

Urban Transitway Phase II Stamford, Connecticut (November 2009)

The City of Stamford, Connecticut is proposing to extend Phase I of its Urban Transitway, currently under construction, for 0.6 miles along Myrtle Avenue to US Route 1. The facility will accommodate new dedicated bus-priority/High Occupancy Vehicle (HOV) lanes in both directions, bike pathways, sidewalks, and landscaping. Signal priority treatments at intersections will provide for local and commuter bus priority, reducing total average trip times and improving reliability for passengers. High amenity bus stops in the corridor will include real-time passenger displays. The dedicated lanes will be for the exclusive use of buses and other HOV vehicles seven days-per-week/twenty-four hours-per-day. The new facility will also accommodate direct access to Connecticut Transit's (CTTransit) bus maintenance facility from Myrtle Avenue, thereby reducing deadhead miles and improving overall system operating efficiency.

The City of Stamford has identified the need to improve bus and HOV access between the Stamford Intermodal Transportation Center (SITC), at the eastern end of the Phase I Transitway, and US Route 1. The Phase II Urban Transitway will extend the benefits of Phase I from its current Elm Street terminus to US Route 1, relieving congestion on local streets and providing fast, direct bus rapid transit-like levels of service between the SITC and the Myrtle Avenue Corridor, as well as the Glenbrook, Cove, and Shippan neighborhoods of Stamford. As with the Phase I Transitway, the city and CTTransit are committed to providing regular service along the full Transitway at peak hour headways of 10 minutes or less, stopping at high-amenity bus stops at locations to be identified following broad community consultation.

The total capital cost for the Stamford Urban Transitway Phase II project is estimated at \$48.31 million, with a proposed Section 5309 New Starts share of \$24.72 million. *Because the proposed New Starts share is less than \$25 million, the project is exempt from the New Starts criteria and is thus not subject to FTA's evaluation and rating (49 USC 5309(e)(1)(B)).*

| Summary Description | |
|-----------------------------------------------|------------------------------------|
| Proposed Project: | Busway/HOV Extension 3,000 Feet |
| Total Capital Cost (\$YOE): | \$48.31 Million |
| Section 5309 New Starts Share (\$YOE): | \$24.72 Million (51.2%) |
| Ridership Forecast: | Not Available |

Project Development History and Current Status

The need for direct access between the SITC and residential and commercial areas in the eastern and northeastern sections of Stamford emerged out of the city's 2002 Master Plan, as well as the South Western Regional Planning Agency's (Stamford's metropolitan planning organization) long range transportation plan (2004-2030). The City of Stamford and CTTransit have developed a Stamford Urban Transitway Operations Plan to identify agency commitments and responsibilities agreed to during the design phase of the Phase I Transitway. Phase I is now partially opened. Construction is anticipated to be completed in early-summer 2010. The two parties will update the document to reflect operating responsibilities associated with opening of the Phase II Transitway, which is anticipated in summer 2012.

FTA approved the project into preliminary engineering in May 2006, and issued a Finding of No Significant Impact based on the project's Environmental Assessment in September 2006. FTA approved the project into final design in November 2007.

| Locally Proposed Financial Plan | | |
|----------------------------------------|---------------------------------------|--------------------------------|
| <u>Source of Funds</u> | <u>Total Funds (\$million)</u> | <u>Percent of Total</u> |
| Federal: | | |
| Section 5309 New Starts | \$24.72 | 51.2% |
| Section 5309 Bus | \$8.80 | 18.2% |
| FHWA ITS Earmark | \$0.93 | 1.9% |
| EPA Brownfields | \$0.16 | 0.3% |
| Local: | | |
| City of Stamford General Fund | \$13.70 | 28.4% |
| Total: | \$48.31 | 100.0% |

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

Urban Transitway Phase II

Stamford, Connecticut



