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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Carl Amento Executive Director

To: Transportation Committee and Transportation Technical Committee
From: William Dickinson Chairman, Transportation Committee
Date: February 4, 2010
Subject: Wednesday, February 10, 2010
Meeting of the Transportation Committee and Transportation Technical Committee at 12:00, in the offices of SCRCOG

Agenda

Action Items:

- 1) Meeting Minutes of January 13, 2009 Page 4
- 2) 2010-2013 Transportation Improvement Program Amendment Three Page 5
Recommend to SCRCOG adoption of Amendment 3 *James Rode*
- 3) FHWA/CTDOT Response regarding 511 Traveler Information System Page 9
Discuss and take possible action

Informational Items:

- 4) New Haven-Meriden STP-Urban Program Monthly Review Page 17
and Review the Region's Schedule of Urban Priorities
James Rode
- 5) Report on RPO Coordination Meeting
Stephen Dudley, James Rode
- 6) Discuss Planning Proposals for 2010-2011 and 2011-2012 UPWP
Stephen Dudley
- 7) Other Business
Member comment and/or additional public comment

The agenda and attachments for this meeting are available on the SCRCOG website at www.scrcog.org. Please contact SCRCOG for copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two weeks notice.



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Carl Amento Executive Director

Transportation Technical Committee Distribution List

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February 10, 2010

Municipalities

-
- Bethany: S. Huxley, A. Marek, A.Green¹
Branford: A. DaRos, S. Rasmussen, E. Masotta, C. Andres, J. Plaziak¹
East Haven: A. Capone-Almon, P. Hongo, J Staunton¹
Guilford: G. Kral, M. Scott, M. Damiani, J. Portley¹
Hamden: S. Jackson, L. Creane, R. Roscow, E. Fuller, T. Wydra, B. Brinton¹
Madison: F. McPherson, M. Ozols, M. Ott¹
Meriden: D. Caruso, L. Kendzior, D. Brunet, P. Blanchet¹, P. Brennan, T. Loin
Milford: D. Sulkis, B. Kolwicz, J. O'Connell, R. Gregory, K. Rose
New Haven: J. DeStefano, K.Murphy, R. Miller¹, K. Gilvarg, B. Notghi, M Piscitelli
North Branford: K. Weiss¹, C. Zebb, R. Branigan
North Haven: M. Freda, A. Fredricksen, B. Cummings, J Bodwell¹
Orange: J.Zeoli, P. Dinice, E. Lieberman¹, P. Kaplan
Wallingford: W. Dickinson, J. Thompson¹, D. Roe
West Haven: E. Buckheit, A. Quadir¹, B. Sabo, R. Gilmore, J. Panza
Woodbridge: J. Hellauer, P. Rubens-Dahl, W. Connors¹
¹voting Technical Transportation Committee member appointed by chief elected official

Others

-
- Center for Disability Rights: M. Gallucci
ConnDEP: W. Menz
ConnDOT: S. Livingston, P. Moberg, M. Rolfe, G. Wright, D. Larosa, J Redeker
Connecticut Fund for the Environment: R. Reynolds, C. Johnson
Connecticut League of Women Voters (New Haven Chapter): T. Doyle, N. Ciarleglio
Connecticut Office of Policy and Management: R. Van Ausdall,
Connecticut Post: F. Juliano
Connecticut Transit: V. Marques, P. Fry
Fay, Spofford & Thorndike: G. Lindsay
FHWA: Steve Cooper, Eloise Powell, Amy Jackson-Grove
Greater New Haven Chamber of Commerce: T. Rescigno, L. DiCocco-Beauton
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: D. Carter
Integrated Management Controls: S. Gale
Jennifer Allcock
League of Women Voters (West Haven): E. Addonizio



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Carl Amento Executive Director

Distribution List (Continued)

