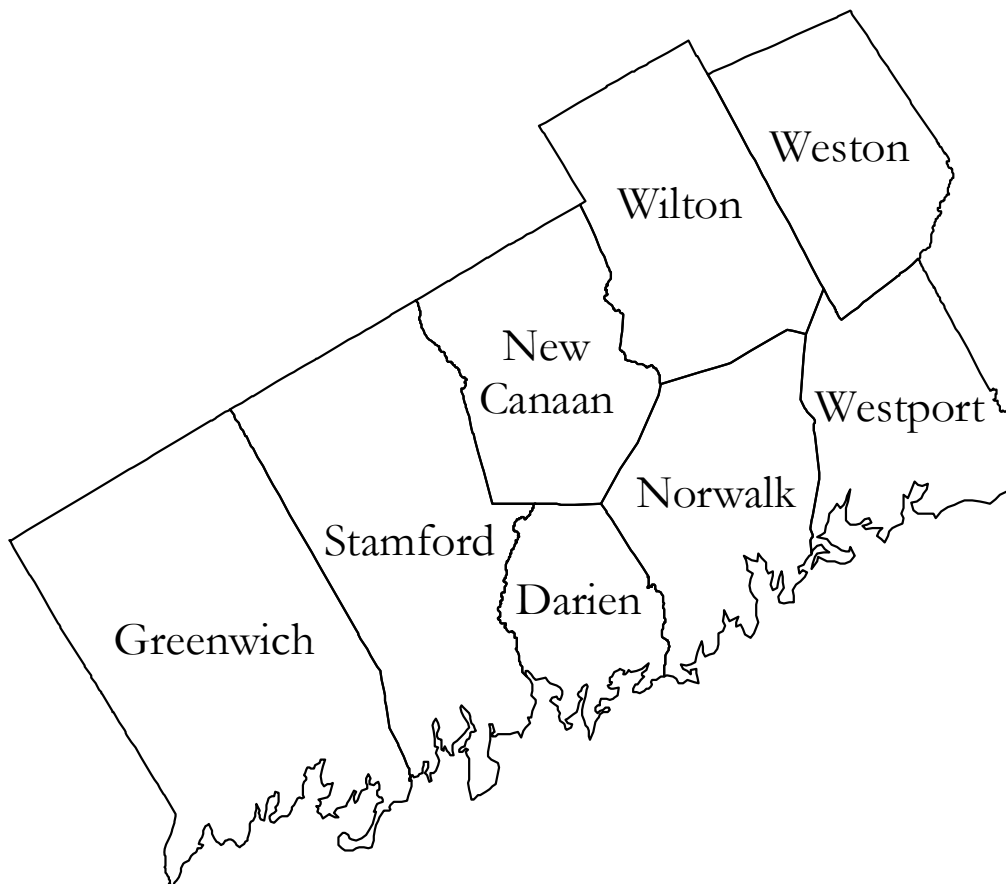


South Western Region Environmental Justice Annual Assessment 2010

*Transportation Planning Programs Including the
Transportation Improvement Program 2010 - 2013*



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February 2010

South Western Region Environmental Justice Annual Assessment February 2010

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Acknowledgement of Funding Sources

The preparation of this report has been financed in part through funds from the U.S. Department of Transportation, the Federal Transit Administration, the Federal Highway Administration, the Connecticut Department of Transportation and South Western Regional Planning Agency. This document is disseminated under the sponsorship of the Connecticut Department of Transportation in the interest of information exchange. The contents of this report reflect the views of the author, who is responsible for the facts and the accuracy of the data presented therein. The contents do not necessarily reflect the official views or policies of the Federal Transit Administration, the Federal Highway Administration, the Connecticut Department of Transportation or local elected municipal officials. The report does not constitute a specification or regulation.

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February 2010

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2010 Environmental Justice Assessment

Executive Summary

Each year since 2001, the South Western Regional Planning Agency has developed demographic profiles of the South Western Region (the Region) and assessed the Region's transportation planning programs and its products, such as the long range transportation plan and the transportation improvement program, for compliance with the guiding principles of environmental justice (EJ). These principles seek to: assure that transportation plans and programs do not have an adverse impact on communities of concern; ensure full participation in the transportation decision-making process; and prevent the reduction or denial of benefits for communities of concern. The ***South Western Region Environmental Justice Annual Assessment 2010*** (2010 EJ Assessment) evaluates the [South Western Region Transportation Improvement Program 2010 – 2013](#) (TIP) using a methodology that focuses on data available at the Census block group level. The 2010 EJ Assessment also examines the travel patterns and linguistic isolation among the population residing in identified communities of concern. In tandem with the latest TIP, the EJ implications of project locations and stated objectives are examined in terms of their benefits and burdens upon communities of concern.

The South Western Region's continued commitment to EJ is matched by recommendations for program activities. The 2010 EJ Assessment supports and is supported by the [2009 Public Participation Plan for the South Western Region Metropolitan Planning Organization](#), which was endorsed by the South Western Region Metropolitan Planning Organization (SWRMPO) in May 2009. The 2010 EJ Assessment recommends a continued effort to assess benefits and burdens and refine the methodology used to analyze the TIP and LRTP as well as individual projects and policies.

Data from the 2000 Census of Population and Housing were used to prepare a demographic profile for the Region and to identify the geographic distribution of the population of concern. The population of concern is identified using the following four criteria: percent of minority population, per capita income, percent of households receiving public assistance income, and percent of persons below the poverty level. The EJ assessment examined all 272 Census block groups that comprise the Region. Communities of concern were defined as any Census block group meeting or exceeding defined thresholds for all four criteria. The EJ assessment identified communities of concern in Greenwich (2 block groups), Norwalk (18 block groups), and Stamford (24 block groups). In Greenwich, the communities of concern are located along the Route 1 corridor between the Mianus and Byram Rivers. In Norwalk, the communities of concern are concentrated in central and South Norwalk generally along the US 7 Corridor. In Stamford, the communities of concern are located in the downtown, Waterside, South End, Glenbrook, and Springdale areas, generally along the US 1 and I-95 corridor.

A further analysis of Census travel data shows that workers residing in the communities of concern have different commuting patterns than workers residing in the remainder of the Region. The data indicates that workers residing in the communities of concern drive alone and use the railroad at lower rate and use carpools, bus transit, walking and bicycling at a greater

rate than do their counterparts in the remainder of the Region. Other data indicate that workers residing in the communities of concern generally have shorter commutes and fewer very long commutes than do their counterparts in the remainder of the Region.

Language barriers were assessed using Census data on linguistic isolation. According to the U.S. Census Bureau, a linguistically isolated household is defined as "one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English 'very well.' In other words, all members 14 years old and over have at least some difficulty with English." ¹ In 2000, 7,073 out of 133,633 (5.3%) households in the Region were determined to be linguistically isolated. Within the communities of concern, 13.1% of households were determined to be linguistically isolated.

The [South Western Region Long Range Transportation Plan 2007 – 2035](#) (LRTP) provides the framework for transportation planning, programming, and decision-making that benefit the entire population including residents of the communities of concern. SWRMPO's latest LRTP was endorsed in 2007 and covers the period between 2007 and 2035. Stakeholders and the general public were given numerous opportunities to review and comment on the drafts LRTP prior to its adoption by the SWRMPO.

The 2009 [Public Participation Plan for the South Western Region Metropolitan Planning Organization](#) (PPP) is the SWRMPO's official policy on involving the public in the transportation planning process. The PPP provides an overview of the objectives for public involvement, and the activities of the SWRMPO and the TTAG. The PPP also outlines the SWRMPO's adoption and amendment processes for transportation plans, projects, and tasks; comment periods; opportunities for public participation; noticing practices; techniques to address regulations guiding the public participation process, such as environmental justice; plan evaluation; and strategies for public participation.

This report identifies the South Western Region's FY2010 and FY2011 work program areas that promote EJ principles. In FY2010 and FY2011, the South Western Region will:

- Continue work to apply the policy and procedures described in the PPP;
- Continue to research and refine benefits and burdens analyses and procedures;
- Develop a framework to assess benefits and burdens that fully considers the balance of impacts upon a community;
- Continue to assess the EJ implication of projects on the TIP and LRTP with the objective of assuring that there are no disproportionate negative impacts as a result of project scope, scheduling or funding level and that the benefits resulting from improvements are equitably apportioned throughout the Region;
- Consider which, if any, other populations should be included in benefits and burdens assessment and community outreach activities;
- Continue to expand the community outreach contacts and network opportunities and procedures;

¹ US Census Bureau, *2000 Census of Population and Housing, Summary File 3*.

- Continue to enhance the SWRPA web site transportation planning program information;
- Add a language translation service to the SWRPA web site;
- Explore way to increase accessibility to transportation planning program information and services on the web, in the media, and through outreach; and
- Implement EJ, Title VI and public involvement as “emphasis areas” of the South Western Region transportation planning program.

2010 Environmental Justice Assessment

Background

As a result of federal mandates, attention has been placed on the need to incorporate environmental justice (EJ) principles into the processes and products of transportation planning. Recipients of federal-aid must abide by nondiscrimination policies as laid out by Title VI of the Civil Rights Act of 1964. These requirements were amplified by Executive Order No. 12898, issued February 11, 1994, which requires that each federal agency incorporate EJ into its mission “by identifying and addressing...disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations”.

The US Department of Transportation (US DOT) mandates that EJ be considered in each phase of the planning and implementation processes. The US DOT outlined three principles to guide Metropolitan Planning Organizations (MPOs) in their EJ efforts:

1. Avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.
3. Prevent the denial of, the reduction in or the significant delay in the receipt of benefits by minority and low-income populations.²

In 2005, the Safe Accountable Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) was signed into law. SAFETEA-LU regulations represent a continuation of the efforts from previous surface transportation bills to implement EJ principles and procedures at all levels of transportation decision making.

Demographic Overview of Connecticut’s South Western Region

The South Western Region (“the Region”) consists of eight municipalities in southwestern Connecticut. These municipalities are the Cities of Norwalk and Stamford and the Towns of Darien, Greenwich, New Canaan, Weston, Westport and Wilton.

Generally, the Region is substantially developed and is the second most densely populated planning region in the State of Connecticut. According to the 2000 Census, there were 353,556 persons residing in the 210.1 square mile Region, resulting in a population density of approximately 1,683 persons per square mile (2.6 persons per acre.) The City of Norwalk had the highest population density in the Region at 3,637 persons per square mile (5.7 persons per acre), while the Town of Weston had the lowest population density at 507 persons per square mile (0.8 persons per acre) (Table 1).

² US DOT, “An Overview of Transportation and Environmental Justice.”

Table 1. Population Density by Municipality, Region and State, 2000³

Place	Total Population	Area (Square Miles)	Population Density (persons / sq. mi)	Population Density (persons / acre)
Darien	19,607	12.9	1,519.9	2.4
Greenwich	61,101	47.8	1,278.3	2.0
New Canaan	19,395	22.1	877.6	1.4
Norwalk	82,951	22.8	3,638.2	5.7
Stamford	117,083	37.7	3,105.6	4.9
Weston	10,037	19.8	506.9	0.8
Westport	25,749	20.0	1,287.5	2.0
Wilton	17,633	26.9	655.5	1.0
Region	353,556	210.1	1,682.8	2.6
Connecticut	3,405,565	4,545.1	749.3	1.2

For the purposes of this report, the minority population is considered to be all racial groups except non-Hispanic Whites. In 2000, the Region's minority population was 89,689 persons, representing approximately 25.4% of the Region's total population. The largest racial group in the Region after non-Hispanic Whites was Black or African American (32,383 persons or 9.2%), followed by Asian (13,954 persons or 3.9%), some other race (12,463 persons or 3.5%), and two or more races (8,043 persons or 2.3%). The Hispanic or Latino population (37,824 persons) comprised 10.7% of the Region's total population. Among the Hispanic or Latino population, 58.5% identified themselves as White (22,112 persons) while 31.3% identified themselves as some other race (11,832 persons) and 10.3% identified themselves as a different racial group (3,880 persons). It is notable that the minority population comprises a greater percentage of the Region's total population (25.4%) than it does for Connecticut as a whole (22.6%). (Table 2).

