110	610	0	610	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0112-0108	PORTLAND	BROWNSTONE AVENUE	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	695	110 A	585	0	585 Y	0
				FEDERAL	695	110	585	0	585	0
				STATE	0	0	0	0	0	0
0116-0125	REDDING	LONG RIDGE ROAD	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE R R FLASHING LIGHTS INSTALL GATES, RECONSTR CROSSING SURFACE	TOTAL	1,614	410 X	1,204	1,204 C	0	0
				FEDERAL	1,614	410	1,204	1,204	0	0
				STATE	0	0	0	0	0	0
0116-0127	REDDING	NORTH MAIN STREET	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE R R FLASHING LIGHTS INSTALL GATES, RECONSTR CROSSING SURFACE	TOTAL	760	110 A	650	0	0	650 C
				FEDERAL	760	110	650	0	0	650
				STATE	0	0	0	0	0	0
0116-0128	REDDING	TOPSTONE ROAD	MINOR IMPRVMNTS OF GRADE CROSSING - MODERNIZE R R FLASHING LIGHTS INSTALL GATES, RECONSTR CROSSING SURFACE	TOTAL	1,296	1,296 Z	0	0	0	0
				FEDERAL	1,296	1,296	0	0	0	0
				STATE	0	0	0	0	0	0
0117-0153	RIDGEFIELD	102	REMOVE SIGHTLINE OBSTRUCTION - PROVIDE FOR 200 FEET OF UNINTERRUPTED STOPPING SIGHT LINE THROUGHOUT THE CURVES	TOTAL	494	190 X	304	304 C	0	0
				FEDERAL	445	171	274	274	0	0
				STATE	49	19	30	30	0	0
0134-0141	STAFFORD	319	REALIGNMENT (NO ADDED CAPACITY) - REALIGN SR 319 BETWEEN GAIL RD & FURNACE AVE TO REDUCE RUN-OFF ACCIDENTS IN CURVES	TOTAL	230	230 A	0	0	0	0
MULTI-FUNDED				FEDERAL	207	207	0	0	0	0
				STATE	23	23	0	0	0	0
0138-0212	STRATFORD	1	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON US 1 IN STRATFORD @ SR 108 & SR 113	TOTAL	5,381	1,050 X	4,331	4,331 C	0	0
				FEDERAL	5,381	1,050	4,331	4,331	0	0
				STATE	0	0	0	0	0	0
0139-0103	SUFFIELD	HARVEY LANE	MINOR IMPRVMNTS OF GRADE CROSSING - INSTALL R R FLASHING LIGHTS A SURFACE CROSSING #500-754-T	TOTAL	1,103	185 A	918	25 B	893 C	0
				FEDERAL	1,103	185	918	25	893	0
				STATE	0	0	0	0	0	0
0139-0104	SUFFIELD	SUFFIELD STREET	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	720	110 A	610	0	610 Y	0
				FEDERAL	720	110	610	0	610	0
				STATE	0	0	0	0	0	0
0142-0145	TOLLAND	195	MINOR WIDENING - WIDEN I-195 @ WALBR HILL RD TO PROVIDE NB BYPASS & REGRADE SIDESLOPE TO INCR SSD	TOTAL	205	205 A	0	0	0	0
MULTI-FUNDED				FEDERAL	184	184	0	0	0	0
				STATE	21	21	0	0	0	0
0143-0176	TORRINGTON	202	INTERSECTION REALIGNMENT - INTERSECTION & ROADWAY IMPROV TO US 202 @ TORRINGFORD WEST ST	TOTAL	292	292 A	0	0	0	0
MULTI-FUNDED				FEDERAL	263	263	0	0	0	0
				STATE	29	29	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0146-0169	VERNON	83	MAJOR WIDENING - MAJOR WIDENING & TRAFFIC SIGNAL REVISION	TOTAL	1,276	600 X	676	0	676 C	0
				FEDERAL	1,148	540	608	0	608	0
				STATE	128	60	68	0	68	0
0148-0182	WALLINGFORD	CLINTONVILLE AVENUE	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	525	110 A	415	0	415 Y	0
				FEDERAL	525	110	415	0	415	0
				STATE	0	0	0	0	0	0
0148-0190	WALLINGFORD	5 702	MINOR INTERSECTION IMPROVEMENT - WIDENING OF US 5 TO PROVIDE OPPOSING LEFT TURN LANES @ SR 702 & TOELLES RD	TOTAL	296	296 X	0	0	0	0
MULTI-FUNDED				FEDERAL	262	262	0	0	0	0
				STATE	34	34	0	0	0	0
0152-0142	WATERFORD	BENIM AVENUE	MINOR IMPRVMNTS OF GRADE CROSSING - RR CROSSING	TOTAL	535	110 A	425	0	425 Y	0
				FEDERAL	535	110	425	0	425	0
				STATE	0	0	0	0	0	0
0153-0118	WATERTOWN	73	REALIGNMENT (NO ADDED CAPACITY) - REALIGNMENT OF MAIN ST (SR 73) IN THE VICINITY OF ABANDONED RR OVERPASS	TOTAL	450	450 A	0	0	0	0
MULTI-FUNDED				FEDERAL	405	405	0	0	0	0
				STATE	45	45	0	0	0	0
0155-0162	WEST HARTFORD	NEW BRITAIN AVENUE 529	MINOR INTERSECTION IMPROVEMENT - SR 173 & SR 529 (NEW BRITAIN AVE) SAFETY IMPROV	TOTAL	900	900 A	0	0	0	0
MULTI-FUNDED				FEDERAL	360	360	0	0	0	0
				STATE	540	540	0	0	0	0
0158-0201	WESTPORT	57 136	MAJOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV ON SR 57/ SR136 @ WESTON RD, & SR 57/ SR136 @ CLINTON AVE	TOTAL	191	191 A	0	0	0	0
MULTI-FUNDED				FEDERAL	172	172	0	0	0	0
				STATE	19	19	0	0	0	0
0170-E183	STATEWIDE	---	SPOT SAFETY IMPROVEMENT - LOCAL RD ACC REDUCTION PROG REVIEW OF SUBMISSIONS FOR B/C RANK & APPROVAL FY 07-08	TOTAL	250	125 A	125	125 A	0	0
				FEDERAL	224	112	112	112	0	0
				STATE	26	13	13	13	0	0
0170-E227	STATEWIDE	---	STUDIES/RESEARCH - STUDY OF HIGH FREQUENCY ACCIDENT LOCATIONS	TOTAL	500	500 A	0	0	0	0
				FEDERAL	400	400	0	0	0	0
				STATE	100	100	0	0	0	0
0170-H888	STATEWIDE	---	TRAFFIC SIGNAL INSTALLATION - DESIGN OF TRAFFIC SIGNL @ HIGH FREQ ACCIDENT LOCATIONS (FY 2006-2009)	TOTAL	296	148 A	148	148 A	0	0
				FEDERAL	296	148	148	148	0	0
				STATE	0	0	0	0	0	0
0171-0317	DISTRICT I	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT I	TOTAL	810	100 B	710	710 C	0	0
				FEDERAL	810	100	710	710	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS — SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZARD OPTIONAL-SAFETY

