



# SCCOG TRIP 2024 Solicitation Overview

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# Transportation Rural Improvement Program (TRIP)

Municipalities fund 100% of non-construction costs (design, ROW, etc)

State funds 100% of construction including:

- 10% construction contingency for costs from construction changes
- 10% incidentals: municipal construction administration and observation costs

If the project is eligible for LOTCIP, submit for both programs.

Project awards are anticipated on June 6, 2025 from CT DOT.

**NOTE:** Towns previously awarded a TRIP grant are ineligible to submit a new application until a Notice to Proceed has been issued on the prior grant prior grant.



New London Jefferson Ave and Chester St project

# Solicitation Schedule

<b>Milestone Date</b>	<b>Critical Activity</b>	<b>Responsible Party</b>
November 7, 2024	Application Solicitation	issued by SCCOG
November 20, 2024	Information Session Virtual Meeting	by SCCOG & recorded (2:30-3pm)
November 27, 2024	Application Assistance Request	due to SCCOG
December 16, 2024	Draft Application Deadline	due to SCCOG by email
January 3, 2025	COG Application Comments	due to Municipality from SCCOG
January 21, 2025	Final Application Deadline	due to SCCOG by email
February 7, 2025	Final Application Forwarded	by SCCOG to CTDOT for review

Send All Application Documents to Debra Pierce at [dpierce@seccog.org](mailto:dpierce@seccog.org)

# Project Eligibility

Estimated construction cost of between \$300,000 and \$2,000,000

Each eligible municipality may submit one application

Roadway must be located on a roadway classified as a rural minor collector or higher

Local roads and roads within the urban boundary are not eligible for TRIP grant improvements

Bridge improvements, multi-use trails, stand-alone sidewalk projects, and road rehabilitation projects are eligible

Refer to the [CTDOT TRIP Program Guidelines](#) for full eligibility requirements

# Section 1: General Information

# Section 2: Applicant Information

This section is intended to provide general information relating to the applicant and the proposed project, as well as an endorsement by the Municipality.

Name of Municipality: \_\_\_\_\_

Name of Regional Council of Government (COG): \_\_\_\_\_

CTDOT Maintenance District number: \_\_\_\_\_

Estimated Total Project Cost \$ \_\_\_\_\_

Requested amount of funding for this grant: \$ \_\_\_\_\_

Project Name: \_\_\_\_\_

Short description of project:

Project location (Street name, state route number, intersecting road attach a location plan (pdf, KML or shapefile) that clearly show construction.

Council of Government Contact Information:

Name: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Ext: \_\_\_\_\_

Email Address: \_\_\_\_\_

Municipal Authorized Signatory Information: Note: The title of the Authorized Signatory may be changed to reflect the appropriate title with respect to the municipality's form of government (i.e., Mayor, Town Manager, First Selectman, etc.)

Full Legal Name: \_\_\_\_\_

Title: \_\_\_\_\_

Email Address: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Ext: \_\_\_\_\_

Street Address / PO Box: \_\_\_\_\_

Zip Code: \_\_\_\_\_

Municipal Applicant Information:

Name: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Ext: \_\_\_\_\_

Email Address: \_\_\_\_\_

Primary Project Contact (technical lead responsible for overseeing project design)

