

Connecticut Department of Transportation Federal Capital Program Overview 2012

There are five major sources of federal funding for the Connecticut Department of Transportation (ConnDOT): Federal Highway Administration (FHWA), Federal Transit Administration (FTA), Federal Railroad Administration (FRA), Federal Aviation Administration (FAA) and National Highway Traffic Safety Administration (NHTSA). In addition, funds are sometimes received through the U.S. Department of Homeland Security, Federal Emergency Management Agency (FEMA).

Federal funding is determined by federal surface transportation authorizations. The current federal surface transportation authorization act, the *Safe Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users*, (SAFETEA-LU) expired on September 30, 2009, and has been extended through a series of continuing resolutions. The Department's program is currently operating under the current continuing resolution (CR) which provides obligation authority through June 30, 2012.

In total, ConnDOT receives approximately \$640 million a year in formula funding (total across all modes). In addition, each year ConnDOT applies for various types of discretionary funding as it becomes available. Under SAFETEA-LU, the Department had received an average of \$80 million per year from discretionary funding sources, including Congressional earmarks. Under the continuing resolutions, the Congressional earmarks have diminished but the United States Department of Transportation (USDOT) has offered various new discretionary programs that provide funding for transportation-related projects on a competitive basis. Under the American Recovery and Reinvestment Act of 2009 (ARRA) and subsequent Appropriations Acts, Connecticut has received \$47.5 million under the Transportation Investment Generating Economic Recovery (TIGER) program, \$15 million under the Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) program, and a commitment to receive \$275 million under the New Starts program.

Federal Highway Administration (FHWA)

With respect to FHWA, the majority of funds are distributed as an apportionment, based on a formula provided in law. Distribution of funds when there are no formulas in law are called allocations and are divided among States with qualifying projects using criteria provided in law, or at the discretion of the USDOT.

Connecticut consistently receives 1.3% of the total funding available under the Highways formula program. Over the last five years, Connecticut's 1.3% share has equated to an average of \$460 million per year. Historically, the Department has obligated all funding available under the FHWA Program and also has been able to take advantage of additional obligation authority that is distributed near the end of each federal fiscal year to states that demonstrate the ability to spend additional funds. ConnDOT has received an average of \$15.5 million per year for the last five years as part of this redistribution process.

Within the formula program, there are four major funding programs. These programs are National Highway System (NHS), Interstate Maintenance (IM), On-System Bridge, and Surface Transportation Program – Anywhere (STPA).

Highway funds typically are available for obligation for three years after the year they are appropriated. Connecticut fully programs available funds to ensure that funds do not lapse. Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Please see Attachment 1 for explanations of eligible uses of each category of formula funding, limitations and federal and state funding ratios.

With regard to discretionary funding under the highway program, over the past several years Connecticut has made an effort to apply for discretionary grant programs where qualifying candidates could be identified and the funding available would be adequate to advance a project. As the discretionary funds are expected to be obligated within a certain period of time, in some cases the maximum grant award being offered under a discretionary program would not be sufficient to meet the funding requirements of a project and therefore a decision is made to not apply for funds.

Connecticut has received over \$20 million of discretionary funding over the last five years (FFY 2007-2011). Awards have been received for the following programs: Ferry Boats, Highways for Life, Interstate Maintenance, Historic Covered Bridge Preservation, Scenic Byways, Transportation, Community and System Preservation Program, and Value Pricing Pilot Program.

Explanations of eligible uses of the categories of discretionary funding, limitations and federal and state funding ratios are provided in Attachment 2

In addition to the highways formula program and the discretionary programs listed above, Congress historically has authorized and appropriated significant amounts of funding for demonstration, priority, pilot or earmark projects. These funds are designated by state, for specific projects identified by Congress. Since the expiration of SAFETEA-LU in 2009, the practice of earmarking funds has been an area of discussion and it is unknown whether future legislation will contain such authorizations. It is possible that earmarks will be replaced with more discretionary programs that are awarded through a competitive basis.