February 10, 2010

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Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, W. Kilpatrick, M. Fortunata
New Haven Register: M. Zaretsky
Northeast Transportation Company: J. Spina
Office of Congresswoman Rosa DeLauro: L. Mangini
PBQD (Glastonbury): A. Moretti,
Rideworks: J. Stimolo
Roadway Express: T. McKinnon
Shore Publishing: Brian Boyd
Technical Planning Associates: B. Sacco
United Illuminating Company: S. Saczynski,
U.S. Department of Housing and Urban Development (Hartford): C. Higgins
Vision for Greater New Haven, Transportation Committee: J. Babbin, E. Jameson
West Haven Chamber of Commerce: N. DeMatties



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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Minutes Transportation Committee January 13, 2010

Transportation Committee members

Wallingford, Mayor William Dickinson, Chair
North Haven, First Selectman Michael Freda.
Branford, Janice Plaziak proxy for First Selectman
Anthony DaRos
East Haven, Tara Pisaturo Pelatowski Proxy for Mayor
April Capone Almon
New Haven, Michael Piscitelli, proxy for Mayor John
DeStefano

Transportation Technical Committee

East Haven, James Staunton
Guilford, Jim Portley
Hamden, Bob Brinton
Madison, Mike Ott
New Haven, Dick Miller
North Branford, Kurt Weiss
North Haven, John Bodwell
Wallingford, John Thompson
West Haven, Abdul Quadir

Guests

Jean Stimolo, Rideworks
Stephen Livingston, ConnDOT
Karyn Gilvarg, New Haven
Ken Shooshan-Stoller, FHWA
SCRCOG Carl Amento, James Rode, Stephen Dudley,

Donna Carter, GNHTD
Vic Marques, CTTRANSIT
Lou Mangini, Congresswoman DeLauro's Office

Mayor Dickinson began the meeting at 12:07 PM.

Item #1

Minutes of the November 10, 2009 meeting were unanimously adopted on a motion by J.Portley/ J.Plaziak.

Item #2

The discussion of FY2010 –FY2013 TIP Amendment 2 began with an update of the STP Urban Stimulus (STPRR) fund obligations. S. Dudley presented a summary sheet which showed how the region's \$14,048,105 in STPRR funds was to be obligated among 5 projects. These 5 projects were #92-585, #92-641, #92-642, #92-643 and #59-158. There was further discussion regarding STPRR and STP-Urban funds available for pavement preservation projects in FFY10. J. Rode presented a supplemental to FY2010 –FY2013 TIP Amendment 2 regarding project #43-124 and then presented the 6 projects in the amendment packet. D. Miller made the motion to approve FY10 TIP Amendment 2 with the inclusion of project #43-124. J Portley seconded, the motion was approved.

Item #3

J. Rode presented the status on current urban projects included in the agenda package. FY2010 –FY2013 TIP Amendment 2 included fund increases to 3 of the Urban projects and The remaining STPRR funded projects are expected to be advertised in the next month or so. D. Miller reported that the location of a 42" water main has slowed work on #92-561 the State Street: Mill River Bridge Replacement project

Item #4

S. Dudley discussed preparations for the 2010-2011 and 2011-2012 UPWP. He asked those present to develop planning projects to be included and submit proposals by Wednesday, February 17, 2010.

Item #5

J. Plaziak made a motion to adjourn, meeting adjourned at 12:55 PM.

**South Central Regional Council of Governments
2010-2013 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment 3**

Project **0148-0190 2001-072 US 5: Toelles Rd to Rte 702 Widening**

Municipality Wallingford

Changes Amendment 3 moves unobligated funds from FFY2009 to FFY2010

Reason Project has was advertised last year, bids opened in November with construction to start in spring 2010. To be made available the funding must be shown in the appropriate fiscal year

South Central Regional Council of Governments
 FFY2010-FFY2013 Transportation Improvement Program
 Amendment Number 3

State Project 0148-0190

SCRCOG #2001-072

Municipality Wallingford

Proposed

Project Name US 5: Toelles Rd to Rt 702 Widening

Description Widen US 5 to add opposing left hand turn lanes at Toelles Road and Route 702 (I-91 connector).

