

SCCOG TRIP 2024 Solicitation Overview

Debra Pierce, Transportation Planner Kate Rattan, Director of Transportation Planning



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

Milestone Date	Critical Activity	Responsible Party
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



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 <u>CTDOT TRIP Program Guidelines</u> for full eligibility requirements



Section 1: General Information

Section 2: Applicant Information

project, as well as an endorsement by the Municipality.	t and the proposed	
Name of Municipality:	Council of Government Contact Information:	
	Name:	
Name of Regional Council of Government (COG):	Telephone Number:	Ext:
CTDOT Maintenance District number:	Email Address:	
Estimated Total Project Cost \$	Municipal Authorized Signatory Information: Note: The title of the	Authorized Signatory may be changed
Requested amount of funding for this grant: \$	to reflect the appropriate title with respect to the municipality's for Manager, First Selectman, etc.)	orm of government (i.e., Mayor, Town
Project Name:	Full Legal Name:	
Short description of project:	Title:	
	Email Address:	
	Telephone Number:	Ext:
	Street Address / PO Box:	
	Zip Code:	
	Municipal Applicant Information:	
Project location (Street name, state route number, intersecting road	Name:	
attach a location plan (pdf, KML or shapefile) that clearly shot construction.	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

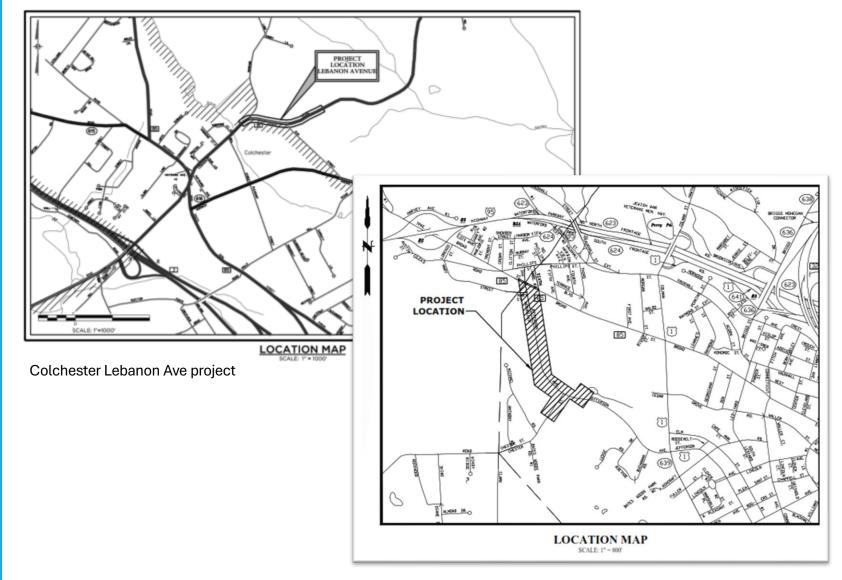
Aerial or map background

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



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.

purpose and need for the project should include the specific needs	
outcomes resulting from undertaking the project. It should a established goals and strategic plans for the community. An demonstrates the following may receive maximum points for thi: • Project description should be clear and concise so that a limits and extent of the proposed improvements. • Project description should be specific and clearly define to the community • Project limits must be clear. As noted in Section 1, Applic location plan (may be PDF, KML/Z or Shapefile)	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 submit the following additional information in digital formal Site Location Map with project limits displayed Property Boundary Map of site	Please include any other relevant information you feel may be helpful:

Provide a detailed description of the proposed improvements as well as the purpose and need of the



CTDOT Bicycle and Pedestrian Travel Needs Assessment Form (BPTNA)

This form is a scoping tool, determining what facilities are needed

Complete all sections

Coordinate study area map with site location plan

Include the completed form with the application

NOTE: Do not email it directly to CT DOT as indicated on the form

2.2 Analysis of Study Area

Using the map prepared in Section 2.1, and the resources suggested below, answer the following questions about the study area. [For State/District-wide or Division of Traffic Engineering projects with many locations use the "Multi-location BPTNA Table" at: https://portal.ct.gov/DOT/PP Policy/Documents/BikePed Dashboard to answer questions marked with an (*)]

Explain as needed (attach additional sheet(s) if needed)

A. * Referencing the CTDOT Interactive Bike Man lecated at

http://www.ctbiki

b. * Have all existing the project limits sidewalks, should identified and ass Transit requireme



CONNECTICUT DEPARTMENT OF TRANSPORTATION BICYCLE AND PEDESTRIAN TRAVEL NEEDS ASSESSMENT FORM (BPTNA)



 Are there any ar travel through the limited width of ro paths), utility pole

d. * Is there any reas transit users throu

e. * Based on the U.: the Public Right-o continuous access etc. for persons w

f. * Is there a patter information can b (<u>https://www.ctcr</u> In accordance with Connecticut General Statutes, Section 13a-153f, Accommodations and Provisions of Facilities for All Users and the Department's Policy Statement No. EX.O-31, It is the policy of the Department to consider the needs of all users of all abilities and ages (specifically including pedestrians, bicyclists, transit users, and vehicle operators) in the planning, programming, design, construction, retrofit and maintenance activities related to all roads and streets as a means of providing a "safe, efficient transportation network which enhances quality of life and economic vitality." Therefore, the need for inclusion of accommodations specifically for bicyclists and pedestrians, including those with disabilities, must be reviewed for every project.