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0171-0319	DISTRICT I	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT I	TOTAL	810	100 B	710	0	710 C	0
				FEDERAL	810	100	710	0	710	0
				STATE	0	0	0	0	0	0
0172-0356	DISTRICT II	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT II	TOTAL	810	100 B	710	710 C	0	0
				FEDERAL	810	100	710	710	0	0
				STATE	0	0	0	0	0	0
0172-0358	DISTRICT II	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT II	TOTAL	810	100 B	710	0	710 C	0
				FEDERAL	810	100	710	0	710	0
				STATE	0	0	0	0	0	0
0173-0291	DISTRICT III	---	MINOR INTERSECTION IMPROVEMENT - INTERSECTION IMPROV US 1, FAIRFIELD & BRIDGEPORT	TOTAL	260	260 Y	0	0	0	0
	BRIDGEPORT	1		FEDERAL	260	260	0	0	0	0
MULTI-FUNDED	FAIRFIELD			STATE	0	0	0	0	0	0
0173-0371	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALL & REVISION @ SLOSSS LOCATIONS IN DISTRICT III	TOTAL	520	520 C	0	0	0	0
				FEDERAL	520	520	0	0	0	0
				STATE	0	0	0	0	0	0
0173-0373	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT III	TOTAL	810	100 B	710	710 C	0	0
				FEDERAL	810	100	710	710	0	0
				STATE	0	0	0	0	0	0
0173-0375	DISTRICT III	---	TRAFFIC SIGNAL INSTALLATION - TRAFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS AT DISTRICT III	TOTAL	810	100 B	710	0	710 C	0
				FEDERAL	810	100	710	0	710	0
				STATE	0	0	0	0	0	0
0174-0325	DISTRICT IV	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS & REVISIONS @ SLOSSS LOCATIONS IN DISTRICT IV	TOTAL	710	0	710	710 C	0	0
				FEDERAL	710	0	710	710	0	0
				STATE	0	0	0	0	0	0
0174-0327	DISTRICT IV	---	TRAFFIC SIGNAL INSTALLATION - TRAFFIC CONTROL SIGNAL INSTALLS $ REVISIONS @ SLOSSS LOCATIONS IN DISTRICT IV	TOTAL	810	100 B	710	0	710 C	0
				FEDERAL	810	100	710	0	710	0
				STATE	0	0	0	0	0	0
				TOTAL	50,093	24,478	25,615	14,230	10,735	650
				FEDERAL	48,352	23,019	25,333	14,016	10,667	650
				STATE	1,719	1,437	282	214	68	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - RURAL

