

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

# TRANSPORTATION IMPROVEMENT PROGRAM F.Y. 2021 – 2024

ADOPTED: OCTOBER 21, 2020

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## SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS TIP F.Y. 2021-2024

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### ALTERNATES:

John Burt, Town Manager, Groton  
John Salomone, City Manager, Norwich  
Jim Rivers, Town Manager, Windham

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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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## RESOLUTION 20-5: ON CONFORMITY WITH THE CLEAN AIR ACT

### SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360  
(860) 889-2324/Fax: (860) 889-1222/Email: [office@seccog.org](mailto:office@seccog.org)

#### RESOLUTION NO. 20-5 ON CONFORMITY WITH THE CLEAN AIR ACT OZONE

**WHEREAS**, the Southeastern Connecticut Council of Governments (SCCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); 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;
3. the plans and programs 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 (SCCOG) that the plans and programs approved today, October 21, 2020 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 Nonattainment area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Ozone Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); 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).

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**NOW, THEREFORE BE IT RESOLVED**, by the Southeastern Connecticut Council of Governments (SCCOG),

That the Southeastern Connecticut Council of Governments (SCCOG) finds that the 2019-2045 MTP and the FFY 2021-2024 TIP 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 Ozone and PM2.5 Air Quality Conformity Determination dated April 2020, contingent upon no major adverse comments are received during said period.

#### CERTIFICATE

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments (SCCOG) 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 (SCCOG) on October 21, 2020.

DATE: 10/21/2020

BY:   
Mayor Keith Hedrick, Secretary

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## RESOLUTION 20-6: ANNUAL URBAN PLANNING CERTIFICATION

**SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS**  
5 Connecticut Avenue, Norwich, Connecticut 06360  
(860) 889-2324/Fax: (860) 889-1222/Email: [office@seccog.org](mailto:office@seccog.org)

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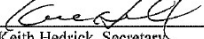
### **RESOLUTION NO. 20-6 ANNUAL URBAN PLANNING CERTIFICATION**

**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 2019-2021 was adopted on May 15, 2019; the Metropolitan Transportation Plan for FY 2019-2045 was adopted on March 20, 2019; and the Transportation Improvement Program for FFY 2021-2024, was adopted on October 21, 2020.

### **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 October 21, 2020.

Date: 10/21/2020 BY:   
Keith Hedrick, Secretary

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# RESOLUTION 20-7: ADOPTING THE FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

**SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS**  
5 Connecticut Avenue, Norwich, Connecticut 06360  
(860) 889-2324/Fax: (860) 889-1222/Email: [office@seccog.org](mailto:office@seccog.org)

**RESOLUTION NO. 20-7**  
**ADOPTING THE FFY 2021-2024 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 2021-2024 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 2021-2024 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 2021-2024 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, public information meetings were held on September 16, 2020, at which the public was invited to comment on the draft FFY 2021-2024 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,

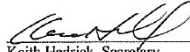
**NOW, THEREFORE BE IT RESOLVED**, that the Southeastern Connecticut Council of Governments hereby endorses the FFY 2021-2024 Transportation Improvement Program for the Southeastern Connecticut Region.

**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 October 21, 2020.

Date: 10/21/2020

By:

  
Keith Hedrick, Secretary

**Member Municipalities:** Bozrah \* Colchester \* East Lyme \* Franklin \* Griswold \* Borough of Jewett City \* City of Groton \* Town of Groton \* Lebanon \* Ledyard \* Lisbon \* Montville \* New London \* North Stonington \* Norwich \* Preston \* Salem \* Sprague \* Stonington \* Stonington Borough \* Waterford \* Windham

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## INTRODUCTION

The Southeastern Connecticut Council of Governments (SCCOG) is designated by the Governor of Connecticut as the Metropolitan Planning Organization (MPO) responsible for conducting transportation planning and endorsing a State Transportation Improvement Program (STIP) and its regional counterpart, the Transportation Improvement Program (TIP) for the region. The STIP/TIP is a schedule of selected transportation projects to be implemented during a four-year period (beginning October 1, 2020 and ending September 30, 2024). 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.

Many projects listed on the TIP and STIP are specific to particular towns in the region. 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, maintenance projects as well as transit projects. Administratively, all

regional and statewide projects become aggregated into a 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. A reference to projects shown in the TIP will be found in the adopted Metropolitan Transportation Plan (MTP), however the projects may be combined or less refined.

Federal regulations require the TIP/STIP to be "financially constrained." This means there must be a reasonable expectation of federal financial assistance to implement endorsed projects and that the funding sources must be identified for each project. Amendments occur over the intervening years to advance priority projects and maintain a financially constrained program. 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).

In addition to fiscal constraint, the TIP must also adhere to air quality "budgetary" limits which require the region's transportation emissions, when measured

in total, do not exceed the amount specified through the National Ambient Air Quality Standards.

Responsibility for decisions on managing air quality are shared with the Connecticut Department of Transportation (CTDOT), which must consider both fiscal and air quality issues on a larger-than- regional scale.

The TIP process includes consideration of public input, performance measures, and environmental justice.



## AIR QUALITY CONSIDERATIONS

US DOT requires that states and MPOs assess the impact of their transportation systems on air quality and specifically the impacts vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCCOG by selecting appropriate CMAQ eligible projects including congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

US DOT requires that states and MPOs assess the impact of their transportation systems on air quality and specifically the impacts vehicle exhaust emissions. The Clean Air Act Amendments (CAAA) of 1990 and federal transportation regulations and legislation recognized the major contributions of transportation sources to the overall national air

quality problem. To reduce transportation-related emissions and improve 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.

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 STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCCOG by selecting appropriate CMAQ eligible projects including: congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and bicycle and pedestrian facilities.

### **Air Quality Conformity Finding**

The 2021-2024 TIP project selection process ensures consistency with the air quality conformity requirements. In order to get the MPOs more involved in the Air Quality determination process, CTDOT has developed a new Air Quality Conformity Interagency Consultation Process. This process covers the initial review of each project for an air quality code (exempt, not regionally significant or modeled (analyzed) for its impact on air quality), the conformity analysis years included in the model run, and the scheduling of each modeled project in the model run. This process will allow SCCOG the chance

to review CTDOT's proposed Air Quality codes, and the analysis year, if a project is added to the TIP and STIP and needs to be modeled.

### **Air Quality Conformity Resolutions**

The SCCOG 2021-2024 TIP includes a resolution for Greater Connecticut Ozone Nonattainment Area, which includes Litchfield, Hartford, Tolland, New London and Windham Counties. The air quality analysis does not require this region to adopt a resolution regarding Particulate Matter (PM 2.5).

## 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 is the designated Metropolitan Planning Organization 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 Metropolitan Transportation Plan and Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation, in cooperation with the MPOs, has developed a 29-year revenue estimate for the development of the Metropolitan Transportation 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 2021-2024 is financially constrained to the congressionally authorized amounts for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) Programs. Non-federal matching

funds will be provided by the State of Connecticut and the municipalities of the region.

**Figure 1 TIP 2021-2024 INVESTMENT**

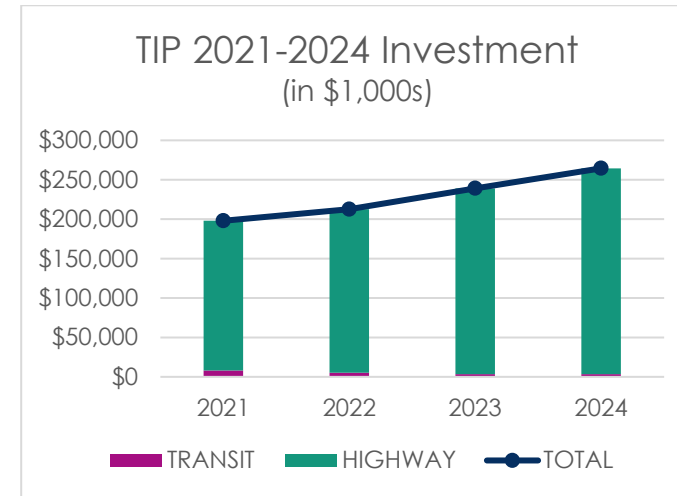


Figure 1 compares transit and highway investment for each TIP years. The proportion of transit expenditures is far smaller than expenditures for highways. Both Figure 1 and Table 1 show funding from Federal, State and Local sources combined.