Name: \_\_\_\_\_

Telephone Number: \_\_\_\_\_ Ext: \_\_\_\_\_

Email Address: \_\_\_\_\_

# Example: Site Location Map

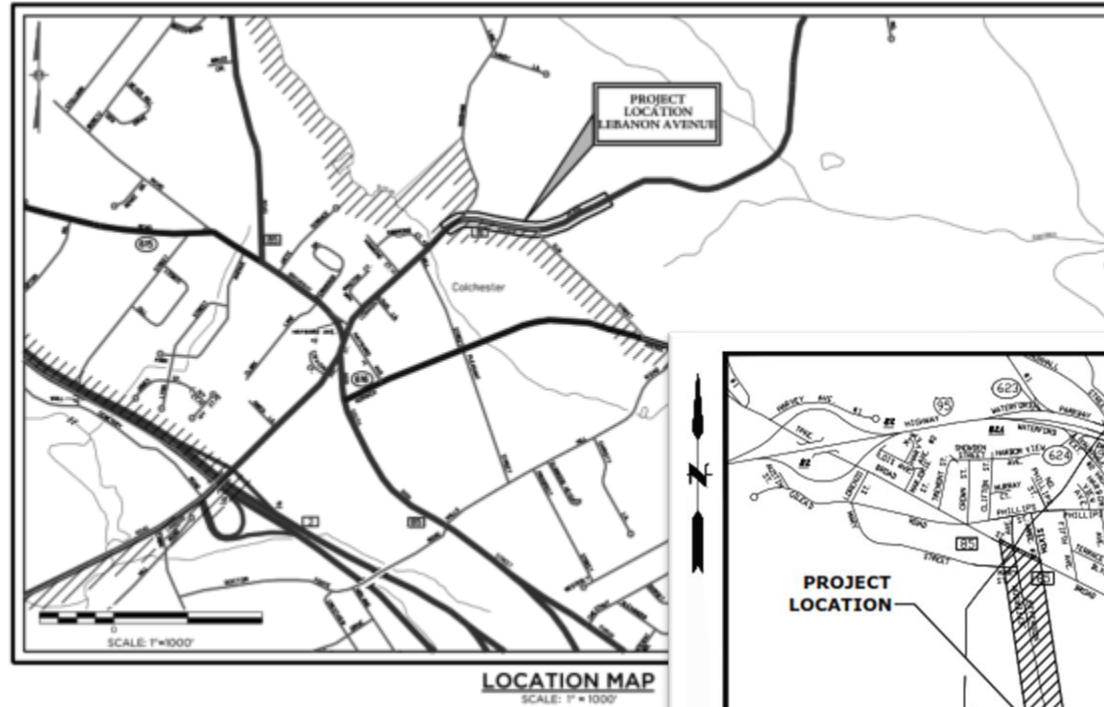
Aerial or map background

Define project location/ area

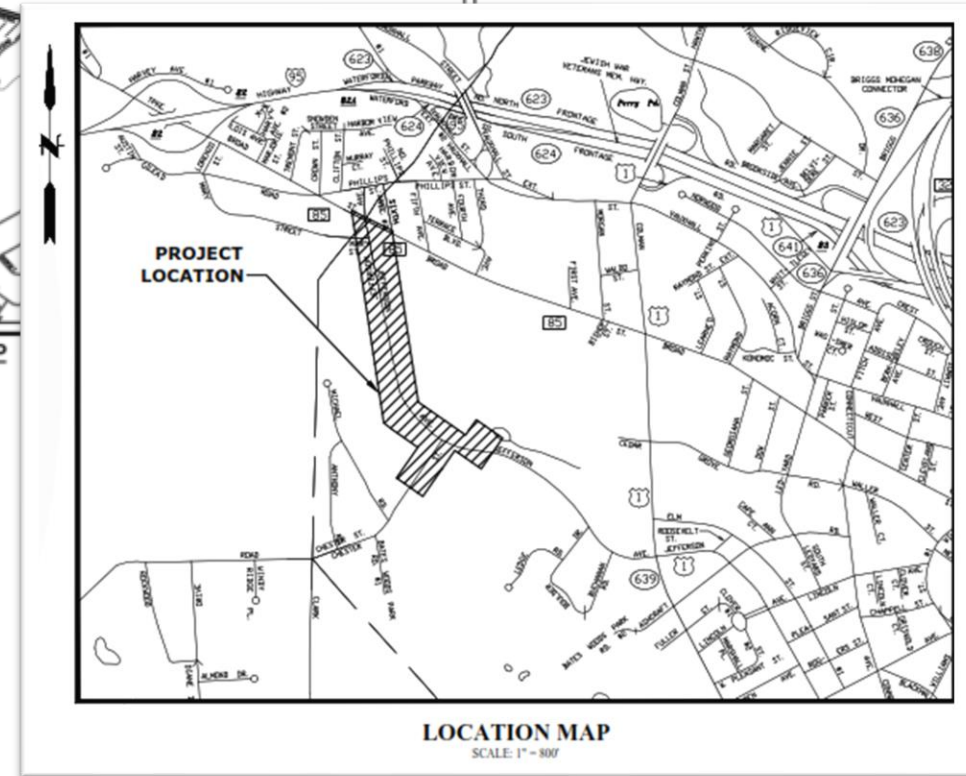
Routes and roadway names

Proximate key developments/ traffic generators

Bicycle & Pedestrian Travel Needs Assessment Form map can be used for location map



Colchester Lebanon Ave project



New London Jefferson Ave and Chester St project

# Section 3: Overview/ Project Description

Project Need = identified transportation deficiency

Project purpose = objectives that will be met to address the deficiency

Deficiency examples: issues related to safety, environment, congestion, traffic operations, access/mobility, equity, or pavement conditions

NOTE: Connect project to surrounding key elements/ developments, SCCOG Plans, and municipal planning. Show how the project description addresses project need.

Provide a detailed description of the proposed improvements as well as the purpose and need of the project. Please be as comprehensive as possible in the description of the planned activities. The purpose and need for the project should include the specific needs that will be satisfied and expected outcomes resulting from undertaking the project. It should also reference established goals and strategic plans for the community. An application that demonstrates the following may receive maximum points for this section:

- Project description should be clear and concise so that a reviewer can understand the limits and extent of the proposed improvements.
- Project description should be specific and clearly define the location of the project within the community
- Project limits must be clear. As noted in Section 1, Applicant must submit a location plan (may be PDF, KML/Z or Shapefile)

Please submit the following additional information in digital format:

- Site Location Map with project limits displayed
- Property Boundary Map of site

**Please identify the primary project type:**

- New Construction
- Reconstruction/ Rehabilitation

**Please categorize the most relevant type(s) of improvement(s) that TRIP funds will be used for.**

- Roadway Geometric Improvement
- Stand-Alone Sidewalk Construction
- Intersection Improvement
- Bicycle/Pedestrian Improvement, including Multi-Use Trail Facilities
- Bridge Rehabilitation/Replacement
- Major Drainage Improvement
- Pavement Structure Improvement
- Traffic Signal Replacement/Upgrade/New Installation/Coordination
- Roundabout
- Other (please specify):

**Please include any other relevant information you feel may be helpful:**





# Intersection Control Evaluation Policy (ICE)

This form is a scoping tool that applies to projects reconstructing State owned intersections

CT DOT is developing guidance and anticipate publishing it in December



Intersections represent one-quarter of all traffic fatalities and one-half of all traffic injuries. Each intersection is an incremental opportunity to enhance safety and take one more step toward zero deaths and serious injuries on our Nation's roads.