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0004-0123	AVON	AVON MOUNTAIN 44	MAJOR WIDENING - SAFETY & TRAFFIC OP IMPROV ON US 44 FROM 500' E/O SR 10 TO THE W HTFD TL	TOTAL	4,522	800 A	3,722	0	3,722 C	0
MULTI-FUNDED				FEDERAL	3,618	640	2,978	0	2,978	0
				STATE	904	160	744	0	744	0
0019-0105	BROOKLYN	169 205	INTERSECTION REALIGNMENT - REALIGNMENT OF SR 169 @ SR 205 A "T" INTERSECTION 110 M SOUTH & BYPASS SHOULDERS ON SR 205	TOTAL	819	819 Z	0	0	0	0
				FEDERAL	587	587	0	0	0	0
				STATE	232	232	0	0	0	0
0020-0102	BURLINGTON	4	SPOT SAFETY IMPROVEMENT - REALIGN THE "S" CURVES ON SR 4 BETWEEN SR 489 (BELDEN RD) & MOUNTAIN SPRINGS RD	TOTAL	1,860	1,860 C	0	0	0	0
MULTI-FUNDED				FEDERAL	1,488	1,488	0	0	0	0
				STATE	372	372	0	0	0	0
0021-0106	CANAAN	JOHNSON ROAD	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF JOHNSON RD FROM US 7 TO BEEBE HILL RD (RURAL MINOR COLLECTOR	TOTAL	272	272 C	0	0	0	0
				FEDERAL	218	218	0	0	0	0
				STATE	0	0	0	0	0	0
0026-0118	CHESTER	148	BRIDGE REPLACEMENT - REPL OF BR 02695 SR 148 OVER GREAT BROOK TOWN OF CHESTER	TOTAL	1,521	1,521 Y	0	0	0	0
				FEDERAL	1,197	1,197	0	0	0	0
				STATE	324	324	0	0	0	0
0032-0140	COVENTRY	SOUTH STREET	MINOR WIDENING - RECONSTR, MINOR WIDENING, & GEOMETRIC IMPROV FROM THE HOP RIVER TO A PNT 1700' EAST	TOTAL	415	415 C	0	0	0	0
				FEDERAL	296	296	0	0	0	0
				STATE	0	0	0	0	0	0
0037-0097	DURHAM	17	MINOR DRAINAGE - CULVERT REPL @ STAGE COACH RD	TOTAL	350	350 Z	0	0	0	0
				FEDERAL	144	144	0	0	0	0
				STATE	206	206	0	0	0	0
0038-0083	EASTFORD POMFRET	244	SPOT SAFETY IMPROVEMENT - VARIOUS IMPROV TO SR 244 IN THE TOWNS OF EASTFORD & POMFRET	TOTAL	3,431	580 X	2,851	2,851 C	0	0
				FEDERAL	2,745	464	2,281	2,281	0	0
				STATE	686	116	570	570	0	0
0041-0113	EAST HAMPTON	66	INTERSECTION REALIGNMENT - ROADWAY & INTERSECTION IMPROV TO RT 66, RT 196, & OLD MARLBOROUGH RD	TOTAL	1,737	0	1,737	1,737 C	0	0
MULTI-FUNDED				FEDERAL	1,282	0	1,282	1,282	0	0
				STATE	455	0	455	455	0	0
0047-0105	ELLINGTON	140	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR FROM SR 83 TO SR 30	TOTAL	2,236	2,236 A	0	0	0	0
MULTI-FUNDED				FEDERAL	1,789	1,789	0	0	0	0
				STATE	447	447	0	0	0	0
0059-0152	GUILFORD	146	MAJOR DRAINAGE - DRAINAGE & ROADWAY IMPROVS	TOTAL	971	971 Z	0	0	0	0
				FEDERAL	777	777	0	0	0	0
				STATE	194	194	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - RURAL

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0073-0172	LITCHFIELD	MILTON ROAD	RESURFACING BY CONTRACT - RESURFACING OF MILTON RD FROM 1000'E/O HUTCHINSON PRKWY TO A POINT 6200' EAST (MAJ	TOTAL	316	316 C	0	0	0	0
				FEDERAL	253	253	0	0	0	0
				STATE	0	0	0	0	0	0
0077-0207	MANSFIELD	89	SPOT SAFETY IMPROVEMENT - SPOT SAFETY IMPROV ON SR 89 IN THE VICINITY OF MT HOPE RD	TOTAL	1,410	280 X	1,130	0	1,130 C	0
				FEDERAL	1,128	224	904	0	904	0
				STATE	282	56	226	0	226	0
0091-0114	NEW HARTFORD	219	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR VIC JOHNNYTOWN LANE	TOTAL	3,733	440 X	3,293	3,293 C	0	0
				FEDERAL	2,986	352	2,634	2,634	0	0
				STATE	747	88	659	659	0	0
0095-0244	NEW MILFORD	37 7	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR & REALIGNMENT OF SR 37 (PHASE 2 OF 3); BREAKOUT OF PROJECT 0127-0083	TOTAL	3,722	0	3,722	3,722 C	0	0
				FEDERAL	2,978	0	2,978	2,978	0	0
				STATE	744	0	744	744	0	0
0119-0108 MULTI-FUNDED	ROXBURY	67	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR OF SR 67; IN THE VICINITY OF BOTSFORD HILL RD	TOTAL	2,580	550 X	2,030	2,030 C	0	0
				FEDERAL	2,064	440	1,624	1,624	0	0
				STATE	516	110	406	406	0	0
0127-0083 MULTI-FUNDED	SHERMAN NEW MILFORD	37	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR & REALIGNMENT OF SR 37 FROM SR 39 IN SHERMAN TO US 7 IN NW MILFORD	TOTAL	4,687	1,733 A	2,954	0	0	2,954 C
				FEDERAL	3,749	1,386	2,363	0	0	2,363
				STATE	938	347	591	0	0	591
0127-0089	SHERMAN	37	RECONSTRUCT (NO ADDED CAPACITY) - RECONSTR & REALIGNMENT OF SR 37 (PHASE 1 OF 3) BREAKOUT OF PROJECT 127-83	TOTAL	3,995	3,995 C	0	0	0	0
				FEDERAL	3,196	3,196	0	0	0	0
				STATE	799	799	0	0	0	0
0129-0110 MULTI-FUNDED	SOMERS	83 190	REALIGNMENT (NO ADDED CAPACITY) - INTERSECTION IMPROVS - SR83 @ PARKER RD & SR190 @ GULF & TURNPIKE RD	TOTAL	90	90 B	0	0	0	0
				FEDERAL	72	72	0	0	0	0
				STATE	18	18	0	0	0	0
0136-0070 MULTI-FUNDED	STERLING PLAINFIELD	14 14A 664	REALIGNMENT (NO ADDED CAPACITY) - VARIOUS IMPROV TO RT 14 & RT 14A IN TOWNS OF STERLING & PLAINFIELD	TOTAL	3,752	500 B	3,252	0	3,252 C	0
				FEDERAL	3,002	400	2,602	0	2,602	0
				STATE	750	100	650	0	650	0
0136-0071	STERLING	14 14A	INTERSECTION REALIGNMENT - INTERSECTION IMPROV ON SR 14 @ SR 14A STERLING	TOTAL	444	444 C	0	0	0	0
				FEDERAL	355	355	0	0	0	0
				STATE	89	89	0	0	0	0
0150-H009	WASHINGTON	45	RECONSTRUCT (NO ADDED CAPACITY) - REPL OF A CONCRETE CRIB RETAINING WALL SUPPORTING SR 45	TOTAL	1,315	225 A	1,090	15 B	1,075 C	0
				FEDERAL	1,052	180	872	12	860	0
				STATE	263	45	218	3	215	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - RURAL

