

TRANSPORTATION IMPROVEMENT PROGRAM

F.Y. 2018 - 2021

Adopted: June 21, 2017

*Si necesita asistencia de language, por favor comuniquese a:
860-889-2324 or office@seccog.org*

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS
5 Connecticut Avenue, Norwich, Connecticut 06360

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Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Southeastern Connecticut Council of Governments and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the Federal Highway Administration.

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STAFF ASSISTING IN THE PREPARATION OF THIS REPORT:

James S. Butler, AICP, Executive Director
S. Richard Guggenheim, Assistant Director
Stephanie Molden, Planner II
Wendy Leclair, Executive Secretary

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SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

**5 Connecticut Avenue, Norwich, Connecticut 06360
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RESOLUTION NO. 17-4 ADOPTING THE FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, The Southeastern Connecticut Council of Governments acting as the Metropolitan Planning Organization, is authorized by P.L. 114-94, Fixing America's Surface Transportation Act (FAST-ACT) and related U.S. Department of Transportation regulations to prepare and endorse a Transportation Improvement Program for the Southeastern Connecticut region; and,

WHEREAS, the Southeastern Connecticut Council of Governments prepared the FFY 2018-2021 Transportation Improvement Program in cooperation with the Connecticut Department of Transportation in accordance with the provisions of P.L. 114-94, Fixing America's Surface Transportation Act (FAST-ACT); and,

WHEREAS, the FFY 2018-2021 Transportation Improvement Program describes all projects which are programmed to receive federal transportation assistance over the next four fiscal years and is financially constrained; and,

WHEREAS, the public notification and review of the draft FFY 2018-2021 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, a public information meeting was held on June 12, 2017, at which the public was invited to comment on the draft FFY 2018-2021 Transportation Improvement Program; and,

WHEREAS, that by agreement between the State and the Metropolitan Planning Organization, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of the Statewide Transportation Improvement Program (STIP) public involvement; and,

NOW, THEREFORE BE IT RESOLVED, that the Southeastern Connecticut Council of Governments hereby endorses the FFY 2018-2021 Transportation Improvement Program for the Southeastern Connecticut Region.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Southeastern Connecticut Council of Governments on June 21, 2017.

Date: 6/21/17

By 
Mark Nickerson, Secretary

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RESOLUTION NO. 17-5 **CONFORMITY WITH THE CLEAN AIR ACT OZONE**

WHEREAS, the Southeastern Connecticut Council of Governments is required to submit an Air Quality Conformity Statement to the U.S. Federal Highway Administration (FHWA) and to the U.S. Environmental Protection Administration (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the region's Transportation Plan; and

WHEREAS, Title 42, Section 7506(3) (A) states that conformity of transportation plans and programs will be demonstrated if: (1) the plans and programs are consistent with recent estimates of mobile source emissions; (2) the plans and programs provide for the expeditious implementation of certain transportation control measures; and (3) the plans and program contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the Southeastern Connecticut Council of Governments that the plans and programs approved today, June 21, 2017, and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506(3)(A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Moderate Nonattainment Area (Hartford, New London, Tolland, Windham and Litchfield Counties), and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas (Ozone Air Quality Conformity Report May, 2017); and

WHEREAS, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506(3) (A).

NOW, THEREFORE, be it Resolved by the Southeastern Connecticut Council of Governments, that the Southeastern Connecticut Council of Governments finds that the 2015 Long Range Transportation Plan and the FFY 2018-2021 Transportation Improvement Program and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506(3)(A) and hereby approves the existing May 2017 Ozone Air Quality Conformity Determination contingent upon no major adverse comments are received during said period.


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CERTIFICATE

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on June 21, 2017.

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**RESOLUTION NO. 17-6
ANNUAL URBAN PLANNING CERTIFICATION**


RESOLVED, that the Southeastern Connecticut Council of Governments, the designated Metropolitan Planning Organization for the Southeastern Connecticut Planning Region, hereby certifies that the urban planning transportation planning process has been conducted in accordance with the terms and provisions of the August 1, 1983, Urban Transportation Planning Rule and that all applicable provisions relative to involvement of public and private providers of mass transit, civil rights, involvement of minority business enterprises, special efforts for elderly and handicapped persons, and the Clean Air Act, 23 USC and 49 WSC, have been satisfied.

The Unified Planning Work Program for FY 2017-2019 was adopted on May 24, 2017; the Long-Range Regional Transportation Plan for FY 2015-2040 was adopted on April 15, 2015; and the Transportation Improvement Program for FFY 2018-2021, was adopted on June 21, 2017.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Southeastern Connecticut Council of Governments on June 21, 2017.

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I. INTRODUCTION

The State Transportation Improvement Program (STIP) and its regional counterpart, the Transportation Improvement Program (TIP), is a schedule of selected transportation projects to be implemented during a four-year period. It is an administrative document required by the federal government under the P.L. 114-94, Fixing America's Surface Transportation Act (FAST-ACT). For each project listed in the STIP/TIP, important information is also presented on the cost of the project, the specific federal funding source used as well as the particular phase of the project being implemented. Projects listed in the STIP/TIP generally fall into one of three phases; (1) final design (FD), (2) right-of-way (ROW), or (3) construction (CON). Additionally, where capital assets are being acquired, those projects are shown in the STIP/TIP as ACQ.

The STIP/TIP is both a regional document and statewide in that a portion of the projects listed in it are usually specific to particular towns in the region or to the region itself. However, for administrative purposes, in addition to projects targeted for particular towns in southeastern Connecticut, this document also includes a section of state infrastructure improvement projects. Administratively, all regional and statewide type projects become aggregated into a State Transportation Improvement Program, or STIP.

The regional projects selected for inclusion in the STIP/TIP have emerged from a rigorous needs assessment review through the regional transportation planning process. Some form of reference to projects shown in the TIP may be found in the adopted Long Range Regional Transportation Plan (LRTP).

The STIP/TIP is adopted for a four-year period. However, circumstances may require that it be amended. Amendments occur on an as-needed basis. As with all major policy actions by the SCCOG, this process requires an opportunity for public review and comment prior to formal action by the SCCOG. In matters related to transportation policy, the SCCOG functions exclusively as the designated regional Metropolitan Planning Organization (MPO).

As an administrative document, the TIP must also function within two prescribed "budgetary" limits; one which is fiscal and the other which is related to air quality. Responsibility for balancing these budget matters is shared with CTDOT which must consider both fiscal and air quality issues on a larger-than- regional scale.

II. AIR QUALITY CONSIDERATIONS

The improvement of air quality through transportation planning is a major objective of SCCOG. As a result of the Clean Air Act Amendments of 1990 and its subsequent amendments, priority is being given to proposed transportation projects that will help to attain National Ambient Air Quality Standards (NAAQS). Projects involving construction can usually be expected to have degrading impacts on air quality during the construction phase due to construction equipment, dust from construction activities and additional emissions from congested traffic passing through, or near, the construction site. The impacts discussed here, however, will be based on expected conditions after construction.