**Table 1 TIP Investment**

<b>TIP INVESTMENT (in \$1000s)</b>					
FFY	2021	2022	2023	2024	TOTAL
Highway	189,869	207,381	235,637	261,042	893,929
Transit	8,106	5,215	3,510	3,466	20,297
<b>TOTAL</b>	<b>197,975</b>	<b>212,596</b>	<b>239,147</b>	<b>264,508</b>	<b>914,226</b>

The TIP is broken down into FHWA funded projects and FTA funded projects. FHWA projects include infrastructure and programs relating to the highway system, while FTA projects fund transit. Below, tables are provided to summarize investments made for both portions of the TIP. The TIP identifies both geographically specific projects which benefit primarily the southeastern Connecticut region as well as “multi-regional” projects which benefit more than one region or the entire state. They are further broken down by program. A comprehensive listing of funding programs is provided in the TIP Projects section of this document.

The proposed TIP for 2021-2024 includes \$384 million dollars in highway investment; \$326 million will come from federal funds, \$58 million state and just under \$1 million dollars will be contributed by local sources (Table 2). Table 3 describes the annual expenditure for projects exclusively in southeastern Connecticut. Multi-Regional projects, summarized in Table 4,

include maintenance, inspection and safety programs that benefit SCCOG as well as other regions.

Table 5, Bridge Projects includes reconstruction, rehabilitation, inspection and maintenance of bridge facilities. Regionally significant bridge projects within this TIP are funded through various funding programs including: NHPP, NHPP-BRX, STPNL and STPR.

This TIP includes four categories of Surface Transportation Program funds. STP Anywhere (Table 6 STPA) is eligible statewide and in our region will fund a safety project in Norwich. STP New London funds must be spent in the Norwich-New London Urbanized Area (Table 7 STPNL). STPR (Table 8 STPR) funds projects in rural areas including bridges in Salem and Bozrah. STP Bridge projects included in this TIP are exclusively dedicated to statewide inspection and maintenance (Table 9 STP-BRX). The four STP programs make up \$143 million dollars in investment, of which \$121 million are federal funds.

Projects designated as High Priority (Tables 10 and 11) originated from special Congressional actions. There is a total of \$152 million in High Priority Funding committed by FHWA for the next four years for

highways and \$291 million in Federal High Priority Funds committed for bridges.

BRX funds bridges both on and off the national highway system. Routine inspection identifies bridges which will be rehabilitated or reconstructed. A funding summary for this program can be found in Table 12.

The Highway Safety Improvement Program, summarized in Table 13, funds motorist assistance as well as highway safety reporting.

Table 14 indicates projects included in the TIP on a "For Your information" basis. These projects are not programmed within the 4 year TIP currently, but may be moved forward within the TIP period if funding becomes available. Among these FYI projects are safety improvements to I-95 from Groton to Rhode Island, and additional work to Route 82 in Norwich, Interchange 74 in East Lyme, and the Gold Star Bridge in New London and Groton.

The 2021-20204 TIP includes \$20 Million dollars in transit investments (Table 15). Investments exclusive to southeastern Connecticut (Table 16) make up \$6 million of that, and multi-regional projects are summarized in Table 17.

The 5310 program (Table 18) funds enhanced mobility for seniors and the disabled. SCCOG benefits from funding dedicated to the Norwich-New London urbanized area as well as some portion of funds dedicated to rural and small urban areas. Federal funds are matched by local funds in this program.

Windham Transit District is funded through the 5311 program (Table 19). Eligible expenses include capital expenses, Dial-A-Ride, Fixed Route and Job Access as well as administrative costs.

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. CONNDOT 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 programmed in this TIP will be matched from State funding resources. The State transportation agency has committed to utilizing 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 sources of revenues are the motor fuel tax and motor vehicle receipts. State resources are sufficiently available to match the TIP projects. 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.

Table 2 FHWA

FHWA (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	156,891	176,583	200,123	220,887	754,484
STATE	32,024	29,919	35,060	39,701	136,704
LOCAL	954	879	454	454	2,741
TOTAL	189,869	207,381	235,637	261,042	893,929

Table 3 FHWA Regional

FHWA REGIONAL (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	53,520	63,960	86,500	121,644	325,624
STATE	12,880	9,593	14,528	20,689	57,690
LOCAL	500	425	0	0	925
TOTAL	66,900	73,978	101,028	142,333	384,239

Table 4 FHWA Multi-Regional

MULTI-REGIONAL (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	103,371	113,423	113,623	99,243	429,660
STATE	19,144	20,526	20,532	19,012	79,214
LOCAL	454	454	454	454	1,816
TOTAL	122,969	134,403	134,609	118,709	510,690

Table 5 Bridge Projects

Bridge (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	114,300	125,820	130,440	134,400	504,960
STATE	28,050	23,027	23,438	23,878	98,393
LOCAL	500	425	0	0	925
TOTAL	142,850	149,272	153,878	158,278	604,278

Table 6 STP Anywhere (STPA)

STPA (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	15,908	13,520	16,600	14,724	60,752
STATE	1,102	1,380	2,150	1,681	6,313
LOCAL	0	0	0	0	0
TOTAL	17,010	14,900	18,750	16,405	67,065

Table 7 STP New London (STPNL)

STPNL (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	4,800	8,160	5,000	4,000	21,960
STATE	700	1,615	1,250	1,000	4,565
LOCAL	500	425	0	0	925
TOTAL	6,000	10,200	6,250	5,000	27,450

Table 8 STP Rural (STPR)

STPR (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	1,720	0	0	0	1,720
STATE	430	0	0	0	430
LOCAL	0	0	0	0	0
TOTAL	2,150	0	0	0	2,150

Table 9 STPA-BRX

STPA-BRX (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	9,200	9,200	9,200	9,200	36,800
STATE	2,300	2,300	2,300	2,300	9,200
LOCAL	0	0	0	0	0
TOTAL	11,500	11,500	11,500	11,500	46,000

Table 10 NHPP

NHPP (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	45,800	8,800	24,000	43,680	122,280
STATE	11,450	2,200	6,000	10,920	30,570
LOCAL	0	0	0	0	0
TOTAL	57,250	11,000	30,000	54,600	152,850

Table 11 NHPP-BRX

NHPP-BRX (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	15,380	72,820	81,240	85,200	254,640
STATE	3,820	10,202	11,138	11,578	36,738
LOCAL	0	0	0	0	0
TOTAL	19,200	83,022	92,378	96,778	291,378

Table 12 BRX

BRX (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	40,000	40,000	40,000	40,000	160,000
STATE	10,000	10,000	10,000	10,000	40,000
LOCAL	0	0	0	0	0
TOTAL	50,000	50,000	50,000	50,000	200,000

Table 13 HSIP

HSIP (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FHWA	24,083	24,083	24,083	24,083	96,332
STATE	2,222	2,222	2,222	2,222	8,888
LOCAL	454	454	454	454	1,816
TOTAL	26,759	26,759	26,759	26,759	107,036



Table 14 FHWA FYI Projects (Additional Projects for Which Funding is Not Currently Available)

FHWA FYI (in \$1,000s)		
FHWA		188,814
STATE		38,613
LOCAL		0
TOTAL		227,427

Table 15 FTA

FTA (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	6059	3745	2350	2283	14,437
STATE	1734	3745	772	778	7,029
LOCAL	313	371	389	408	1,481
TOTAL	8,106	5,215	3,510	3,466	20,297

Table 16 FTA Regional

FTA REGIONAL (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	2,400	1,598	585	472	5,055
STATE	600	345	90	60	1,095
LOCAL	0	55	56	58	169
TOTAL	3,000	1,998	731	590	6,319

Table 17 FTA Multi-Regional

FTA Multi Region (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	3,659	2,147	1,765	1,811	9,382
STATE	1,134	754	682	718	3,288
LOCAL	313	316	333	350	1,312
TOTAL	5,106	3,217	2,779	2,876	13,978

Table 18 5310

5310 (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	282	508	524	540	1,854
STATE	0	0	0	0	0
LOCAL	70	128	131	135	464
TOTAL	352	636	655	675	2,318

Table 19 5311

5311 (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	1,417	1,857	1,466	1,503	6,243
STATE	644	754	682	718	2,798
LOCAL	243	243	258	273	1,017
TOTAL	2,304	2,854	2,405	2,491	10,054

Table 20 5307

5307 (in \$1,000s)					
FFY	2021	2022	2023	2024	TOTAL
FTA	2,400	1,380	360	240	4,380
STATE	600	345	90	60	1,095
LOCAL	0	0	0	0	0
TOTAL	3,000	1,725	450	300	5,475

## PUBLIC INVOLVEMENT PROCESS

SCCOG and its predecessor, the Southeastern Connecticut Regional Planning Agency (SCRPA), have been responsible for regional transportation planning since 1973, when the Governor officially designated SCRPA as the Metropolitan Planning Organization for southeastern Connecticut. 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 of the population is burdened disproportionately by any negative impacts of public investments in transportation. Population segments of specific consideration 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:

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### CONSULTATION WITH OTHER AGENCIES

In partnership, SCCOG, the Connecticut Department of Transportation, the Federal Highway Administration, and the Federal Transit Administration are responsible for transportation planning in the southeastern Connecticut region. It is SCCOG's

mission to represent the broad transportation interests of region using local knowledge of challenges and opportunities. SCCOG has created consultative linkages with state agencies, local organizations, and neighboring Regional Councils of Governments. A full listing of these entities may be found in SCCOG's Public Participation and Consultation Process for Transportation Planning available on our website.