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0161-0124	WILTON	7	MAJOR WIDENING - RECONSTR OF US 7; FROM OLD DANBURY RD TO VIC OF OLMSTEAD HILL RD IN WILTON	TOTAL	2,911	2,911 A	0	0	0	0
MULTI-FUNDED				FEDERAL	2,183	2,183	0	0	0	0
				STATE	728	728	0	0	0	0
0167-0100	WOODBRIDGE	63 67	MINOR INTERSECTION IMPROVEMENT - SR 63 & 67- ADD SR 63 BYPASS, LOWER VERT CURVE, IMPPROVE SSD RECONSTR 300' OF SR 67	TOTAL	1,625	0	1,625	1,625 C	0	0
MULTI-FUNDED				FEDERAL	1,300	0	1,300	1,300	0	0
				STATE	325	0	325	325	0	0
0169-0126	WOODSTOCK	COUNTY ROAD	RESURFACING BY CONTRACT - PAVEMENT REHAB - 2800'	TOTAL	174	174 C	0	0	0	0
				FEDERAL	139	139	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	48,888	21,482	27,406	15,273	9,179	2,954
				FEDERAL	38,598	16,780	21,818	12,111	7,344	2,363
				STATE	10,019	4,431	5,588	3,162	1,835	591

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - SPRINGFIELD - WORCHESTER

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0063-0560	HARTFORD	NEWINGTON AVENUE	MINOR WIDENING - RECONSTR OF NEWINGTON AV FROM NEW TL TO NEW BRITAIN AV WIDEN & INSTALL STORM DRAIN	TOTAL	1,125	1,125 C	0	0	0	0
				FEDERAL	900	900	0	0	0	0
MULTI-FUNDED				STATE	225	225	0	0	0	0
				TOTAL	1,125	1,125	0	0	0	0
				FEDERAL	900	900	0	0	0	0
				STATE	225	225	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION ENHANCEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0006-H009	BEACON FALLS	---	BICYCLE/PEDESTRIAN FACILITY - MULTI-USE BICYCLE/ PEDESTRIAN FACILITY ALONG NAUGATUCK RIVER	TOTAL	765	92 A	673	673 C	0	0
				FEDERAL	612	74	538	538	0	0
				STATE	0	0	0	0	0	0
0007-H022	BERLIN	---	RAILROAD STATION PARKING LOT - RAIL STATION ENHANCEMENTS	TOTAL	1,845	220 A	1,625	0	1,625 C	0
				FEDERAL	1,476	176	1,300	0	1,300	0
				STATE	0	0	0	0	0	0
0014-0152	BRANFORD	---	MAJOR DRAINAGE - INCREASE TIDAL FLUSHING WITH SOME TYPE OF TIDE GATE & FLOOD PROOF LOW LYING HOMES	TOTAL	640	165 A	475	475 C	0	0
				FEDERAL	512	132	380	380	0	0
				STATE	0	0	0	0	0	0
0018-H017	BROOKFIELD	---	BICYCLE/PEDESTRIAN FACILITY - STILL RIVER MULTI-USE TRAIL	TOTAL	802	190 X	612	0	612 C	0
				FEDERAL	642	152	490	0	490	0
				STATE	122	0	122	0	122	0
0025-0135	CHESHIRE	CORNWALL AVENUE	BICYCLE/PEDESTRIAN FACILITY - FARMINGTON CANAL LINEAR TRAIL	TOTAL	562	165 X	397	397 C	0	0
				FEDERAL	450	132	318	318	0	0
				STATE	0	0	0	0	0	0
0035-0179	DARIEN	HOLLY POND	MINOR DRAINAGE - TIDAL WETLAND RESTORATION OF HOLLY POND BY REMOVING SED & INSTALLING SED TRAP	TOTAL	490	0	490	0	0	490 Z
				FEDERAL	392	0	392	0	0	392
				STATE	18	0	18	0	0	18
0048-0184	ENFIELD	190	BICYCLE/PEDESTRIAN FACILITY - TRANSP ENHANCMENT PROJ SR 190 MULTI-USE TRAIL ENFIELD/SUFFIELD	TOTAL	1,635	1,635 Z	0	0	0	0
				FEDERAL	1,280	1,280	0	0	0	0
				STATE	355	355	0	0	0	0
0058-H041 MULTI-FUNDED	GROTON	THOMAS ROAD	BICYCLE/PEDESTRIAN FACILITY - CONSTR OF MULTI-USE PEDESTRIAN/BICYCLE FACILITY ALONG THOMAS RD	TOTAL	500	35 B	465	465 C	0	0
				FEDERAL	400	28	372	372	0	0
				STATE	0	0	0	0	0	0
0059-H031	GUILFORD	---	BICYCLE/PEDESTRIAN FACILITY - GUILFORD GREEN PEDESTRIAN IMPROVS	TOTAL	220	220 C	0	0	0	0
				FEDERAL	176	176	0	0	0	0
				STATE	0	0	0	0	0	0
0063-0632	HARTFORD	---	PLANTING BY CONTRACT - PARK ST STREETSCAPE, PEDESTRIAN & BICYCLE IMPR	TOTAL	3,000	3,000 C	0	0	0	0
				FEDERAL	1,200	1,200	0	0	0	0
				STATE	1,800	1,800	0	0	0	0
0068-0194	KILLINGLY	12	BICYCLE/PEDESTRIAN FACILITY - QUINEBAUG RIVER TRAIL - PHASE 3	TOTAL	1,918	1,918 Z	0	0	0	0
				FEDERAL	1,534	1,534	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION ENHANCEMENT