The 1990 Clean Air Act Amendments identify a variety of transportation control measures (TCM's) designed to reduce or control transportation-related air pollution. SCCOG, along with CTDOT, CT DEEP and the State's other MPO's, are exploring alternative transportation strategies for their potential to reduce non-methane hydrocarbon (NMHC) emissions, a precursor of ozone. The following list of control measures are being employed to reduce hydrocarbon emissions:

1. Enhanced inspection and maintenance programs
2. Vapor recovery from fuel transfer and storage operations
3. Exclusive bus and carpool lanes
4. Areawide carpool programs
5. On-street parking controls
6. Park-and-ride and fringe parking lots
7. Pedestrian malls
8. Employer programs to encourage carpooling and vanpooling, mass transit, bicycling, and walking
9. Bicycle lanes and storage facilities
10. Staggered work hours
11. Road pricing to discourage single-occupancy automobile trips
12. Controls on extended vehicle idling
13. Traffic flow improvements
14. Alternative fuels or engines and other fleet vehicle controls
15. Other than light-duty vehicle retrofit
16. Extreme cold-start emission reduction programs

III. FINANCIAL PLAN

The following financial plan is intended to fulfill the Transportation Improvement Program (TIP) requirements of U.S. Title 23, Section 134(h) (2) (B) and Section 450.324(e) of the Metropolitan Planning Regulations. The Southeastern Connecticut Council of Governments (SCCOG) is the designated Metropolitan Planning Organization (MPO) in southeastern Connecticut. Sole responsibility for adopting the regional TIP rests with SCCOG acting as the MPO. All projects contained in the TIP are consistent with the fiscally constrained MPO Long-Range Transportation Plan and Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation (CTDOT), in cooperation with the MPO's, have developed a 29-year revenue estimate for the development of the Long-Range Plan. This serves as the basis for the TIP development and fiscal constraint. The TIP is prepared through an on-going planning process in cooperation with CTDOT, the MPO, area transit operators and the general public.

The MPO's TIP for Federal Fiscal Years 2018-2021 is financially constrained to the Congressional authorized amounts for Federal Highway Administration and Federal Transit Administration Programs. Non-federal matching funds will be provided by the State of Connecticut and the municipalities of the region.

The following tables provide a year-by-year cost summary of the projects programmed in the 4-year STIP/TIP. Table 1 summarizes the value of transit projects that fall exclusively within the southeastern region. Table 2 summarizes the cost of highway projects, whereas Table 3 summarizes the cost of bridge projects that are exclusive to the southeastern region. The tables are organized by year so as to depict the annual cost projections for all transit and highway projects projected to be funded in that year.

Current estimates indicate that the regional transit projects shown in Table 1 will require a total of \$12.4 million in federal funds over the 4-year period, which will be matched by \$3.1 million in state and local funds, for a total investment of \$15.5 million. Within Federal Highway Administration programs, highway projects for the 4-year period will require a total of \$1.86 million in federal funds and will be matched by \$.47 million in state and local funds, for a total of \$2.33 million total investment in the region. There is a total of \$32.25 million programmed by FHWA for bridges.

Projects designated as High Priority (Tables 4, 5, & 6) originated from special Congressional action and are targeted to those projects only rather than categories of projects. There is a total of \$17.6 million in High Priority Funding committed by FHWA for the next 4 years for Highways and \$368.6 million in Federal High Priority Funds committed for Bridges. There is just over \$1 million committed from FHWA for pedestrian improvement projects in the SCCOG region.

Tables 7 and 8 depict statewide-type projects that, administratively, require multi-regional approvals due largely to the fact that expenditures in these funding categories, as applied statewide, benefit the regions. Statewide transit projects funded under the Federal Transit Administration account for \$10.7 million in federal funds over the 4-year period while multi-region highway projects account for \$154.6 million in federal expenditures for the same time period.

TABLE 1

	FTA REGIONAL (in thousand dollars)				
FFY	2018	2019	2020	2021	TOTAL
FTA	4,950	3,951	2,564	893	12,357
STATE	1,165	913	564	144	2,786
LOCAL	73	75	77	79	303
TOTAL	6,188	4,938	3,205	1,116	15,447

TABLE 2

	FHWA HIGHWAY (in thousand dollars)				
FFY	2018	2019	2020	2021	TOTAL
FHWA	1,867	0	0	0	1,867
STATE	374	0	0	0	374
LOCAL	93	0	0	0	93
TOTAL	2,334	0	0	0	2,334

*includes TAP

TABLE 3

	FHWA BRIDGE (in thousand dollars)				
FFY	2018	2019	2020	2021	TOTAL
FHWA	27,533	3,520	1,200	0	32,253
STATE	6,388	880	300	0	7,568
LOCAL	476	0	0	0	476
TOTAL	34,398	4,400	1,500	0	40,298

TABLE 4

NATIONAL HIGH PRIORITY HIGHWAY (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
FHWA	3,840	8,269	3,184	2,336	17,630
STATE	960	2,049	484	584	4,076
LOCAL	0	0	0	0	0
TOTAL	4,800	10,318	3,668	2,920	21,706

TABLE 5

NATIONAL HIGH PRIORITY BRIDGE (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
FHWA	64,021	60,861	93,518	85,000	303,400
STATE	16,005	15,215	19,004	15,000	65,225
LOCAL	0	0	0	0	0
TOTAL	80,027	76,076	112,522	100,000	368,625

TABLE 6

OTHER HIGH PRIORITY PROJECTS (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
FHWA	821	0	0	0	821
STATE	0	0	0	0	0
LOCAL	205	0	0	0	205
TOTAL	1,026	0	0	0	1,026

TABLE 7

FTA MULTI-REGION (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
FTA	2,569	2,451	3,405	2,283	10,708
STATE	620	589	826	544	2,578
LOCAL	247	249	250	252	999
TOTAL	3,436	3,289	4,481	3,079	14,285

TABLE 8

FHWA MULTI-REGION (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
FHWA	38,770	35,374	36,347	24,476	134,965
STATE	5,616	5,517	5,760	2,793	19,686
LOCAL	0	0	0	0	0
TOTAL	44,386	40,891	42,106	27,268	154,651

TABLE 9

STATE – REGIONAL (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
STATE	4,874	4,874	4,874	4,874	19,496

TABLE 10

STATE – MULTI-REGIONAL (in thousand dollars)					
FFY	2018	2019	2020	2021	TOTAL
STATE	5,000	5,000	5,000	5,000	20,000

The projects listed in this TIP are funded from reasonably expected public resources.

- The federal funds identified in the regional TIP represent a portion of the expected authorizations to the State of Connecticut. When these funds are summed with all other expected federal funds shown in Connecticut's MPO TIPs and the rural regions of the State, the total equals the expected federal authorization to the State of Connecticut. CTDOT and SCCOG have concurred in the use of these federal funds for the projects listed in this 4-year STIP. A detailed description of this process is provided in the STIP.
- The majority of the federal funds indicated in this TIP will be matched from State funding resources. The State transportation agency has committed to utilize State of Connecticut funds for this purpose. These funds are required to pay the operating expenses of the Connecticut Department of Transportation, the State 100-percent funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has consistently been at a level sufficient to match available federal funds. The principal source of revenues are the motor fuel tax and motor vehicle receipts, which combined make up approximately 80-percent of the total fund revenue. State resources are sufficiently available to match the TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program over the past several decades. All available federal funds have been sufficiently matched during this period.
- A relatively small amount of federal funds will be matched by town/city government resources. Where local funds are indicated in the STIP/TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

The STIP/TIP is financially constrained and the spending plan is based on reasonable projections of available statewide resources. As program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be re-allocated to reflect total statewide and regional program needs.