Using a performance-based approach, Intersection Control Evaluation (ICE) is used to screen alternative geometric and control solutions. The goal of ICE is to help agencies make decisions when it comes to identifying a strategy for intersection-related projects.

By the end of 2019, 10 States had ICE policies and more were developing ICE policies. Because of the need for a more uniform and adaptable framework, specific policies are being developed to allow each agency to best fit their project and project delivery process. Some States have developed custom spreadsheet tools where users can input specific information and facilitate consistent documentation of design selections.



ICE should be conducted for new intersections or when substantive change is considered for the traffic control or geometry of existing intersections. ICE can be both a policy and process. Many States have produced flowcharts to more easily visualize their unique ICE processes.

## Stage I

Stage I is a scoping stage to determine a short list from all possible alternatives that merit further consideration and analysis because they meet organizational goals, project needs, and are practical to pursue. Stage I screens out non-competitive options from being carried into Stage II.

### Does the alternative...

- Address the project purpose and need?
- Improve safety performance?
- Improve or preserve operational performance?
- Consider pedestrians, bicyclists, and other users?
- Fit in with given site characteristics and context?
- Meet the needs and values of the local community and directly-affected stakeholders?

### Needed inputs

- Crash assessment (historic and future).
- Traffic volumes for safety and operational analysis.
- Planning-level cost estimates.
- Possible ROW and environmental impacts.
- Stakeholder feedback (if available).

## Stage II

Stage II is an alternative development and selection stage that objectively compares and differentiates among the alternatives brought forward from the Stage I scoping analysis. In this stage, the preferred alternative is determined based on more detailed evaluations that account for all users and are conducted during typical preliminary engineering activities, like safety performance, operational performance, lifecycle benefits and costs, environmental, utility, and right-of-way impacts, and specific multimodal accommodations.

## Existing Resources and Tools

There are ICE tools available to analyze safety and operations at both intersection and interchange types, including roundabouts, U-turn based intersections, like Restricted Crossing U-Turn (RCUT) and Median U-Turn (MUT), and crossover-based junctions, like Displaced Left Turn (DLT) intersections and Diverging Diamond Interchanges (DDIs).

The FHWA Intersection Control Evaluation website (<https://safety.fhwa.dot.gov/intersection/ice/>) provides resources and tools that can help agencies create and conduct ICE policies and activities.

- The *Primer on Intersection Control Evaluation* was developed in 2018 to provide an overview of ICE, appropriate situations for ICE, and the general framework/process used by ICE States; it also highlights available resources and tools.



- The Capacity Analysis for Planning of Junctions (CAP-X) Tool conducts critical movement analysis to gauge the potential performance of various intersection and interchange types, and also characterizes bicyclist and pedestrian accommodations.



- The Safety Performance for Intersection Control Evaluation (SPICE) Tool performs basic predictive safety analysis of certain at-grade intersection alternatives/control types and ramp terminal intersections. It was developed to facilitate a user-friendly, HSM-based preliminary safety analysis for ICE Stage I.



<sup>1</sup> FHWA, "Primer on Intersection Control Evaluation (ICE)," FHWA, 2018.

<sup>2</sup> Jenior, P., Butlick, A., Hase, P., and Ray, B., "Safety Performance for Intersection Control Evaluation (SPICE) Document/Download/8250," Accessed August 26, 2019.

<sup>3</sup> FHWA, "Primer on Intersection Control Evaluation (ICE)," FHWA, 2018.

### For more information contact:

NAME: \_\_\_\_\_

AGENCY: \_\_\_\_\_

EMAIL: \_\_\_\_\_

PHONE/WEBSITE: \_\_\_\_\_

# Section 4: Site Context

Provides 3 years of crash data to support narrative:

[www.ctcrash.uconn.edu](http://www.ctcrash.uconn.edu)

Other Resources: SCCOG Regional Transportation Safety Plan, local studies, or police reports

Please identify the anticipated impacts of the proposed project:

Yes  No  Does this project impact state-owned property? (i.e.: bridges, state parks, forests, or other state-owned land)

Please provide any available information related to traffic volumes within the proposed project limits. Refer to the Department's [Traffic Monitoring Station Viewer](#) for select locations.

Please answer the following questions relating to the benefits this project will provide to the community in terms of **safety, accessibility, connectivity, and equity**.

Please check the Yes or No box as applicable and provide details as specified.

Yes  No  This project serves an **CT DECD listed Distressed Municipality**.

Yes  No  This project is located within a designated **Environmental Justice Block Group**.

Yes  No  This project serves an **OPM listed Public Investment Community (PIC)**.