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0076-H050	MANCHESTER	---	BICYCLE/PEDESTRIAN FACILITY - CHARTER OAK GREENWAY	TOTAL	1,100	71 B	1,029	1,029 C	0	0
				FEDERAL	880	57	823	823	0	0
				STATE	0	0	0	0	0	0
0077-H052	MANSFIELD	STORRS ROAD 195	PLANTING BY CONTRACT - downtown streetscape improvements	TOTAL	1,466	50 B	1,416	1,416 C	0	0
				FEDERAL	1,173	40	1,133	1,133	0	0
				STATE	0	0	0	0	0	0
0087-H016	NAUGATUCK	---	BICYCLE/PEDESTRIAN FACILITY - NAUGATUCK RIVER PEDESTRIAN & BICYCLE GREENWAY	TOTAL	1,250	120 A	1,130	1,130 C	0	0
				FEDERAL	1,000	96	904	904	0	0
				STATE	0	0	0	0	0	0
0128-0147	SIMSBURY	---	BICYCLE/PEDESTRIAN FACILITY - DESIGN & CONSTR OF APPROX 1650 FT OF BICYCLE/ PEDESTRIAN FACILITY	TOTAL	1,158	70 A	1,088	1,088 C	0	0
				FEDERAL	926	56	870	870	0	0
				STATE	0	0	0	0	0	0
0144-H025 MULTI-FUNDED	TRUMBULL	PEQUONNOCK TRAIL	BICYCLE/PEDESTRIAN FACILITY - CONSTR TRAIL TO EXTEND THE PEQUONNOCK VALLEY RAIL TRAIL THROUGH TRUMBULL & INTO BRPOR	TOTAL	2,063	0	2,063	2,063 C	0	0
				FEDERAL	1,650	0	1,650	1,650	0	0
				STATE	0	0	0	0	0	0
0156-0159	WEST HAVEN	---	MAJOR DRAINAGE - RESTORE TIDAL FLUSHING & FLOOD PROOF, IF NECESSARY, LOW LYING PROPERTIES	TOTAL	789	789 Z	0	0	0	0
				FEDERAL	631	631	0	0	0	0
				STATE	0	0	0	0	0	0
0162-H027	WINCHESTER	MAIN STREET	PLANTING BY CONTRACT - MAIN ST STREETSCAPE ENHANCEMENTS - PHASE 3	TOTAL	1,457	164 A	1,293	25 B	1,268 C	0
				FEDERAL	1,165	131	1,034	20	1,014	0
				STATE	0	0	0	0	0	0
0170-2605	STATEWIDE	---	STUDIES/RESEARCH - STP-ENHANCEMENT PROGRAM, DESIGN ACTIVITIES	TOTAL	1,920	1,920 A	0	0	0	0
				FEDERAL	1,440	1,440	0	0	0	0
				STATE	480	480	0	0	0	0
				TOTAL	23,580	10,824	12,756	8,761	3,505	490
				FEDERAL	17,539	7,335	10,204	7,008	2,804	392
				STATE	2,775	2,635	140	0	122	18

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

TRANSPORTATION & COMMUNITY SYSTEM PRESERVATION

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0058-0294	GROTON	W MAIN STREET	UTILITY PROJECTS - TCSP PROG - PHASE II OF GROTON/MYSTIC STREETSCAPE PROJECT	TOTAL	991	991 Z	0	0	0	0
				FEDERAL	991	991	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	991	991	0	0	0	0
				FEDERAL	991	991	0	0	0	0
				STATE	0	0	0	0	0	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

TRANSPORTATION IMPROVEMENTS/SAFETEA-LU

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------			-------- Additional Funds Required by Fiscal Year's Ending --------		
0092-0532	NEW HAVEN	95	BRIDGE REPLACEMENT - I-95 Q BR REPL & DEMOLITION (CONTRACT B)	TOTAL	49,121	27,138 C	21,983	12,213 C	9,770 C	0
MULTI-FUNDED				FEDERAL	42,735	23,610	19,125	10,625	8,500	0
				STATE	6,386	3,528	2,858	1,588	1,270	0
TBD0-0000	STATEWIDE	---	RIDESHARING SUPPORT - FUEL CELL TECHNOLOGY DEV FOR BUSSES (DEMO ID IS CT149)	TOTAL	5,000	0	5,000	5,000 A	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	0	0	0	0	0	0
				TOTAL	54,121	27,138	26,983	17,213	9,770	0
				FEDERAL	42,735	23,610	19,125	10,625	8,500	0
				STATE	6,386	3,528	2,858	1,588	1,270	0

PROJECTS BY MODE AND SUGGESTED PROGRAM

HIGHWAY OPERATIONS

TRANSPORTATION STRATEGY BOARD

State Project Number	Geographic Area	Route / Location	Project Description		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-17
					FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006					
0170-2296	STATEWIDE	---	STUDIES/RESEARCH - STUDY OF COMMUTER RAIL SERVICE FROM NEW HAVEN THRU SPRINGFIELD - ENVIRONMENTAL ASSESSMENT	TOTAL	1,000	1,000 A	0	0	0	0
				FEDERAL	0	0	0	0	0	0
MULTI-FUNDED				STATE	1,000	1,000	0	0	0	0
				TOTAL	1,000	1,000	0	0	0	0
				FEDERAL	0	0	0	0	0	0
				STATE	1,000	1,000	0	0	0	0