IV. TITLE VI COMPLIANCE: NONDISCRIMINATION AND ENVIRONMENTAL JUSTICE

It has been the Federal Highway Administration's (FHWA's) longstanding policy to actively ensure nondiscrimination under Title VI of the 1964 Civil Rights Act in Federally funded activities. Under Title VI and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

As the MPO, it is SCCOG's responsibility to ensure that minorities and low income individuals have equal opportunity to participate in the transportation planning process, that the benefits of the funds made available for transportation are equitably distributed, and that adverse impacts of projects are not disproportionately distributed to low income and minority individuals or neighborhoods.

SCCOG's strategies to ensure compliance with Title VI include the following:

A. Public Involvement

Since 1973, SCCOG and its predecessor, the Southeastern Connecticut Regional Planning Agency (SCRPA), have been responsible for regional transportation planning. This responsibility resulted when the Governor officially designated the agency as the Metropolitan Planning Organization (MPO). Over this time period, numerous strategies have been developed to ensure that all population and demographic segments of the region have equal opportunity to participate in the planning process and that no segment absorbs a disproportionate burden. These population segments include the elderly, disabled, minority, low income and others either directly or indirectly affected by proposed expenditures of public funds. The four public involvement techniques that have proven most successful are as follows:

1. Regular meetings. The SCCOG holds regular meetings which are open to the public. These meetings are advertised and the public is welcome to attend and participate in discussions related to transportation and land use. In addition, when the COG acts as the MPO, such actions are widely advertised through distribution of agendas enumerating the actions to be taken.
2. Distribution of printed material. As part of SCCOG's Affirmative Action/EEO Employment provisions, an extensive linkage of organizations dealing with special demographic sectors has been developed. Draft copies of reports are regularly distributed throughout this network accompanied by a request to respond.

3. Formal public information meetings. Annually, SCCOG conducts formal public hearings on the following:
 - a. Proposed work program for the upcoming fiscal year.
 - b. Proposed update of the Long Range Regional Transportation Plan.
 - c. Proposed update of the Regional Transportation Improvement Program.
 - d. Proposed update of the State Transportation Improvement Program.
 - e. Proposed update of the Air Quality Conformity Statement.
 - f. Proposed significant modifications to any of the above at various times during the year.
4. Website. SCCOG has a website (www.seccog.org) which is regularly updated. The website contains meeting notices, minutes of meetings, documents and other pertinent information important to the region.

B. Monitoring

Ongoing monitoring of benefits and burdens occurs at two levels: a) regional, b) local. At the regional level, it is SCCOG staff's primary responsibility to monitor benefits and burdens of major large scale projects. At the local level, this responsibility is primarily vested in the individual local elected officials who serve as the voting members of the Metropolitan Planning Organization (MPO). These individuals represent the interests of their constituents. Additionally, local projects which emerge from the long range transportation planning to the STIP/TIP are also subject to (local) hearings as details emerge.

Since 1999, SCCOG has, and continues to actively participate in a planning, technical and policy advisory role for the Jobs Access and Reverse Commute project. This effort is multi-regional and focuses on linking people getting off welfare with transportation to jobs.

C. Supporting Demographic Documentation

SCCOG is the designated Census repository for the region. Like its predecessor, SCRPA, it has prepared a detailed analysis, on a block group basis, of the socio-economic profile of the region's 22 municipalities. In the mid-1970's, this process became an essential tool in developing a regional bus system to serve the area. Data on low vehicle ownership guided the need for public transportation in the urban areas and provided the basis for the development of the transit routes. SCCOG continues this analytical process as new data becomes available.

V. TIP PROJECTS

Table 11 represents projects that are scheduled for implementation through FFY's 2018-2021. Table 11 provides summary information about each individual project. In addition to a brief project description and its location, information is provided on the target year in which the project is expected to be undertaken, the phase of the project to be undertaken, as well as the distribution of funding responsibility. Again, it is important to understand that the STIP/TIP must be fiscally constrained such that the dollar amounts shown are derived from actual identified sources.

Table 12 represents projects which are mostly statewide in nature and require administrative approvals from more than one region. These are projects which are intended to provide benefits to some, but not necessarily all, regions for all projects.

To aid in the understanding of the column headings, the following descriptions are provided.

1. **Region:** Southeastern Connecticut is Region 13. (STIP projects are designated 70 through 75)
2. **FACode:** Federal Act funding source for the project.
3. **Proj#:** A State identification number for the project.
4. **TempP#:** Temporary project number.
5. **Rte/Sys:** General Route to be improved.
6. **Town:** Location of project. (TIP projects are either Statewide, District 2 or various)
7. **Description:** General description of project improvement.
8. **Phase:** Portion of the project to be completed.
9. **Year:** The year funds will be obligated for project phase.
10. **Tot\$(000):** Total cost of each phase of the project in thousands.
11. **Fed\$(000):** Federal share of the total project cost in thousands.
12. **Sta\$(000):** State share of the total project cost in thousands.
13. **Loc\$(000):** Local share of the total project cost in thousands.

Illustration #1 graphically depicts the general location of future projects in the 2018-2021 STIP/TIP by functional category.