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>FYI</i>
NHTSA	CON	Federal	2,080					
Total Cost	\$2,080		2,080	0	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>FYI</i>
NHTSA	CON	Federal		2,080				
TIP Funds	\$2,080		0	2,080	0	0	0	0

Amendment Notes

CN moved from FY04 to post-FY05 by FY03 TIP Amend 2 due to financial constraint. FY07 TIP Amend 7 increases funding. FY07 TIP Amend 13 moves project to FFY08. FY07 TIP Amend 19 moves CON from FFY08 to FFY09 and increases funds. FY07 TIP Amend 29 replaces STPA funds with NHTS and increases cost. FY10 TIP Amend 3 moves funds from FFY09 to FFY10.



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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Carl Amento Executive Director

Resolution

Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program Amendment Three

- Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and
- Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program* on October 28, 2009, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: *Air Quality Conformity Reports: Fiscal Year 2010-2013 Transportation Improvement Program* and the Region’s *Long-Range Transportation Plans, May, 2007*); and
- Whereas:* The Council, on October 28, 2009, indicated that periodic *Program* adjustment or amendment was possible; and
- Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s long-range transportation plan (*South Central Regional Long Range Transportation Plan—2007 to 2035, (May, 2007)*); and
- Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and
- Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and
- Whereas:* Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.



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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Carl Amento Executive Director

Resolution

***Fiscal Year 2010-Fiscal Year 2013 Transportation Improvement Program Amendment Three
(Continued)***

Now, Therefore, Be It Resolved By the Council of Governments

The *Program Amendment Three* shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **February 24, 2010**.

Date: February 24, 2010

Anthony DaRos
Secretary

Stephen Dudley

From: Judy Gott (SCRCOG)
Sent: Thursday, September 10, 2009 4:47 PM
To: James Rode; Stephen Dudley; Albert Ruggiero Jr; Eugene Livshits
Subject: FW: 511

Fyi no action

From: Amy.Jackson-Grove@dot.gov [mailto:Amy.Jackson-Grove@dot.gov]
Sent: Thursday, September 10, 2009 4:19 PM
To: Judy Gott (SCRCOG)
Cc: jeffrey.parker@po.state.ct.us; Eloise.Powell@dot.gov
Subject: RE: 511

Hello Judy,

When we were asked to look into the issues surrounding the 511 project, Eloise contacted our headquarters office. After discussion with HQ, we collectively concluded that the following regulation applies to 511 project:

23 CFR 450.324(c): The TIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the MPO area proposed for funding under 23 USC and 49 USC.

The FHWA-CT and HQ found this section of the regulations required projects (capital and non-capital) within the boundaries need to be in the MPO's TIP. As the 511 project is not a physical project in the MPO boundary, the project did not need to be in the individual TIPs.

Amy

Amy Jackson-Grove
Division Administrator
Connecticut Division
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT 060033
(860) 659-6703 x 3009
(518) 659-6703 (fax)

From: Judy Gott (SCRCOG) [mailto:jgott@scrcog.org]
Sent: Thursday, September 10, 2009 3:10 PM
To: Jackson-Grove, Amy (FHWA)
Cc: jeffrey.parker@po.state.ct.us
Subject: 511

Hi Amy and Jeff:

Sorry I missed the meeting today.... Heard from my staff that 511 is going to be in the new STIP as a statewide item without the approval of our regionI am again requesting that I be provided the federal regulation or citation that allows this to happen. If federal transportation dollars are spent in our region I have always been told that SCRCOG needs to have them in the TIP or at least approve the spending of the federal dollars in our region.

Don't mean to make an issue of this, but I will be asked by my Board and I need a response.

Thanks
Judy



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Judy Gott, Executive Director

Amy Jackson-Grove
Division Administrator CT
Federal Highway Administration
628-2 Hebron Avenue, Suite 303
Glastonbury, CT

October 28, 2009

Dear Amy:

SCRCOG is seeking a review of the decision by FHWA to allow CTDOT to include in the new 2010 STIP a statewide project # 170-2830 / CMAQ funds / FY2010 / \$3,350,000 without the approval of the item in the SCRCOG 2010 TIP.