Table 2. Minority Population in the South Western Region and the State of Connecticut⁴

Item	South Western Region		Connecticut	
	Number	Percentage	Number	Percentage
Total Population	353,556	-	3,405,565	-
White	285,979	80.9%	2,777,794	81.6%
Minority Groups				
Black or African American	32,383	9.2%	305,902	9.0%
American Indian or Alaskan Native	549	0.2%	9,419	0.3%
Asian	13,954	3.9%	82,277	2.4%
Native Hawaiian and Other Pacific Islander	185	0.1%	1,357	0.0%
Some other race	12,463	3.5%	148,809	4.4%
Two or more races	8,043	2.3%	80,007	2.3%
Minority Groups, Total	67,577	19.1%	627,771	18.4%
Hispanic or Latino				
White	22,112	6.3%	140,269	4.1%
Minority	15,712	4.4%	178,678	5.2%
Total Hispanic or Latino	37,824	10.7%	318,947	9.4%
White, not Hispanic	263,867	74.6%	2,637,525	77.4%
Minority Groups	89,689	25.4%	768,040	22.6%

³ U.S. Census Bureau. 2000 Census of Population and Housing, Summary File 1.

⁴ U.S. Census Bureau. 2000 Census of Population and Housing, Summary File 3.

According to the Census, the region's per capita income in 1999 was \$51,462, which is substantially higher than that of the State as a whole (\$28,766). Within the Region, per capita income ranged from \$31,789 in Norwalk to \$82,049 in New Canaan. In 1999, the Region's median household income was \$76,554, which is substantially higher than that of the State as a whole (\$53,935). Within the Region, median household income ranged from \$59,839 in Norwalk to \$146,755 in Darien. In six of the eight municipalities, at least 25% of households earned more than \$200,000 per year, Norwalk and Stamford being the exceptions.⁵

Despite the Region's wealth, concentrated areas of poverty do exist. These areas tend also to be characterized by lower percentages of non-Hispanic Whites than the Region as a whole. In 1999, the region's minority population was 3.2 times more likely to live below the poverty level than the non-Hispanic White population. Of the 19,799 persons living below the poverty level, 52.7% (10,429 persons) were minority and 47.3% (9,370 persons) were non-Hispanic White (Table 3).

Table 3. Poverty by Minority Status in the Connecticut's South Western Region⁶

Item	Minority	White, not Hispanic or Latino	Total
Population for whom poverty status is determined	89,079	261,278	350,357
Income in 1999 below poverty level	10,429	9,370	19,799
Percent	11.7%	3.6%	5.7%

⁵ U.S. Census Bureau, *2000 Census of Population and Housing, Summary File 3.*

⁶ U.S. Census Bureau. *2000 Census of Population and Housing, Summary File 3.*

Determining the Geographic Distribution of Populations of Concern

In order to structure planning efforts to comply with EJ mandates, the geographic distribution of the population of concern was evaluated against four criteria at the Census block group level. All data was obtained from the *2000 Census of Population and Housing, Summary File 3*. The following four criteria were used in the analysis:

- percent of minority population (all persons except those identifying themselves as White, not Hispanic),
- per capita income,
- percent of persons below the poverty level,
- percent of households receiving public assistance income,

A geographic area satisfies one of the criteria if it exceeds a designated threshold. In the case of per capita income, an area satisfies the criteria if per capita income does not exceed a designated threshold. The threshold for each criterion is set at the regional mean or in the case of per capita income, the regional per capita income. If an area meets all four of the criteria, it is highlighted as a *Community of Concern*. The thresholds for each criterion are listed in the last column of Table 4.

Using the method described above, an analysis was conducted examining all Census block groups in the Region. Block groups were chosen because of the availability of data and ability to perform fine grain geographical analysis. Further, data at the block group level can be easily aggregated. Block groups protect the privacy of individual Census respondents, which smaller levels of geography do not.

Table 4. Environmental Justice Criteria: Municipalities in the South Western Region ⁷

Item	Darien	Greenwich	New			Stamford	Weston	Westport	Wilton	Region	Threshold
			Canaan	Norwalk							
Total Population	19,607	61,101	19,395	82,951	117,083	10,037	25,749	17,633	353,556		
Minority Population	1,139	8,846	1,091	29,668	45,609	602	1,736	998	89,689		
Minority Population, %	5.8%	14.5%	5.6%	35.8%	39.0%	6.0%	6.7%	5.7%	25.4%	25.4%	
Per Capita Income	\$77,519	\$74,346	\$82,049	\$31,781	\$34,987	\$74,817	\$73,664	\$65,806	\$51,462	\$51,462	
Pop. for whom Poverty Status is Determined	19,494	60,561	19,294	82,243	115,851	10,033	25,524	17,357	350,357		
Pop. Below Poverty Level	391	2,436	484	5,944	9,194	190	657	503	19,799		
Pop. Below Poverty Level, %	2.0%	4.0%	2.5%	7.2%	7.9%	1.9%	2.6%	2.9%	5.7%	5.7%	
Total Households	6,624	23,259	6,803	32,703	45,454	3,327	9,565	5,898	133,633		
Households Receiving Public Assistance	19	217	81	826	1,188	18	128	30	2,507		
Households Receiving Public Assistance, %	0.3%	0.9%	1.2%	2.5%	2.6%	0.5%	1.3%	0.5%	1.9%	1.9%	

⁷ U.S. Census Bureau. *2000 Census of Population and Housing, Summary File 3*.

Demographic Characteristics of the Population Residing in Communities of Concern

According to the analysis, 44 of the Region's 272 Census block groups (16.2%) met all four of the EJ criteria. As shown in Figure 3, Greenwich has two qualifying Census block groups, which are located along the US 1 corridor between the Mianus and Byram Rivers. In Norwalk, the eighteen qualifying Census block groups are concentrated in uptown and South Norwalk generally along the Route 7 corridor. In Stamford, the twenty-four qualifying Census block groups are located in the downtown, West Side, Waterside, South End, Glenbrook, and Springdale areas, generally along the US 1 and I-95 corridor. The remaining municipalities in the Region did not have any Census block groups that met all four criteria.

Table 5 provides a summary of the attributes of the qualifying Census block aggregated by municipality. The analysis reveals the location and demographic characteristics that distinguish the communities of concern from the Region as a whole. It is evident that the communities of concern are host to concentrations of low income and minority populations in excess of the regional mean. For instance, although these forty-four block groups contain only one-fifth of the Region's total population, they account for more than one-half of the Region's minority population as well as one-half of the persons living below the poverty level. Per capita incomes are 43% lower in the communities of concern than they are for the Region as a whole. In addition, nearly 60% of those households receiving public assistance reside in a community of concern, which is well in excess of their proportion of Region's total of households (20%). The disproportionate concentration of populations of concern within these Census block groups is similarly dramatic when examined relative to their respective municipal totals.

Table 5 Census Block Groups Comprising the Communities of Concern, Summarized by Municipality^{8 9}

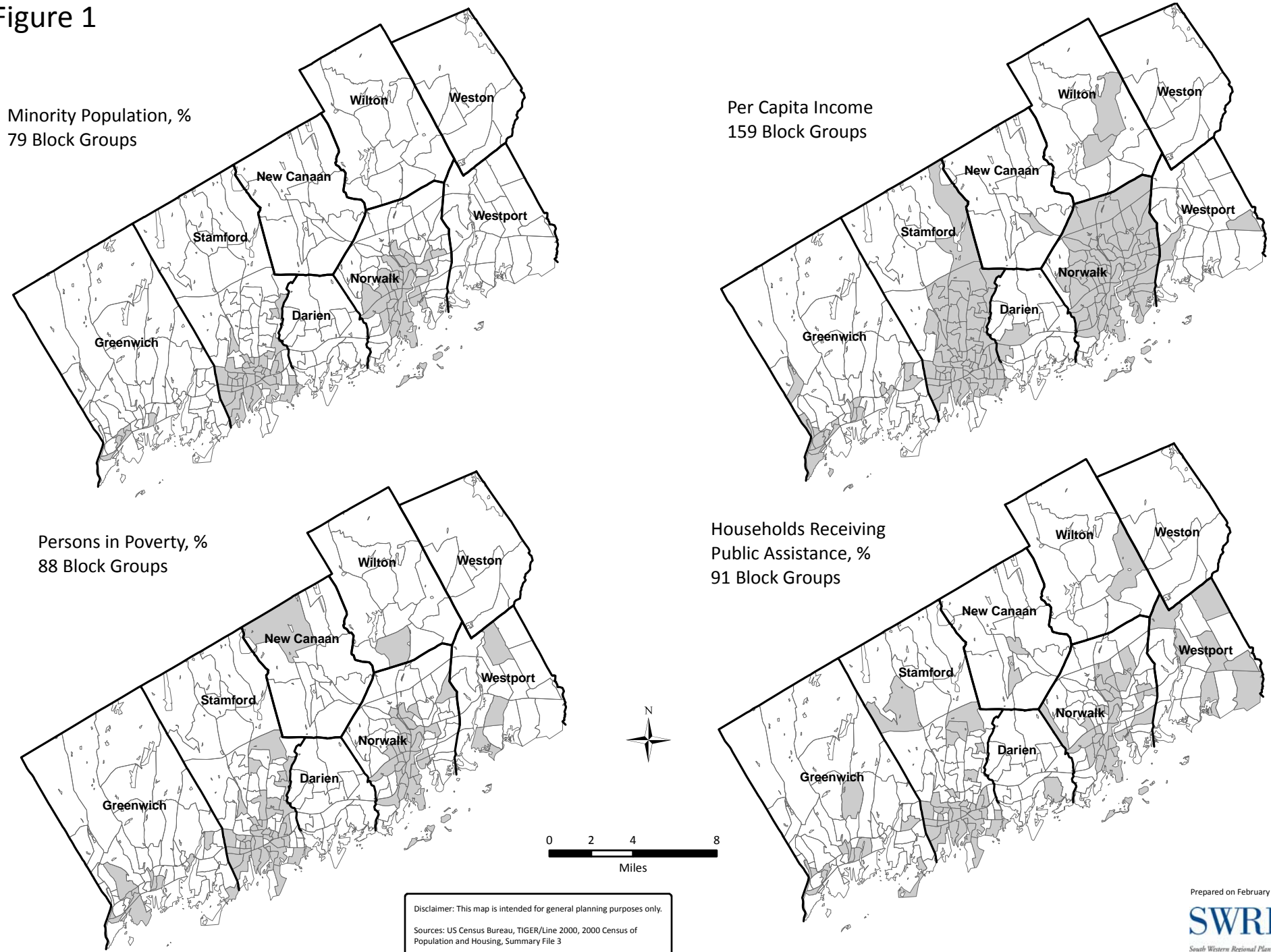
Item	Thresholds	Greenwich	Norwalk	Stamford	Total	Regional Share	Region
Number of Census Block Groups		2	18	24	44	16.2%	272
Total Population		2,180	27,996	41,198	71,374	20.2%	353,556
Minority Population		914	17,549	27,634	46,097	51.4%	89,689
Minority Population, %	25.4%	41.9%	62.7%	67.1%	64.6%	-	25.4%
Per Capita Income	\$51,462	\$27,736	\$21,526	\$22,200	\$22,105	43.0%	\$51,462
Pop. for whom Poverty Status is Determined		2,180	27,727	40,737	70,644	20.2%	350,357
Pop. Below Poverty Level		219	3,438	5,922	9,579	48.4%	19,799
Pop. Below Poverty Level, %	5.7%	10.0%	12.4%	14.5%	13.6%	-	5.7%
Total Households		911	10,594	15,545	27,050	20.2%	133,633
Households Receiving Public Assistance		44	592	849	1,485	59.2%	2,507
Households Receiving Public Assistance, %	1.9%	4.8%	5.6%	5.5%	5.5%	-	1.9%

⁸ U.S. Census Bureau. *2000 Census of Population and Housing, Summary File 1 and 3.*

⁹ Appendix C provides the figures for the individual Census tracts that comprise the Communities of Concern.