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SUMMARY OF SUGGESTED SAFETEA-LU FEDERAL PROGRAM SOURCES

FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-2017
		---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------					
AVIATION							
---		0	0	0	0	0	0
	GRAND TOTAL	0	0	0	0	0	0
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	0	0	0	0	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0
WATERWAYS							
HIGH PRIORITY PROJECTS / SAFETEA-LU		3,696	321	3,375	0	0	3,375
	GRAND TOTAL	3,696	321	3,375	0	0	3,375
	ANTICIPATED FEDERAL AID	2,700	0	2,700	0	0	2,700
	REQUESTED STATE SHARE	996	321	675	0	0	675
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0
PUBLIC TRANSPORTATION							
DEPARTMENT OF HOMELAND SECURITY GRANT FUNDS		1,321	1,321	0	0	0	0
FHWA STP		7,500	0	7,500	7,500	0	0
NEW STARTS		335,716	0	335,716	26,376	97,796	211,544
NORTHEAST CORRIDOR FUNDS		16,000	16,000	0	0	0	0
SECTION 5307 CAPITAL AND OPERATING PROGRAM		1,235,426	217,835	1,017,591	55,839	81,385	880,367
SECTION 5309 CAPITAL FUNDING PROGRAM		838,394	181,925	656,469	8,743	10,958	636,768
SECTION 5310 CAPITAL PROGRAM		6,872	910	5,962	0	0	5,962
SECTION 5311 CAPITAL AND OPERATING PROGRAM (FUNDING R		12,145	3,441	8,704	0	0	8,704
SECTION 5316 JOB ACCESS AND REVERSE COMMUTE PROGRAM		11,220	0	11,220	0	0	11,220
SECTION 5317J FTA NEW FREEDOMS INITIATIVE		10,340	2,068	8,272	0	0	8,272
SURFACE TRANSPORTATION PROGRAM - ANYWHERE		2,750	2,750	0	0	0	0
SURFACE TRANSPORTATION PROGRAM - HARTFORD		199	94	105	105	0	0
	GRAND TOTAL	2,477,883	426,344	2,051,539	98,563	190,139	1,762,837
	ANTICIPATED FEDERAL AID	1,685,578	283,526	1,402,052	78,851	152,112	1,171,089
	REQUESTED STATE SHARE	749,877	121,983	627,894	17,417	38,027	572,450
	ANTICIPATED OTHER FUNDS	42,428	20,835	21,593	2,295	0	19,298

SUMMARY OF SUGGESTED SAFETEA-LU FEDERAL PROGRAM SOURCES

---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------

FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	-------- Additional Funds Required by Fiscal Year's Ending -------- FFY2008	FFY2009	FFY2010-2017
HIGHWAY OPERATIONS							
BRIDGE OFF-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)		208,692	43,359	165,333	24,886	32,552	107,895
BRIDGE ON-SYSTEM (HIGHWAY BR REPLACEMENT AND REHAB)		1,896,642	235,521	1,661,121	126,904	124,176	1,410,041
BRIDGE ON-SYSTEM DISCRETIONARY (HIGHWAY BR REPLACEME		16,347	16,347	0	0	0	0
CONGESTION MITIGATION AND AIR QUALITY PROGRAM		196,746	48,778	147,968	49,090	20,413	78,465
CONGRESSIONAL EARMARK, FFY 2005		15,251	11,173	4,078	4,078	0	0
CONGRESSIONAL EARMARK, FFY 2006		4,702	4,702	0	0	0	0
FERRY BOAT DISCRETIONARY		2,871	2,871	0	0	0	0
HIGH PRIORITY PROJECTS / SAFETEA-LU		39,659	22,738	16,921	10,108	4,040	2,773
HIGHWAY SAFETY IMPROVEMENT PROGRAM		11,542	4,747	6,795	5,595	0	1,200
INNOVATIVE BRIDGE		225	225	0	0	0	0
INTERSTATE MAINTENANCE		1,961,816	141,343	1,820,473	79,718	101,414	1,639,341
NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT/SAFETE		36,882	21,494	15,388	8,549	6,839	0
NATIONAL CORRIDOR PLANNING AND DEVELOPMENT		4,666	4,666	0	0	0	0
NATIONAL HIGHWAY SYSTEM		1,531,711	217,233	1,314,478	84,686	83,831	1,145,961
NATIONAL HIGHWAY TRAFFIC SAFETY		5,098	2,013	3,085	0	3,085	0
RECREATIONAL TRAILS		8,250	750	7,500	750	0	6,750
RURAL SECONDARY		469	469	0	0	0	0
SAFE ROUTES TO SCHOOL / NON-INFRASTRUCTURE		300	300	0	0	0	0
SECTION 1102 SAFETY REDISTRIBUTION		15,313	15,313	0	0	0	0
SURFACE TRANSPORTATION PROGRAM - ANYWHERE		2,796,737	612,243	2,184,494	137,119	133,411	1,913,964
SURFACE TRANSPORTATION PROGRAM - BRIDGEPORT/STAMFO		31,669	19,503	12,166	9,063	3,103	0
SURFACE TRANSPORTATION PROGRAM - HARTFORD		49,402	28,161	21,241	10,273	10,968	0
SURFACE TRANSPORTATION PROGRAM - NEW HAVEN		49,655	40,027	9,628	7,988	1,640	0
SURFACE TRANSPORTATION PROGRAM - OTHER URBAN		61,782	37,225	24,557	9,933	12,734	1,890
SURFACE TRANSPORTATION PROGRAM - RAIL CROSSING/HAZA		50,093	24,478	25,615	14,230	10,735	650
SURFACE TRANSPORTATION PROGRAM - RURAL		48,888	21,482	27,406	15,273	9,179	2,954
SURFACE TRANSPORTATION PROGRAM - SPRINGFIELD - WORCH		1,125	1,125	0	0	0	0
SURFACE TRANSPORTATION PROGRAM - TRANSPORTATION EN		23,580	10,824	12,756	8,761	3,505	490
TRANSPORTATION & COMMUNITY SYSTEM PRESERVATION		991	991	0	0	0	0
TRANSPORTATION IMPROVEMENTS/SAFETEA-LU		54,121	27,138	26,983	17,213	9,770	0
	GRAND TOTAL	9,125,225	1,617,239	7,507,986	624,217	571,395	6,312,374
	ANTICIPATED FEDERAL AID	7,336,664	1,092,705	6,243,959	505,661	463,014	5,275,284
	REQUESTED STATE SHARE	1,729,923	509,170	1,220,753	105,580	101,424	1,013,749
	ANTICIPATED OTHER FUNDS	58,638	15,364	43,274	12,976	6,957	23,341