Federal Transit Administration (FTA) / Federal Railroad Administration (FRA)

There are four major FTA/FRA funding programs. These programs are Fixed Guideway Modernization, Urbanized Area Formula, New Starts and High Speed Intercity Passenger Rail (HSIPR). With respect to these programs, Fixed Guideway Modernization can only be used to support rail projects, New Starts funding can only support the specific project for which funding has been requested and High Speed Intercity Passenger Rail can only be used to support, plan and develop high-speed and intercity passenger rail corridors that range from upgrades to existing services to entirely new rail lines exclusively devoted to 150 to 220 mph trains.

The Department is the designated recipient for all FTA programs. The Department is responsible for service and planning decisions for rail, fixed-route bus and complementary paratransit service in the urbanized areas of the state.

The Governor designated the Department as the agency responsible for administering the Sections 5307, 5309, 5310, 5311, 5316 and 5317 federal transit programs.

Overall, the FTA program provides approximately \$150 million annually in federal formula funding, (currently through a full funding grant agreement), approximately \$275 million in federal funding under the New Starts Program to support the New Britain –Hartford Busway and approximately \$191 million in HSIPR funding to support the New Haven – Hartford Springfield Commuter Rail initiative.

FTA funds for individual programs are apportioned by formula using factors relevant to the particular program. See Attachment 3 for explanations of eligible uses of each category of funding, limitations, federal and state funding ratios, and availability.

Federal Aviation Administration (FAA)

The Department receives federal funds for improvement projects at all State owned airports. The FAA allocates funding to the State Airport system. The funding is broken into 4 categories: Entitlement funds, Apportionment funds, Non-Primary Entitlement funds, and Discretionary funds. The FAA grants funding directly to the Municipal Airports.

The FAA funds allocated can be carried over for 3 years before they lapse. Over the past nine years the FAA has allocated approximately \$85,000,000 in federal funding to Connecticut. This was comprised of approximately \$24 million of Entitlement funds, \$17 million of Apportionment funds, \$27 million of Discretionary funds, \$10 million of Non-Primary Entitlement funds, and \$7 million of ARRA funds. Over the past 9 years, no federal funds have lapsed.

Connecticut has also taken advantage of Homeland Security grant funds that have been available for Bradley International Airport; we received \$2,870,000 for security improvements in 2010 and we are about to receive another grant for design of inline baggage system of approximately \$350,000.

The FAA allocates funding for eligible projects. The major categories of eligible projects are:

- Runway, Taxiway and Apron design and construction
- Master Plans, Noise Studies and Environmental Studies
- Terminal and associated roadway design and construction
- Purchase of Snow Removal and Maintenance Equipment
- Noise Mitigation
- Obstruction Removal and Lighting

The pavements at all of the airports are all in good condition. Federal funding has always been available for pavement infrastructure improvements including discretionary and ARRA funding.

National Highway Traffic Safety Administration (NHTSA)

Under the NHTSA program, the Department receives approximately \$10.4 million annually. Approximately \$4.0 million of this is related to incentive grant funds that States can apply for and the other \$6.4 million is related to penalty transfer funds. The \$4.0 million is reflective of the fact that Connecticut receives the maximum amount of federal funds made available under all but one section of the Highway Safety Act each year.

Under the Highway Safety Act of 1966 (U.S. 23 USC- Chapter 4), the Governor is required to implement a highway safety program. Section 402 highway safety incentive grants are made available to the States to carry out their annual Highway Safety Plans. Categories of funding under the 402 program include: Impaired Driving, Occupant Protection, Child Passenger Safety, Police Traffic Services, Motorcycle Safety, Traffic Records, Driver Groups, Bicycle and Pedestrian Safety and Work Zone Safety.

ConnDOT also pursues program specific federal funding sources for which the state is eligible. In fiscal year 2012 these included; section 405 (Occupant Protection), section 408 (Traffic Records), section 410 (Impaired Driving) and section 2010 (Motorcycle Safety). These funds are attained through a special application to NHTSA verifying that all eligibility requirements are met.

\$6.4 million of the NHTSA funding is related to "penalty transfer funds" (section 154). These are funds transferred from the regular Highways Formula program to NHTSA to encourage States to pass additional safety legislation. These funds are divided evenly between the Hazard Elimination and the Impaired Driving Programs.