Census Block Groups That Met Individual Environmental Justice Criteria

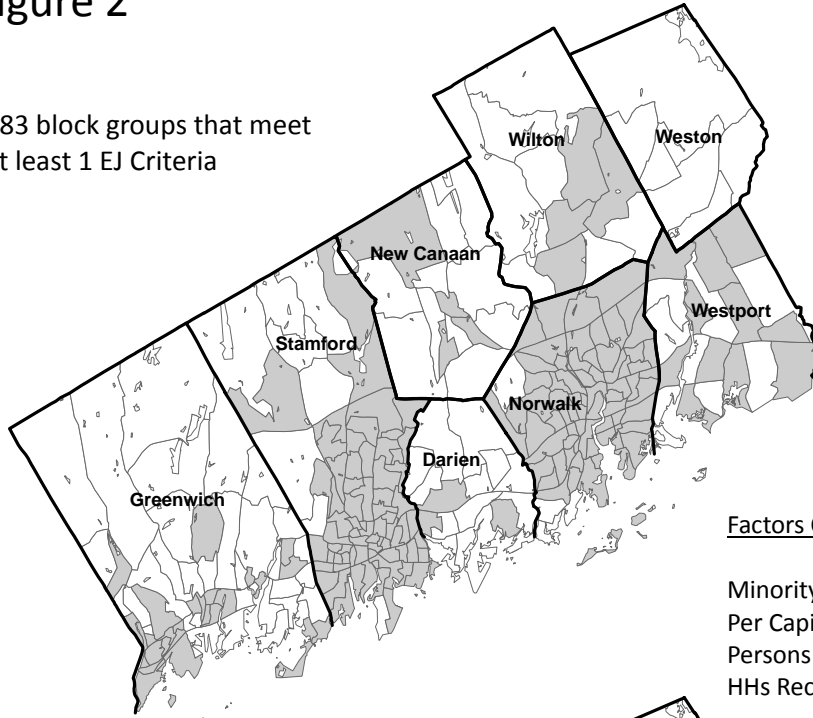
Figure 1



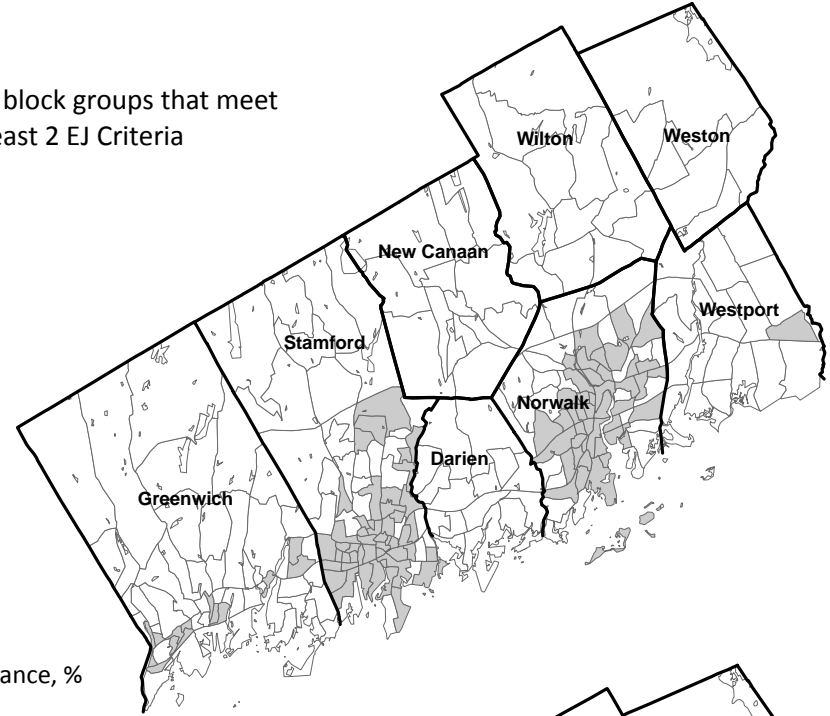
Census Block Groups That Met Multiple Environmental Justice Criteria

Figure 2

183 block groups that meet at least 1 EJ Criteria



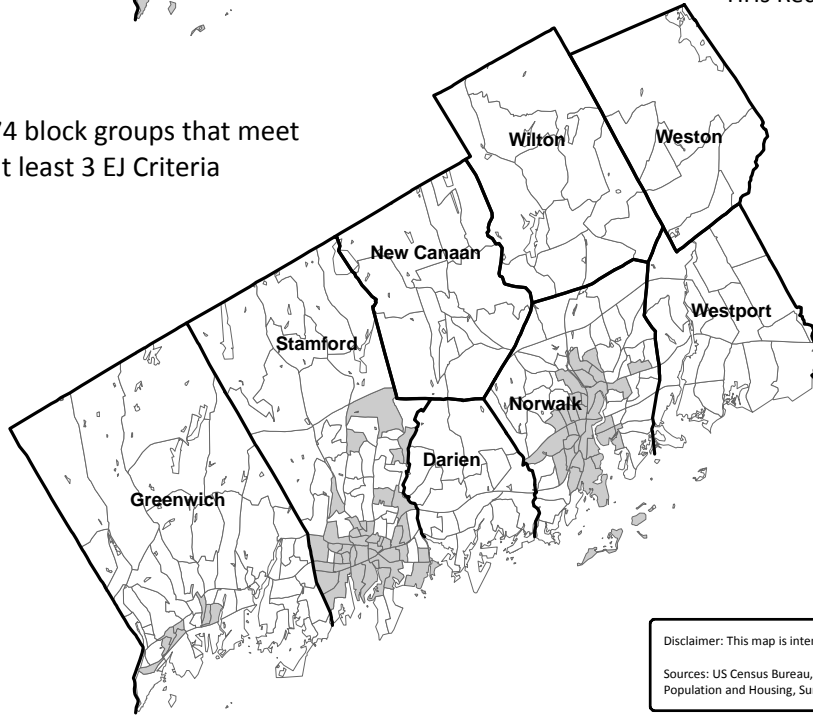
102 block groups that meet at least 2 EJ Criteria



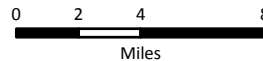
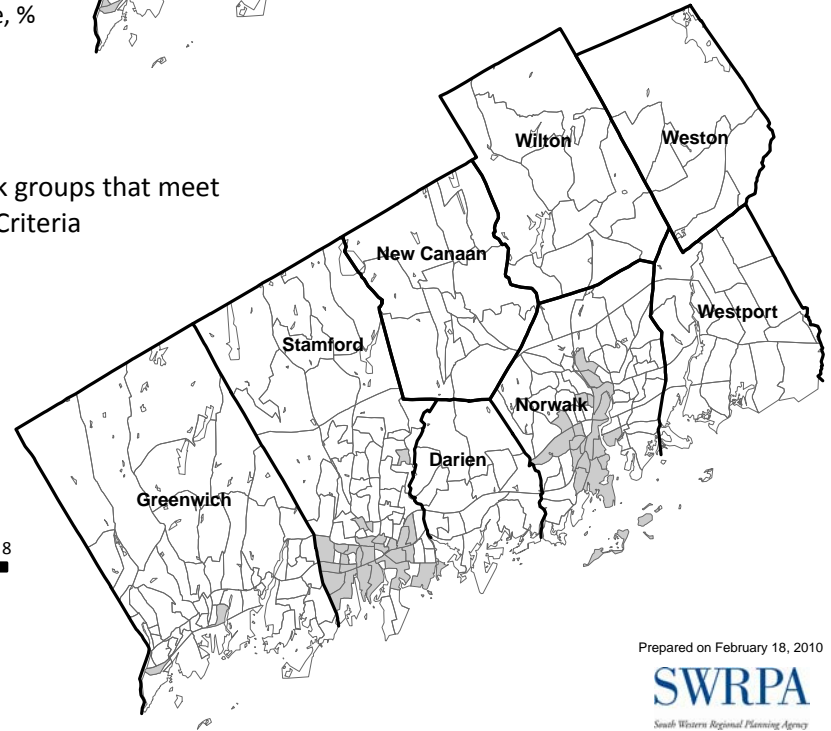
Factors Considered:

- Minority Population, %
- Per Capita Income
- Persons in Poverty, %
- HHs Receiving Public Assistance, %

74 block groups that meet at least 3 EJ Criteria



42 block groups that meet all 4 EJ Criteria



Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2000, 2000 Census of Population and Housing, Summary File 3

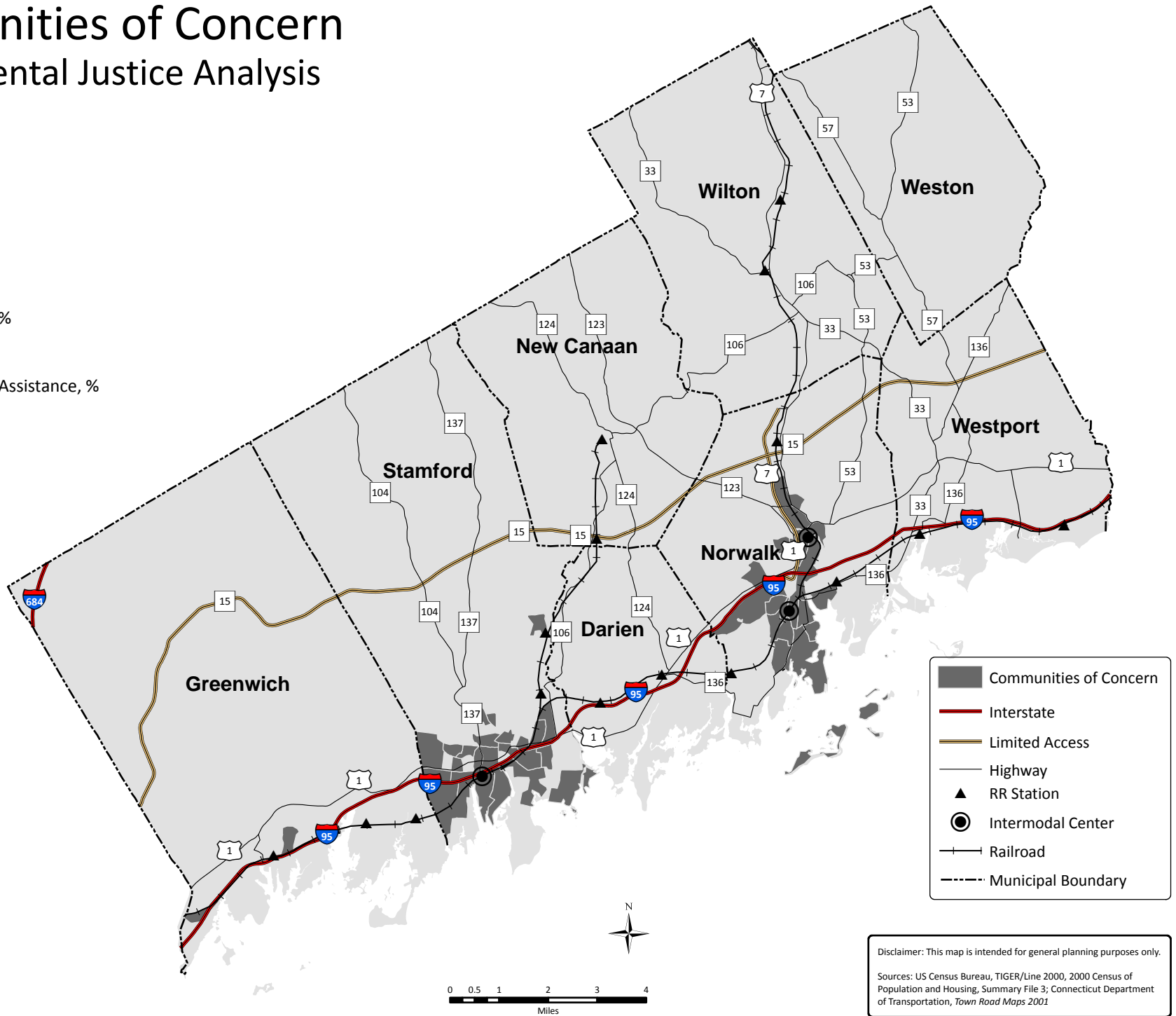
Prepared on February 18, 2010

Communities of Concern Environmental Justice Analysis

Figure 3

Factors Considered:

- Minority Population, %
- Per Capita Income
- Persons in Poverty, %
- HHs Receiving Public Assistance, %



Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2000, 2000 Census of Population and Housing, Summary File 3; Connecticut Department of Transportation, Town Road Maps 2001

Travel Characteristics of the Population Residing in Communities of Concern

The data presented in Table 6 depicts a distinct difference between the means of transportation to work and households with no vehicle data among the population residing in the communities of concern and those residing in the remainder of the Region. For instance, workers residing in the communities of concern drove alone to work at a rate roughly 10% lower than did workers residing in the remainder of the Region. This difference is attributable, in part, to lower availability of vehicles among residents of the communities of concern. In fact, households in the communities of concern were more than four times as likely to not have a vehicle available compared to their counterparts in the remainder of the Region.