Table 11
2018-2021 DRAFT TIP - REGION 13

Region	FA Code	Proj#	AQC	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
13	STPA-BRX	0044-0154	X6	CT 156	EAST LYME	REHAB BR 06026 O/ NIANITIC RIVER	CON	FYI	5,000	4,000	1,000	0
13	STPA-BRX	0044-0154	X6	CT 156	EAST LYME	REHAB BR 06026 O/ NIANITIC RV	FD	2018	400	320	80	0
13	NHPP	0044-0156	X7	I-95	EAST LYME	IMPROVEMENT OF I-95 INTERCHANGE 74 AT CT 161	FD	2018	5,000	4,000	1,000	0
13	NHPP	0044-0156	X7	I-95	EAST LYME	IMPROVEMENT OF I-95 INTERCHANGE 74 AT CT 161	ROW	2018	4,000	3,200	800	0
13	NHPP	0044-0156	X7	I-95	EAST LYME	IMPROVEMENT OF I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	2021	49,500	39,600	9,900	0
13	NHPP	0044-0156	X7	I-95	EAST LYME	IMPROVEMENT OF I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	FYI	62,500	50,000	12,500	0
13	NHPP	0044-0156	X7	I-95	EAST LYME	IMPROVEMENT OF I-95 INTERCHANGE 74 AT CT 161 - AC ENTRY	CON	2021	0	0	0	0
13	STPNL	0044-0157	X6	US 1	EAST LYME	REPLACE BR 06676 OVER BROOK	CON	2019	850	680	170	0
13	REP	0052-0091	X6	CT 207	FRANKLIN	REHAB BR 06787 & 06788 O/ BEAVER BRK	CON	2019	1,200	960	240	0
13	STPR	0052-0091	X6	CT 207	FRANKLIN	REHAB BR 06787 & 06788 O/ BEAVER BRK	FD	2018	300	240	60	0
13	HPPS	0058-0283	X6		GROTON	MYSTIC STREETScape EXT. (PHASE 3)	CON	2018	2,084	1,667	0	417
13	NHPP	0058-0307	X6	I-95	GROTON	SAFETY IMPR., MYSTIC RIVER BR TO RT ST LINE	CON	FYI	60,000	54,000	6,000	0
13	HPPS	0058-0308	X6	THOMAS ROAD	GROTON	BICYCLE/PEDESTRIAN FACILITY	CON	2018	1,024	819	0	205
13	STPT	0058-0308	X6	THOMAS ROAD	GROTON	BICYCLE/PEDESTRIAN FACILITY	CON	2018	465	372	0	93
13	STPNL	0085-0144	X6	OLD COLCHESTER RD	MONTVILLE	CULVERT REPL O/ FOX BRK	CON	2018	1,200	960	120	120
13	NHPP-BRX	0094-0235	X6	I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR - AC CONVERSION	CON	2020	35,000	31,500	3,500	0
13	NHPP-BRX	0094-0235	X6	I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR - AC CONVERSION	CON	2021	50,000	45,000	5,000	0
13	NHPP-BRX	0094-0235	X6	I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR - AC ENTRY	CON	2018	0	0	0	0
13	REP	0101-0116	X6	CT 49	NORTH STONINGTON	REPLACE BR 02968 O/ PENDLETON BRK	CON	2018	300	240	60	0
13	STPR	0101-0116	X6	CT 49	NORTH STONINGTON	REPLACE BR 02968 O/ PENDLETON BRK	CON	2018	1,450	1,160	290	0
13	STPNL	0103-0259	X6	SHERMAN ST	NORWICH	REHAB BR 04047 AND 03797 O/ YANTIC RV	CON	2018	3,560	2,848	356	356
13	STPNL	0103-0265	X6	CT 97	NORWICH	REPLACE BR 02589 O/ COLD BROOK	CON	2018	850	680	170	0
13	STPO	0103-0265	X6	CT 97	NORWICH	REPLACE BR 02589 O/ COLD BROOK	FD	2018	300	240	60	0
13	STPO	0103-0265	X6	CT 97	NORWICH	REPLACE BR 02589 O/ COLD BROOK	ROW	2018	50	40	10	0
13	NHPP	0103-0272	X6	I-395	NORWICH	REPLACE GUIDERAILS FROM RT 2A TO RT 2	FD	2018	150	135	15	0
13	NHPP	0103-0272	X6	I-395	NORWICH	REPLACE GUIDERAILS FROM RT 2A TO RT 2	CON	2019	2,500	2,250	250	0
13	REP	0113-0107	X6	CT 2A	PRESTON	REPLACE BR 02931 O/ DICKERMAN'S BROOK	CON	2018	753	602	151	0
13	STPNL	0113-0107	X6	CT 2A	PRESTON	REPLACE BR 02931 O/ DICKERMAN'S BROOK	CON	2018	747	598	149	0
13	REP	0113-0108	X6	CT 2A	PRESTON	REPLACE BR 02932 O/ DICKERMAN'S BROOK	CON	2018	1,250	1,000	250	0
13	STPNL	0113-0108	X6	CT 2A	PRESTON	REPLACE BR 02932 O/ DICKERMAN'S BROOK	CON	2018	1,250	1,000	250	0
13	STPR	0120-0090	X6	RT 82	SALEM	REPLACE BR 01140 & 05401 O/EAST BRANCH EIGHT MILE RIVER	FD	2018	500	400	100	0
13	STPR	0120-0090	X6	RT 82	SALEM	REPLACE BR 01140 & 05401 O/EAST BRANCH EIGHT MILE RIVER	ROW	2018	50	40	10	0
13	STPR	0120-0090	X6	CT 82	SALEM	REPLACE BR 01140 & 05401 O/ EIGHT MILE RV	CON	2018	4,500	3,600	900	0
13	STPR	0120-0093	X6	CT 85	SALEM	REPLACE BR 02540 OVER LITTLE BROOK	ROW	2018	50	40	10	0
13	STPR	0120-0093	X6	CT 85	SALEM	REPLACE BR 02540 OVER LITTLE BROOK	CON	2019	2,000	1,600	400	0
13	STPR	0120-0093	X6	CT 85	SALEM	REPLACE BR 02540 OVER LITTLE BROOK	FD	2018	300	240	60	0
13	REP	0133-0097	X6	CT 97	SPRAGUE	REHAB BR 01291 O/ BEAVER BROOK	CON	2018	1,300	1,040	260	0
13	NHPP-BRX	0152-0158	X6	I-395	WATERFORD	NHS - REHAB BR 00255 O/ RT 85	CN	2018	5,314	4,251	1,063	0
13	REP	0152-0158	X6	I-395	WATERFORD	NHS - REHAB BR 00255 O/ RT 85	CN	2018	3,750	3,000	750	0
13	REP	0152-0158	X6	I-395	WATERFORD	NHS - REHAB BR 00255 O/ RT 85	CN	2018	36	36	0	0
13	REP	0163-0196	X6	CT 66	WINDHAM	REPLACE BR 00488 O/ P&W RR (LIST 20)	CN	2018	11,901	9,529	2,372	0
13	STPA-BRX	0163-0196	X6	CT 66	WINDHAM	REPLACE BR 00488 O/ P&W RR (LIST 20)	CON	2018	1,099	879	220	0
13	TAPO	0163-0204	X6	HOP RIVER TRAIL	WINDHAM	HOP RIVER TRAIL BRIDGE REHAB	CON	2018	370	296	74	0
70	NHPP-BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2018	50,000	40,000	10,000	0
70	NHPP-BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2019	50,000	40,000	10,000	0
70	NHPP-BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2020	50,000	40,000	10,000	0
70	NHPP-BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2021	50,000	40,000	10,000	0
70	NHPP-BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	FYI	50,000	40,000	10,000	0
70	NHPP	0170-3362	X6	VARIOUS	STATEWIDE	SIGN SUPPORT REPLACEMENTS	CON	2017	4,800	3,840	960	0
70	NHPP-BRX	0170-3382	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2018	2,000	1,600	400	0
70	NHPP-BRX	0170-3382	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2019	2,000	1,600	400	0
70	NHPP-BRX	0170-3382	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2020	2,000	1,600	400	0
70	NHPP-BRX	0170-3382	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC ENTRY	OTH	2018	0	0	0	0
70	STPA-BRX	0170-3383	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2018	1,000	800	200	0
70	STPA-BRX	0170-3383	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2019	1,000	800	200	0
70	STPA-BRX	0170-3383	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2020	1,000	800	200	0
70	STPA-BRX	0170-3383	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20) - AC ENTRY	OTH	2018	0	0	0	0
70	NHPP-BRX	0170-3411	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	3,703	2,962	741	0
70	NHPP-BRX	0170-3411	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	3,926	3,141	785	0
70	NHPP-BRX	0170-3411	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	4,162	3,330	832	0
70	NHPP-BRX	0170-3411	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70	STPA-BRX	0170-3412	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	2,860	2,288	572	0
70	STPA-BRX	0170-3412	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	3,032	2,426	606	0
70	STPA-BRX	0170-3412	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	3,214	2,571	643	0
70	STPA-BRX	0170-3412	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70	NHPP-BRX	0170-3413	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	19,010	15,208	3,802	0
70	NHPP-BRX	0170-3413	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	20,150	16,120	4,030	0
70	NHPP-BRX	0170-3413	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	21,360	17,088	4,272	0
70	NHPP-BRX	0170-3413	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70	STPA-BRX	0170-3414	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	8,340	6,672	1,668	0
70	STPA-BRX	0170-3414	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	8,840	7,072	1,768	0
70	STPA-BRX	0170-3414	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	9,370	7,496	1,874	0
70	STPA-BRX	0170-3414	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70	NHPP	0170-3415	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	1,168	934	234	0
70	NHPP	0170-3415	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	1,168	934	234	0
70	NHPP	0170-3415	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	2,920	2,336	584	0
70	NHPP	0170-3415	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70	STPA	0170-3416	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	250	200	50	0