SCRCOG received an email with your opinion dated September 10, 2009.

Hello Judy,

When we were asked to look into the issues surrounding the 511 project, Eloise contacted our headquarters office. After discussion with HQ, we collectively concluded that the following regulation applies to 511 project:

23 CFR 450.324(c): The TIP shall include all capital and non-capital surface transportation projects (or phases of projects) within the boundaries of the MPO area proposed for funding under 23 USC and 49 USC.

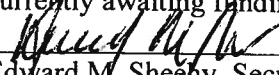
The FHWA-CT and HQ found this section of the regulations required projects (capital and non-capital) within the boundaries need to be in the MPO's TIP. As the 511 project is not a physical project in the MPO boundary, the project did not need to be in the individual TIPs.

Amy
Amy Jackson-Grove
Division Administrator
Connecticut Division
Federal Highway Administration

The Transportation Committee has recommended to the full SCRCOG that this matter be reconsidered by FHWA. At the October 28, 2009 meeting of the SCRCOG a unanimous vote was taken to pursue this matter with FHWA seeking a reversal of the above opinion. This opinion will lead to future projects being authorized without regional approval and this is contradictory to the intent of the federal transportation bill. SCRCOG disagrees that the 511 project is not a project in the MPO boundary.

Further, the Transportation Committee and the SCRCOG Board believe the added value of this product should be demonstrated as part of the approval process. SCRCOG has not been provided information which demonstrates the benefit outweighs the cost of this product (ongoing operating costs and equipment upgrades should be included in the analysis matrix).

SCRCOG further believes CMAQ funds should not be used for this purpose based on the backlog of other needs currently awaiting funding.


Edward M. Sheehy, Secretary
SCRCOG

127 Washington Avenue - 4th Floor West
North Haven, Connecticut 06473-1715
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U.S. Department
of Transportation
**Federal Highway
Administration**

Connecticut Division

November 16, 2009

RECEIVED

NOV 28 2009

SOUTH CENTRAL REGIONAL
COUNCIL OF GOVERNMENTS

628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033
860.659.6703
860.659.6724 Fax
Connecticut@fhwa.dot.gov

In Reply Refer To: HPR-CT

Mr. Edward M. Sheehy, Secretary
South central Regional Council of Governments
127 Washington Avenue – 4th Floor West
North Haven, Connecticut 06473-1715

Subject: Statewide Project # 170-2830, 511 Traveler Information System

Dear Mr. Sheehy,

Thank you for your letter of October 28, 2009 which requested that Federal Highway Administration (FHWA) review its decision to allow the Connecticut Department of Transportation (CTDOT) to include the subject project as a statewide project in the draft Federal Fiscal Year (FFY) 2010-2013 Statewide Transportation Improvement Program (STIP).

In our process to form a decision on the STIP and the 511 Traveler Information System, we utilized our planning regulations and appropriate guidance. In addition, upon coordination with the CTDOT, we learned there was varying support of the 511 System at some MPOs. FHWA wanted to be assured that the proper process was followed and all federal requirements were met. With this intent in mind, Ms. Eloise Powell of my staff engaged our headquarters Office of Planning. The Office of Planning for Oversight and Stewardship confirmed that a project, such as the 511 Traveler Information System, was not required to be in each individual Metropolitan Planning Organization's Transportation Improvement Program. Of course, it would be most effective and beneficial for the traveling public to have all MPO regions functioning with 511, but it is not required. Parallels to this situation can be seen in the long existing rideshare activities where the MPO where the service originates endorses the activity while the service is enjoyed by the entire state of Connecticut as well as neighboring states. At this time, FHWA understands that 10 of the 11 MPOs have endorsed Project # 170-2830, 511 Traveler Information System