As a result of decreased availability of vehicles, workers residing in the communities of concern rely on other means of transportation at a greater rate. The population residing in the communities of concern carpool at about a 10% higher rate than their counterparts in the remainder of the Region. Despite the proximity of several well-served train stations (South Norwalk, Stamford, and Greenwich) to the identified Census block groups, workers residing in the communities of concern commuted on the railroad at an 8.7% lower rate than their counterparts in the remainder of the Region. On the other hand, workers residing in the communities of concern used the bus at 7.4% higher rate than their counterparts in the remainder of the region. In fact, workers residing in the communities of concern accounted for approximately two-thirds of all bus commuters in the entire Region.

Table 6 Means of Transportation to Work and Households with No Vehicle Available, Communities of Concern and the Remainder of the Region¹⁰

Item	Communities of Concern			Remainder			Region	
	Count	Percent	Share	Count	Percent	Share	Count	Percent
Workers 16 years and over	35,231	-	20.5%	136,227	-	79.5%	171,458	-
Drove alone	21,814	61.9%	18.4%	96,660	71.0%	81.6%	118,474	69.1%
Carpooled	5,707	16.2%	39.6%	8,696	6.4%	60.4%	14,403	8.4%
Bus	2,993	8.5%	67.5%	1,438	1.1%	32.5%	4,431	2.6%
Railroad	1,036	2.9%	6.1%	15,860	11.6%	93.9%	16,896	9.9%
Walk or Bicycle	2,164	6.1%	41.8%	3,014	2.2%	58.2%	5,178	3.0%
Other Means	570	1.6%	28.4%	1,435	1.1%	71.6%	2,005	1.2%
Worked at Home	947	2.7%	9.4%	9,124	6.7%	90.6%	10,071	5.9%
All Households	27,170	-	20.3%	106,405	-	79.7%	133,575	-
Households with Vehicle(s) Available	22,094	81.3%	17.8%	102,009	95.9%	82.2%	124,103	92.9%
Households with No Vehicle Available	5,076	18.7%	53.6%	4,396	4.1%	46.4%	9,472	7.1%

The data presented in Table 7 depicts the difference in travel time to work by the population residing in the communities of concern and those residing in the remainder of the region. In general, workers residing in the communities of concern tend to have shorter commutes than their counterparts in the remainder of the Region. Workers residing in the communities of concern commute less than 15 minutes, between 15 and 29 minutes, and between 30 and 44 minutes at rates 4% to 6% greater than their counterparts in the remainder of the region. Perhaps most notably, workers residing in the communities of concern have a 10% lower rate

¹⁰ U.S. Census Bureau. 2000 Census of Population and Housing, Summary File 3.

of very long commutes (60 or more minutes) compared to their counterparts in the remainder of the Region. This is probably attributable to the significant number of workers residing in the remainder of the Region who commute to Manhattan.

Table 7 Travel Time to Work, Communities of Concern and the Remainder of the Region¹¹

Item	Communities of Concern			Remainder			Region	
	Count	Percent	Share	Count	Percent	Share	Count	Percent
Workers 16 years and over	35,231	-	20.5%	136,227	-	79.5%	171,458	-
Worked at home	947	2.7%	9.4%	9,124	6.7%	90.6%	10,071	5.9%
Less than 15 minutes	11,909	33.8%	23.3%	39,269	28.8%	76.7%	51,178	29.8%
15 to 29 minutes	12,892	36.6%	23.6%	41,669	30.6%	76.4%	54,561	31.8%
30 to 44 minutes	5,664	16.1%	25.6%	16,450	12.1%	74.4%	22,114	12.9%
45 to 59 minutes	1,383	3.9%	16.9%	6,785	5.0%	83.1%	8,168	4.8%
60 or more minutes	2,436	6.9%	9.6%	22,930	16.8%	90.4%	25,366	14.8%

Implications of Travel Characteristics

This analysis provides insight into potential benefits and burdens incurred by the population residing in the communities of concern from improvements to the Region’s transportation systems. Census figures indicate that workers residing in the communities of concern rely more heavily upon different means to access employment locations than do their counterparts in the remainder of the Region. Specifically, workers residing within communities of concern rely more on carpooling, walking, bicycling, and bus transit. They rely less on driving alone and much less on the railroad. Workers residing within communities of concern also tend to have shorter commute times than their counterparts in the remainder of the Region. Especially noteworthy are the limited number of workers with extreme commutes (60 or more minutes).

In order to quantify the benefits and impacts of transportation improvements on the ability of the population of concern to reach places of employment, additional information is needed. The Census 2000 data reflects actual travel patterns but not necessarily the desired or preferred travel patterns. SWRPA will continue to research approaches to benefits and burdens assessment and will pursue activities that are both feasible and effective.

Potential disproportionately high and adverse impacts on populations residing within the communities of concern extend beyond commutation to work and encompass human health or environmental effects and interrelated social and economic effects. Transportation projects can impact air quality, water quality, drainage and stormwater and public safety, which can all be quantitatively measured. Transportation projects can also affect community cohesion, economic development, noise, aesthetics, property values and cultural resources.¹² In order to understand and mitigate the impacts of transportation projects on populations of concern, quantitative evaluations should be conducted as part of an open process that relates back to performance measures.

¹¹ U.S. Census Bureau. *2000 Census of Population and Housing, Summary File 3.*

¹² National Cooperative Highway Research Program. 2004. *Report 532: Effective Methods for Environmental Justice Assessment.* Washington D.C.

On the other hand, transportation projects can accrue significant benefits to populations residing within the communities of concern. Transportation projects can enhance mobility and access and in certain cases, to minimize the impact of the transportation system on environmental quality, public safety, and community. Benefits accrued from improvements to the transportation system must be balanced against any hardships they impose upon adjacent populations, especially those located within identified communities of concern.

Linguistically Isolated Households

According to the 2000 Census, 7,073 households in the Region, or 5.3%, are considered to be linguistically isolated. The Census Bureau defines a linguistically isolated household as "one in which no member 14 years old and over (1) speaks only English or (2) speaks a non-English language and speaks English 'very well.' In other words, this definition includes all members 14 years old and over who have at least some difficulty with English."¹³ Among all linguistically isolated households in the Region, 3,467 spoke Spanish, 2,773 spoke other Indo-European languages, 711 spoke Asian and Pacific Island languages and 122 spoke other languages.

The data provided in Table 8 indicate that households in the communities of concern are more than three times as likely to be linguistically isolated than the Region as a whole. In fact, households located within the communities of concerns accounted for half of all linguistically isolated households in the Region, well in excess of their percentage of total households (13.1%). Further, households in the communities of concern account for nearly two-thirds of all linguistically isolated Spanish households in the Region. Of note, linguistically isolated households within the communities of concern were nearly twice as likely to speak Spanish as any other foreign language.

Table 8 Household Language by Linguistic Isolation, Communities of Concern and the Region¹⁴

	Communities of Concern									South Western Region	
	Greenwich		Norwalk		Stamford		Total			Count	Percent
	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Share		
Total:	911	-	10,594	-	15,545	-	27,050	-	20.2%	133,633	-
English	576	63.2%	6,843	64.6%	8,492	54.6%	15,911	58.8%	16.1%	99,072	74.1%
Spanish	172	18.9%	2,176	20.5%	3,457	22.2%	5,805	21.5%	45.4%	12,782	9.6%
Other Indo-European Languages	112	12.3%	1,292	12.2%	3,018	19.4%	4,422	16.3%	24.9%	17,738	13.3%
Asian and Pacific Island Languages	32	3.5%	149	1.4%	447	2.9%	628	2.3%	20.3%	3,092	2.3%
Other Languages	19	2.1%	134	1.3%	131	0.8%	284	1.0%	29.9%	949	0.7%
Linguistic Isolation:	56	6.1%	1,107	10.4%	2,374	15.3%	3,537	13.1%	50.0%	7,073	5.3%
Spanish	25	2.7%	744	7.0%	1,420	9.1%	2,189	8.1%	63.1%	3,467	2.6%
Other Indo-European Languages	22	2.4%	303	2.9%	853	5.5%	1,178	4.4%	42.5%	2,773	2.1%
Asian and Pacific Island Languages	9	1.0%	43	0.4%	72	0.5%	124	0.5%	17.4%	711	0.5%
Other Languages	0	0.0%	17	0.2%	29	0.2%	46	0.2%	37.7%	122	0.1%

¹³ U.S. Census Bureau, 2000 Census of Population and Housing, Summary File 3

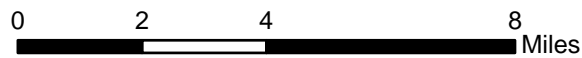
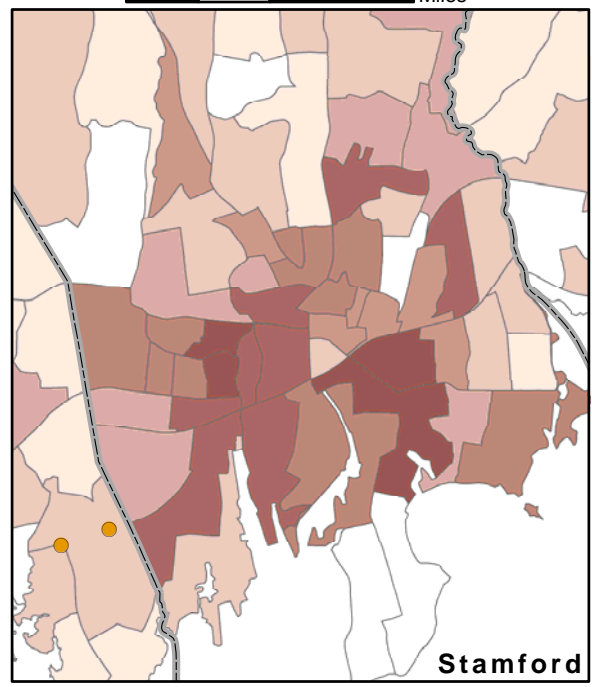
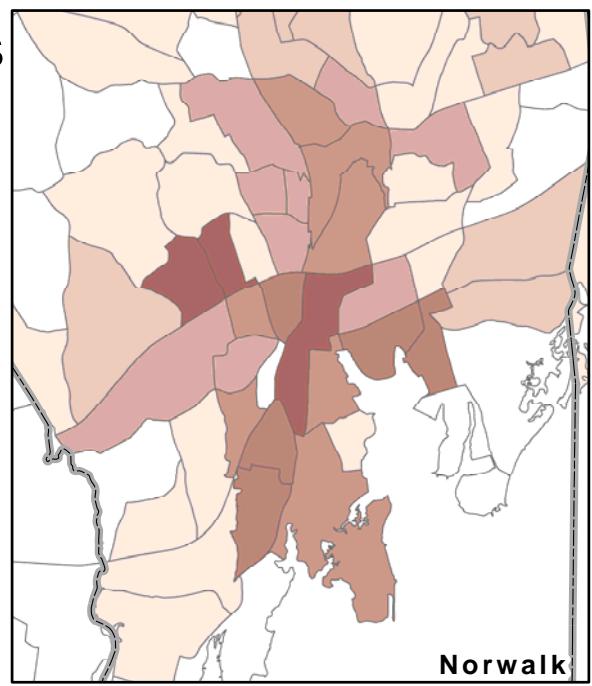
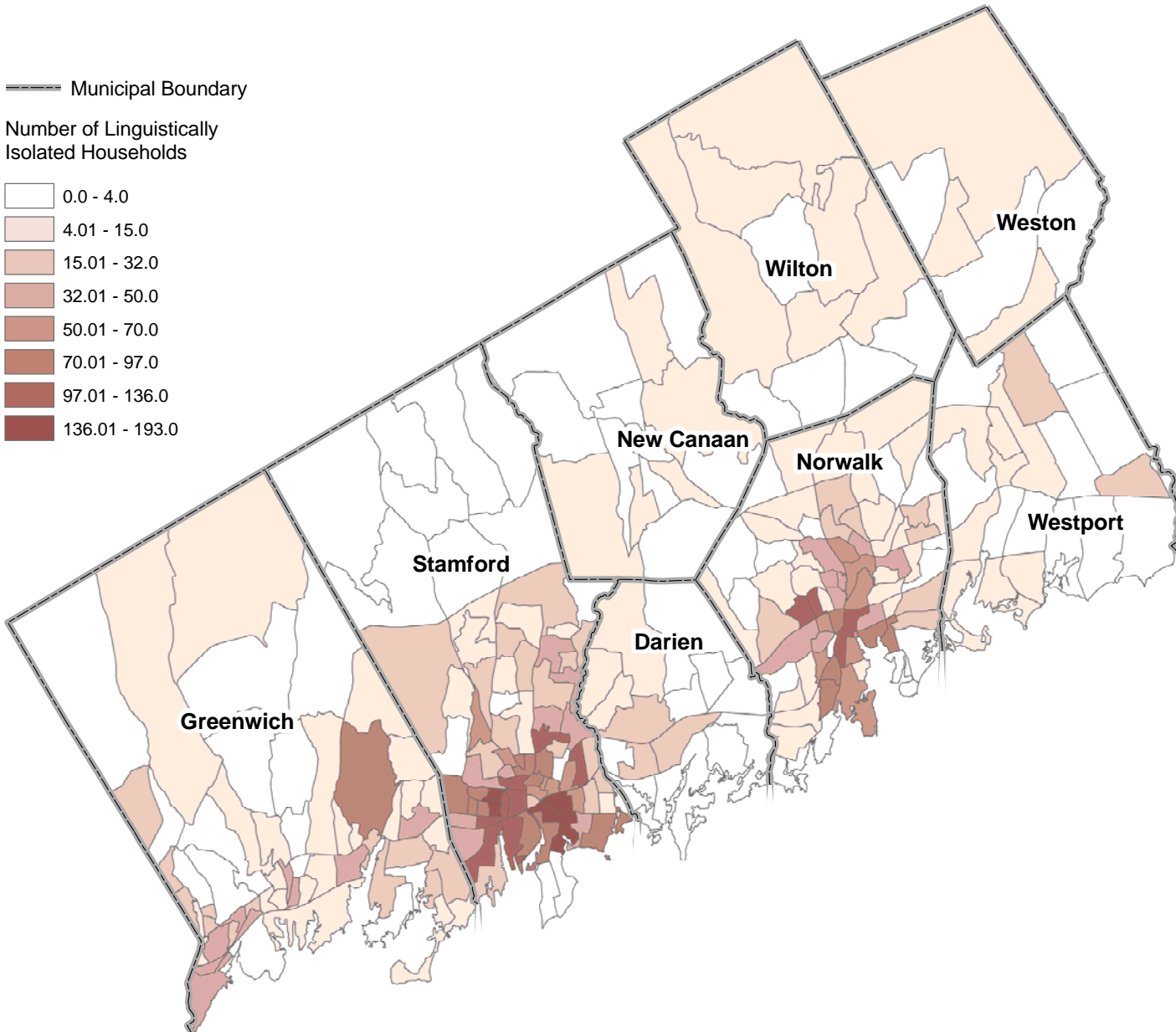
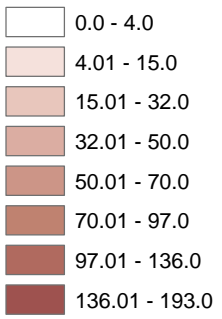
¹⁴ U.S. Census Bureau, 2000 Census of Population and Housing, Summary File 3