This project directly improves access and connections to:

Yes  No  Schools

Yes  No  Downtowns or employment centers

Yes  No  Public spaces

Yes  No  Emergency/Municipal Support Systems

Yes  No  Elderly housing or centers

Yes  No  Health care centers or Hospitals

Yes  No  Housing authority (public housing)

Yes  No  Proposed housing developments

Yes  No  Underserved communities

Yes  No  Affordable housing developments

Yes  No  Low or very low-income areas or neighborhoods

Yes  No  This project will improve ADA accessibility

Yes  No  This project is identified in local and/or regional Transportation Safety Plan, or your application is selected. Please do not

Yes  No  This project develops or incorporates into other local or regional initiatives.

within the proposed project limits in the last 3 years. The [Connecticut Crash Data Repository \(uconn.edu\)](#). The results and can be accessed. Please refer to State Mile



# Eligible Areas

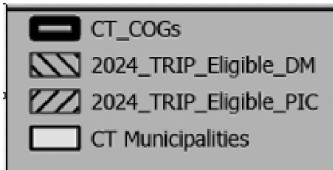
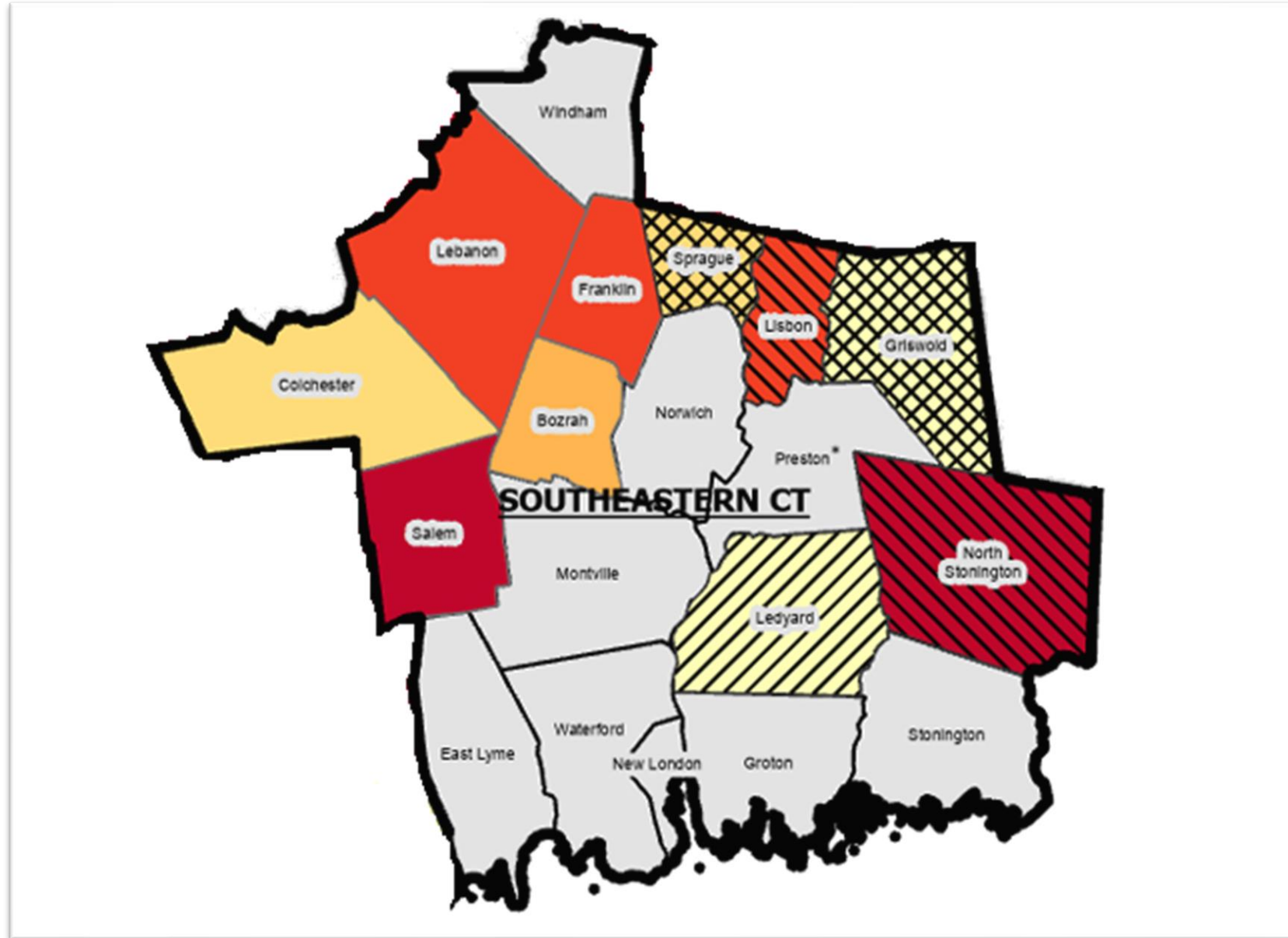
Requires 20% Local Match:

- Bozrah
- Colchester
- Franklin
- Lebanon
- Preston
- Salem

Exempt from 20% Local Match:

- Griswold
- Ledyard
- Lisbon
- North Stonington
- Sprague

NOTE: All municipalities identified must provide design funding



NOTE: Municipalities highlighted in color are eligible for TRIP; hatched are exempt from local match

\*Preston needs to contact COG if interested in TRIP eligibility

# Section 5: Project Support

Stand-alone project study

Regional planning documents

Plan of Conservation and Development  
(POCD)

Other local plans

Stakeholder letters of support\*

NOTE: Awarded projects will  
hold public meetings during  
design

Please describe how public participation at the local level was or will be included in planning this project.