In addition to the funds described above, ConnDOT also pursues one-time competitive incentive funding sources based on eligibility and performance. Examples include:

- Federal 1906 Racial Profiling Prohibition Project funds (section 1906 \$1.18 million)
- Distracted Driving Pilot Program "Phone in One Hand. Ticket in the Other" (section 403 \$325,163)

Connecticut was one of only two states in the nation to participate in NHTSA's first effort to carry out a high-visibility enforcement mobilization targeted specifically at distracted driving. See Attachment 5 for descriptions of the various incentive funds received from NHTSA.

Federal Funding for Disaster Relief

When a disaster occurs within the State of Connecticut, ConnDOT has two (2) federal partners it can turn to for financial assistance prior to, during and after the cleanup effort.

The Federal Highway Administration's (FHWA) Emergency Relief (ER) program provides 100 percent reimbursement from the date of the disaster up to 180 days after for activities to secure, repair, rebuild and re-open the highway system that was damaged or destroyed. After the 180 day period activities are reimbursed at a rate of 80 percent. These activities can be performed by either DOT staff or contractors or vendors under contract with the State. For example, on October 29th, 2011 Connecticut was struck by Storm Alfred that dumped up to 18" of snow in some places and left much of the highway system impassable. Both DOT staff and hired contractors performed activities such as clearing and removing debris from the right-of-way as well as cutting and removing dangerous trees and hanging branches. These activities were funded with 100% FHWA ER funds and saved the State of Connecticut nearly \$23 Million dollars in expenses.

The Federal Emergency Management Agency (FEMA) provides up to 75% reimbursement for efforts to prepare for, protect against, respond to, recover from, and mitigate all hazards as authorized by the Stafford Act. Again, using Storm Alfred as an example, FEMA provided nearly \$5 Million in funding to offset costs incurred by the DOT for activities not covered under the FHWA ER Program.

Both federal programs utilized together provide substantial funding to the DOT in times of emergency to offset the significant expenses that can be incurred when preparing for, responding to and cleaning up after a disaster.

Federal Emergency Management Administration Transit Security Grant Program (TSGP)

The Transit Security Grant Program (TSGP) is one of six grant programs that constitute the DHS Fiscal Year 2009 transportation infrastructure security activities. The TSGP provides grant funding to the nation's key high-threat urban areas to enhance security measures for their critical transit infrastructure including bus, ferry, and rail systems. FY 2009 TSGP priorities include security training of frontline employees, operational deterrence initiatives, drills and exercises, developing security plans, and public awareness programs. The TSGP also funds anti-terrorism measures that help protect underwater/underground infrastructure, high density elevated operations, multi-user high-density stations and terminals, interoperable communications, evacuation plans, and Supervisory Control and Data Acquisition (SCADA) systems.

The Department is a member of the Regional Transit Security Working Group (RTSWG) that is comprised of transit agencies and their security providers in the tri-state region (Connecticut, New York, and New Jersey). RTSWGs are comprised of eligible transit agencies in the highest risk urban areas in the nation and are a requirement of DHS in order to apply for TSGP funding. As the highest risk transit regions in the country, Tier I regions receive the vast majority of TSGP funding. Tier I regions are Atlanta, Boston, Chicago, Los Angeles, the National Capital Region, New York, Philadelphia, and the San Francisco Bay Area. DHS meets with the RTSWG in each region to identify projects that will have the greatest security impact based on national priorities.

The total amount of TSGP grants received by the Department has been \$24,457,826.

Federal Emergency Management Administration Port Security Grant Program (PSGP)

FEMA PSPG provides funding for transportation infrastructure security activities to implement Area Maritime Transportation Security Plans and facility security plans among port authorities, facility operators, and state and local government agencies required to provide port security services. ConnDOT has applied for a FEMA PSGP grant three times. An application was submitted for an FY 2007 PSG (\$296,250) to install/upgrade the video surveillance system at the State Pier in New London. The Department also applied for the FY 2007 PSG Supplemental (\$742,500) to increase perimeter security (fencing and gates) as well as lighting. Both grants were approved and the improvements have been made. The Department applied for and was awarded an FY 2011 PSG (\$30,768) to pay for the service contract for the previously installed video surveillance system.