SUMMARY OF SUGGESTED NON SAFETEA-LU FEDERAL PROGRAM SOURCES

FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-2017
		---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------					
AVIATION							
FAA-APPORTIONMENT		9,932,914	12,036	9,920,878	3,643,750	3,104,500	3,172,628
FAA-DISCRETIONARY		15,065	80	14,985	3,125	3,125	8,735
FAA-ENTITLEMENT		1,877,263	18,981	1,858,282	9,108	5,800	1,843,374
	GRAND TOTAL	11,825,242	31,097	11,794,145	3,655,983	3,113,425	5,024,737
	ANTICIPATED FEDERAL AID	11,208,906	26,873	11,182,033	3,465,650	2,955,775	4,760,608
	REQUESTED STATE SHARE	405,980	3,236	402,744	110,733	91,045	200,966
	ANTICIPATED OTHER FUNDS	210,356	988	209,368	79,600	66,605	63,163
WATERWAYS							
CONGRESSIONAL EARMARK, FFY 2004		750	750	0	0	0	0
EARMARK DISCRETIONARY		3,518	3,518	0	0	0	0
OTHER NON SAFETEA-LU-FEDERAL PROGRAMS		9,885	9,885	0	0	0	0
	GRAND TOTAL	14,153	14,153	0	0	0	0
	ANTICIPATED FEDERAL AID	13,511	13,511	0	0	0	0
	REQUESTED STATE SHARE	642	642	0	0	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0
PUBLIC TRANSPORTATION							
FTA EMERGENCY PREPAREDNESS		50	50	0	0	0	0
	GRAND TOTAL	50	50	0	0	0	0
	ANTICIPATED FEDERAL AID	50	50	0	0	0	0
	REQUESTED STATE SHARE	0	0	0	0	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0

SUMMARY OF SUGGESTED NON SAFETEA-LU FEDERAL PROGRAM SOURCES

FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	Additional Funds Required by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-2017
		---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------					
HIGHWAY OPERATIONS							
CONGRESSIONAL EARMARK, FFY 2004		1,000	1,000	0	0	0	0
FERRY BOAT DISCRETIONARY		2,871	2,871	0	0	0	0
HIGH PRIORITY DEMONSTRATION PROJECTS		24,945	24,945	0	0	0	0
HIGH PRIORITY PROJECTS		59,553	51,092	8,461	4,148	3,300	1,013
INTERSTATE TRADE-IN EASTERN CONNECTICUT		10,566	10,566	0	0	0	0
PROJ SPECIFIC FUND - FHWA		2,981	2,981	0	0	0	0
	GRAND TOTAL	101,916	93,455	8,461	4,148	3,300	1,013
	ANTICIPATED FEDERAL AID	85,875	80,673	5,202	3,104	1,288	810
	REQUESTED STATE SHARE	9,253	9,042	211	211	0	0
	ANTICIPATED OTHER FUNDS	6,788	3,740	3,048	833	2,012	203

SUMMARY OF SUGGESTED NON-FEDERAL PROGRAM SOURCES

---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------

FINANCING BREAKDOWN		Estimated Total Funds	Available Funds	Total Additional Funds Required (FFY2008-2017)	--------Additional Funds Required-------- by Fiscal Year's Ending FFY2008	FFY2009	FFY2010-2017
AVIATION							
SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)		33,942	12,236	21,706	650	800	20,256
	GRAND TOTAL	33,942	12,236	21,706	650	800	20,256
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	31,067	10,811	20,256	0	0	20,256
	ANTICIPATED OTHER FUNDS	2,875	1,425	1,450	650	800	0
WATERWAYS							
SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)		12,529,581	9,581	12,520,000	5,720,000	300,000	6,500,000
	GRAND TOTAL	12,529,581	9,581	12,520,000	5,720,000	300,000	6,500,000
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	12,529,381	9,381	12,520,000	5,720,000	300,000	6,500,000
	ANTICIPATED OTHER FUNDS	200	200	0	0	0	0
PUBLIC TRANSPORTATION							
GOVERNOR'S INITIATIVE		967,223	967,060	163	163	0	0
SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)		364,058	265,252	98,806	13,414	11,694	73,698
	GRAND TOTAL	1,331,281	1,232,312	98,969	13,577	11,694	73,698
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	1,331,281	1,232,312	98,969	13,577	11,694	73,698
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0
HIGHWAY OPERATIONS							
GOVERNOR'S INITIATIVE		66,978	56,478	10,500	10,500	0	0
SPECIAL TRANSPORTATION FUND (NON FEDERAL PROGRAMS)		1,200	1,200	0	0	0	0
TRANSPORTATION STRATEGY BOARD		1,000	1,000	0	0	0	0
	GRAND TOTAL	69,178	58,678	10,500	10,500	0	0
	ANTICIPATED FEDERAL AID	0	0	0	0	0	0
	REQUESTED STATE SHARE	69,178	58,678	10,500	10,500	0	0
	ANTICIPATED OTHER FUNDS	0	0	0	0	0	0