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### WEBSITE

SCCOG has a website, [www.seccog.org](http://www.seccog.org), which is regularly updated. The website contains meeting notices, minutes of meetings, documents, video recordings, and other pertinent information.

The website includes a page specifically for the TIP and related STIP and Air Quality documents. In addition to the approved and amended documents The TIP map displays all of the major regional improvements. The map does not show statewide, maintenance or transit projects.

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### DISTRIBUTION OF MATERIALS

SCCOG seeks out and considers the needs of those traditionally underserved by existing transportation

systems, such as low-income and minority households, as well as Limited-English-Speaking individuals. As part of SCCOG's Affirmative Action/EEO Employment provisions, an extensive linkage of organizations dealing with special demographic sectors has been developed. Draft reports are regularly distributed throughout this network accompanied by a request to respond.

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## REGULAR MEETINGS

The SCCOG holds regular meetings which are open to the public. These meetings are advertised on the SCCOG website and SCCOG's social media. The public is encouraged 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 considered.

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## FORMAL PUBLIC INFORMATION MEETINGS

SCCOG conducts formal public hearings on the following as needed:

- Proposed work program for the upcoming fiscal year
- Proposed update of the Metropolitan Transportation Plan

- Proposed update of the Regional Transportation Improvement Program
- Proposed update of the State Transportation Improvement Program
- Proposed update of the Air Quality Conformity Statement
- Proposed significant modifications to any of the above at various times during the year

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## 2021-2024 TIP PUBLIC OUTREACH

Public meetings for the SCCOG 2021-2024 TIP were held on September 16<sup>th</sup> on the online meeting platform Zoom. Meetings were held during the regular SCCOG board meeting at 8:30 AM and again at 7:00 PM to accommodate a broad audience. The holding of virtual meetings in place of physical meetings has been unique to 2020 due to the COVID-19 pandemic. Current circumstances have required SCCOG's public process to utilize virtual engagement in lieu of in-person meetings to meet social distancing requirements and to enable vulnerable individuals to continue to engage in the transportation planning process. While SCCOG is utilizing new methods for communications, SCCOG remains committed to full and robust public engagement inclusive of visually engaging graphics and mapping.

SCCOG's Public Involvement Process includes the following key dates:

- August 28- Public Notice printed in The Day newspaper
- September 1- Public Comment Period Opens, documents and translations available on [www.seccog.org](http://www.seccog.org)
- September 2- Begin Outreach on Social Media
- September 16- Public Information Meetings
- October 1- Public Comment Period Closes
- October 6- Executive Committee (acting as Transportation Committee) forwards TIP to full COG
- October 21- TIP Presented to SCCOG for adoption

Public comments and questions are requested at any time during the public comment period and may be addressed to [office@seccog.org](mailto:office@seccog.org), with subject line including: SCCOG TIP Comments. They may also be submitted in writing to SCCOG, 5 Connecticut Avenue Norwich, CT 06360.

Public comments received within the public comment period are enumerated on the following

page. Substantive comments are addressed and the TIP is revised to address comments, as appropriate, prior to adoption.

Comments from Limited English Proficiency individuals are listed in the Public Comment table and also listed Title VI Compliance and Environmental Justice section.

## PUBLIC COMMENTS

The public comments received during the Public Comment period are enumerated below and will be provided to pertinent project staff at CTDOT.

Name	Comment	COG Response	Page of Inclusion
<b>Michael Carrol</b> SEAT General Manager Verbal clarification given at 9/16/20 morning meeting	Estuary Transit District is funded by 5307 funds but is not included in the SCCOG TIP.	Acknowledged	N/A
<b>Brian Kent, President, Bike Groton (B.G.)</b> Written comments received via e-mail	<ol style="list-style-type: none"> <li>1. Gold Star Bridge DOT0094-0235 – provide a bidirectional bicycle facility on the north bound span.</li> <li>2. CTDOT chip seal treatment, pavement preservation activities, on Route 201 and 49 have diminished rideability for cyclists and is in conflict with Ex-O-31</li> </ol>	<ol style="list-style-type: none"> <li>1. SCCOG requested DOT explore feasibility of a bidirectional multi-use path in 2019. CTDOT committed to a feasibility study. Public support may be provided directly to CTDOT.</li> <li>2. SCCOG is committed to multimodal safety and mobility. To that end staff has reached out to CTDOT to determine what changes to the pavement preservation program could be made to better accommodate cyclists. Chip seal is a cost effective means of pavement management and SCCOG will continue to.</li> </ol>	<p>N/A</p> <p>N/A</p>

	<p>3. B.G. supports pedestrian improvements in projects identified on Sherman Street, Route 82 and Route 85.</p> <p>4. B.G. does not find the TIP project list to show meaningful progress on the 2019 Regional Bike and Pedestrian Plan.</p> <p>5. The TIP project descriptions are abbreviated to the point of not being understandable.</p>	<p>3. Acknowledged</p> <p>4. The Regional bike and pedestrian plan is a priority for the SCCOG, recommendations are pursued through a wide range of funding sources including state funding sources not included on the TIP (Community Connectivity, LOTCIP) as well as federal funding programs. SCCOG encourages the public to comment to CTDOT on the Maintenance to Improvement funding ratio as described in the Metropolitan Transportation Plan.</p> <p>5. Pursuant to SCCOG TMA Certification recommendations, SCCOG will be posting TIP action and amendment documents on our website. SCCOG receives limited project information through this process from CTDOT, however the project contact names will be provided in the "STIP Action and Amendment Details".</p>	<p>N/A</p> <p>N/A</p> <p>N/A</p>
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## TITLE VI COMPLIANCE AND ENVIRONMENTAL JUSTICE

SCCOG is committed to ensuring that no person is excluded from participation in, or denied the benefits of, transportation investments in the region as provided by Title VI of the Civil Rights Act of 1964 (Title VI), as amended. Under Title VI and related statutes, agencies receiving federal funding, including SCCOG, are required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity due to race, color, national origin, age, sex, disability, or religion.

Ongoing monitoring of the benefits and burdens of the TIP on populations addressed under Title VI occur at state, regional and local levels. Refer to CTDOT's STIP for detailed information on their environmental monitoring and Title VI accommodations. At the regional level, SCCOG staff monitor benefits and burdens of major 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 Metropolitan Transportation Plan to the STIP/TIP are

also subject to (local) hearings as they begin their implementation.

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### ENVIRONMENTAL JUSTICE

[Executive Order \(EO\) 12898](#) requires Federal agencies to achieve environmental justice by identifying and addressing disproportionately high and adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations in the United States. The SCCOG analyzes the TIP's potential impacts to minority populations, low-income populations, and individuals with Limited English Proficiency. Minority Target Areas have been defined to include any census block group with a greater percentage of minority individuals than the average percent of minority individuals for the region (data source: American Community Survey (ACS) Census 2018 5 Year Table B03002). Low Income Target Areas have been defined to include any census block group with a greater percentage of low-income households than the average percent low-income for the region (data source: American Community Survey (ACS) Census 2018 5 Year Table S1701). Low-Income and Minority-designated census blocks make



up the impact analysis Target Area for assessing disparate impacts. Based upon the 2018 ACS 5-year estimates, the total population of the SCCOG region is 281,110, and the population of the Target Area is 140,055 (50% of region's population).