South Western Region: Linguistically Isolated Households

Figure 4

— Municipal Boundary

Number of Linguistically Isolated Households



Linguistically Isolated Households describes households where English is not the primary language and the ability to speak, read, write, or understand the language is limited, FTA C 4702.1A

Disclaimer: This map is for planning purposes only.
 Sources: US Census Bureau, 2000 Census of Household and Population, Summary File 3; 2009 Municipal Data

Participation in the Decision-Making Process

To ensure that transportation improvements will benefit the population residing within the communities of concern, SWRPA promotes full and fair participation by all persons in the transportation decision-making process. Since the inception of the transportation planning process in 1981, SWRPA has proactively encouraged public involvement. The [2009 Public Participation Plan of the South Western Region Metropolitan Planning Organization](#) (PPP), endorsed in May 2009, defines the procedures. The process includes regularly scheduled meetings of the [South Western Region Metropolitan Planning Organization](#) (SWRMPO) and the [Transportation Technical Advisory Group](#) (TTAG). The annual meeting schedule is issued to all stakeholders and Town Clerks as well as posted on the SWRPA website along with meeting agendas and summaries. Additionally, media releases with meeting information and relevant agenda items are issued to all local news papers one week prior to MPO meeting. Formal legal notice are published for SWRMPO meetings, the [Transportation Improvement Program](#) (TIP), the [South Western Region Long Range Transportation Plan 2007 – 2035](#) (LRTP), and public involvement process changes. In addition, notices of meetings of interest to transportation stakeholders and opportunities to participate in public input sessions or to review and comment on documents is posted to the SWRPA web site and sent out via email to interested parties.

In 2006, SWRPA analyzed social vulnerability for evacuation as part of an emergency preparedness planning exercise. Social vulnerability was determined by analyzing a series of demographic characteristics, including:

- Population 5 years or under
- Population 85 years or over
- Population (over 5 years) with disabilities
- Institutionalized population in group quarters
- Households with linguistic isolation
- Occupied housing units with no vehicles

This analysis revealed the spatial variability of populations likely to require additional assistance beyond their own means in case of evacuation. The report was shared with state and local emergency management officials.

In FY2006-07, SWRPA participated in the creation of a [Locally Coordinated Human Services Transportation Plan](#) (LOCHSTP). The LOCHSTP entails three human service transportation program funding streams and provides the key initiatives and recommendations for coordinated human services transportation for the Bridgeport/Stamford Urbanized Area. Plan development was a product of a cooperative planning process that integrated the expertise of state and regional planning organizations with the insight generated from extensive community outreach performed by SWRPA to representatives from human services organizations and advocacy groups for seniors, persons with disabilities and lower income persons. Regularly scheduled meetings of a LOCHSTP working group provided public forums to address SWRPA on the needs of the community. SWRPA assumed the lead role in writing the LOCHSTP, along with the development, hosting and continual updating of a website containing all pertinent documents and meeting information necessary to effectively communicate with the public.

The LOCHSTP was updated in FY2007-08 to address the evolving transportation needs of the targeted populations in greater detail. The update included an emphasis on special populations, the FTA New Freedoms Initiative (NFI) program, increased outreach and public involvement.

In 2004 and 2010, SWRPA provided technical assistance to Norwalk Transit District (NTD) in support of their Title VI compliance reporting. Title VI of the 1964 Civil Rights Acts states that "no person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance¹⁵." SWRPA staff assisted NTD with GIS maps of its service area that identify fixed route bus service in relation to low income and minority populations. Demographic data for the maps was obtained from the 2000 Census of Population and Housing.

In FY2009-10, SWRPA expanded its network of contacts with stakeholders, other community organizations, and individuals. When topics of interest to the network are identified, key contacts are notified and encouraged to pass on the information to other interested parties. A past example of the usefulness of this network is the Stamford Transportation Center taxi surcharge proposals and hearings. Notice of this proposal was sent to key social service contacts, who in turn provided the information to interested and impacted parties. In this instance, the Connecticut Department of Transportation (CTDOT) terminated its taxi passenger surcharge, which negatively impacted both riders and taxi drivers, in part because of the comments received from impacted parties at public hearings.

SWRPA uses its web site, <http://www.swrpa.org>, as a major communication tool to broadcast public information and encourage involvement. The web site provides information on the transportation planning process and leadership. Numerous documents produced by SWRPA and SWRMPO are posted to the website, including MPO and TTAG notices, agendas and meeting summaries, the *LRTP*, the *Transportation Improvement Program*, and the *Unified Planning Work Program*. Other transportation planning program information is also available for key topics such as Air Quality Conformity, Environmental Justice, Intelligent Transportation Systems (ITS), and Congestion Management Process (CMP). Technical memoranda, meeting agendas and summaries, project scopes and schedules, and other documents produced as part of key planning studies is also available on the website. In 2009, SWRPA made upgrades to the website, which make it a more interactive as well as easier to use and more visually appealing.

In addition, SWRPA's website provides information on transportation activities, projects, public hearings and draft documents of other agencies that are deemed to impact or be of interest to the South Western Region transportation stakeholders. Some examples of this include CTDOT studies such as the CTDOT Long Range Transportation Plan, Statewide TIP, Federal Stimulus / ARRA efforts and the Danbury Branchline Study.

In FY2010 and FY2011, SWRPA will continue to evaluate language barriers and the public involvement process, and further refine environmental justice evaluations and recommendations. This will lead to new policies and programs to address public involvement,

¹⁵ 42 U.S.C. Section 2000d

Title VI and Limited English Proficiency. An example of this is an effort underway to provide a Spanish language version of a public participation brochure as well as other important documents, as feasible. A language translation service will also be added to SWRPA's web site. This initiative will build upon FY2009-10 work which emphasized development of community outreach mechanisms and networks of minority, community, senior and faith-based organizations and identified newspapers likely to be read by the populations of concern.

Transportation Improvement Plan and Long Range Transportation Plan

The [South Western Region Transportation Improvement Plan, FFY 2010 – 2013](#) (TIP) and the [South Western Region Long Range Transportation Plan 2007-2035](#) (LRTP) include a mix of highway, rail, bus, carpool, bicycle and pedestrian transportation improvements. The overarching goal of the LRTP is to provide safe, efficient, cost effective and balanced transportation system that promotes mobility, access and choice. The proposed projects in the LRTP are often implemented through the TIP. A full list of 2010 – 2013 TIP projects endorsed by the South Western Region Metropolitan Planning Organization is provided in Appendix B. The list of TIP projects includes a descriptive name, location, cost and funding source. Figure 5 illustrates proposed TIP projects with a definitive geographic location relative to the communities of concern. Certain TIP projects, such as transit rolling stock acquisition and replacement, transit operating funds, vehicle emissions reductions program and carpool incentive programs, lack a specific geographic location and are therefore omitted from Figure 5.

TIP adoption follows a proscribed process that encourages public involvement. The public is provided with multiple opportunities to examine the TIP and provide comments on the document through SWRPA's web site, public hearings, and direct contact with SWRPA staff during regular office hours. The notice of availability of the draft TIP update and public information sessions are legally noticed prior TIP to adoption. SWRPA's public involvement procedures are more fully described in the PPP.

The TIP includes highway projects for I-95 and other arterials will improve traffic flow and safety. For instance, reconstruction of the Metro-North Railroad bridge over East Avenue in Norwalk will reduce congestion as well as promote economic development in East Norwalk, a portion of which is a community of concern. Similarly, Stamford Urban Transitway will improve access to and economic development opportunities in the South End and East Side neighborhoods of Stamford, both of which are communities of concern. Improvements to the South Western Region's transit system, such as completion of the Norwalk Pulse Point Security and Safety project as well as enhanced bus service on Stamford Urban Transitway, will benefit all transportation system users including persons residing in the communities of concern who rely on the bus.

In addition to projects contained in the TIP, there are numerous recommended projects in the LRTP. For instance, the LRTP recommends the completion of the CT 15 and US 7 interchange, which would reduce travel time to and from locations east of the interchange and add redundancy to the Region's expressway system. Completing the interchange would reduce congestion and improve safety on Main Avenue in Norwalk. These improvements should have the net effect of improving access to many employment locations, which should benefit persons residing in the communities of concern. The South Norwalk Intermodal project will integrate rail, bus and taxi services and improve parking, pedestrian and bicycle facilities around a major transit station.