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SUMMARY OF MASS TRANSIT OPERATING SUBSIDIES

MASS TRANSIT OPERATING SUBSIDIES		Estimated Total Funds	Available Funds*	Total Additional Funds Required (SFY2008-2017)	Additional Funds Required by Fiscal Year's Ending SFY2008	SFY2009	SFY2010-2017
		---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF OCTOBER 2006 ----------			-------- Additional Funds Required --------		
BUS							
	TOTAL	2,049,005	102,575	1,946,430	123,140	130,235	1,693,055
	ANTICIPATED FEDERAL AID**	45,900	2,500	43,400	2,800	2,900	37,700
	REQUESTED STATE SHARE	2,003,105	100,075	1,903,030	120,340	127,335	1,655,355
	ANTICIPATED OTHER FUNDS***	0	0	0	0	0	0
RAIL							
	TOTAL	1,738,628	89,080	1,649,548	100,042	110,679	1,438,827
	ANTICIPATED FEDERAL AID**	0	0	0	0	0	0
	REQUESTED STATE SHARE	1,738,628	89,080	1,649,548	100,042	110,679	1,438,827
	ANTICIPATED OTHER FUNDS***	0	0	0	0	0	0

MASS TRANSIT OPERATING SUBSIDIES - TOTAL OF ALL CATEGORIES

	TOTAL	3,787,633	191,655	3,595,978	223,182	240,914	3,131,882
	ANTICIPATED FEDERAL AID**	45,900	2,500	43,400	2,800	2,900	189,155
	REQUESTED STATE SHARE	3,741,733	189,155	3,552,578	220,382	238,014	3,094,182
	ANTICIPATED OTHER FUNDS***	0	0	0	0	0	0

Special Notes: *"Available Funds" represents only SFY2007 for this summary.

**Bus SubsidiesOnly -The federal matching share for the rural transportation services as well as federal operating assistance received by ConnDOT and the transit districts are included in the table.

*** Bus SubsidiesOnly -Although some local communities contribute to the operation of bus transit service, estimates of such assistance is not included in this table.

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SUMMARY OF PROJECTED CAPITAL PROGRAM

FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2006

AUTHORIZATION	Total Additional Funds Required (SFY2008-2017)	--Additional Funds Required--- SFY2008	SFY 2009	SFY2010-2017
AVIATION				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	20.00	2.00	2.00	16.00
FEDERAL	42.20	2.70	7.50	32.00
OTHER	0.00	0.00	0.00	0.00
DEPT. FACILITIES				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	64.00	6.40	6.40	51.20
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00
HAZARDOUS WASTE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	60.00	6.00	6.00	48.00
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00
INTERSTATE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	128.00	12.00	12.00	104.00
FEDERAL	1,043.00	80.50	82.50	880.00
OTHER	0.00	0.00	0.00	0.00
INTRASTATE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	505.40	112.90	42.00	350.50
FEDERAL	2,242.50	615.30	227.20	1,400.00
OTHER	0.00	0.00	0.00	0.00
OTHER R & BR				
APPROPRIATIONS	154.00	15.40	15.40	123.20
BONDS	0.00	0.00	0.00	0.00
FEDERAL	190.20	15.10	15.10	160.00
OTHER	0.00	0.00	0.00	0.00
RESURFACING				
APPROPRIATIONS	10.00	1.00	1.00	8.00
BONDS	659.40	54.00	59.00	546.40
FEDERAL	250.70	24.00	26.70	200.00
OTHER	0.00	0.00	0.00	0.00

FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2006

AUTHORIZATION	Total Additional Funds Required (SFY2008-2017)	--Additional Funds Required--- SFY2008	SFY2009	SFY2010-2017
SAFETY				
APPROPRIATIONS	12.00	1.20	1.20	9.60
BONDS	0.00	0.00	0.00	0.00
FEDERAL	90.00	9.00	9.00	72.00
OTHER	0.00	0.00	0.00	0.00
SPECIAL PROJECTS				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	270.00	70.00	100.00	100.00
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00
STATE BRIDGE				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	322.80	45.20	14.30	263.30
FEDERAL	997.60	160.20	37.40	800.00
OTHER	0.00	0.00	0.00	0.00
STP/URBAN SYSTEMS				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	84.80	8.30	8.50	68.00
FEDERAL	341.90	38.00	47.90	256.00
OTHER	0.00	0.00	0.00	0.00
TRANSIT				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	400.50	40.10	40.40	320.00
FEDERAL	1,129.30	112.10	113.20	904.00
OTHER	0.00	0.00	0.00	0.00
WATERWAYS				
APPROPRIATIONS	0.00	0.00	0.00	0.00
BONDS	3.40	1.40	0.30	1.70
FEDERAL	0.00	0.00	0.00	0.00
OTHER	0.00	0.00	0.00	0.00

SUMMARY OF PROJECTED CAPITAL PROGRAM

---------- FUNDS ESTIMATED IN 2006 DOLLARS $(000) AND UPDATED AS OF SEPTEMBER 2006 ----------

AUTHORIZATIONS - TOTAL OF ALL CATEGORIES		Total Additional Funds Required (FFY2008-2017)	--Additional Funds Required--- SFY2008	SFY2009	SFY2010-2017
APPROPRIATIONS		176.00	17.60	17.60	140.80
BONDS		2,518.30	358.30	290.90	1,869.10
FEDERAL		6,327.40	1,056.90	566.50	4,704.00
OTHER		0.00	0.00	0.00	0.00
	Grand Total	9,021.70	1,432.80	875.00	6,713.90

State of Connecticut

Department of Transportation

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