FHWA truly believes that the implementation of a nationwide 511 Traveler Information System is an important tool to help alleviate recurring and non-recurring traffic congestion. The information gained by the traveler is also demonstrated to improve safety for the traveling public within metropolitan and rural areas of our nation. Transportation agencies are struggling to



squeeze more capacity out of their systems and improve their operations, with less and less Federal and State funds available. Research conducted by FHWA and other organizations on deployed 511 Traveler Information Systems has revealed a broad range of benefits including benefits to the traveling public, to the deploying agencies, and to the overall transportation system. A very recent example of the benefits of 511 Traveler Information Systems to the traveling public is the indefinite closure of the Bay Bridge in San Francisco, CA. The 511 system has been able to provide people daily information on alternative driving routes and increased transit routing during this emergency situation to help alleviate congestion, avoid construction areas, and diffuse driver frustration.

The use of Congestion Mitigation Air Quality (CMAQ) funds for 511 Traveler Information Systems and up to three years of operating costs are allowable under the FHWA's CMAQ Final Program Guidance, November 17, 2008, under Category D, *Eligible Project and Programs, No. 4b-Congestion Reduction & Traffic Flow Improvements, and No. 7-Travel Demand Management*. The FHWA made a CMAQ eligibility determination for the 511 Traveler Information Systems as submitted by the CTDOT on September 3, 2008.

Between June and September 2009, the CTDOT sent a Transportation Improvement Program (TIP) Amendment to the eleven Metropolitan Planning Organizations (MPOs) and four Rural Planning Organizations (RPOs) requesting the 511 Traveler Information System be approved. As of this time, ten of the eleven MPOs and all four RPOs approved the TIP Amendment to add the 511 Traveler Information System to the TIPs/FFY 2007-2010 STIP. These officials see the benefits of such a system to their traveling public. With these MPO TIP approvals, the CTDOT could have proceeded with the implementation of this project in all MPO approved areas, because there are no Federal Regulations requiring unanimity of all MPOs to implement a project of this nature. The CTDOT and the FHWA continues to want to work with your MPO and take the time to provide additional information to your MPO members in an effort to demonstrate the benefits of this system. There is a point in any process where a decision must be made to move forward for the benefit of the majority. It is unfortunate that your MPO has not seen the benefits of getting started with the 511 System.

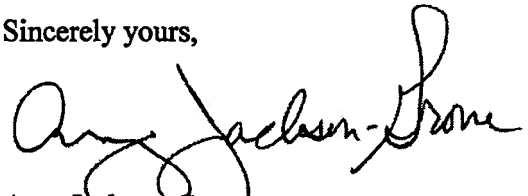
Though your organization may not agree, FHWA maintains the process is within the federal regulations. Therefore, we have advised the CTDOT to add a statewide 511 Traveler Information System project to the draft FFY10-13 STIP since a year had lapsed since the last TIP Amendment action, and notify the MPOs and RPOs of this action, which CTDOT has done. We also advised the CTDOT that if an MPO no longer approved of the 511 Traveler Information System at the conclusion of the MPO meetings to approve the FFY10-13 TIPs/STIP, then that MPO area would not have 511 services provided by the CTDOT in its MPO region. This is in keeping with the spirit of the Federal Metropolitan Planning Regulations and the majority of the MPOs and RPOs votes to have 511 Traveler Information Services in their regions in CT.

In your letter you requested an analysis of "the added value of this product". There are no federal requirements for state DOTs to prove the added value for CMAQ projects, there is a requirement that that CMAQ projects demonstrate air quality/congestion benefits. Though there are no added value requirements, the 511 Traveler Information System has demonstrated benefits. FHWA has completed a benefit-cost analysis as part of the rulemaking for Real-time System Management Program (SAFETEA-LU Section 1201). This analysis has demonstrated the benefits to adding 511 to Travel Information Systems, i.e. Traffic Management Systems.

The study calculated the cost savings to the traveling public to be a ratio of 2.5. This benefit-cost ratio is considered, by FHWA, to be very conservative, assuming only 1/10th of the delay reduction attributed to the traveler information system.