If the proposed project requires rights-of-way (ROW) acquisition, have conversations with the property owners been initiated? Please describe any related discussions or correspondence that has occurred during the planning phase of this project.

**The applicant may attach letters of support from the immediate community, public officials, Council of Government, or advocate groups. Please indicate the source of the letters provided.**

- Immediate Community Members
- Public Officials
- Council of Government
- Advocate Groups
- Other: \_\_\_\_\_



# Section 7: Project Readiness

Plan Set – at a minimum a concept plan, however submissions with engineered plans will be more competitive

Project Cost Estimate

Permitting Requirements

Feasibility of the Project

Check the Yes or No box as applicable and provide details as specified.

Yes No

- |                          |                          |   |
|--------------------------|--------------------------|---|
| <input type="checkbox"/> | <input type="checkbox"/> | Planning phase has taken place to identify a detailed project scope   |
| <input type="checkbox"/> | <input type="checkbox"/> | Initial design work started for this project (if applicable)  |
| <input type="checkbox"/> | <input type="checkbox"/> | Design work is completed for this project (if applicable)   |
| <input type="checkbox"/> | <input type="checkbox"/> | Initial public outreach has been conducted and demonstrates support from the local community Include documentation. If yes, please provide description of activities: |

Please attach the following additional information in digital format, as applicable:

- Comprehensive Concept Plans
- Preliminary Engineering Plans (if available)
- Proposed project schedule (estimate for final design completion, construction start and completion, etc.)
- Description of any public involvement conducted or support for the project.
- Description of known potential impacts (or enhancements) relating, but not limited, to environmental, historical, natural, or social resources, as well as rights-of-way.

Please provide background and a description of the level of development that has gone into this project so far. Applications with evidence of scoping, outreach and/or preliminary engineering work can increase confidence in the resulting schedule and estimate.

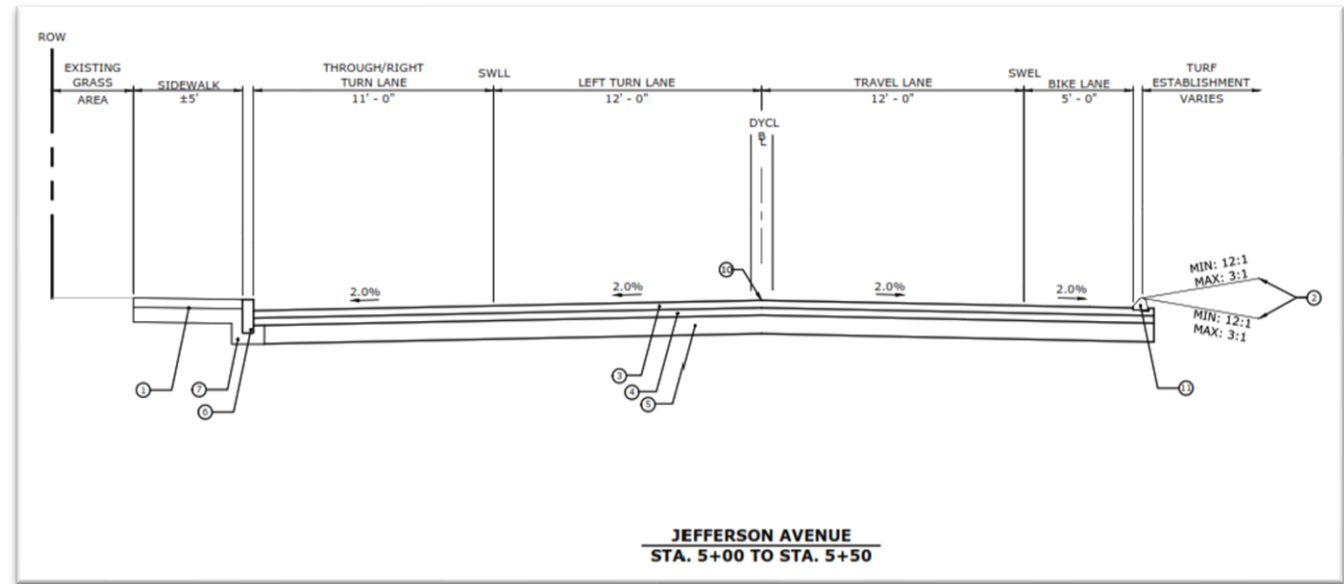
# Concept Plans

Check *Utility Companies by Town List* and *Utility Company Contact List* at [CT DOT Utilities Section website](#)

NOTE: Submissions with Preliminary Engineering Plans will be more competitive

Concept Plans, at a minimum:

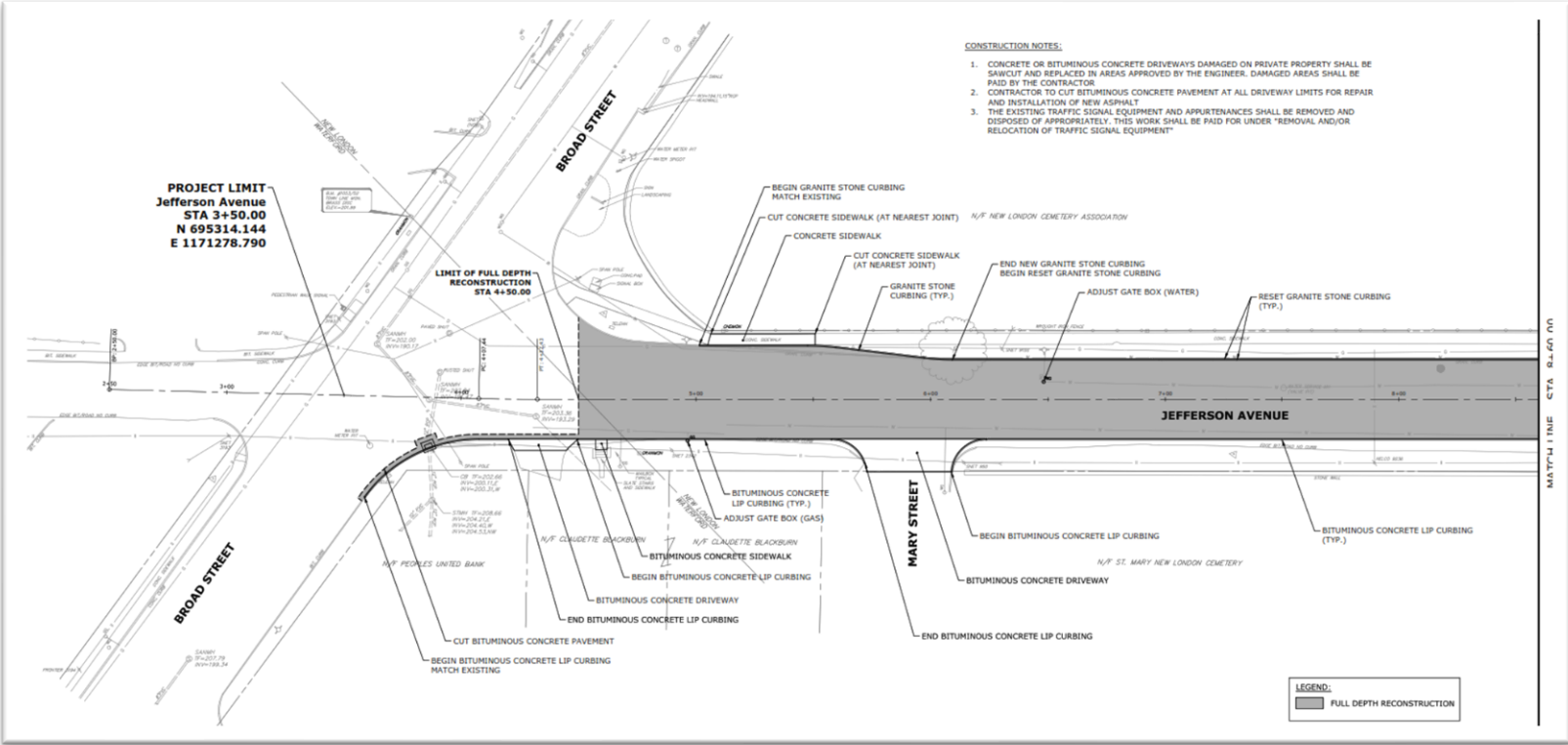
- Project location and limits of project
- Rights-of-Way (ROW) limits and extent of anticipated ROW acquisitions
- Utility impacts
- Watercourses and drainage needs
- Grading, retaining walls
- Traffic control including signal plans
- Typical cross section including lane and shoulder widths, pavement structures, etc
- Any permitting design requirements



New London Jefferson Ave and Chester St project



# Example: Concept Plan



New London Jefferson Ave and Chester St project



# Section 8: Project Endorsement

## Endorsement and Recommendation of Project by the Municipality

***This page must be read and signed by the Authorized Signatory of the Municipality in order for the municipality/project to be considered for TRIP funding.***

My signature below, as Authorized Signatory of the Municipality of, \_\_\_\_\_ indicates acceptance of the following and further certifies that:

1. I understand that should this grant application be approved, I will be required to sign an assistance agreement/contract with the assigned administering agency delineating the terms and conditions of this grant;
2. I will comply with any grant terms and conditions required by the administering agency;
3. I understand that various permits may be required by the administering agency or other agencies as required by either the Connecticut General Statutes or Connecticut regulations, or federal law;
4. I understand that funding associated with this grant application is one-time in nature and that there is no obligation for additional funding from the Connecticut Department of Transportation;
5. I understand that if this project warrants a Connecticut Environmental Policy Act (CEPA) review pursuant to Sections 22a-1 through 22a-1h of the Connecticut General Statutes that I will comply with such an environmental assessment. Further, if a CEPA review is required, I understand that there are costs associated with such a review and that the Municipality is in a position to continue with the proposed project despite this cost;
6. I understand that this application will be examined by the Connecticut Department of Transportation for consistency with the State Plan of Conservation and Development and that I may be contacted if additional information is required for that review;
7. I understand that projects which convert twenty-five or more acres of prime farmland to a nonagricultural use will be reviewed by the Commissioner of Agriculture, in accordance with Section 22-6 of the Connecticut General Statutes; and
8. I will supply the Connecticut Department of Transportation with all documentation supporting my authority to enter into an assistance agreement, including but not limited to applicable certified minutes and by-laws from the Municipality denoting my authority to apply for the grant and the authority to enter into such an agreement should a grant be awarded.
9. I understand that if this application leads to the award of a TRIP funding for this project, that no payment will be made for project expenses incurred prior to the construction start date or after the end date (as set forth in the fully executed contract), without advance written approval by the administering state agency.
10. I have read, in full, the Transportation Rural Improvement Program (TRIP) Project Administration Guide and Application.