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#### LIMITED ENGLISH PROFICIENCY

Executive Order 13166 requires Federal agencies to examine the services they provide, identify any need for services to those with limited English proficiency (LEP), and develop and implement a system to provide those services so LEP persons can have meaningful access to them. As a recipient of federal funds, SCCOG follows processes to ensure that Limited-English-Proficiency individuals have access to the transportation planning process. The SCCOG Language Assistance Plan, available on the SCCOG website, was last updated in 2019. Two languages are spoken in southeastern Connecticut by Limited-English-Proficiency speakers in large numbers-- Spanish, and Chinese-- as identified using federal threshold standards. Neither group of speakers exceed 5% of the population over 5 years of age ("the LEP threshold") but both exceed the 1,000 person "Safe Harbor" threshold which directs agencies to make special efforts to ensure the ability

of LEP speakers to participate in projects and planning processes. Slightly more than 3% of the region's residents over 5 years of age speak Spanish and speak English less-than-very-well (9,084), and just under 1% of residents speak Chinese and English less-than-very well (2,467). An additional language subgroup meets the 1,000 person Safe Harbor threshold, French/Haitian/Cajun, but available countywide data shows that these speakers are divided among French and Haitian, each below the 1,000 person threshold.

SCCOG provides language assistance on an as-needed basis through a contract with Thames Valley Council of Community Action (TVCCA). All meeting notices include statements in English, Spanish, and Chinese inviting speakers with language needs to request translation services in advance of the meeting. Additional information about the TIP has been translated into Spanish and Chinese and is posted on the SCCOG website.

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#### EQUITY ASSESSMENT

The Equity Assessment functions to monitor the distribution of transportation funding for environmental justice disparities within the TIP period. The Equity Assessment analyzes Highway and Transit

programs separately. The SCCOG 2021-2024 TIP includes \$1,094,037,000 in highway appropriations over four years. \$713,416,000 (65%) of highway funds are allocated to projects that benefit our region specifically. State-wide or district-wide maintenance projects have been removed from the equity analysis because their benefit is not attributable to a specific geography within the region. Statewide projects are typically maintenance and inspection expenditures.

Of the \$713,416,000 spent on highway projects specific to the region, \$316,966,000 will be spent in Low-Income or Minority Target Areas (LI/M) identified through the Title VI analysis, or 44% of the regional highway investment. It should be noted that one signal system project, project #0172-0476, includes seven locations; three were in target areas. Because the project appropriation is not broken out by location, the entire allocation for the project was included in the Target Area expenditures. The share of highway funds to be invested in LI/M areas, 44%, is slightly smaller than the proportion of the region's population living in those areas (50%).

The SCCOG 2021-2024 TIP identifies funds to be spent on transit as well as highway projects. Over FFY 2021-2024, \$28,139,125 will be spent on transit including expenditure for SEAT and WRTD, as well as statewide

programming and funding for smaller transit districts such as Estuary Transit District, which was not analyzed due to the comingling of funding with other transit districts which do not serve the SCCOG region. Refer to the financial analysis for full program listings. Also notably absent from the equity assessment are the Section 5310 mobility program funds which are region-specific, but annual project selection processes makes the definition of impacted geographies impossible.

The allocation for the WRTD and SEAT transit districts is \$8,056,954. Because Estuary Transit District is funded through the Section 5311 program, which comingles several transit districts, it was not feasible to include Estuary Transit District in an Equity Assessment. Estuary operates one route in SCCOG, which serves Target Areas in East Lyme which are otherwise not counted in the Transit Target Area.

SCCOG performed an equity assessment on transit allocations by defining the population with access to public transit as populations living in any census block group that, in whole or part, is within ¼ mile of a transit route on either the SEAT or WRTD system. This area is referred to as the Transit Network Area.

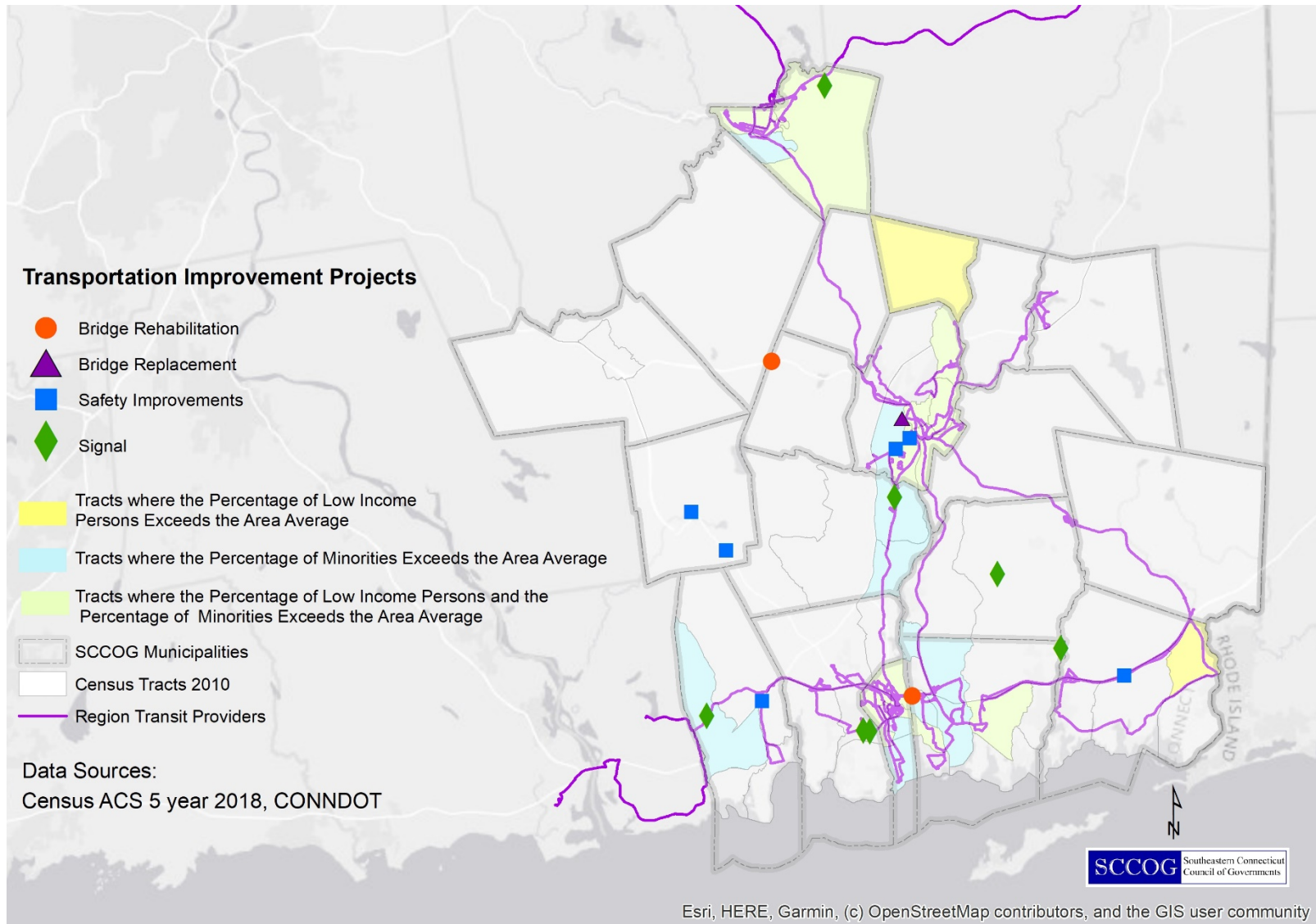
The region's Transit Network Area is home to 229,315 residents, 82% of the region's population. The transit network serves Low Income and/or Minority block groups containing 27,578 residents, or 91% of the population in LI/M block groups across the region. Within the Transit Network Area, 56% of the population lives in LI/M block groups. The remainder of the population in the region's LI/M block groups not served by transit, 9% of the total LI/M block groups, has no direct access to fixed bus transit routes unless served by a route run by Estuary Transit District.

The basic conclusion of the Equity Assessment is that there does not appear to be any bias in the distribution of transportation funds and projects in the TIP. Because this is a 4-year programming document, the list of projects varies significantly from year to year. Changes occur because new projects are added, old projects are deleted, projects enter new

phases (design, right-of-way acquisition, construction), and project schedules are modified. This variability means that any single TIP assessment might not yield a good picture of how benefits will be distributed over the longer term. It excludes many major projects that are planned but not yet programmed. It also excludes projects that are already completed - even if they were completed just one or two years earlier. This assessment gives a point-in-time snap shot of how investments are distributed between target and non-target areas.