American Recovery and Reinvestment Act of 2009

The American Recovery and Reinvestment Act (ARRA) of 2009 was signed into law on February 17, 2009 with a total investment of \$787 billion, of which \$48.1 billion was allocated to transportation. The transportation component was broken down into \$27.5 billion for highways, \$8.4 billion for transit, \$8.0 billion for high speed rail, \$1.3 billion for Amtrak, and \$1.5 billion for discretionary grants.

Connecticut received a total of \$469 million, of that, \$302 million was for highway projects, \$160 million for transit and rail projects and \$7 million for aviation projects. These funds were all provided as 100% federal, no match required. Within the funding for the highway projects, \$202 million was dedicated to road and bridge construction projects (Department projects), \$90.6 million was sub-allocated to the MPO's (regional projects) and \$9 million was set aside for enhancement projects.

Attachment 6 provides a breakout of ARRA funding by category with a brief overview of each.

Transportation Investment Generating Economic Recovery (TIGER) Grants

Under ARRA, Congress dedicated \$1.5 billion for the original TIGER Discretionary Grant program, to fund projects that have a significant impact on the Nation, a region or a metropolitan area. Subsequent TIGER allocations were made available as follows: \$600 million for TIGER II, \$526.9 million for TIGER III, and \$527 million for FY 2012 (TIGER IV).

The competition for TIGER funding has been intense. A total of \$3.1 billion was made available through TIGER I, II, III and IV. Over 3,200 applications were received; totaling \$90.1 billion for TIGER's I, II and III (application numbers unknown for TIGER IV). With the recent announcement of 47 awards under TIGER IV, a total of 219 projects have been awarded funding under the TIGER program.

To date, four projects in Connecticut have been awarded funding, totaling \$47.5 million, under the highly competitive TIGER program.

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER)/ Clean Fuels Program Grants

TIGGER is a Federal Transit program that, like TIGER, was born in the Recovery Act and subsequently received annual funding. TIGGER grants are for capital investments to reduce transit system energy consumption and reduce greenhouse gas emissions. As with the TIGER program, funds for the TIGGER program are awarded on a competitive basis.

In total, \$250 million has been made available under TIGGER, with 878 projects being awarded funding. Similar to the TIGER program, the competition for these funds has been fierce. There were over 500 applications received for TIGGER 1 grants and only 43 projects were funded. Connecticut received the second highest award of any state – a total of \$7 million for 2 projects.

To date, four projects in Connecticut have been awarded funding, totaling \$15 million, under the TIGGER program.

Attachment 1

Highway Formula Programs

Interstate Maintenance (IM) (90/10)

The IM program provides federal funds to rehabilitate, restore, and resurface the Interstate highway system. This program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways.

National Highway System (NHS) (80/20)

NHS funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials". Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc. The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as it improves travel in the corridor. Funds can even be transferred to some of the Surface Transportation Programs (STP) as well.

Surface Transportation Program (STP) (80/20)

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural major collector or above. Functional classification of rural minor collector or local road is not eligible. This program has a variety of subcategories defined below.

STP Urban

It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban program include the STP-Hartford (STPH), STP-Bridgeport/Stamford (STPBS), STP-New Haven (STPNH), STP-other urban (STPO) and the STP-urban clusters (STPO).

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

STP Anywhere (STPA)

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.

STP-Rural (STPR)

These funds can be used in the rural areas of the state, excluding roads classified as rural minor collector or rural local. The amount of rural funds is based on mileage from a previous federal program called the rural secondary program.

STP Enhancement Program (STPT)

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 the RPOs in the State. Each RPO submits its highest priority projects and ConnDOT selects from among the submittals.

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

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

Highway Bridge Replacement and Rehabilitation Program (BRXZ)

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

Bridge Program: ON System

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. CTDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State Highway system.