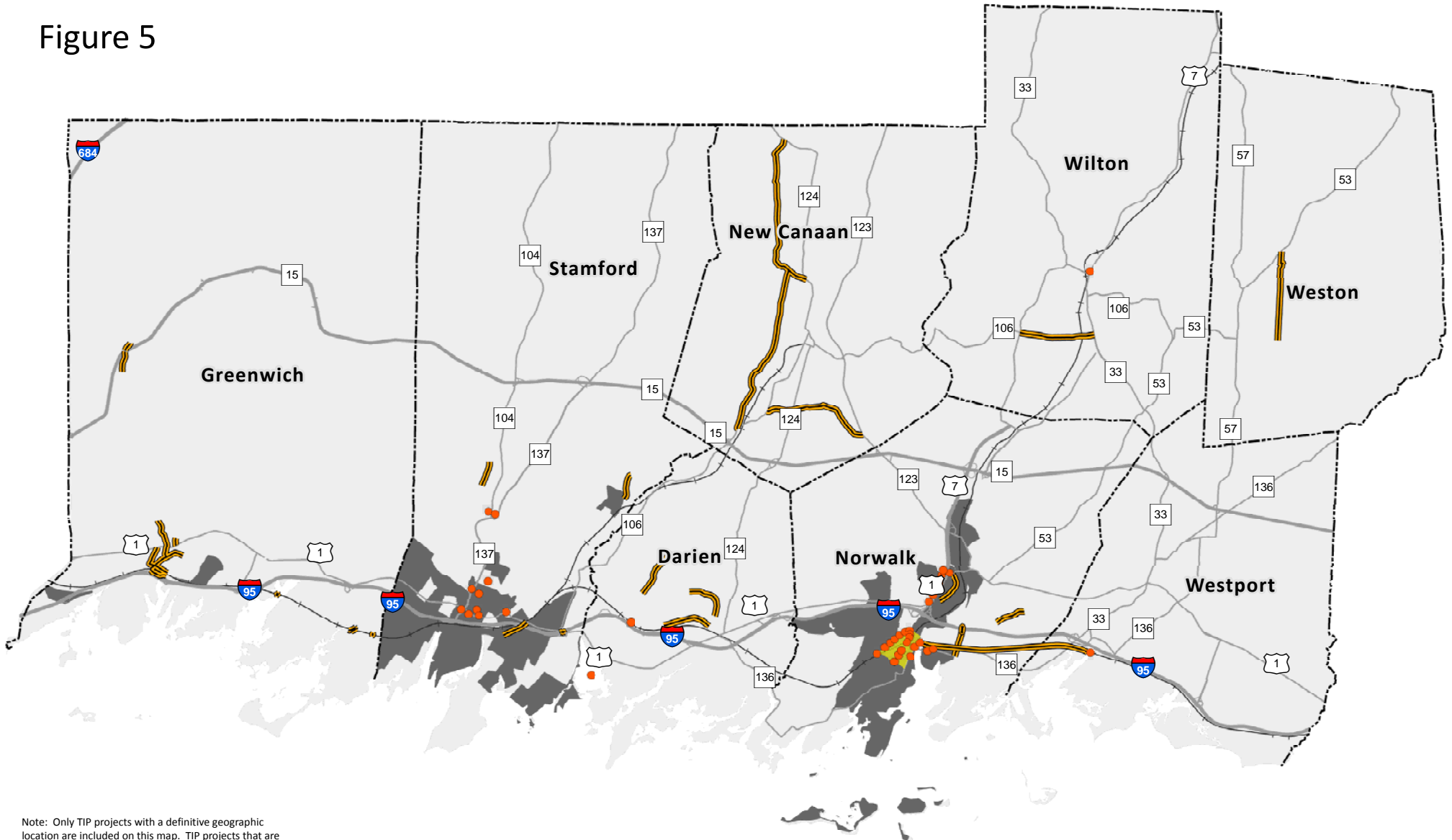
In addition, the LRTP recommends the completion of the Norwalk River Valley Trail and the Stamford Mill River Greenway. These projects will promote the bicycle and pedestrian

connectivity and safety between residential and commercial areas for all as well as provide a healthy, active transportation options for persons residing in the communities of concern.









An open planning process was used during the development of the updated LRTP. Prior to MPO adoption, the public was given numerous opportunities to examine the draft LRTP and comment on the plan through SWRPA's web site, public hearings held throughout the Region, and at SWRPA's offices during regular office hours. The notice of availability of the draft LRTP update and public information sessions were legally noticed, as was SWRMPO and TTAG discussions and actions on the LRTP prior to adoption.

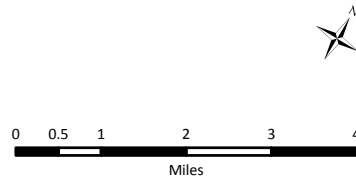
Projects Listed in the TIP, FFY 2010 - 2013

Figure 5



Note: Only TIP projects with a definitive geographic location are included on this map. TIP projects that are regional in scope or non-geographic are not included.

-  TIP Project
-  TIP Project
-  TIP Project
-  Communities of Concern
-  Expressway
-  Highway
-  Metro-North Railroad
-  Municipal Boundaries



Disclaimer: This map is intended for general planning purposes only.

Sources: US Census Bureau, TIGER/Line 2000, 2000 Census of Population and Housing, Summary File 3; Connecticut Department of Transportation, Town Road Maps 2001; SWRPA, TIP Projects.

Prepared on February 2, 2010

South Western Region Commitment to Environmental Justice Principles

SWRPA on behalf of the SWRMPO will continue to develop environmental justice assessments, procedures, programs, policies and services that promote environmental justice principles. This commitment to environmental justice is supported by recommendations that will lead to policy, process, program and service changes. Annual self-evaluations of the public involvement process, environmental justice and Title VI will be conducted.

Specific recommendations for FY2010 and FY2011 include:

- Continue to implement public involvement procedures described in the SWRMPO-endorsed *PPP*
- Continue to research and refine benefits and burdens analyses and procedures.
- Develop a framework to assess benefits and burdens that fully considers the balance of impacts upon a community.
- Continue to assess the EJ implication of projects on the TIP and LRTP with the objective of assuring that there are no disproportionate negative impacts as a result of project scope, scheduling or funding level and that the benefits resulting from improvements are equitably apportioned throughout the Region.
- Consider which, if any, other populations should be included in benefits and burdens assessment and community outreach activities.
- Continue to expand the community outreach contacts and network opportunities and procedures.
- Continue to enhance the SWRPA web site transportation planning program information.
- Explore way to increase accessibility to transportation planning program information and services on the web, in the media, and through outreach.
- Implement EJ, Title VI and public involvement as “emphasis areas” of the South Western Region transportation planning program.

Appendix A

Census Block Groups That Meet all Four Environmental Justice Criteria

Town	Census Tract	Block Group	Total Population	Minority Population	Percent Minority	Per Capita Income	Poverty Status Determined	Below Poverty Level	Percent Below Poverty Level	Total Households	With Public Assistance	Percent With Public Assistance
Greenwich	107	3	1,268	533	42.03%	31,052	1,268	165	13.01%	550	26	4.73%
	113	2	912	381	41.78%	23,126	912	54	5.92%	361	18	4.99%
	Total		2,180	914	41.93%	27,736	2,180	219	10.05%	911	44	4.83%
Norwalk	432	3	2,045	1,293	63.23%	18,578	2,045	160	7.82%	722	17	2.35%
	434	2	2,004	1,259	62.82%	22,483	1,998	264	13.21%	785	29	3.69%
	434	3	1,391	575	41.34%	22,230	1,391	157	11.29%	497	30	6.04%
	437	1	1,000	402	40.20%	26,035	1,000	105	10.50%	554	52	9.39%
	437	2	815	704	86.38%	14,636	815	64	7.85%	330	39	11.82%
	438	1	869	397	45.68%	22,158	661	127	19.21%	345	21	6.09%
	438	2	1,475	427	28.95%	25,199	1,475	132	8.95%	753	31	4.12%
	439	1	2,092	691	33.03%	28,083	2,092	133	6.36%	772	23	2.98%
	440	2	1,188	749	63.05%	18,840	1,188	119	10.02%	442	21	4.75%
	440	3	1,332	507	38.06%	23,924	1,332	114	8.56%	500	10	2.00%
	440	4	621	259	41.71%	22,859	621	81	13.04%	271	7	2.58%
	440	5	1,710	1,454	85.03%	19,582	1,710	139	8.13%	585	17	2.91%
	441	1	1,937	1,494	77.13%	18,874	1,920	377	19.64%	714	55	7.70%
	441	2	1,473	1,102	74.81%	16,890	1,451	375	25.84%	652	75	11.50%
	442	3	1,158	680	58.72%	27,420	1,158	161	13.90%	505	13	2.57%
	444	1	1,033	741	71.73%	29,835	1,033	108	10.45%	352	11	3.13%
	444	3	2,565	1,894	73.84%	24,497	2,549	424	16.63%	841	79	9.39%
445	1	1,711	1,473	86.09%	13,913	1,711	194	11.34%	496	27	5.44%	
445	2	1,577	1,448	91.82%	14,551	1,577	204	12.94%	478	35	7.32%	
Total		27,996	17,549	62.68%	21,526	27,727	3,438	12.40%	10,594	592	5.59%	
Stamford	201	1	1,339	553	41.30%	29,639	1,339	221	16.50%	816	61	7.48%
	201	2	1,312	888	67.68%	21,350	1,312	225	17.15%	496	17	3.43%
	201	3	1,239	999	80.63%	12,385	1,227	388	31.62%	587	66	11.24%
	209	2	1,200	344	28.67%	32,455	1,200	84	7.00%	623	19	3.05%
	214	1	1,283	1,045	81.45%	11,172	1,166	279	23.93%	355	31	8.73%
	214	3	1,170	891	76.15%	13,182	1,170	259	22.14%	330	31	9.39%
	214	5	2,632	1,613	61.28%	25,695	2,548	284	11.15%	1,011	58	5.74%
	215	1	1,641	1,312	79.95%	11,421	1,641	254	15.48%	409	19	4.65%
	215	3	1,812	1,553	85.71%	22,778	1,812	240	13.25%	544	29	5.33%
	215	4	1,763	1,634	92.68%	14,277	1,763	271	15.37%	583	62	10.63%
	216	1	1,293	709	54.83%	36,399	1,293	111	8.58%	679	35	5.15%
	216	3	1,041	401	38.52%	35,575	1,041	63	6.05%	551	29	5.26%
	217	1	1,421	908	63.90%	23,861	1,421	130	9.15%	593	52	8.77%
	217	3	1,243	527	42.40%	35,265	1,243	146	11.75%	770	34	4.42%
	217	4	1,781	780	43.80%	41,131	1,781	141	7.92%	989	38	3.84%
	218.02	2	1,964	1,202	61.20%	22,217	1,964	263	13.39%	706	33	4.67%
	218.02	3	1,846	1,674	90.68%	15,099	1,843	250	13.56%	578	19	3.29%
	219	3	1,851	557	30.09%	39,804	1,840	148	8.04%	720	21	2.92%
	220	2	1,078	952	88.31%	16,720	1,078	162	15.03%	319	12	3.76%
	221	1	3,334	2,608	78.22%	17,547	3,183	356	11.18%	932	23	2.47%
	221	2	2,390	1,090	45.61%	24,688	2,390	214	8.95%	917	26	2.84%
222	1	1,221	1,046	85.67%	11,388	1,221	305	24.98%	379	40	10.55%	
222	2	1,854	1,454	78.43%	14,574	1,829	601	32.86%	543	28	5.16%	
223	1	1,894	1,386	73.18%	17,740	1,874	237	12.65%	657	31	4.72%	
223	3	1,596	1,508	94.49%	12,350	1,558	290	18.61%	458	35	7.64%	
Total		41,198	27,634	67.08%	22,200	40,737	5,922	14.54%	15,545	849	5.46%	
Total		71,374	46,097	64.59%	22,105	70,644	9,579	13.56%	27,050	1,485	5.49%	