Table 11
2018-2021 DRAFT TIP - REGION 13

70 STPA	0170-3416	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	250	200	50	0
70 STPA	0170-3416	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	750	600	150	0
70 STPA	0170-3416	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70 STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21) - AC CONVERSION	OTH	2018	1,000	800	200	0
70 STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21) - AC CONVERSION	OTH	2019	500	400	100	0
70 STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21) - AC CONVERSION	OTH	2020	500	400	100	0
70 STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0
70 STPA	0170-3444	X6		STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC CONVERSION	PL	2018	668	534	134	0
70 STPA	0170-3444	X6		STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC CONVERSION	PL	FYI	443	354	89	0
70 STPA	0170-3444	X6		STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC ENTRY	PL	2018	0	0	0	0
70 HSIP(SIPH)	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER,(SAFETY REPORT)	ALL	2018	26,608	23,948	2,661	0
70 HSIP(SIPH)	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER,(SAFETY REPORT)	ALL	2019	26,608	23,948	2,661	0
70 HSIP(SIPH)	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER,(SAFETY REPORT)	ALL	2020	26,608	23,948	2,661	0
70 HSIP(SIPH)	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER,(SAFETY REPORT)	ALL	2021	26,608	23,948	2,661	0
70 HSIP(SIPH)	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER,(SAFETY REPORT)	ALL	FYI	26,608	23,948	2,661	0
70 5307C	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 21	OTH	2021	600	480	120	0
70 5307C	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 19	OTH	2019	500	400	100	0
70 5307C	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 20	OTH	2020	550	440	110	0
13 5310E	0170-XXXX	X6	VARIOUS BUS	NWCH/NWLN URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-NWCH/NWLN	OTH	2018	363	290	0	73
13 5310E	0170-XXXX	X6	VARIOUS BUS	NWCH/NWLN URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-NWCH/NWLN	OTH	2019	373	299	0	75
13 5310E	0170-XXXX	X6	VARIOUS BUS	NWCH/NWLN URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-NWCH/NWLN	OTH	2020	385	308	0	77
13 5310E	0170-XXXX	X6	VARIOUS BUS	NWCH/NWLN URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-NWCH/NWLN	OTH	2021	396	317	0	79
70 5307C	0170-XXXX	X6	VARIOUS	VARIOUS	TRANSIT CAPITAL PLANNING FY 18	OTH	2018	450	360	90	0
70 5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2018	250	200	0	50
70 5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2019	257	206	0	51
70 5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2020	265	212	0	53
70 5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2021	273	218	0	55
70 5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2018	OTH	2018	1,005	1,005	0	0
70 5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2019	OTH	2019	1,005	1,005	0	0
70 5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2020	OTH	2020	1,005	1,005	0	0
70 5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2021	OTH	2021	1,005	1,005	0	0
70 9-N/A	0170-XXXX	X6	VARIOUS	STATEWIDE	MUNICIPAL GRANT PROGRAM - FY 2018	OTH	2018	5,000	0	5,000	0
70 9-N/A	0170-XXXX	X6	VARIOUS	STATEWIDE	MUNICIPAL GRANT PROGRAM - FY 2019	OTH	2019	5,000	0	5,000	0
70 9-N/A	0170-XXXX	X6	VARIOUS	STATEWIDE	MUNICIPAL GRANT PROGRAM - FY 2020	OTH	2020	5,000	0	5,000	0
70 9-N/A	0170-XXXX	X6	VARIOUS	STATEWIDE	MUNICIPAL GRANT PROGRAM - FY 2021	OTH	2021	5,000	0	5,000	0
72 STPA	0172-0444	X7	VARIOUS	DISTRICT 2	TRAFFIC SIGNAL INSTALLATIONS AND REVISIONS	CON	2018	3,000	3,000	0	0
72 STPA	0172-0471	X7	VARIOUS	DISTRICTS 1 & 2	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	FD	2019	282	282	0	0
72 STPA	0172-0471	X7	VARIOUS	DISTRICTS 1 & 2	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	ROW	2019	120	120	0	0
72 STPA	0172-0471	X7	VARIOUS	DISTRICTS 1 & 2	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	CON	2020	3,859	3,859	0	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 18	OTH	2018	625	500	125	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 19	OTH	2019	475	380	95	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 20	OTH	2020	700	560	140	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 21	OTH	2021	720	576	144	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - FACILITY IMPROVEMENTS FY 20	CON	2020	100	80	20	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - REPLACE SIX 2007 35FEET BUSES FY 19	ACQ	2019	4,090	3,272	818	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - REPLACE 8 2006 BUSES THREE 40FEET, THREE 35FEET AND TWO 30FEET FY 18	ACQ	2018	5,200	4,160	1,040	0
13 5307C	0414-XXXX	X6	SEAT	NORWICH	SEAT - REPLACE TWO 2007 AND TWO 2008 40FEET BUSES FY 20	ACQ	2020	2,020	1,616	404	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2018	OTH	2018	163	0	163	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2019	OTH	2019	163	0	163	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2020	OTH	2020	163	0	163	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2021	OTH	2021	163	0	163	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2018	OTH	2018	4,306	0	4,306	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2019	OTH	2019	4,306	0	4,306	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2020	OTH	2020	4,306	0	4,306	0
13 9-N/A	0414-XXXX	X6	SOUTHEAST AREA TD	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2021	OTH	2021	4,306	0	4,306	0
13 9-N/A	0461-XXXX	X6	WILLIMANTIC	WILLIMANTIC	WILLIMANTIC COMMUTER FY2018	OTH	2018	405	0	405	0
13 9-N/A	0461-XXXX	X6	WILLIMANTIC	WILLIMANTIC	WILLIMANTIC COMMUTER FY2019	OTH	2019	405	0	405	0
13 9-N/A	0461-XXXX	X6	WILLIMANTIC	WILLIMANTIC	WILLIMANTIC COMMUTER FY2020	OTH	2020	405	0	405	0
13 9-N/A	0461-XXXX	X6	WILLIMANTIC	WILLIMANTIC	WILLIMANTIC COMMUTER FY2021	OTH	2021	405	0	405	0
10,13,15 5311C	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2018	OTH	2018	600	480	120	0
10,13,15 5311C	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2019	OTH	2019	395	316	79	0
10,13,15 5311C	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2020	OTH	2020	1,530	1,224	306	0
10,13,15 5311C	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	70	56	14	0
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING - FY 2018	OTH	2018	1,048	524	346	178
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING - FY 2019	OTH	2019	1,048	524	346	178
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING - FY 2020	OTH	2020	1,048	524	346	178
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING - FY 2021	OTH	2021	1,048	524	346	178
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2018	OTH	2018	38	0	19	19
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2019	OTH	2019	38	0	19	19
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2020	OTH	2020	38	0	19	19
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2021	OTH	2021	38	0	19	19
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2018	OTH	2018	45	0	45	0
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2019	OTH	2019	45	0	45	0
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2020	OTH	2020	45	0	45	0
10,13,15 5311O	0474-XXXX	X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2021	OTH	2021	45	0	45	0