There is a risk that some might see the TIP assessment process as guaranteeing a minimum funding level for target areas. This is not the intention. The goal in measuring investments is not to guarantee proportional funding for target areas, but simply to ensure an equitable process that does not result in a distribution of benefits that is discriminatory.

Figure 2 Equity Assessment Map



## LEP PUBLIC COMMENT

Comments provided in languages other than English are provided here in the language in which they were received. They will be translated into English in the Public Comment section. No comments were provided in languages other than English during the comment period.

Name	Comment	COG Response	Page of Inclusion

## PERFORMANCE-BASED PLANNING AND PROGRAMMING

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process required by federal transportation bills passed in 2012 and 2015 (the MAP-21 and Fast ACT). The rule requires a performance-based approach to planning, and requires that the Connecticut Department of Transportation, MPOs, and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-Aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA have established national performance measures in areas including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) to achievement of performance targets.

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or address new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at [www.ct.gov/dot/performanceasures](http://www.ct.gov/dot/performanceasures).

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## HIGHWAY SAFETY

Highway Safety is determined by the interaction between driver behavior and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets for Connecticut are shown below:

<b>Performance Measures</b>	<b>Numeric Target for 2020</b>
Fatalities	277 per year
Fatality Rate	0.883 per 100 million VMT
Serious Injuries	1,547 per year
Serious Injury Rate	4.93 per 100 million VMT
Non-Motorist Fatalities & Serious Injuries	307 per year

The STIP will program projects to meet the targets set by the CTDOT by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:

1. Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection,

Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

2. Location-specific highway safety improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.
3. Programmatic or Systematic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.
4. Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high risk roadway features that are correlated with particular severe crash types.

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## PAVEMENT AND BRIDGE CONDITION

The four performance measures for Pavement condition include the percent of the Interstate system in Good or Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good or Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good or Poor condition. The current Pavement and Bridge targets are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	66.20%	65.50%	64.40%
Percentage of Pavements of the Interstate System in Poor Condition	2.20%	2.00%	2.60%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	42.90%	36.00%	31.90%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	17.00%	6.80%	7.60%
Percentage of NHS Bridges Classified as in Good Condition	15.20%	22.10%	26.90%
Percentage of NHS Bridges Classified as in Poor Condition	14.00%	7.90%	5.70%



The STIP will program projects to meet the targets set by the CTDOT using the Department's Pavement Management System and the Bridge Management System which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP). The TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP 21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

Pavement and Bridge State of Good Repair (SGR) needs are identified, quantified, and prioritized through the TAMP process. Projects to address SGR repair needs are selected from the TAMP for inclusion in the STIP.

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## SYSTEM RELIABILITY

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events."<sup>1</sup> Travel-time reliability is a significant aspect of transportation system performance.

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<sup>1</sup> SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies," September 2011, p. ES- 7, on the World Wide Web at <http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf> (accessed May 14, 2018).

The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same SHRP-2 study, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure."<sup>2</sup> Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets are shown below:

<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<b>Percent of the Person-Miles Traveled on the Interstate That Are Reliable</b>	79.60%	75.20%	72.10%
<b>Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable</b>	83.60%	80.00%	76.40%

The STIP will program projects to meet the targets set by CTDOT by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

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## FREIGHT MOVEMENT

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<sup>2</sup> Ibid, p. 1-1.

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the November 2017, Statewide Freight Plan, and which was approved by FHWA. This is shown below:

<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<b>Truck Travel Time Reliability (TTTR) Index</b>	1.79	1.79	1.83

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT must use the trend and truck bottleneck analysis done for the Statewide Freight Plan.

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## AIR QUALITY

US DOT requires that States and MPOs assess the impact of their transportation systems on air quality and specifically the impacts from vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the CMAQ program.

The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5	12.950 kg/day	1.632 kg/day	2.674 kg/day
Total Emission Reductions: NOx	462.490 kg/day	67.690 kg/day	102.370 kg/day
Total Emission Reductions: VOC	263.890 kg/day	19.320 kg/day	30.140 kg/day
Total Emission Reductions: PM10	0.000	0.000	0.000
Total Emission Reductions: CO	0.000	0.000	0.000

The STIP will program projects to meet the targets set by the CTDOT by selecting appropriate CMAQ eligible projects including congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

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## TRANSIT

CTDOT's Public Transportation Transit Asset Management Plan (PT-TAMP) and Transit Asset Management Group Plan (Group-TAMP) lay out strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and

budgets to achieve state of good repair (SGR) goals. In accordance with 49 CFR 625.5, SGR is defined by Federal Transit Administration (FTA) as the condition in which a capital asset is able to operate at a full level of performance. Recipients and sub recipients of FTA funds set annual performance targets for federally established SGR measures. Performance targets are set annually for asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT has identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones.

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." As of October 2018, performance targets are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown below:

## Tier II – Group-TAMP

**Group Plan Participants:** Greater Bridgeport Transit Authority, Norwalk Transit District, Housatonic Area Regional Transit, Northwestern CT Transit District, Northeastern CT Transit District, Windham Region Transit District, Southeast Area Transit District, Estuary Transit District, Middletown Area Transit, Milford Transit District, Valley Transit District

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	18.81%	-4.81%	14.00%	12 years
Cutaway	17.00%	28.51%	-11.51%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	20.00%	-3.00%	17.00%	5 years
Automobiles	17.00%	50.00%	-33.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	15.38%	-8.38%	7.00%	14 years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**CT Transit – Nason Division – Torrington - Winsted**

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14%	N/A	N/A	N/A	12 years

\*Will be defunct after this report year, thus N/A

## Connecticut Department of Transportation (CTDOT)

**Full Reporters:** Arrow, Collins, Shore Line East, Metro North Railroad

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 years
Commuter Rail Locomotive	17.00%	46.67%	-29.67%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Passenger Coach	17.00%	25.19%	-8.19%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Self-Propelled Passenger Car	17.00%	0.00%	17.00%	17.00%	35 years
Steel Wheel Vehicles	0.00%	97.67%	-97.67%	0.00%	5 years



**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	51.16%	-51.16%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**Performance Measure – Infrastructure - % of Track Segments with Performance Restrictions**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Restrictions
CR – Commuter Rail	2.00%	3.48%	-1.48%	2.00%	% Track Miles under Slow Zones

## CT Transit Waterbury – NET

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	0.00%	14.00%	14.00%	12 years
Cutaway	17.00%	0.00%	17.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	9.09%	-2.09%	7.00%	14 years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

## CT Transit New Britain – NBT

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	17.02%	-3.02%	14.00%	12 years
Cutaway	17.00%	32.16%	-15.16%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	9.09%	7.91%	17.00%	5 years
Automobiles	17.00%	53.85%	-36.85%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	20.59%	-13.59%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

### CT Transit New Britain – DATTCO

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years

### CT Transit Hartford

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	18.07%	-4.07%	14.00%	12 Years
Automobiles	17.00%	28.57%	-11.57%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	13.33%	-6.33%	7.00%	14 Years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**CT Transit New Haven**

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	66.67%	-49.67%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	10.53%	-3.53%	7.00%	14 Years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**CT Transit Stamford**

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	41.67%	-34.67%	7.00%	14 Years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**Greater Hartford Transit District – GHTD**

**Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Cutaway	17.00%	8.92%	8.08%	17.00%	5 years
Automobiles	20.00%	50.00%	-30.00%	20.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	25.00%	-18.00%	7.00%	14 years

**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT's PT-TAMP and Group-TAMP that were shared with the MPOs in October 2018. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.



## TIP PROJECTS

Table 21 presents projects highway that are scheduled for implementation through FFY's 2021-2024 as well as over programmed projects. Table 22 presents all Transit projects included in this TIP. The tables provide 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.

Within each table, projects in grey are statewide projects which 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.

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### PROJECT ATTRIBUTES

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. Phases include:
  - PE - design/engineering
  - PD - preliminary design
  - FD - final design
  - ROW - rights-of-way acquisition
  - CON - construction
  - All - all phases
  - ACQ - acquisition of capital equipment
  - SF - staffing function
  - OTH - other (usually transit operating assistance)

- PL - planning studies and other pre-design activities
9. **Year:** The year funds will be obligated for project phase. FYI indicates that initiation of the project is anticipated after the term of the TIP.
  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.