In response to your statement "SCRCOG further believes CMAQ funds should not be used for this purpose based on the backlog of other needs currently awaiting funding", the Congestion Mitigation and Air Quality Improvement Program is restricted to projects and programs in air quality nonattainment and maintenance areas for ozone, carbon monoxide (CO), and particulate matter (PM-10, PM-2.5) which reduce transportation related emissions [23 USC 149(a)]. Often traditional transportation projects, i.e. resurfacing, bridge rehabilitation, replacement, do not meet the restrictions of the CMAQ Program. The FHWA, with the CTDOT, will continue to work with SCRCOG to review the backlog of projects in your region and look for opportunities to address these needs.

Sincerely yours,



Amy Jackson-Grove
Division Administrator

cc: Joseph Marie, Commissioner, CTDOT
James P. Redeker, CTDOT
Mike Lonergan, CTDOT
Robbin Cabelus, CTDOT
Maribeth Wojenski, CTDOT



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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Carl J. Amento, Executive Director

February 3, 2010

Federal Highway Administration, Connecticut Division
628-2 Hebron Avenue
Suite 303
Glastonbury, CT 06033

Attn: Ms. Amy Jackson-Grove, Division Administrator

Dear Ms. Jackson-Grove,

Thank you for your letter of November 16, 2009.

Your response was discussed at the January 27, 2010 SCRCOG meeting. SCRCOG believes that the implementation of a statewide project without all regional approvals does not meet the spirit of the federal approval process. We continue to disagree with the inclusion of the 511 program in the STIP, feeling that current highway radio and variable message signs, when provided with accurate and timely information, will provide the necessary service. Our members remain concerned that the transportation planning process, in a time of constrained resources and extremely limited funding, should be focused on preservation of the existing infrastructure and programs. They feel strongly that we should avoid undertaking new and costly programs or projects which cannot be viewed as critical, and, if implemented, would divert resources from pressing preservation needs.

While we question whether this project is "not a physical project within the MPO boundaries", we see no benefit in continuing that debate at this time. Based upon your letter, it is our understanding that the creation of a statewide project which does not require the approval of all MPOs can **only** be utilized for those specific projects where there is no physical project within the boundaries of the MPO. We expect that there will be very few projects that fit this criterion. We believe that it is important that ConnDOT and SCRCOG be committed to maintaining the integrity of the transportation planning process, insuring MPO concurrence in all phases of transportation expenditures which affect our region.

ConnDOT has recently improved the communication with regional agencies, implementing regular coordination meetings. Staff has reported that these meetings, with FHWA participation, have been very useful for better exchange of issues and concerns at regional, state and federal levels. Our concerns on this and other issues reflect SCRCOG's active participation in the transportation planning process.

127 Washington Avenue, 4TH Floor West
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A successful transportation planning process involves active discussion of the issues by the regional, state and federal partners. We look to a continued, effective process which leads to consensus and approval by all three partners, leading to transportation projects which meet the goals of the act, insure compliance with all planning requirements, and improve mobility for our region and the state.

Very truly yours,

Anthony J. DaRos, First Selectman, Branford, SCRCOG Secretary

cc: Joseph Marie, Commissioner, ConnDOT
Jeffrey Parker, Deputy Commissioner, ConnDOT
James Redeker, ConnDOT
Robbin Cabelus, ConnDOT
Maribeth Wojenski, ConnDOT
Eloise Powell, FHWA
Carl Amento, Executive Director, SCRCOG