Table 12 - Multi Regional Approval Projects

Region/FA Code	Proj#	TempP#	AOC	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$	REG 1	REG 2	REG 3	REG 5	REG 6	REG 7	REG 8	REG 10	REG 11	REG 13	REG 15
1,2,5,7,8,5337	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2018	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5337	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2019	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5337	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2020	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5337	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2021	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5337	0300-XXXX		X6	NHL - NETWORK INFRASTRUCTURE UPGRADE	CON	2019	20,000	16,000	4,000	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5337	0301-XXXX		X6	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2020	4,375	3,500	875	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS FY 18	CON	2018	4,440	3,552	888	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS FY 19	CON	2019	4,551	3,641	910	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS FY 20	CON	2020	4,665	3,732	933	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS FY 21	CON	2021	4,781	3,825	956	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 18	ACO	2018	4,440	3,552	888	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 19	ACO	2019	4,551	3,641	910	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 20	ACO	2020	4,665	3,732	933	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5339	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 21	ACO	2021	4,781	3,825	956	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 18	OTH	2018	200	160	40	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 19	OTH	2019	100	80	20	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 20	OTH	2020	150	120	30	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 21	OTH	2021	200	160	40	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VTD - REPLACE SMALL BUSES FY 21	ACO	2021	1,200	960	240	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
06, 07,5307C	0036-XXXX		X6	NVCOG/VALLEY TD - BUS SHELTER REPLACEMENT/INSTALLATION PROGRAM FY 19	OTH	2019	250	200	50	0	NA	NA	NA	NA	X	X	NA	NA	NA	NA	NA
70,5307C	0170-XXXX		X6	TRANSIT CAPITAL PLANNING - FY 18	OTH	2018	450	360	90	0	X	X	X	X	X	X	X	X	X	X	X
70,5307C	0170-XXXX		X6	TRANSIT CAPITAL PLANNING - FY 21	OTH	2021	600	480	120	0	X	X	X	X	X	X	X	X	X	X	X
70,5307C	0170-XXXX		X6	TRANSIT CAPITAL PLANNING FY 19	OTH	2019	500	400	100	0	X	X	X	X	X	X	X	X	X	X	X
70,5307C	0170-XXXX		X6	TRANSIT CAPITAL PLANNING FY 20	OTH	2020	550	440	110	0	X	X	X	X	X	X	X	X	X	X	X
1,2,5,7,8,5307C	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2018	7,000	5,600	1,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5307C	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2019	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5307C	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2020	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5307C	0300-XXXX		X6	NEW HAVEN LINE TRACK PROGRAM	CON	2021	12,000	9,600	2,400	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5307C	0301-XXXX		X6	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2019	25,000	20,000	5,000	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,2,5,7,8,5307C	0301-XXXX		X6	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2020	25,000	20,000	5,000	0	X	X	NA	X	NA	X	X	NA	NA	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL	OTH	2018	12,000	9,600	2,400	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 19	OTH	2019	8,250	6,600	1,650	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 20	OTH	2020	6,625	5,300	1,325	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 21	OTH	2021	25,000	20,000	5,000	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 20	ACO	2020	25,375	20,300	5,075	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 21	ACO	2021	15,000	12,000	3,000	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
1,5,8,10,11,5307C	0400-XXXX		X6	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY19	ACO	2019	18,750	15,000	3,750	0	X	NA	NA	X	NA	NA	X	X	X	NA	NA
08,10,5307S	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY18	OTH	2018	21,147	16,918	4,229	0	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
08,10,5307S	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY19	OTH	2019	20,673	16,538	4,135	0	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
08,10,5307S	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY20	OTH	2020	21,094	16,875	4,219	0	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
1,7,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMPD	OTH	2,1,1	1,1	1,1	1,1	1,1	1,2	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,7,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMPD	OTH	2,1,1	1,2	1,2	1,2	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,7,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMPD	OTH	2,2,1	1,1	1,1	1,1	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,7,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMPD	OTH	2,2,1	1,2	1,2	1,2	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,5,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2,1,1	1,1	1,1	1,1	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,5,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2,2,1	1,1	1,1	1,1	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,5,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2,2,1	1,1	1,1	1,1	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
1,5,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2,2,1	1,1	1,1	1,1	1,1	1,1	X	NA	NA	NA	NA	X	NA	NA	NA	NA
5,10,11,13,15,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2,1,1	2,1	2,1	2,1	1,1	1,1	X	NA	NA	NA	NA	X	X	X	X	X
5,10,11,13,15,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2,1,1	2,1	2,1	2,1	1,1	1,1	X	NA	NA	NA	NA	X	X	X	X	X
5,10,11,13,15,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2,2,1	2,1	2,1	2,1	1,1	1,1	X	NA	NA	NA	NA	X	X	X	X	X
5,10,11,13,15,5310E	0170-XXXX		X6	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2,2,1	2,1	2,1	2,1	1,1	1,1	X	NA	NA	NA	NA	X	X	X	X	X
10,13,15,5311C	0474-XXXX		X6	WINDHAM TD - SECTION 5311 CAPITAL FY 2018	OTH	2018	600	480	120	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311C	0474-XXXX		X6	WINDHAM TD - SECTION 5311 CAPITAL FY 2019	OTH	2019	395	316	79	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311C	0474-XXXX		X6	WINDHAM TD - SECTION 5311 CAPITAL FY 2020	OTH	2020	1,530	1,224	306	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311C	0474-XXXX		X6	WINDHAM TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	70	56	14	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING - FY 2018	OTH	2018	1,048	524	346	178	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING - FY 2019	OTH	2019	1,048	524	346	178	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING - FY 2020	OTH	2020	1,048	524	346	178	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING - FY 2021	OTH	2021	1,048	524	346	178	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2018	OTH	2018	38	0	19	19	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2019	OTH	2019	38	0	19	19	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2020	OTH	2020	38	0	19	19	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (ADA TRANSIT) - FY 2021	OTH	2021	38	0	19	19	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2018	OTH	2018	38	0	19	19	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2019	OTH	2019	45	0	45	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2020	OTH	2020	45	0	45	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	X
10,13,15,5311O	0474-XXXX		X6	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON																	