TABLE 21 SCCOG 2021-2024 TIP HIGHWAY PROJECTS

Region	FA Code	Proj #	Temp#	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC ENTRY	CON	2021	0	0	0	0
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	2021	55,000	44,000	11,000	0
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	2022	7,500	6,000	1,500	0
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	2023	9,000	7,200	1,800	0
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	2024	38,350	30,680	7,670	0
13	NHPP	0044-0156		I-95	EAST LYME	IMPROVE I-95 INTERCHANGE 74 AT CT 161 - AC CONVERSION	CON	FYI	32,250	25,800	6,450	0
13	NHPP	0058-0307		I-95	GROTON	SAFETY IMPROVEMENTS, MYSTIC RIVER BR TO RI ST LINE	CON	FYI	80,000	64,000	16,000	0
13	NHPP	0085-0146		CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC ENTRY	CON	2022	0	0	0	0
13	NHPP	0085-0146		CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC CONVERSION	CON	2022	1,250	1,000	250	0
13	NHPP	0085-0146		CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC CONVERSION	CON	2023	18,750	15,000	3,750	0
13	NHPP	0085-0146		CT 85	MONTVILLE/SALEM	CORRIDOR IMPROVEMENTS SOUTH OF CT 82 - AC CONVERSION	CON	2024	14,000	11,200	2,800	0
13	NHPP-BRX	0094-0235		I-95 NB	NEW LONDON	NHS - REHAB BR 03819, NB GOLD STAR (PHS 2) - AC ENTRY	CON	2024	0	0	0	0
13	NHPP-BRX	0094-0235		I-95 NB	NEW LONDON	NHS - REHAB BR 03819, NB GOLD STAR (PHS 2) - AC CONVERSION	CON	2024	77,778	70,000	7,778	0
13	NHPP-BRX	0094-0235		I-95 NB	NEW LONDON	NHS - REHAB BR 03819, NB GOLD STAR (PHS 2) - AC CONVERSION	CON	FYI	68,722	61,850	6,872	0
13	NHPP-BRX	0094-0256		I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR (PHS 1A) - AC ENTRY	CON	2023	0	0	0	0
13	NHPP-BRX	0094-0256		I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR (PHS 1A) - AC CONVERSION	CON	2023	5,556	5,000	556	0
13	NHPP-BRX	0094-0261		I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR (PHS 1B) - AC ENTRY	CON	2022	0	0	0	0
13	NHPP-BRX	0094-0261		I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR (PHS 1B) - AC CONVERSION	CON	2022	47,778	43,000	4,778	0
13	NHPP-BRX	0094-0261		I-95 NB	NEW LONDON	NHS - REHAB BR 03819 - NB GOLD STAR (PHS 1B) - AC CONVERSION	CON	2023	51,222	46,100	5,122	0
13	STPA	0103-0274		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM MAPLE ST TO FAIRMOUNT ST	ROW	2021	3,750	3,000	750	0
13	STPA	0103-0274		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM MAPLE ST TO FAIRMOUNT ST	CON	2023	10,250	8,200	2,050	0
13	STPA	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	ROW	2022	6,250	5,000	1,250	0
13	STPA	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	2024	0	0	0	0
13	STPA	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	2024	7,205	5,764	1,441	0
13	STPA	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	FYI	7,205	5,764	1,441	0
13	STPNL	0103-0259		SHERMAN	NORWICH	REPLACE BR 04047 AND 03797 o/ YANTIC RIVER - AC ENTRY	CON	2021	0	0	0	0
13	STPNL	0103-0259		SHERMAN	NORWICH	REPLACE BR 04047 AND 03797 o/ YANTIC RIVER - AC CONVERSION	CON	2021	5,000	4,000	500	500
13	STPNL	0103-0259		SHERMAN	NORWICH	REPLACE BR 04047 AND 03797 o/ YANTIC RIVER - AC CONVERSION	CON	2022	4,250	3,400	425	425
13	STPNL	0103-0274		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM MAPLE ST TO FAIRMOUNT ST	FD	2021	1,000	800	200	0
13	STPNL	0103-0274		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM MAPLE ST TO FAIRMOUNT ST	CON	2023	6,250	5,000	1,250	0
13	STPNL	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	FD	2022	1,250	1,000	250	0
13	STPNL	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	2024	0	0	0	0
13	STPNL	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	2024	5,000	4,000	1,000	0
13	STPNL	0103-0275		CT 82	NORWICH	SAFETY IMPROVEMENTS FROM OLD SALEM PLAZA TO MAPLE	CON	FYI	5,000	4,000	1,000	0
13	STPNL	0120-0094		CT 85	SALEM	CORRIDOR IMPROVEMENTS NORTH OF CT 82	CON	2022	4,200	3,360	840	0
13	STPR	0013-0089		CT 2	BOZRAH	REHAB BR 06847 (CULVERT) o/ POLLY BROOK	FD	2021	300	240	60	0
13	STPR	0013-0089		CT 2	BOZRAH	REHAB BR 06847 (CULVERT) o/ POLLY BROOK	ROW	2021	50	40	10	0
13	STPR	0013-0089		CT 2	BOZRAH	REHAB BR 06847 (CULVERT) o/ POLLY BROOK	CON	FYI	1,000	800	200	0
13	STPR	0120-0095		CT 11	SALEM	REHAB BR 06780 (CULVERT) o/ BROOK	CON	2021	1,800	1,440	360	0
70	BRX	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE)	ALL	2021	50,000	40,000	10,000	0
70	BRX	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE)	ALL	2022	50,000	40,000	10,000	0
70	BRX	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE)	ALL	2023	50,000	40,000	10,000	0
70	BRX	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE)	ALL	2024	50,000	40,000	10,000	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,250	1,800	450	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,250	1,800	450	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,250	1,800	450	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,250	1,800	450	0
70	NHPP	170S-SNHS		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - A	OTH	2021	0	0	0	0

Region	FA Code	Proj #	TempP#	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - A	OTH	2021	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - A	OTH	2022	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - A	OTH	2023	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - A	OTH	2024	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION- NHS ROADS, NBI BRIDGES ONLY - AC	OTH	FYI	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSIO	OTH	2021	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSIO	OTH	2022	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSIO	OTH	2023	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSIO	OTH	2024	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSIO	OTH	FYI	2,000	1,600	400	0
70	SIPH	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2021	22,222	20,000	2,222	0
70	SIPH	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2022	22,222	20,000	2,222	0
70	SIPH	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2023	22,222	20,000	2,222	0
70	SIPH	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2024	22,222	20,000	2,222	0
70	SIPH	CHMP-XXXX		VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2021	0	0	0	0
70	SIPH	CHMP-XXXX		VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2021	4,537	4,083	0	454
70	SIPH	CHMP-XXXX		VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2022	4,537	4,083	0	454
70	SIPH	CHMP-XXXX		VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2023	4,537	4,083	0	454
70	SIPH	CHMP-XXXX		VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2024	4,537	4,083	0	454
70	STPA	0170-3417		VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA	0170-3417		VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2021	600	480	120	0
70	STPA	0170-3417		VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2022	150	120	30	0
70	STPA	0170-3439			STATEWIDE	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - A	PE	2021	0	0	0	0
70	STPA	0170-3439			STATEWIDE	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - A	PE	2021	660	528	132	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTR	OTH	2021	0	0	0	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CON	OTH	2021	500	400	100	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION- NON-NHS ROADS - AC CON	OTH	2022	500	400	100	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CON	OTH	2023	500	400	100	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CON	OTH	2024	500	400	100	0
70	STPA	170S-SNON		VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CON	OTH	FYI	500	400	100	0
70	STPA	MASP-INSP		VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS	OTH	2024	700	560	140	0
70	STPA	PVMT-MARK			STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC ENTRY	CON	2021	0	0	0	0
70	STPA	PVMT-MARK			STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2021	8,000	8,000	0	0
70	STPA	PVMT-MARK			STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2022	8,000	8,000	0	0
70	STPA	PVMT-MARK			STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2023	8,000	8,000	0	0
70	STPA	PVMT-MARK			STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2024	8,000	8,000	0	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSIC	OTH	2021	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSIC	OTH	2022	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSIC	OTH	2023	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSIC	OTH	2024	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON		VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSIC	OTH	FYI	8,000	6,400	1,600	0
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0