STP Urban Project Status

February 2010

Project	0043-0124	2005-022	Main St Signal Replacement Program
Update	The project is in final design. CE has submitted an extra work claim relative to the need for property maps; design changes (span poles vs. mast arms as requested by the Town, adjustments to design in various locations, etc. We are currently evaluating this with the Town). Project continues on the current schedule: FDP 5-19-2010, DCD 6-30-2010, ADV 7-28-2010		
Project	0061-0145	2003-040	Whitney Ave Signal Replacement
Update	The preconstruction meeting was held back on December 11/15.		
Project	0079-0210	1999-032	Gravel St: Reconstruction
Update	Consultant reports that Preliminary Design submission could be early February. Project Schedule is to be updated.		
Project	0092-0561	2003-011	State St: Mill River Bridge Replacement
Update	According to ConnDOT the consultant has submitted change order request documentation relative to environmental items (larger area of environmental concern than originally identified, contaminated material handling, treating/dispersing of contaminated groundwater from excavations, etc.). Cost as estimated by CE = \$750,000. Also, the issue of relocation or protection of the existing 42" water main in the vicinity of the proposed cofferdam installation is still being discussed. It appears at this time that relocation would be the preferred and most cost effective option. While a formal estimate has not been submitted the expected numbers would be in the range of \$400,000.		
Project	0092-0585	2005-002	Quinnipiac Ave Phase 1: Reconstruction
Update	Project continues on the current schedule		
Project	0092-0641	2007-0115	Quinnipiac Ave Phase 2: Reconstruction
Update	Project continues on the current schedule		
Project	0092-0642	2007-0116	Pavement Rehab Congress Avenue
Update	Project continues on the current schedule.		
Project	0092-0643	2007-0117	Traffic Control Signal Controllers
Update	Project continues on the current schedule		
Project	0167-0104	2007-055	Peck Hill Road Construction
Update	State Historic Preservation Officer now reviewing archeological report prepared by CE. Once approved, design approval can be issued and final design activities authorized. Approval is expected this month. FDP: 4/4/10, DCD: 5/26/10, ADV: 6/23/10.		



Bethany - Branford - East Haven - Guilford - Hamden - Madison - Meriden - Milford
 New Haven - North Branford - North Haven - Orange - Wallingford - West Haven - Woodbridge

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Carl Amento Executive Director

FY 2010

Hamden	61-145	Whitney Ave Signals	PE+	\$40,000	
New Haven	92-561	State Street Bridge	CON	\$96,825	
Various	Approved/Pending increases to previously obligated phases			\$136,825	
DOT	92-648	STPNH Scoping		\$133,333	
Cheshire	25-138	Route 42 Realignment	ROW	\$170,000	
East Haven	43-124	Main Street Signals	CON	\$840,000	
Guilford	59-158	Pavement Preservation			\$550,000
New Haven	92-642	Pavement Rehabilitation	CON		\$844,000
New Haven	92-585	Quinnipiac Ave Phase 1	CON		\$7,000,000
New Haven	92-641	Quinnipiac Ave Phase 2	CON		\$2,700,000
New Haven	92-643	Traffic Signal Controllers	CON		\$3,258,000
Wallingford	148-TBD	Pavement Preservation		\$1,200,000	
Wallingford	148-200	River Rd / Exit 64,65	ROW	\$80,000	
Woodbridge	167-104	Peck Hill Rd	ROW	\$40,000	
Woodbridge	167-104	Peck Hill Rd	CON	\$771,520	
FY 2010 Totals				\$3,371,678	\$14,352,000

FY 2011

DOT	92-648	STPNH Scoping		\$133,333	
Cheshire	25-138	Route 42 Realignment	CON	\$1,300,000	
Meriden	79-210	Gravel St Phase #2	CON	\$4,880,000	
Milford		Naugatuck Ave Drainage		\$2,800,000	
FY 2011 Totals				\$8,980,000	

FY 2012

DOT	92-648	STPNH Scoping		\$133,333	
New Haven		Pavement Rehabilitation	Dixwell etc	\$2,300,000	
North Haven		Sacket Pt Phase #1	CON	\$6,000,000	
Wallingford	148-200	River Rd / Exit 64,65	CON	\$2,420,000	
FY 2012 Totals				\$10,720,000	

FY 2013

New Haven		Phase V Signals		\$20,000,000	
FY 2013 Totals				\$20,000,000	

FY 2014

New Haven		Grand Ave Bridge		\$15,000,000	
FY 2014 Totals				\$15,000,000	