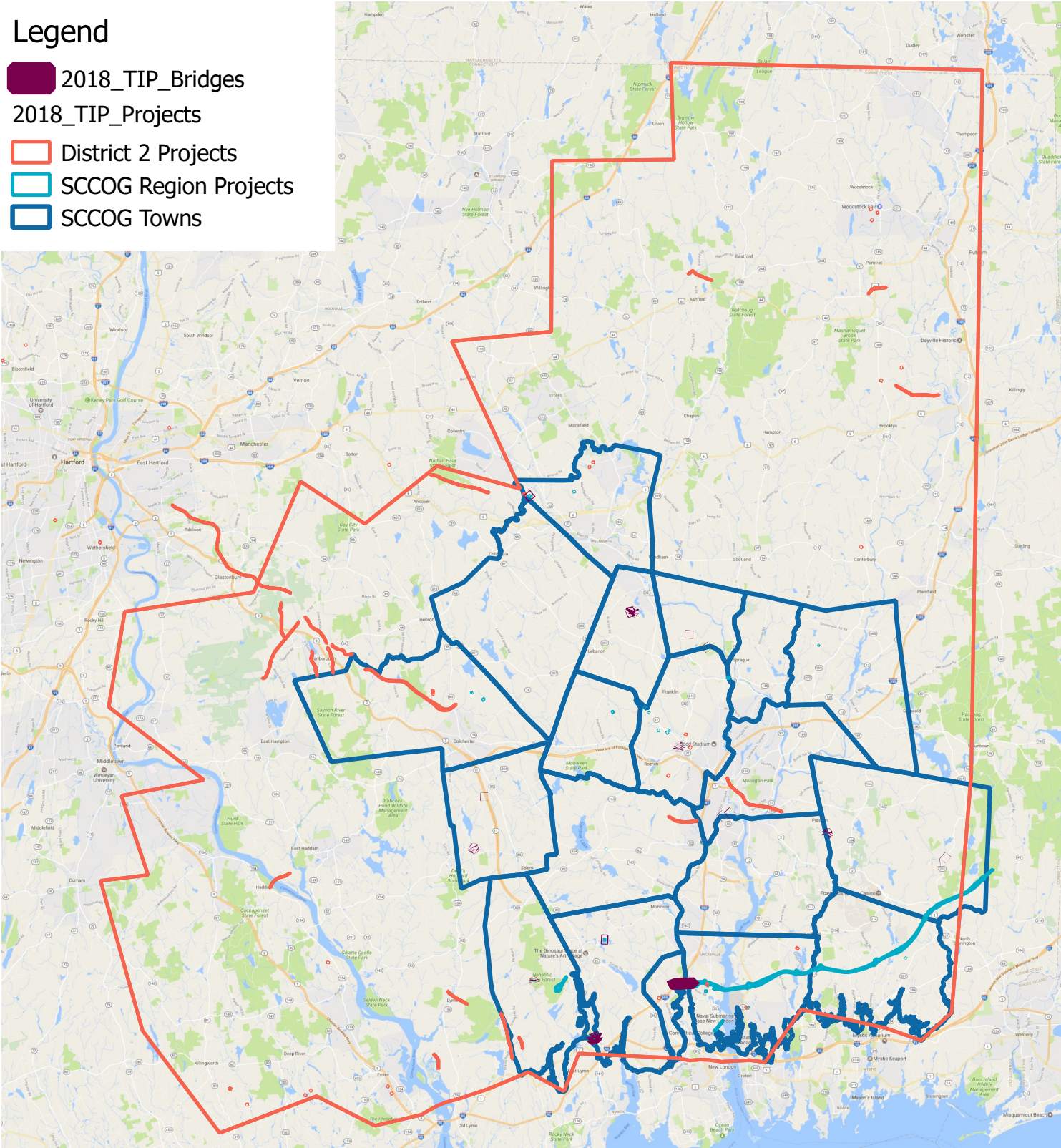
Table 12 - Mutli Regional Approval Projects

08.10.11	9-NA	0452-XXXX		X6	OLD SAYBROOK/NHHARTFORD COMMUTER - FY2020	OTH	2020	868	0	868	0	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA	NA
08.10.11	9-NA	0452-XXXX		X6	OLD SAYBROOK/NHHARTFORD COMMUTER - FY2021	OTH	2021	868	0	868	0	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA	NA
08.11	CMAQ	0171-0413		X6	I-91 CCTV INSTALLATION	CN	2018	9,484	8,536	948	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	NA	NA
08.10	CMAQ	0171-0414		X6	I-691 CCTV INSTALLATION	CON	2019	9,445	8,501	945	0	NA	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
08.10	CMAQ	0171-0414		X6	I-691 CCTV INSTALLATION	FD	2018	285	257	29	0	NA	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
10.11	CMAQ	0171-0415		X6	RT 9/72 CCTV INSTALLATION	FD	2020	365	292	73	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	NA	NA
10.11	CMAQ	0171-0415		X6	RT 9/72 CCTV INSTALLATION	CON	2021	12,076	9,661	2,415	0	NA	NA	NA	NA	NA	NA	NA	X	NA	X	NA	NA
08.10	CMAQ	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY18	OTH	2018	21,147	16,918	4,229	0	NA	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
08.10	CMAQ	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY19	OTH	2019	20,673	16,538	4,135	0	NA	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
08.10	CMAQ	0320-0007		X6	HARTFORD LINE OPERATING - TRANSFER FROM FHWA TO FTA FY20	OTH	2020	21,094	16,875	4,219	0	NA	NA	NA	NA	NA	NA	NA	X	X	NA	NA	NA
2.3.5.6.7.8.10.11.13.15	HSIP(SIPM)	0170-SFTY		X6	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2018	26,608	23,948	2,661	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	HSIP(SIPM)	0170-SFTY		X6	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2019	26,608	23,948	2,661	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	HSIP(SIPM)	0170-SFTY		X6	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2020	26,608	23,948	2,661	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	HSIP(SIPM)	0170-SFTY		X6	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2021	26,608	23,948	2,661	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	HSIP(SIPM)	0170-SFTY		X6	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	FYI	26,608	23,948	2,661	0	X	X	X	X	X	X	X	X	X	X	X	X
01.07	NHPP	0158-0211		X6	RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES) - AC CONVERSION	CON	2018	18,577	14,862	3,715	0	X	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA
01.07	NHPP	0158-0211		X6	RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES) - AC CONVERSION	CON	2019	8,629	6,903	1,726	0	X	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA
01.07	NHPP	0158-0211		X6	RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES) - AC ENTRY	CON	2018	0	0	0	0	X	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA
2.3.5.6.7.8.10.11.13.15	NHPP	0170-3415		X6	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	1,168	934	234	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP	0170-3415		X6	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	1,168	934	234	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP	0170-3415		X6	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	2,920	2,336	584	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP	0170-3415		X6	CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP	0170-3444		X6	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC ENTRY	PL	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
6.7	NHPP	0173-0441		X6	UPGRADE SIGNING, FROM I-95 THRU SHELTON & REPLACE SIGN SUPPORTS	CON	2018	12,500	10,000	2,500	0	NA	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA
6.7	NHPP	0173-0441		X6	UPGRADE SIGNING, FROM I-95 THRU SHELTON & REPLACE SIGN SUPPORTS	FD	2018	15	12	3	0	NA	NA	NA	NA	NA	NA	NA	X	NA	NA	NA	NA
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-0BRX		X6	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2018	50,000	40,000	10,000	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-0BRX		X6	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2019	50,000	40,000	10,000	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-0BRX		X6	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2020	50,000	40,000	10,000	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-0BRX		X6	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	2021	50,000	40,000	10,000	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-0BRX		X6	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ. (BRIDGE REPORT)	ALL	FYI	50,000	40,000	10,000	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3382		X6	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2018	2,000	1,600	400	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3382		X6	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2019	2,000	1,600	400	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3382		X6	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC CONVERSION	OTH	2020	2,000	1,600	400	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3382		X6	LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3411		X6	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	3,703	2,962	741	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3411		X6	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	3,924	3,141	783	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3411		X6	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	4,162	3,330	832	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3411		X6	SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3413		X6	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	19,010	15,208	3,802	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3413		X6	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	20,150	16,120	4,030	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3413		X6	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2020	21,360	17,088	4,272	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	NHPP-BRX	0170-3413		X6	CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3416		X6	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2018	250	200	50	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3416		X6	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC CONVERSION	OTH	2019	250	200	50	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3416		X6	CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3417		X6	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17 - 8/31/21) - AC CONVERSION	OTH	2018	1,000	800	200	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3417		X6	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17 - 8/31/21) - AC CONVERSION	OTH	2019	500	400	100	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3417		X6	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17 - 8/31/21) - AC CONVERSION	OTH	2020	500	400	100	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3417		X6	MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17 - 8/31/21) - AC ENTRY	OTH	2018	0	0	0	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3444		X6	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC CONVERSION	PL	2018	668	534	134	0	X	X	X	X	X	X	X	X	X	X	X	X
2.3.5.6.7.8.10.11.13.15	STPA	0170-3444		X6	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20) - AC CONVERSION	PL	2019	443	354	89	0	X	X	X	X	X	X	X	X	X	X	X	X
05.08.10.11	STPA	0171-0402		X7	TRAFFIC CONTROL SIGNALS IN DISTRICT 1	CON	2018	3,570	3,570	0	0	NA	NA	NA	X	NA	NA	NA	X	X	X	NA	NA
05.10.11	STPA	0171-0417		X7	OSTA TRAFFIC SIGNALS IN DISTRICT 1	FD	2018	187	187	0	0	NA	NA	NA	X	NA	NA	NA	X	X	X	NA	NA
05.10.11	STPA	0171-0417		X7	OSTA TRAFFIC SIGNALS IN DISTRICT 1	ROW	2018	110	110	0	0	NA	NA	NA	X	NA	NA	NA	X	X	X	NA	NA
05.10.11	STPA	0171-0417		X7	OSTA TRAFFIC SIGNALS IN DISTRICT 1	CON	2019	3,350	3,350	0	0	NA	NA	NA	X	NA	NA	NA	NA	X	X	NA	NA
10.11.13.15	STPA	0172-0444		X7	TRAFFIC SIGNAL INSTALLATIONS AND REVISIONS	CON	2018	3,000	3,000	0	0	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	X
10.11.13	STPA	0172-0471		X7	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	FD	2019	282	282	0	0	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA
10.11.13	STPA	0172-0471		X7	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	ROW	2019	120	120	0	0	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA
10.11.13	STPA	0172-0471		X7	REPLACE TRAFFIC CONTROL SIGNALS AT 12 LOCATIONS	CON	2020	3,859	3,859	0	0	NA	NA	NA	NA	NA	NA	NA	NA	X	X	X	NA
01.06.07.08	STPA	0173-0451		X7	OSTA TRAFFIC SIGNALS IN DISTRICT 3 (FY17 PROGRAM)	CON	2018	3,550	3,550	0	0	X	NA	NA	X	X	X	NA	NA	NA	NA	NA	NA
01.06.07.08	STPA	0173-0461		X7	TRAFFIC CONTROL SIGNALS IN DISTRICT 3	CON	2018	3,290	3,290	0	0	X	NA	NA	X	X	X	NA	NA	NA	NA	NA	NA
01.07.08	STPA	0173-0486		X7	REPLACE TRAFFIC CONTROL SIGNALS AT 11 LOCATIONS	FD	2019	259	259	0	0	X	NA	NA	NA	NA							