Region	FA Code	Proj #	Temp#	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	2,500	2,000	500	0
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	2,500	2,000	500	0
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	2,500	2,000	500	0
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	2,500	2,000	500	0
70	STPA-BRX	170S-FNON		VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	2,500	2,000	500	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONV	OTH	2021	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONV	OTH	2022	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONV	OTH	2023	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONV	OTH	2024	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO		VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONV	OTH	FYI	1,000	800	200	0
10,11,13	SIPH	0172-0477		VARIOUS	DISTRICT 2	HORIZONTAL CURVE SIGNS & PYMT. MARKINGS	CON	2022	6,225	6,225	0	0
10,11,13,14	STPA	0172-0476		VARIOUS	DISTRICT 2	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	CON	2021	3,500	3,500	0	0



TABLE 22 SCCOG 2021-2024 TIP TRANSIT PROJECTS

Region	FACode	Proj#	TempP#	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT - REPLACE BUSES 2008 (2 40ft) FY21	ACQ	2021	1,600	1,280	320	0
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT - FAC REHAB/IMPROVE - 3 FUEL STAORAGE TANKS FY 21	ALL	2021	300	240	60	0
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT - FAC REHAB/IMPROVE - ELECTRIC CHARGE STATION FY	ALL	2021	500	400	100	0
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT ADMIN CAPITAL FY 2021	OTH	2021	600	480	120	0
70	5307C	0170-3403		VARIOUS	VARIOUS	TRANSIT CAPITAL PLANNING. FY 21	OTH	2021	450	360	90	0
70	5307C	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 21	OTH	2021	1,500	1,200	300	0
70	5307C	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS STOP SIGN PROGRAM -IMPLEMENTATION FY 21	OTH	2021	1,500	1,200	300	0
70	5307C	0170-XXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 22	OTH	2022	450	360	90	0
70	5307C	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 22	OTH	2022	1,500	1,200	300	0
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 23	OTH	2023	450	360	90	0
70	5307C	0170-XXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 23	OTH	2023	450	360	90	0
70	5307C	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMNET PROGRAM FY 23	OTH	2023	1,500	1,200	300	0
13	5307C	0414-XXXX		SEAT	NORWICH	SEAT - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	300	240	60	0
70	5307C	0170-XXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 24	OTH	2024	450	360	90	0
70	5307C	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT BUS SHELTER IMPROVE	OTH	2024	1,500	1,200	300	0
70	5307P	0170-XXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING	OTH	2021	450	360	90	0
70	5307P	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM.	OTH	2021	1,500	1,200	300	0
70	5307P	0170-XXXX		STATEWIDE	VARIOUS	STATEWIDE BUS STOP SIGN PROGRAM-IMPLEMENTATION.	OTH	2021	500	400	100	0
13	5310E	0170-XXXX	NWNL-URBN	VARIOUS BUS	NWCH/NWLN UR	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2021	265	212	0	53
13	5310E	0170-XXXX	NWNL-URBN	VARIOUS BUS	NWCH/NWLN UR	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2022	273	218	0	55
13	5310E	0170-XXXX	NWNL-URBN	VARIOUS BUS	NWCH/NWLN UR	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2023	281	225	0	56
13	5310E	0170-XXXX	NWNL-URBN	VARIOUS BUS	NWCH/NWLN UR	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2024	290	232	0	58
10,11,13,1	5310E	0170-XXXX	OTHR-RURL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2021	352	282	0	70
10,11,13,1	5310E	0170-XXXX	OTHR-RURL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2022	363	290	0	73
10,11,13,1	5310E	0170-XXXX	OTHR-RURL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2023	374	299	0	75
10,11,13,1	5310E	0170-XXXX	OTHR-RURL	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISAB	OTH	2024	385	308	0	77
10,13,15	5311C	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	50	40	10	0
10,13,15	5311C	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2022	OTH	2022	600	480	120	0
10,13,15	5311C	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2023	OTH	2023	45	36	9	0
10,13,15	5311C	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2024	OTH	2024	20	16	4	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2021	OTH	2021	830	415	274	141
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2021	OTH	2021	597	299	197	102
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY	OTH	2021	49	24	24	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2021	OTH	2021	278	139	139	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2022	OTH	2022	830	415	274	141
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2022	OTH	2022	597	299	197	102
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY	OTH	2022	49	24	24	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2022	OTH	2022	278	139	139	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2023	OTH	2023	880	440	291	150
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2023	OTH	2023	633	317	209	108
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY	OTH	2023	52	26	26	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2023	OTH	2023	295	147	147	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2024	OTH	2024	933	467	308	159

Region	FACode	Proj#	TempP#	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2024	OTH	2024	871	338	222	114
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY	OTH	2024	55	28	28	0
10,13,15	5311O	0474-XXXX		WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2024	OTH	2024	312	156	156	0
3,10,11,13,15	5311T	0170-XXXX		SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY	OTH	2021	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX		SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY	OTH	2022	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX		SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY	OTH	2023	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX		SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY	OTH	2024	500	500	0	0

## FUNDING PROGRAM DESCRIPTIONS

There are three sources of funds within the TIP: Federal Transportation Appropriations (including Federal Transit Administration and Federal Highway Administration funds), State monies (primarily in the form of bond authorizations) and Local funds. This is a comprehensive list of funding categories; sources not utilized with the SCCOG 2021-2024 TIP are denoted with an asterisk after the program name(\*).

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### FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Fixing America's Surface Transportation Act (FAST Act). Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Explanations of eligible uses of each category of funding, limitations, and availability are provided below:

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#### FEDERAL TRANSIT ADMINISTRATION PROGRAMS

##### **FTA Section 5307 Urbanized Area Formula Grant Program**

The FTA Section 5307 funds make federal resources available to urbanized areas (consisting of a

population of 50,000 or more) for transit capital and operating assistance. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. Urbanized areas of 200,000 or more may not use funds for operating assistance unless identified by FTA as eligible under the Special Rule.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the



population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses, when and where needed.

In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs.

CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit. All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

The capital program requires a 20 percent non-federal match. The federal share may be 90 percent for the cost of vehicle related equipment

attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The federal share may not exceed 50 percent of the net project cost of operating assistance.

### **FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program**

The FTA Section 5310 Program provides funding for capital and operating expenses to remove barriers to transportation services and expand transportation mobility for older adults and persons with disabilities. Funds are apportioned based on each state's share of the population for these two groups. Eligible recipients of this program include private nonprofit organizations, state or local government authorities, and operators of public transportation. There are three subsets of this program: Traditional Section 5310 Capital, Nontraditional Section 5310 Capital, and Section 5310 Operating. The federal share of eligible capital costs may not exceed 80 percent, and 50 percent for operating assistance. The Norwich-New London Urbanized Area receives a formula amount annually, and is also eligible for some rural funding at the discretion of the CTDOT.

### **FTA Section 5311 Capital & Operating Program**

The FTA Section 5311 Program provides funds to assist in the development, improvement and use of public transportation systems in non-urbanized and small urban areas with populations of less than 50,000. The funds are used to reimburse rural transit districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio, and for transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.

### **FTA Section 5311 Rural Transportation Assistance Program**

The FTA Section 5311 Rural Transportation Assistance Program provides a source of funding to assist in the design and implementation of training and technical assistance projects and other support services tailored to meet the needs of transit operations in non-urbanized areas. There is no federal requirement for a local match.

### **FTA Section 5312 Public Transportation Innovation Program\***

This program provides funding to develop innovative products and services assisting transit agencies in

better meeting the needs of their customers.

Research, development, demonstration and deployment projects, and evaluation of technology of national significance to public transportation are eligible activities. Eligible recipients are determined for each competition and may include state DOTs, public transportation systems, non-profit and for-profit entities, universities, among others. Funds may be allocated on a discretionary basis.

### **FTA Section 5337 State of Good Repair Program\***

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. These funds are also eligible for developing and implementing Transit Asset Management plans. These funds reflect a commitment to ensuring that public transit operates safely, efficiently, reliably, and sustainably so that communities can be offered balanced transportation choices that help to improve mobility, reduce congestion, and encourage economic development. The Federal share provides 80 percent funding.