Appendix B

TIP Projects, FFY 2010 – 2013

**South Western Region FFY 2010-2013 Transportation Improvement Program (TIP)
As of January 5, 2010**

<u>Region</u>	<u>FACode</u>	<u>Proj#</u>	<u>AQCd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot\$(000)</u>	<u>Fed\$(000)</u>	<u>Sta\$(000)</u>	<u>Loc\$(000)</u>	<u>Within Communities of Concern</u>
01	STPT	0035-0179	X6	HOLLY POND	DARIEN	TIDAL WETLAND RESTORATION OF HOLLY POND. REMOVE SED & INSTALL SED TRAP.	CON	2010	460	370	90	0	
01	RR	0035-0192	X6	NHL	DARIEN	NOROTON HEIGHTS RAILSTATION STAIR REHABILITATION.	CON	2010	656	500	0	156	
01	STRR	0035-0193	X6	VARIOUS	DARIEN	HOLLOW TREE RIDGE RD, WEST AVE, LEROY AVE, PAVEMENT RESURFACING	CON	2010	1,068	975	0	93	
01	BRXZ	0056-0293	X6	I-95	GREENWICH	BRIDGE 00001 o/ BYRAM RIVER	CON	2010	9,170	8,253	917	0	
01	STPBS	0056-0301	X6	REVERSVILLE RD	GREENWICH	REPLACE BRIDGE 05014, RIVERSVILLE RD OVER BYRAM RV.	ROW	2010	190	152	19	19	
01	STPBS	0056-0301	X6	REVERSVILLE RD	GREENWICH	REPLACE BRIDGE 05014, RIVERSVILLE RD OVER BYRAM RV.	CON	2012	2,360	1,888	236	236	
01	STRR	0056-0308	X6	VARIOUS	GREENWICH	FIELD POINT RD, DEARFIELD DR, BROOKSIDE DR, WEST ELM ST, RR AVE, PROSPECT ST AND HORSENECK LANE PAVEMENT RECON AND OVERLAY	CON	2010	1,368	1,300	0	68	
01	STRR	0089-0124	X6	VARIOUS	NEW CANAAN	OLD NORWALK, FARM, WEST AND WEED ROADS PAVEMENT RESURFACING	CON	2010	1,096	975	0	121	
01	STPBS	0102-0297	N	EAST AVE	NORWALK	RECONSTRUCTION OF EAST AVE AT METRO-NORTH RAILROAD BRIDGE # 42.14.	ROW	2010	1,100	880	110	110	
01	STPBS	0102-0297	M	EAST AVE	NORWALK	RECONSTRUCTION OF EAST AVE AT METRO-NORTH RAILROAD BR # 42.14.	CON	2010	4,316	3,453	863	0	
01	CMAQ	0102-0326	X8	VARIOUS	NORWALK	NORWALK TRAFFIC SIGNAL SYSTEM UPGRADE PHASE 1	ROW	2010	30	30	0	0	Yes
01	CMAQ	0102-0326	X8	VARIOUS	NORWALK	NORWALK TRAFFIC SIGNAL SYSTEM UPGRADE PHASE 1	CON	2010	3,263	3,263	0	0	Yes
01	SRSI	0102-0329	X6	STRAWBERRY HILL	NORWALK	PEDESTRIAN/CYCLE SAFETY IMPR. ON STRAWBERRY HILL	CON	2010	608	368	240	0	
01	I-M	0102-0331	X6	I-95	NORWALK	I-95 INTERCHG 16 @ EAST AVE TURN LN ON BR & REPLACE BR SUPERSTRUCTURE.	ROW	2013	350	315	35	0	
01	I-M	0102-0331	X6	I-95	NORWALK	I-95 INTERCHG 16 @ EAST AVE TURN LN ON BR & REPLACE BR SUPERSTRUCTURE.	CON	FYI	8,020	7,218	802	0	
01	HPP	0102-0334	X8	WEST/BELDEN AVE	NORWALK	TRAFFIC SIGNAL UPGRADE ALONG WEST AND BELDEN AVENUES	CON	2010	1,953	1,562	391	0	Yes
01	STRR	0102-0335	X6	VARIOUS	NORWALK	DR. MARTIN KING JR. DR, BELDEN HILL RD, BUTLER ST/HARBOR AVE	CON	2010	1,925	1,901	0	24	
01	STPBS	0102-0337		VARIOUS	NORWALK	NORWALK TRAFFIC SIGNAL SYSTEM UPGRADE PHASE 1 BREAKOUT	CON	2010	1,000	1,000	0	0	Yes
01	CMAQ	0102-CXX1	X8	VARIOUS	NORWALK	SONO PARKING GUIDANCE SYSTEM - FY2009 CMAQ	CON	2010	1,250	1,000	250	0	Yes
1	5307	0102-SXX1		VARIOUS	VARIOUS	COASTAL CORRIDOR BUS STUDY	OTHER	2010	300	240	60	0	Yes
01	STPBS	0135-0295	X6	STILLWATER DR	STAMFORD	RECON. OF STILLWATER RD FROM NORTH OF SKYVIEW DR. TO SOUTH OF STILLVIEW RD.	CON	2011	2,900	2,320	290	290	
01	STPBS	0135-0297	X6	HOPE ST	STAMFORD	WIDENING, MINIVALE ROAD TO NORTHILL ST	CON	2010	3,843	3,074	384	384	
01	SRSI	0135-0298	X6	COVE RD	STAMFORD	PEDESTRIAN IMPROVEMENTS IN VINC. OF K.T. MURPHY SCHOOL	CON	2010	830	417	0	413	
01	STPBS	0135-0300	X6	SR 493	STAMFORD	RECONSTRUCTION WASHINGTON BLVD., ROUTE 1 TO DIV. STREET.	CON	FYI	1,750	1,400	350	0	
01	HPP	0135-0310	X6	WEST MAIN ST	STAMFORD	WEST MAIN STREET BRIDGE REPLACEMENT	CON	2012	1,370	1,096	0	274	

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01	5307S	0135-TXXX	X6	SUT	STAMFORD	STAMFORD URBAN TRANSITWAY (SUT) MULTIMODAL FACILITY	CON	2010	1,815	1,452	0	363	Yes
01	STRR	0135-TXXX	M	SUT	STAMFORD	STAMFORD URBAN TRANSITWAY 1- SUPPLEMENT.	CON	2010	2,800	2,800	0	0	Yes
01	CMAQ	0135-XXXX	X8	VARIOUS	STAMFORD	PARKING GARAGE GUIDANCE SYSTEM (PGGS) - FY2009 CMAQ	CON	2010	1,250	1,000	250	0	Yes
01	STRR	0157-0082	X6	VARIOUS	WESTON	OLD HYDE ROAD PAVEMENT PRESERVATION	CON	2010	400	290	0	110	
01	STRR	0158-0203	X6	VARIOUS	WESTPORT	CROSS HIGHWAY, LONG LOTS RD AND NEWTOWN TPKE PAVEMENT PRESERVATION	CON	2010	1,200	975	0	225	
01	STPA	0161-0118	M	US 7	WILTON	WIDENING, WOLF PIT RD TO RTS 33/106	CON	2010	3,053	2,443	611	0	
01	STPA	0161-0124	M	US 7	WILTON	RECONSTRUCTION FROM OLD DANBURY RD TO VIC OF OLMSTEAD HILL RD IN WILTON - AC CONV.	CON	2010	2,084	1,667	417	0	
01	CMAQ	0161-0136	X6	US 7/CT 33	WILTON	CONSTRUCT A PARKING STRUCTURE AT THE WILTON STATION AT US 7 & CT 33.	CON	2010	7,000	5,600	1,400	0	
70	BRXZ	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2010	22,058	17,646	4,412	0	
70	BRXZ	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2011	22,783	18,226	4,557	0	
70	BRXZ	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2012	65,558	52,446	13,112	0	
70	BRXZ	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2013	56,970	45,576	11,394	0	
70	BRXZ	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	FYI	159,596	127,677	31,919	0	
70	NHS	0170-2770	X6	VARIOUS	STATEWIDE	NHS PAVEMENT MANAGEMENT ANALYSIS	PE	2010	1,710	1,368	342	0	
70	CMAQ	0170-2818	X6	VARIOUS	STATEWIDE	DOT TRFFIC CAMERA VIDEO DISTRIBUTION SYSTEM - AC ENTRY	CON	FYI	0	0	0	0	
70	CMAQ	0170-2818	X6	VARIOUS	STATEWIDE	DOT TRFFIC CAMERA VIDEO DISTRIBUTION SYSTEM.	CON	FYI	1,500	1,200	300	0	
70	CMAQ	0170-2818	X6	VARIOUS	STATEWIDE	DOT TRFFIC CAMERA VIDEO DISTRIBUTION SYSTEM.	CON	FYI	1,100	880	220	0	
70	NHS	0170-2829	X2	VARIOUS	STATEWIDE	INSTALL RUMBLE STRIP ON NHS EXPRESSWAYS	PE	2010	75	60	15	0	
70	RT	0170-RT10	X6	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2010	1,436	1,149	0	287	
70	RT	0170-RT10	X6	VARIOUS	STATEWIDE	RECREATION TRAILS	S/U	2011	1,436	1,149	0	287	
70	RT	0170-RT10	X6	VARIOUS	STATEWIDE	RECREATION TRAILS	S/U	2012	1,436	1,149	0	287	
70	RT	0170-RT10	X6	VARIOUS	STATEWIDE	RECREATION TRAILS	S/U	2013	1,436	1,149	0	287	
70	RT	0170-RT10	X6	VARIOUS	STATEWIDE	RECREATION TRAILS	S/U	FYI	1,436	1,149	0	287	
70	HSIP	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2010	11,667	10,500	1,167	0	
70	HSIP	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2011	11,667	10,500	1,167	0	
70	HSIP	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2012	11,667	10,500	1,167	0	
70	HSIP	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2013	11,667	10,500	1,167	0	
70	HSIP	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	FYI	11,667	10,500	1,167	0	
70	5316G	0170-T798	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - BRIDGEPORT/STAMFORD	OTH	2010	644	322	0	322	
70	5316G	0170-T798	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - BRIDGEPORT/STAMFORD	OTH	2011	678	339	0	339	
70	5316G	0170-T798	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - BRIDGEPORT/STAMFORD	OTH	2012	710	355	0	355	

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70	5316G	0170-T798	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - BRIDGEPORT/STAMFORD	OTH	2013	746	373	0	373	
70	5316G	0170-T798	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	JOB ACCESS AND REVERSE COMMUTE -	OTH	FYI	784	392	0	392	
75	CMAQ	0170-T843	X6	VARIOUS	STATEWIDE	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	2010	380	304	76	0	
75	CMAQ	0170-T847	X6	VARIOUS	STATEWIDE	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	2011	391	313	78	0	
75	CMAQ	0170-T847	X6	VARIOUS	STATEWIDE	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	2012	403	323	81	0	
75	CMAQ	0170-T847	X6	VARIOUS	STATEWIDE	TELECOMMUTING PARTNERSHIP (NY-NJ-CT MODERATE)	OTH	2013	415	332	83	0	
75	CMAQ	0170-T841	X6	VARIOUS	STATEWIDE	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	2010	632	506	126	0	
75	CMAQ	0170-T850	X6	VARIOUS	STATEWIDE	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	2011	651	521	130	0	
75	CMAQ	0170-T850	X6	VARIOUS	STATEWIDE	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	2012	671	537	134	0	
75	CMAQ	0170-T850	X6	VARIOUS	STATEWIDE	STATEWIDE MARKETING (NY-NJ-CT MODERATE)	OTH	2013	691	553	138	0	
70	5317J	0170-TNF3	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	NEW FREEDOM - BRIDGEPORT/STAMFORD	OTH	2010	556	278	0	278	
70	5317J	0170-TNF3	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	NEW FREEDOM - BRIDGEPORT/STAMFORD	OTH	2011	584	292	0	292	
70	5317J	0170-TNF3	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	NEW FREEDOM - BRIDGEPORT/STAMFORD	OTH	2012	614	307	0	307	
70	5317J	0170-TNF3	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	NEW FREEDOM - BRIDGEPORT/STAMFORD	OTH	2013	644	322	0	322	
70	5317J	0170-TNF3	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	NEW FREEDOM - BRIDGEPORT/STAMFORD	OTH	FYI	676	338	0	338	
75	CMAQ	0170-TX09	X6	VARIOUS	STATEWIDE	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	2010	997	798	0	199	
75	CMAQ	0170-TX09	X6	VARIOUS	STATEWIDE	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	2011	1,026	821	0	205	
75	CMAQ	0170-TX09	X6	VARIOUS	STATEWIDE	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	2012	1,057	846	0	211	
75	CMAQ	0170-TX09	X6	VARIOUS	STATEWIDE	CONNECTICUT CLEAN FUELS (NY-NJ-CT MODERATE)	OTH	2013	1,089	871	0	218	
75	CMAQ	0170-TXX2	X6	VARIOUS	STATEWIDE	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	2010	2,740	2,192	548	0	
75	CMAQ	0170-TXX2	X6	VARIOUS	STATEWIDE	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	2011	2,822	2,258	564	0	
75	CMAQ	0170-TXX2	X6	VARIOUS	STATEWIDE	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	2012	2,907	2,325	581	0	
75	CMAQ	0170-TXX2	X6	VARIOUS	STATEWIDE	STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (NY-NJ-CT MODERATE)	OTH	2013	2,994	2,395	599	0	
70	5307P	0170-T708	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 10	OTH	2010	250	200	50	0	
70	5307C	0170-TXXX	X6	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2010	350	280	70	0	
70	5307C	0170-TXXX	X6	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2011	350	280	70	0	
70	5307C	0170-TXXX	X6	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2012	350	280	70	0	
70	5307C	0170-TXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2013	350	280	70	0	
70	5307C	0170-TXXX	X6	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	FYI	350	280	70	0	
73	NHS	0173-0365	X6	VARIOUS	DISTRICT 3	OPERATE INCIDENT MGMT SYSTEM ON I-95 FROM BRNFD TO NY ST LINE - AC CONV.	CON	2010	6,441	5,152	1,288	0	
73	CMAQ	0173-0390	X6	I-95	DISTRICT 3	DESIGN VMS & CCTV UPGRADE I-95 GREENWICH TO BRIDGEPORT	PE	FYI	1,810	1,629	181	0	
73	CMAQ	0173-0386	X6	I-95	DISTRICT 3	UPGRADE CCTV BRIDGEPORT TO GREENWICH	CON	FYI	9,600	8,640	960	0	
73	CMAQ	0173-0384	X6	I-95	DISTRICT 3	UPGRADE VMS BRIDGEPORT TO GREENWICH	CON	FYI	8,700	8,700	0	0	