2018-2021 SCCOG Region Transportation Improvement Project Locations - DRAFT

Legend

- 2018_TIP_Bridges
- 2018_TIP_Projects
- District 2 Projects
- SCCOG Region Projects
- SCCOG Towns



VI: ACRONYMS RELATING TO TRANSPORTATION

CAAA	<u>Clean Air Act Amendments of 1990.</u> A law establishing new national ambient air quality standards (NAAQS) and a timetable for their achievement. The CAAA imposes different attainment requirements on different areas of the country depending on the degree of deviation from the standard. In Connecticut, the western portion of the state, which has the worst air pollution problem, is designated under the Act as “severe” while the remainder of the state, which has less of an air pollution problem, is only designated as “serious “. Under this complex administrative structure, transportation infrastructure projects that occur in New Britain, for example, affect us in southeastern Connecticut, and vice versa.
COG or SCCOG	<u>Southeastern Connecticut Council of Governments.</u> A regional public organization created under the Connecticut General Statutes comprised of the chief elected officials of the twenty towns and boroughs in southeastern Connecticut.
CTDOT	<u>Connecticut Department of Transportation.</u> CTDOT is the primary planning, administrative and implementation arm of the State of Connecticut for all matters relating to transportation infrastructure, including public transit. The SCCOG regional transportation planning program is conducted in cooperation with CTDOT.
EIS	<u>Environmental Impact Statement.</u> A requirement of the National Environmental Policy Act triggered by major infrastructure projects of both potentially high cost and high environmental and social impact.
FAA	<u>Federal Aviation Administration.</u> The FAA is a branch of the Federal Department of Transportation responsible for the regulation, administration and, for certain purposes, funding of airport-related planning, construction, and operations.
FAST-ACT	<u>Fixing America’s Surface Transportation.</u> Act, PL 114-94 was signed on December 4, 2015. It is the umbrella Federal Transportation Act which represents the legal mechanism through which federal funds are transferred to states for improving the nation’s transportation system.
FHWA	<u>Federal Highway Administration.</u> The FHWA is a division of the Federal Department of Transportation. It is the main source of funding for the regional transportation planning program and for the implementation of highway infrastructure improvements.

- FTA** Federal Transit Administration. Like FHWA, the FTA is a division of the Federal Department of Transportation. It, too, is a source of funding for both planning and project implementation. However, the primary focus of FTA is public transit.
- LR RTP** Regional Transportation Plan. The Regional Transportation Plan is a document which identifies highway, transit and other transportation needs over a twenty-year period. Its primary function is to act as the background document for the Transportation Improvement Program (TIP). Like the TIP, it is annually updated. New federal regulations restrict the inclusion of transportation projects included in the RTP to those for which there is reasonable probability that funding will be available (fiscal constraint). Regional transportation plans must not include any project that jeopardizes the state's ability to achieve conformity with the national ambient air quality standards under the State Implementation Plan (SIP).
- MPO** Metropolitan Planning Organization. An MPO is a public body, designated by the Governor, which operates under federal regulations. It is empowered to carry out the regional transportation planning responsibilities as set forth in the ISTEA. In 1974, the Southeastern Connecticut Regional Planning Agency (SCRPA), the predecessor to SCCOG, was designated the MPO for southeastern Connecticut. In 1993, this designation was transferred to the Council of Governments.
- SIP** State Implementation Plan. A state plan, prepared by the Connecticut Department of Environmental Protection, which depicts how the state will achieve the National Ambient Air Quality Standards (NAAQS).
- STIP** State Transportation Improvement Program. The STIP is a four-year implementation schedule of highway and transit improvement projects for the entire state for which funding has been earmarked. Federal regulations mandate that the STIP be annually updated and be consistent with the State Transportation Plan. STIP's must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.
- TIP** Transportation Improvement Program. The TIP is a four-year schedule of regional highway and transit improvement projects for which funding has been earmarked. Federal regulations mandate that the TIP be annually updated and be consistent with the regional transportation plan. TIP's must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.