### **FTA Section 5339 Bus and Bus Facilities Formula Grants\***

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. Eligible recipients include direct recipients that operate fixed route bus service or that allocate funding to fixed route bus operators; state or local governmental entities; and federally recognized Indian tribes that operate fixed route bus service that are eligible to receive direct grants under 5307 and 5311. A subprogram, the Low- or No-Emission Vehicle Program, provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

### **FEDERAL HIGHWAY ADMINISTRATION PROGRAMS**

#### **Congestion Mitigation and Air Quality Program (CMAQ)\***

The CMAQ program provides flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is

available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas). The funds are intended to help achieve the goal of the 1990 federal Clean Air Act Amendments. Examples of eligible activities include: transit improvements, travel demand management strategies, traffic flow improvements, and public fleet conversions to cleaner fuels. All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM<sub>2.5</sub>), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM<sub>2.5</sub> designated area.

CTDOT has previously, and may again, set aside a portion of CMAQ funds for the solicitation of project proposals from the Planning Regions.

### **Ferry Boat Program (FBP)\***

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The FAST Act modified the funding formula, now giving more weight to the number of passengers carried by ferry systems. There are no eligible ferry services within the SCCOG region at this time.

### **Highway Safety Improvement Program (HSIP)\***

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. The federal share is generally 90%.

### **National Highway Performance Program (NHPP)**

The NHPP provides support for the condition and performance of the National Highway System (NHS),

for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

The FAST Act allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway if Interstate System and NHS Bridge Condition provision requirements are satisfied.

Under the FAST Act, states are also encouraged to bundle multiple bridge projects using NHPP funds as one project under one project agreement and it places requirements on how that bundling is to be conducted. The FAST Act also introduced new eligibility categories including the installation of vehicle-to-infrastructure communication equipment.

The NHS within the SCCOG region consists of all the Interstate and limited access highways including: I-95, I-395, Route 2, Route 2A and Route 11.

Additionally portions of major roadways including: Route 1, Route 2, Route 6, Route 11, Route 12, Route 32, Route 66, Route 78, Route 82, Route 85, Route 117, Route 184, Route 195, Route 349, Route 437, Route 639, Route 641, Route 623 and Route 908.

The funding ratio for the NHPP program is 80 percent federal funds to be matched by 20 percent State funds.

### **National Highway Freight Program (NFRP)\***

The NFRP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to States by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement.

Although the program is highway-focused, each State may use up to 10 percent of its NFRP funds for each fiscal year for public or private freight rail, water facilities (including ports), and intermodal facilities. Starting in FY 2018, a State must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NFRP funds.

### **Surface Transportation Program / Surface Transportation Block Grant Program (STP)**

The FAST Act converted the long-standing Surface Transportation Program into the Surface Transportation Block Grant Program, acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STP funds are intended to benefit minor arterial and collector roadways rather than the more critical principal arterials funding by the NPPP and other programs. The Surface Transportation Block Grant Program under the FAST Act continues all prior STP eligibilities and adds a few new ones.

#### **STP Urban**

It is the largest of all the STP programs. Funds are sub-allocated for use in different areas of the State according to a formula that is based on the area's relative share of the State's population.

Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 within SCCOG include STP–New London (STP-NL). Additionally, SCCOG is eligible for STP–Other (STPO) in areas of Colchester and Windham.

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects. Historically SCCOG was responsible for determining how to spend STP-Urban funds in the SCCOG region. Since the establishment of the Local Transportation Capital Improvement Program (LOTICIP), SCCOG has worked collaboratively with CTDOT in programming STP-Urban funds within the region, focusing on regionally significant projects.

### **STP Anywhere (STPA)\***

As the name implies, STP-Anywhere funds can be used anywhere in the State, regardless of rural or urban designation.

Since STP-Anywhere funds are not allocated to specific urban areas or regions, the Connecticut Department of Transportation usually determines where the funds will be spent and which projects will be funded. The funds can be used for any type of transportation project. Historically, this program is the largest of all the STP funding categories.

### **STP Rural (STPR)**

These funds can be used for improvements to eligible roads in the rural areas of the State, which are those areas with population of 5,000 or less

### **Transportation Alternatives Program (TAP)**

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TAP is sub-allocated based on population. The following are the subcategories of the TAP within SCCOG:

TAP – New London (TAPNL)

TAP – Other Urban (TAPO)

TAP – Rural (TAPR)

TAP – Recreational Trails (TAPRT)

All TAP projects are required to be funded through a competitive process.

### **National Highway Traffic Safety (NHTS) / Section 154 Penalty Funds (Sect 154)\***

The State of Connecticut is currently assessed a 2.5% annual penalty from its NHPP and STP programs where funds are transferred to the State's 402 Safety Program because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. The Department programs these funds towards Impaired Driving and Hazard Elimination Programs.

These Programs are intended to change behaviors, save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, and roadway safety improvements.

### **Carry-over Funds from Prior Transportation Legislation**

This section gives a brief explanation on funds from other transportation legislation (e.g. SAFETEA-LU) that are still available (Carry-over) under the FAST Act and the eligible uses of each category:

### **National Highway System (NHS)\***

NHS funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS.

The eligibility guidelines for NHS funds are more flexible than the Interstate programs. Funds can be used for transit projects, ridesharing projects, or any other type of project in the travel corridor served by a NHS road, as long as it improves travel in the corridor.

### **Interstate Maintenance (IM)\***

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

### **Recreational Trails (RT)\***

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program umbrella) provides funding to the Department of Energy and Environmental Protection (DEEP) to develop and maintain recreational trails for motorized and non-motorized recreational trail

users. The DEEP will forward applications to the Park and Recreation Directors or the First Elected Officials of each municipality for consideration. Funding ratios are 80 percent federal and 20 percent local.

### **Safe Routes to School (SRSI)\***

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program umbrella) is designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. Funds are to be administered by CTDOT to provide financial assistance to State, local, and regional agencies, including non- profit organizations that demonstrate the ability to meet the requirements of the program. The federal share is 100%.

### **Section 112\*, 115\*, 117\*, 120\*, 125, 330\* & 378\***

This program is dedicated for those projects that are established by congressional designation and the funds are available until expended.

### **Transportation Enhancement (TE)**

The Transportation Enhancement Program (discontinued and replaced with the TAP under MAP-21 and the FAST Act) offered a potential source of funds for making areas more attractive. The program was administered by the State of Connecticut Department of Transportation. Upon the federal government making funding available, the Department solicited projects from the regional planning agencies, which set the priorities among their member towns. CTDOT set aside 50% of the TE funds for these RPO projects. The remaining 50% were selected by CTDOT for projects of Regional and Statewide significance. Streetscape-type projects that address the beautification of streets in the area were eligible for funding under the Transportation Enhancement Program.

### **Bridge Program (BRX)**

#### **On System**

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. CTDOT has a program of



regularly inspecting and rating the condition of bridges.

Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State Highway system.

#### Off System

The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid road system, therefore bridges on local roads or rural minor collectors.

CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Therefore, the majority of the funded projects are municipal bridges.

#### **Value Pricing Pilot Program (VPPP)**

Congress has mandated this program as an experimental program to learn the potential of different value pricing approaches for reducing

congestion. The grant program supports efforts by State and local governments or other public authorities to establish, monitor and evaluate value pricing projects, and to report on their effects. A pricing project under this program may include tolls on Interstate highways. Federal funds can be used to support pre-implementation costs, including costs of public participation and pre-project planning for up to 3 years, and to support project implementation costs for up to 3 years.

#### **Transportation and Community and System Preservation Program (TCSP)**

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

### **High Priority Projects (HPP)**

This was a program under TEA-21 and continued under SAFETEA-LU, MAP-21 and carried over to the FAST-Act. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

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### **STATE FUNDING**

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of

Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipts, which, combined, make up approximately 80 percent of the total fund revenue.

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### **LOCAL FUNDING**

Limited projects included in the STIP require a local match to federal funds. The municipality in which the job takes place provides this. Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

## ACRONYMS

**ACS** American Community Survey. The ACS is an ongoing statistical survey that is annually conducted by the United States Census Bureau.

**CAAA** Clean Air Act Amendments of 1990. 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** Southeastern Connecticut Council of Governments. A regional public organization created under the Connecticut General Statutes comprised of the chief elected

officials of the 22 towns and boroughs in southeastern Connecticut.

**CTDOT** Connecticut Department of Transportation. 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** Environmental Impact Statement. 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** Federal Aviation Administration. 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** Fixing America's Surface Transportation. 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** Federal Highway Administration. 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.

**MTP** Metropolitan Transportation Plan. Formerly known as the Regional Transportation Plan, the MTP 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.

**NAAQS** National Ambient Air Quality Standards are emissions budgets authorized by the Clean Air Act of 1990.

**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 implementation 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.