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73	RR	0173-0399	X6	VARIOUS	DISTRICT 3	INSTALLATION OF EPOXY PAVEMENT MARKINGS - INTERSECTIONS	CON	2010	552	552	0	0	
01	5309A	0300-T124	N	NHL-ML	NORWALK	REPLACE EAST AVENUE BRIDGE -NORWALK (W/C1A).	CON	2010	8,500	6,800	1,700	0	
01	5309A	0300-T124	N	NHL-ML	NORWALK	REPLACE EAST AVENUE BRIDGE - NORWALK (W/C1A)	CON	2011	8,500	6,800	1,700	0	Yes
78	5307C	0300-T127	X6	NHL-ML	DEVON	PE DEVON & COS COB MOVABLE BRIDGES	PE	2011	14,000	11,200	2,800	0	
01	5307C	0301-0040	X6	NHL-ML	WESTPORT/STAMFORD	CONSTRUCT NEW WALK AND SAGA BRIDGE (W/C1A)	CON	2010	31,148	24,918	6,230	0	
01	5307C	0301-0040	X6	NHL-ML	WESTPORT/STAMFORD	CONSTRUCT NEW WALK AND SAGA BRIDGE (W/C1A)	CON	2011	33,903	27,122	6,781	0	
01	5309A	0301-0040	X6	NHL-ML	WESTPORT/STAMFORD	CONSTRUCT NEW WALK AND SAGA BRIDGE (W/C1A)	CON	2011	20,000	16,000	4,000	0	
01	5309A	0301-0040	X6	NHL-ML	WESTPORT/STAMFORD	CONSTRUCT NEW WALK AND SAGA BRIDGE (W/C1A)	CON	2012	30,500	24,400	6,100	0	
01	5307C	0301-0040	X6	NHL-ML	WESTPORT/STAMFORD	REHABILITATE WALK AND SAGA MOVEABLE BRIDGE	CON	FYI	21,587	17,270	4,317	0	
77	5309A	0301-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2010	4,000	3,200	800	0	
77	5307C	0301-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM.	CON	2010	10,000	8,000	2,000	0	
77	5307C	0301-0077	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM.	CON	2011	4,500	3,600	900	0	
77	5307C	0301-0077	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM.	CON	2012	11,271	9,017	2,254	0	
77	5307C	0301-0077	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM.	CON	FYI	8,000	6,400	1,600	0	
01	5307C	0301-0092	X6	NHL-ML	GREENWICH	REHAB BRIDGES- SOUND BEACH AVE/TOMAC AVE- GREENWICH.	CON	FYI	20,000	16,000	4,000	0	
77	5307C	0301-0092	X6	NHL-ML	GREENWICH	REHAB BRIDGES- SOUND BEACH AVE/TOMAC AVE- GREENWICH.	CON	FYI	20,000	16,000	4,000	0	
77	5307C	0301-T119	X6	NHL-ML	VARIOUS	NH-ML CATENARY REPLCMNT - WALK-CP248, SECTION C1A.	CON	2011	26,000	20,800	5,200	0	
77	5309A	0301-T119	X6	NHL-ML	VARIOUS	NH-ML CATENARY REPLCMNT - WALK-CP248, SECTION C1A.	CON	2011	24,000	19,200	4,800	0	
77	5309A	0301-T119	X6	NHL-ML	VARIOUS	NH-ML CATENARY REPLCMNT - WALK-CP248, SECTION C1A.	CON	2012	21,500	17,200	4,300	0	
77	5309A	0301-T120	X6	NHL-ML	VARIOUS	NH-ML CATENARY REPLCMNT - PECK TO DEVON, SECTION C2.	CON	FYI	52,000	41,600	10,400	0	
77	5309A	0301-XXXX	X6	NHL-ML	VARIOUS	NHL CATENARY REPLACEMENT W/C1B	CON	2010	20,000	16,000	4,000	0	
01	5307P	0301-XXXX	X6	NHL-ML	VARIOUS	NHL-ML RETAINING WALLS-NEW CANAAN/STAMFORD/STAMFORD BULK TRACK	CON	2010	4,500	3,600	900	0	
01	5309A	0302-0010		NHL-ML	New Canaan	NHL-ML NEW CANAAN BULK TRACK	CON	2010	2,800	2,240	560	0	
79	5307P	0400-0027	X6	CTTRANSIT	VARIOUS	CT TRANSIT SYSTEMWIDE ADMIN CAPITAL/SCV REPLACEMENT	OTH	2010	2,217	1,774	443	0	Yes
79	5307C	0400-0027	X6	CT TRANSIT	VARIOUS	CT TRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT.	OTH	2011	600	480	120	0	Yes
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT.	OTH	2010	700	560	140	0	Yes
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT SYSTEMWIDE ADMIN CAPT/SCV REPLACEMENT.	OTH	2012	800	640	160	0	Yes
79	5307C	0400-XXXX	X6	CT TRANSIT	VARIOUS	CTH - REPL 14 1999 BUSES.	ACQ	2011	6,280	5,024	1,256	0	Yes

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79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 32 BUSES - FY 2013	ACQ	2013	16,672	13,338	3,334	0	Yes
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT-REPLACE 40 BUSES.	ACQ	FYI	22,080	17,664	4,416	0	Yes
79	5307P	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSTI - SYSTEMWIDE IT UPGRADE - FY 09	OTH	2010	492	394	98	0	Yes
79	5307P	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSTI - SYSTEMWIDE RTS BUSES CRITICAL SYSTEM REPLACEMENT	OTH	2010	500	400	100	0	Yes
01	5307O	0401-XXXX		CT TRNST	STAMFORD	CONNECTICUT TRANSIT - STAMFORD - FY2010	OTH	2010	9,084	0	9,084	0	Yes
01	5307O	0401-XXXX		CT TRNST	STAMFORD	CONNECTICUT TRANSIT - STAMFORD - FY2011	OTH	2011	9,084	0	9,084	0	Yes
01	5307O	0401-XXXX		CT TRNST	STAMFORD	CONNECTICUT TRANSIT - STAMFORD - FY2012	OTH	2012	9,084	0	9,084	0	Yes
01	5307O	0401-XXXX		CT TRNST	STAMFORD	CONNECTICUT TRANSIT - STAMFORD - FY2013	OTH	2013	9,084	0	9,084	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - ADA OPERATING NORWALK - FY2010	OTH	2010	606	0	606	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - ADA OPERATING NORWALK - FY2011	OTH	2011	606	0	606	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - ADA OPERATING NORWALK - FY2012	OTH	2012	606	0	606	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - ADA OPERATING NORWALK - FY2013	OTH	2013	606	0	606	0	Yes
01	5307O	0412-XXXX		NRWLK TD	STAMFORD	NORWALK TD - ADA OPERATING STAMFORD - FY2010	OTH	2010	1,868	0	1,868	0	Yes
01	5307O	0412-XXXX		NRWLK TD	STAMFORD	NORWALK TD - ADA OPERATING STAMFORD - FY2011	OTH	2011	1,868	0	1,868	0	Yes
01	5307O	0412-XXXX		NRWLK TD	STAMFORD	NORWALK TD - ADA OPERATING STAMFORD - FY2012	OTH	2012	1,868	0	1,868	0	Yes
01	5307O	0412-XXXX		NRWLK TD	STAMFORD	NORWALK TD - ADA OPERATING STAMFORD - FY2013	OTH	2013	1,868	0	1,868	0	Yes
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - ADA OPERATING WESTPORT - FY2010	OTH	2010	124	0	124	0	Yes
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - ADA OPERATING WESTPORT - FY2011	OTH	2011	124	0	124	0	Yes
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - ADA OPERATING WESTPORT - FY2012	OTH	2012	124	0	124	0	Yes
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - ADA OPERATING WESTPORT - FY2013	OTH	2013	124	0	124	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - FIXED ROUTE - FY2010	OTH	2010	3,557	0	3,557	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - FIXED ROUTE - FY2011	OTH	2011	3,557	0	3,557	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - FIXED ROUTE - FY2012	OTH	2012	3,557	0	3,557	0	Yes
01	5307O	0412-XXXX		NRWLK TD	NORWALK	NORWALK TD - FIXED ROUTE - FY2013	OTH	2013	3,557	0	3,557	0	Yes
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - WESTPORT - FIXED ROUTE - FY2010	OTH	2010	610	0	610	0	
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - WESTPORT - FIXED ROUTE - FY2011	OTH	2011	610	0	610	0	
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - WESTPORT - FIXED ROUTE - FY2012	OTH	2012	610	0	610	0	
01	5307O	0412-XXXX		NRWLK TD	WESTPORT	NORWALK TD - WESTPORT - FIXED ROUTE - FY2013	OTH	2013	610	0	610	0	
01	5307C	0412-T073	X6	NRWLK TD	NORWALK	NRWLK TD - ADMIN CAPITAL & SCV REPL PROGRAM.	OTH	2010	260	208	52	0	
01	5307C	0412-XXXX	X6	NRWLK TD	NORWALK	NRWLK TD - ADMIN CAPITAL & SCV REPL PROGRAM.	OTH	2011	125	100	25	0	
01	5307C	0412-XXXX	X6	NRWLK TD	NORWALK	NRWLK TD - ADMIN CAPITAL & SCV REPL PROGRAM.	OTH	2012	100	80	20	0	
01	5307C	0412-XXXX	X6	NWLK TD	NORWALK	NWLK TD-ADMINISTRATIVE CAPITAL - FY 2013	OTH	2013	100	80	20	0	
01	5307C	0412-T073	X6	NRWLK TD	NORWALK	NRWLK TD - ADMIN CAPITAL & SCV REPL PROGRAM.	OTH	FYI	100	80	20	0	
01	5307C	0412-XXXX		NRWLK TD	NORWALK	NRWLK TD - FACILITY STATE OF GOOD REPAIR - FY 10	ALL	2010	400	320	80	0	
01	5307C	0412-XXXX		NRWLK TD	NORWALK	NRWLK TD - PURCHASE AVL/MDT - FY 10	OTH	2010	2,001	1,601	400	0	Yes
01	5307C	0412-XXXX	X6	NRWLK TD	NORWALK	NRWLK TD - REPLACE 13 PARATRANSIT VEHICLES - FY 10	ACQ	2010	790	632	158	0	Yes
01	5307C	0412-XXXX	X6	NWLK TD	NORWALK	NWLK TD-REPLACE PARATRANSIT VEHICLES - FY 2010	ACQ	2010	715	572	143	0	Yes
01	5307C	0412-XXXX	X6	NWLK TD	NORWALK	NWLK TD-REPLACE PARATRANSIT VEHICLES - FY 2012	ACQ	2012	370	296	74	0	Yes
01	5307C	0412-T073	X6	NRWLK TD	NORWALK	NRWLK TD-REPLACE PARATRANSIT VEHICLES PROGRAM.	ACQ	FYI	600	480	120	0	Yes