Bridge Program: OFF System

Another, smaller federal bridge program is the "Off System" Bridge Program. It provides funds to replace or rehabilitate bridges that are not on the Federal-Aid road system. ConnDOT has a program of regularly inspecting and rating the condition of local, as well as State bridges. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Many of the funded projects are municipal bridges.

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

Congestion Mitigation and Air Quality (CMAQ) is a program that addresses congestion and air quality problems. Funds must be used for projects that reduce congestion and/or vehicular emissions. The funds are intended to help achieve the goal of the Clean Air Act Amendment (CAAA). In determining project eligibility under these criteria, priority should be given to implementing those projects and programs that are included in an approved State Implementation

Plan (SIP) as a Transportation Control Measure (TCM) and will have air quality benefits. All CMAQ-funded projects and programs require an assessment and documentation of air quality benefits by the State.

Recreational Trails (RT) (80/20)

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

State Planning and Research (SPR) (80/20)

The SPR funds may be used for purposes such as engineering and economic surveys, planning, and engineering investigations for future highway improvements.

Attachment 2

Highway Discretionary Programs

Ferry Boat Discretionary (FBD) (80/20)

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. Under this program, Federal-aid highway funds are available, through the State transportation departments, for designing and constructing ferry boats and for designing, acquiring right-of-way, and constructing ferry terminals.

Highways for LIFE (up to 100%)

This program provides funding to demonstrate and promote state-of-the-art technologies, elevated performance standards, and new business practices in the highway construction process that result in improved safety, quality and user satisfaction, faster construction, and reduced congestion from construction. The purpose is to significantly accelerate the adoption to standard practice of technologies to dramatically improve the Nation's highway system.

Innovative Bridge Research and Deployment (IBRD) (50/50)

IBRD program was established by Congress to promote, demonstrate, evaluate and document the application of innovative designs, materials, and construction methods in constructing, repairing, and rehabilitating bridges and other highway structures. The intent is to promote and demonstrate innovation in its broadest sense to advance technologies through research, deployment and education and to move market-ready technologies into conventional practice.

Interstate Maintenance (IMD) (90/10)

This program provides funds to the States for resurfacing, restoring, rehabilitating, and reconstructing most existing routes or portions thereof on the Interstate System, including providing additional Interstate capacity.

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

This program provides funds to assist States in their effort to rehabilitate or repair and to preserve the Nation's historic covered bridges.

Scenic Byways Program (SB) (80/20)

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

Public Lands Highways (100%)

This program provides funds for the cost of transportation planning, research, and engineering and construction of, highways, roads, parkways, and transit facilities located on public lands, national parks, and Indian reservations; and operation and maintenance of transit facilities located on public lands, national parks, and Indian reservations.

Transportation and Community and System Preservation Program (TCSP) (80/20)

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

Value Pricing Pilot Program (80/20)

Under this program the FHWA enters into cooperative agreements with states, local governments or public authorities to establish, maintain, and monitor value pricing programs.

Attachment 3

Transit Programs

Section 5307 Program

The 5307 Program is a formula allocation of predominately FTA capital funds to urbanized areas. This urbanized area program covers large urbanized areas of over 200,000 in population and small urbanized area areas between 50,000 and 200,000 in population.

As the designated recipient, ConnDOT controls all of the formula funding from 5307 and creates a funding pool from which capital projects in regions around the State are funded. The Department does not utilize a formula to reallocate 5307 formula funds to the local rail or bus operators, rather the funding pool allows for a cooperative, non-discriminatory allocation funds to different regions based on annual needs. The disbursement of these funds is approved by the Metropolitan Planning Organizations (MPO) in the Statewide Transportation Improvement Program (STIP). Sub-area split agreements that reflect the annual disbursement of funds by region are created by ConnDOT and executed by the operators from each region. This program has been very successful over the years in allowing local transit operators to fund major projects for which they may otherwise have never accumulated adequate funds.

Section 5309 Program

The Section 5309 Program provides capital funding for the improvement and maintenance of existing rail and other fixed guideway systems ("Rail Modernization") the establishment of new transit service projects ("New Starts"), and the rehabilitation of bus systems ("Bus and Other"). "New Start" funding is a nationwide competitive program and is awarded on a discretionary basis.