Authorized Signatory's Name (Please Print): \_\_\_\_\_

Title: \_\_\_\_\_

Signature: \_\_\_\_\_ Date: \_\_\_\_\_

# Supplemental Information

- Category type selected will influence the information required in the application
- Application will list required documents for each category type

# Evaluation Criteria

**TABLE 3: EVALUATION CRITERIA (STEP 2) (SEE EXPANDED CRITERIA SUBSECTIONS IN TABLE 4)**

Section	Criteria	Maximum Points
1.	Budget	10
2.	Public Benefit	40
3.	Rural Demographics	10
4.	Transportation Network Impact	20
5.	Readiness to Proceed	20
	Total	100

see [CT DOT TRIP Guidelines](#) for more information

# Budget, Public Benefit and Rural Demographics

Rural Demographics Points	
8	Bozrah
6	Colchester
9	Franklin
5	Griswold
9	Lebanon
5	Ledyard
9	Lisbon
10	North Stonington
(contact COG)	Preston
10	Salem
6	Sprague

TABLE 4: PROJECT EVALUATION CRITERIA

BUDGET	Point allocation (max 10)
The application includes an accurate/all-inclusive cost estimate using template provided as noted in section 4 below.	5
If the project budget exceeds grant amount does the Municipality demonstrate the ability to complete the project with local funds?	5
PUBLIC BENEFIT	Point allocation (max 40)
Does the Application describe how the proposed project will benefit the area within the community?	5
Does the proposed project benefit a disadvantaged community, Public Investment Community (PIC), or Distressed Municipality?	15
Does the proposed project improve facilities within a territory experiencing growth in housing?	5
Is there a current deficiency in the project location?	5
Does the Application demonstrate public/community support, include documentation of support?	5
Does the project address a specific safety concern or include improvements that will create a more suitable environment for a specific mode of travel?	5
RURAL DEMOGRAPHICS	Point allocation (max 10)
Percentage of rural area in applicant town. Points will be awarded on a sliding scale representing the percent of rural population within the project town over 50%. (I.e., 50% rural will be awarded 5 points and 100% rural will receive 10 points)	10

see [CT DOT TRIP Guidelines](#) for more information

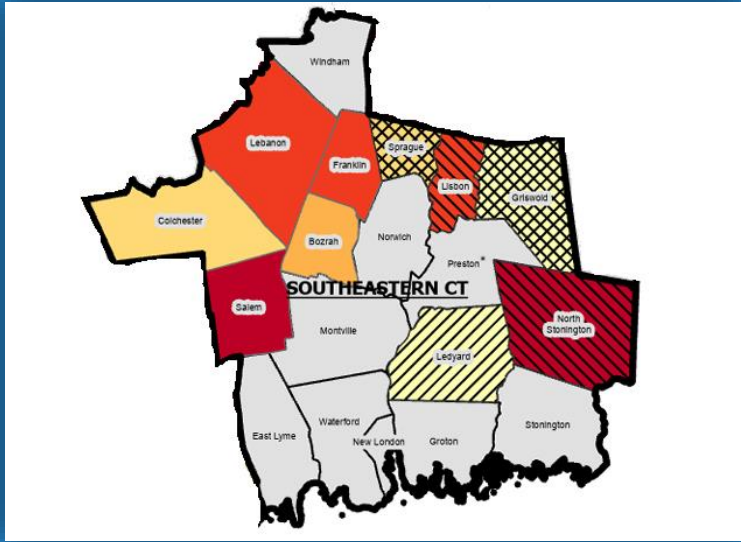


# Transportation Network Impact and Readiness to Proceed

<b>TRANSPORATION NETWORK IMPACT</b>	<b>Point allocation (max 20)</b>
Does the proposed project improve accessibility for a specific mode of travel or provide connections between multiple modes of travel?	5
Does the project have the potential to benefit a large number of users?	5
Does the proposed project connect land uses (residential, transit node, school, park, library, community center, office/retail) for everyday use?	5
Is the project part of a safety action plan or local strategic safety plan to improve vulnerable user safety?	5
<b>READINESS TO PROCEED</b>	<b>Point allocation (max 20)</b>
Level of preliminary work complete: studies, preliminary concept, PD, FD	10
Project logistics, Right of Way Acquisitions, and Federal, State and Local permitting requirements have been clearly identified.	5
Project timeline highlights critical milestones and realistic timeframes for related tasks.	5
<b>TOTAL POSSIBLE SCORE</b>	<b>100</b>

see [CT DOT TRIP Guidelines](#) for more information

# Resources



## [CT DOT TRIP Application and Supporting Documents](#)

Program Guidelines  
Program Fillable Application  
Sample Project Cost Estimate Worksheet