Section 5310 Program

Section 5310 of the Federal Transit Act declares it to be the national policy that elderly persons and persons with disabilities have the same right as other persons to utilize mass transportation facilities and services; that special efforts shall be made in the planning and design of mass transportation facilities and services so that the availability to elderly persons and persons with disabilities of mass transportation which they can effectively utilize will be assured; and that all Federal programs offering assistance in the field of mass transportation should contain provisions implementing this policy. The Department has sixty-two Section 5310 subrecipients that operate 88 vehicles purchased with Section 5310 assistance.

Section 5311 Program

The FTA Section 5311 program makes federal funds available to the states to assist in the development, implementation and promotion of public transportation systems in rural and small urban areas, using a population based distribution formula. The Department has five Section 5311 subrecipients that operate 64 vehicles purchased with federal assistance.

Section 5316 Program

Job Access and Reverse Commute (JARC) program provides funds for transportation services designed to transport welfare recipients to and from jobs and activities related to their

employment. The Department has 15 providers that operate services under the Section 5316 program.

Section 5317 Program

The New Freedom Program provides funds to support new public transportation services and public transportation alternatives beyond those required by the Americans with Disabilities Act. The Department has 19 subrecipients for 22 projects under the Section 5317 program including 4 vehicles.

Section 5339 Program

The objective of the Alternatives Analysis program (49 U.S.C. 5339) is to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined travel corridor.

High Speed Intercity Passenger Rail.

High Speed Intercity Passenger Rail funds can only be used to support, plan and develop high-speed and intercity passenger rail corridors that range from upgrades to existing services to entirely new rail lines exclusively devoted to 150 to 220 mph trains.

Attachment 4

Aviation Funding

Entitlement Funds

These funds are allocated to PART 139 certificated airports with a minimum enplanements. The funding is allocated to the airport based on annual enplanements. Airports that have cargo operations receive additional funding based on the tons of cargo reported.

Bradley receives approximately \$1,500,000 in Entitlement funding and approx. \$700,000 in Cargo funding per year. The federal share of approved projects is 75% for eligible projects.

Tweed New Haven airport (Municipal) receives approximately \$1,000,000 per year. The federal share of approved projects has been 95% however it just changed in 2012 to 90% for eligible projects.

Apportionment funds

These funds are allocated to the State and are based on the square miles and population of the State. The funds are allocated to the State and projects which are on the approved Capital Plan. This plan includes the 5 State owned GA airports and the remaining 4 Municipal Airports.

We receive approximately \$1,800,000 per year for this plan.

Non-Primary Entitlement funds

The funds are allocated to all airports except for Bradley and Tweed which receive Entitlement funds. The FAA allocates \$150,000 per year to the 5 State owned GA airports and the 4 Municipal Airports.

Discretionary Funding

These funds are allocated to projects based on priority and use of all other funds. The projects compete nationally for this type of funding. There is a separate Noise Discretionary Funding- This is still allotted based on national priority

Attachment 5

NHTSA Incentive Funding

Section 402 Occupant Protection, Traffic Records, Impaired Driving, Motorcycle Safety, Police Traffic Services, Child Passenger Safety, Bike and Pedestrian Safety. (\$2.1m)

These funds are provided to support State highway safety programs designed to reduce traffic crashes and resulting deaths, injuries, and property damage. A state may use these grant funds only for highway safety purposes; at least 40 percent of these funds are to be expended by political subdivisions of the State. Typical programs include: Impaired Driving, Seatbelt Safety, Bike and Pedestrian Safety, Motorcycle Safety, Distracted Driver, Speed and Aggressive Driving, Law Enforcement Training, Child Passenger Safety, Public Awareness and Education.

Section 2010 – Motorcycle Safety (\$.1m)

These incentive grants are to be used to adopt and implement effective programs to reduce the number of single and multi-vehicle crashes involving motorcyclists. A State may use these grants funds only for motorcyclist safety training and motorcyclist awareness programs, including improvement of training curricula, delivery of training, recruitment or retention of motorcyclist safety instructors, and public awareness and outreach programs.

Section 405 – Occupant Protection (\$.3m)

A State may use these grant funds only to enforce Seat Belt laws and implement occupant protection programs.

Section 408 – Traffic Records/Data Improvements (\$.5m)

These funds are provided to States to adopt and implement effective programs to improve the timeliness, accuracy, completeness, uniformity, integration, and accessibility of State data that is needed to identify priorities for national, State, and local highway and traffic safety programs; to evaluate the effectiveness of efforts to make such improvements; to link these State data systems, including traffic records, with other data systems within the State; and to improve the compatibility of the State data system with national data systems and data systems of other States to enhance the ability to observe and analyze national trends in crash occurrences, rates, outcomes, and circumstances.

Section 410 – Alcohol/DUI (\$1.2m)

These funds are to be used by States to adopt and implement effective programs to reduce traffic safety problems resulting from individuals driving while under the influence of alcohol and drugs. A state may use these grant funds to implement impaired driving activities in the areas of high visibility enforcement grants, prosecution and adjudication, BAC testing, high risk drivers, repeat offenders, underage drinking, and administrative license suspension

Section 2011 (Booster Seat Safety)

These grants are available to States that are enforcing a law requiring any child riding in a passenger vehicle who is too large to be secured in a child safety seat to be secured in a child restraint that meets the requirements prescribed under section 3 of Anton's Law (49 USC 30127 note; 116 Stat. 2772). These grant funds may be used only for child safety seat and child restraint programs. Connecticut currently does not qualify for this grant program because of its

noncompliant child passenger law. If the State did qualify it would receive an estimate \$100,000.00 a year to expand its child safety seat programs.

Percentages of States/ territories qualifying for federal funding

Section 402 Highway Safety Program: 100%

Section 405 Occupant Protection: 79%

Section 408 Traffic Records: 98%

Section 410 Alcohol/DUI: 86%

Section 2010 Motorcycle Safety: 86%

Section 2011 Booster Seat Incentive: 44%

Attachment 6 ARRA Programs

Highways and Bridges, \$302M. (\$90.6M to the Metropolitan Planning Organizations) (100%)

These funds are currently being used for various transportation projects including resurfacing and pavement preservation projects, traffic signal system upgrades, bridge projects, road reconstruction projects, pavement marking projects, safety improvements and various enhancement projects such as streetscape improvements and bike and pedestrian trails. These funds were distributed by formula, with a suballocation to the Metropolitan Planning Organizations by population areas. The Department funded over 150 projects with these funds.

Transit Capital Grants, \$121M (100%).

These funds are currently being used to purchase 132 new buses and equipment needed to upgrade and provide improved public transportation service to the state. In addition, the funds are being utilized to construct various New Haven Rail Line improvements. These include the following: construction of the Component Change Out Shop in the New Haven Yard, installation of a Centralized Train Control system on the Danbury Branch line, various station improvement projects at the mainline and branch line stations, and the Branford Station parking expansion project on the Shore Line East commuter rail service.

Rail Modernization (Fixed Guideway), \$32M. (100%)

These funds are currently being used for the construction of the Component Change Out Shop in the New Haven Yard and the installation of a Centralized Train Control system on the Danbury Branch line.

Aviation, \$7M. (100%)

These funds were utilized for the milling, paving, grooving and painting of Runway 15-33 at Bradley International Airport. The Runway is 6,847' long by 150' wide and was rehabilitated by milling 4" of bituminous pavement and repaving with new bituminous pavement along with the replacement of all electrical cables. The project also included the installation of 2 new electrical duct banks across the runway which will be used for future projects. This project started in July of 2009 and was completed in 5 months.

Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) / Clean Fuels Program, \$15 M. (100%)

These funds are being utilized to upgrade up to 47 hybrid diesel-electric buses, to purchase and install stationary fuel cells at CT Transit maintenance facilities in Hartford and New Haven.

Transportation Investment Generating Economic Recovery (TIGER) (80/20)

These grants are to be awarded on a competitive basis for capital investments in surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region. The objectives of the include preserving and creating jobs and promoting economic recovery, investing in transportation infrastructure that will provide long-term economic benefits, and assisting those most affected by the current economic downturn.