## [SCCOG Supporting Plans and Studies](#)

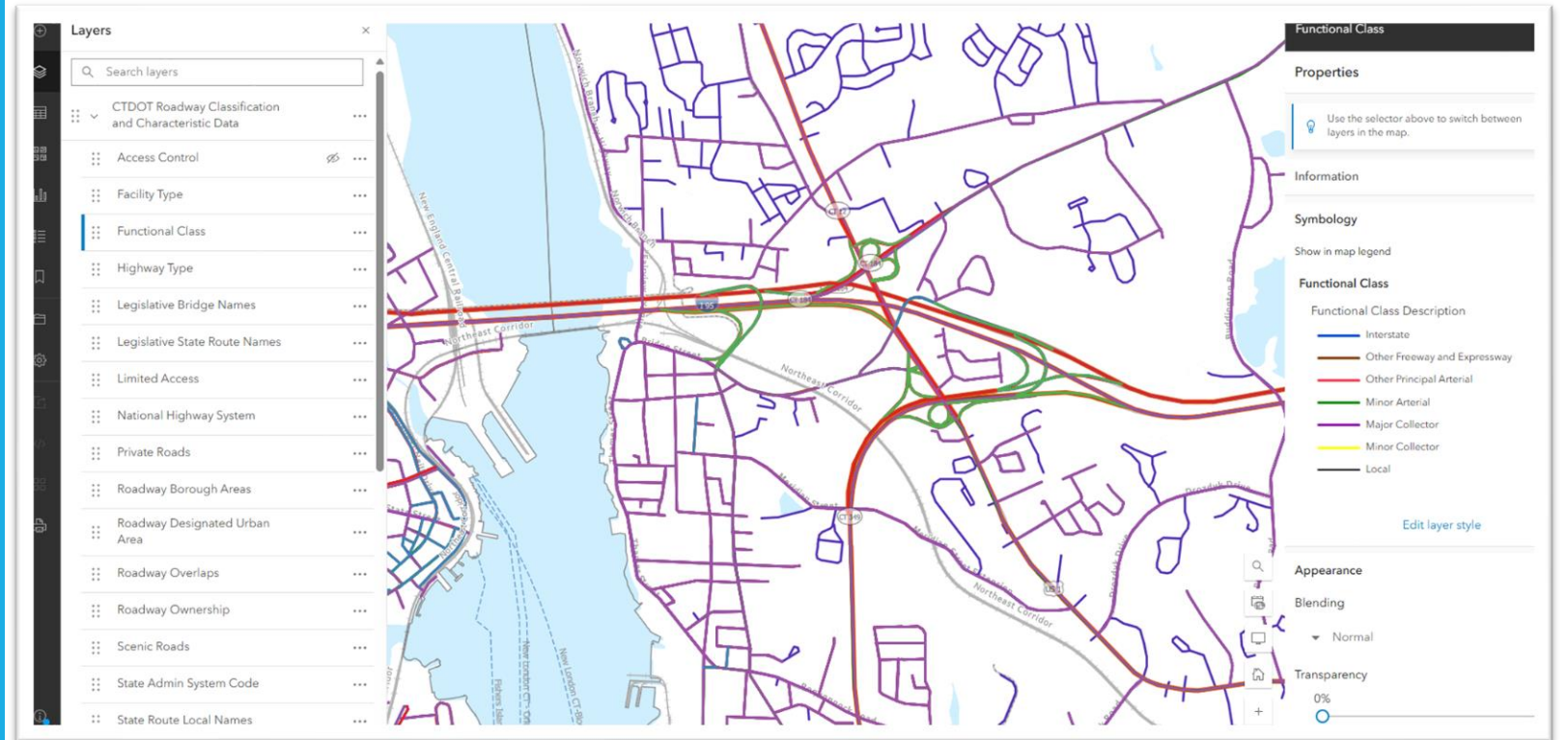
Metropolitan Transportation Plan  
Southeastern CT Regional Bike & Pedestrian Plan  
Regional Transportation Safety Plan  
Congestion Management Process Document  
Regional Resilience Baseline Assessment  
Multi-Jurisdictional Natural Hazard Mitigation Plan  
Comprehensive Economic Development Strategy (seCTer)  
CT State Route 2 Bicycle and Pedestrian Facility Study  
Joint Land Use Studies  
Tri-Town Trail Master Plan

## Additional Resources

[CT DOT Complete Streets for Bicycles and Pedestrians](#)  
[CT DOT Roadway Classification and Characteristic Maps](#)  
[CT DEEP Natural Diversity Database](#)  
[CT SHPO Historical and Archaeological Sites Map](#)  
[FEMA Flood Map](#)

# Submit for LOTCIP if Appropriate

If it is a minor collector, contact the COG for eligibility



LOTCIP is a less competitive program

Solicitations are open for both programs

Dual submission increases the likelihood of being funded



# Questions



SCCOG Board Meeting

November 27, 2024: Application assistance request  
\* Projects that carry out regional plan recommendations are eligible for technical assistance

December 16, 2024: Draft Application due

January 3, 2025: COG Application Comments provided to Municipalities

January 21, 2025: Final Application due

Send Application documents to: Debra Pierce at [dpierce@seccog.org](mailto:dpierce@seccog.org)