This form shall apply to all Department projects, mainline utility projects within the state right-of-way, the Office of the State Traffic Administration (OSTA) certificate applications receiving state or federal funding, and municipal transportation projects that receive state or federal funding. This form provides designers the documentation and information needed to make decisions on the need and extent of bicycle and pedestrian features that should be included in a project. This form is not intended to dictate what features should be included in a project design, as guidance on those questions can be found in numerous other reference documents. This form should be completed to the extent practical (at least Sections 1 & 2) during the project scoping phase and finalized by the completion of the Preliminary Design. Once signed, this form should be retained with the project documents.

Project Number(s):	Route(s):	
Project Name:		
Municipality(s):	Planning Region(s):

SECTION 1: APPLICABILITY					
Although bicycle and pedestrian accommodations should be considered for all projects, certain types of projects (e.g. bridge deck patching, culvert re-lining, projects on expressway mainlines) do not typically provide reasonable opportunity to provide improvements for these travel modes. Considering the <u>project type</u> answer the question below. If the question below is answered <u>no</u> , please explain why, then skip to the last page, sign the form, and file this form with the project documents. If the answer is <u>yes</u> , go to Section 2 and complete the rest of the form.					
Does this <u>project_type</u> provide reasonable opportunity to provide improvements for non-motorized access?	Does this <u>project_type</u> provide reasonable opportunity to provide improvements for non-motorized access?				
If no, why?					

a. Dedicated bike lane or cycle track

b. Shared-used lanes

c. Shared-used path

d. Wider shoulders

Yes N/A

N/A

N/A

N/A

Yes 🔲

Yes 🔲

Yes 🔲

b. Decorative lighting

3.6 Other (please specify):

c. Public seating or benches

	ded as a lis rict-wide
Yes 🔲	N/A 🔲
Yes 🔲	N/A 🗆
Yes 🔲	N/A □
Yes 🔲	N/A 🗆
Yes 🔲	N/A 🗆
Yes 🔲	N/A 🔲
Yes 🔲	N/A 🔲
Yes 🗆	N/A 🔲
Yes 🔲	N/A 🔲
Yes 🔲	N/A 🗆
Yes 🔲	N/A 🔲



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



is an incremental opportunity to enhance one more step toward zero deaths and s our Nation's roads.

Using a performance-based approach, Ir Evaluation (ICE) is used to screen alterna optimal geometric and control solutions The goal of ICE is to help agencies make decisions when it comes to identifying a strategies for intersection-related projec

By the end of 2019, 10 States had ICE p more were developing ICE policies. Beca and adaptable framework, specific polic to allow each agency to best fit their pro and project delivery process. Some State custom spreadsheet tools where users of specific information

and facilitate consistent documentation of design selections.



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 directlyaffected stakeholders?

- · 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).



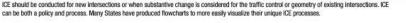
FIAMA "Primer on Intersection Control Evolution (ICE) " For 3 Jenior, P., Butsick, A., Haas, P., and Ray, B. "Safety Performs Document/Download/8250, Accessed August 26, 2019. 2 FHMMA. "Primer on Intersection Control Evaluation (ICE)." FH

States with ICE Policies

States without ICE Police



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.



General Proces

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

NAME:	
AGENCY:	
EMAIL:	
PHONE/WEBSITE:	



Section 4: Site Context

Provides 3 years of crash data to support narrative:

www.ctcrash.uconn.edu

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

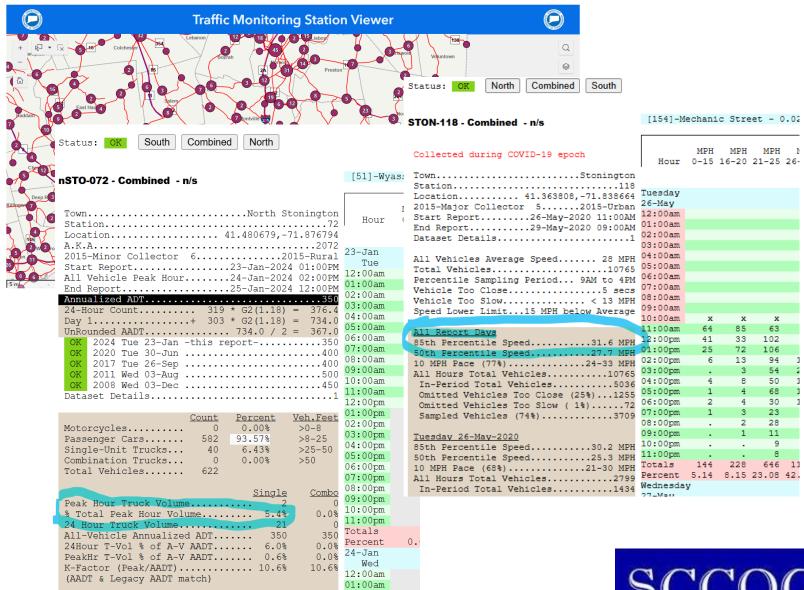
Pleas	e identify th	he antic	ipated impacts of the proposed project:		
Yes			s project impact state-owned property? (i.e state parks, forests, or other state-owned l		Please provide any available information related to traffic volumes within the proposed project limits. Refer to the Department's <u>Traffic Monitoring Station Viewer</u> for select locations.
			r the following questions relating to the be ifety, accessibility, connectivity, and equity	,	s project will provide to the community
	Pleas	e check	the Yes or No box as applicable and provide	de details a	as specified.
	Yes	No			
			This project serves an CT DECD listed Di	stressed M	Municipality.
			This project is located within a designate	d Environ	nmental Justice Block Group
			This project serves an OPM listed Public	Investme	Connecticut Crash Data Repository (uconn.edu). The
	This p	roject o	directly improves access and connections t	UCO	INN Connecticut Crash Data Repository fic results and can be accessed e. Please refer to State Mile
	Yes	No			Clear Selection Saved Queries Query History Rum Query
			Schools	"Saved Querles" a	" and "Query History" button functions have changed: instead of automatically redirecting you to the query results page, saved query criteria will auto-populate on this query page. Press "Run Query" to obtain your results.
-			Downtowns or employment centers	Main Query Crite	riteria:
			Public spaces	Dataset OCTDOT (1995-	95-2014)
			Emergency/Municipal Support Systems	•MMUCC(2015	From: 01/01/2019 Selected Months: Limit
			Elderly housing or centers		To: 10/21/2022
			Health care centers or Hospitals		O5 Years Selected Time: 12 midnigt 12 midnigt 10 12 midnigt 4 ded Limit
			Housing authority (public housing)	VIN Crash Severit	rity
			Proposed housing developments	Fatal Case Sta	Status Under Investigation Complete Ownership Dublic Road Drivete Road Not Applicable Unknown
-1			Underserved communities	Trafficway Cl	Class
			Affordable housing developments	Police Agency	Amtrak PD Ansonia PD
-			Low or very low-income areas or neighb		Avon PD v
			This project will improve ADA accessibili	Crashes	Crash Location
			This project is identified in local and/or or Regional Transportation Safety Plan. your application is selected. Please do n	Bloomfield Bolton	CSP Proop: O County: O COG: O MPO: O District: A P Faifield P Capital Region P Capital Region C C T Metropolitar P Countral Naugati P P Countral
			This project develops or incorporates in		Any and Unknown
-			This project will stimulate additional invinto other local or regional initiatives.	Town: [All Selected Towns Latitude:	Interstate
					at the same to the



Roadway Speeds and Classification



Annual Average Daily Traffic, 85% speed, & Design Speed: Traffic Monitoring Volume and Classification Information Traffic Count Data



Eligible Areas

Requires 20% Local Match:

Bozrah

Colchester

Franklin

Lebanon

Preston

Salem

Exempt from 20% Local Match:

Griswold

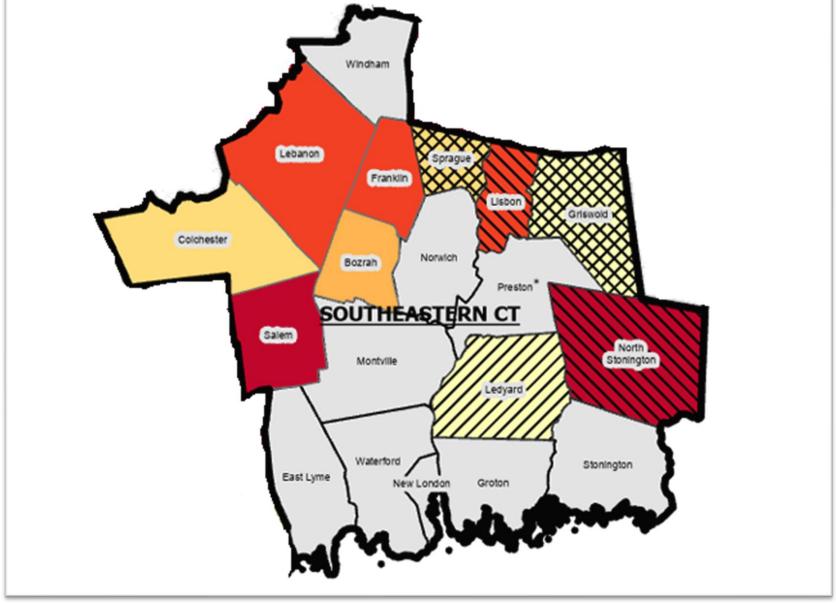
Ledyard

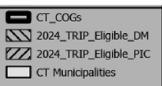
Lisbon

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

	e proposed project requires rights-of-way (ROW) acquisition, have conversations with the property
	ers been initiated? Please describe any related discussions or correspondence that has occurred
du	ng the planning phase of this project.
_	
The	applicant may attach letters of support from the immediate community, public officials, Council
	overnment, or advocate groups. Please indicate the source of the letters provided.
OI	overnment, or advocate groups. Please indicate the source of the letters provided.
_	
	mmediate Community Members
_	ublic Officials
_	ouncil of Government
	dvocate Groups



Section 6: Budget

Include as much detail as feasible / major items

Use Rounded lump sum and approximate unit prices

Refer to CT DOT website:

- CT DOT Estimating Guidelines
- CT DOT Master Bid Item List

Include 20% for minor items, or more for planning level application

Incidentals/Contingency 10% each

Include Inflation of 3-5%/year to projected construction year(s)

https://portal.ct.gov/dot/pp_bureau/TRIP. If the project cost estimate exceeds the requested grant amount, the Municipality should explain or demonstrate the ability to complete the project with local funds or other resources. Federal funds cannot be used as a contributary source for TRIP. Cost estimates should provide enough detail and accuracy to demonstrate that the proposed project can realistically be accomplished within the requested grant amount. · Cost estimate must show that reasonable thought went into the planning of the proposed · Major construction items should be included to demonstrate comprehension of the complexity of the overall pr Transportation Rural Improvement Grant Program Minor Items should be included **Preliminary Construction Cost Estimate** Contingencies and Incidenta Town Name: the course of construction. Project Name **Major and Minor Contract Items** Item / Description Quantity Unit \$ Total Cost Unit Please check the corresponding Yes or Construction Funding Sign EΑ 1.00 \$ Yes This project has or is pro provide source of funding Source: Award D Status: Does the municipality h proposed project if the A Major Items Subtotal \$ B Minor Items % of Line "A" Is this project eligible for Major and Minor Contract Items Subtotal (A + B) Other Lump Sum Items (As Needed) Clearing and Grubbing % of Line "C" (suggested 0% - 2%) Please attach the following additional i M & P of Traffic % of Line "C" (suggested 0% - 5%) Mobilization (suggested 2% - 10%) % of Line "C" Detailed cost estimate Construction Staking (suggested 0% - 2%) % of Line "C" D Other Items Subtotal E TOTAL CONTRACT COST ESTIMATE (C + D) (Rounded to nearest \$1000 **TRIP Project Costs Summary** Contract Cost Estimate (Line "G") Contingencies (suggested 0% - 10%) (suggested 0% - 10%) (suggested 3-5%) TOTAL PROJECT COST

A detailed cost estimate shall be submitted with this application. A sample cost estimate form can be found on the Transportation Rural Improvement Grant Program webpage at:



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

Yes	No			
		Planning phase has taken place to identify a detailed project scope		
		Initial design work started for this project (if applicable)		
		Design work is completed for this project (if applicable)		
		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:		
	Comp	rehensive Concept Plans		
		ninary 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, t				
	enviro	onmental, historical, natural, or social resources, as well as rights-of-way.		
	Applica	e background and a description of the level of development that has gone into this proje ations with evidence of scoping, outreach and/or preliminary engineering work can increas the resulting schedule and estimate.		
	ence in	the resulting schedule and estimate.		



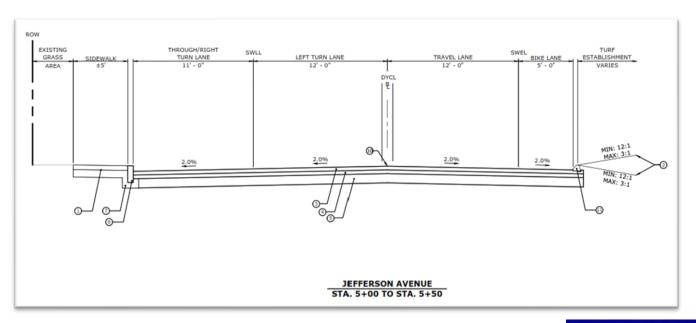
Concept Plans

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

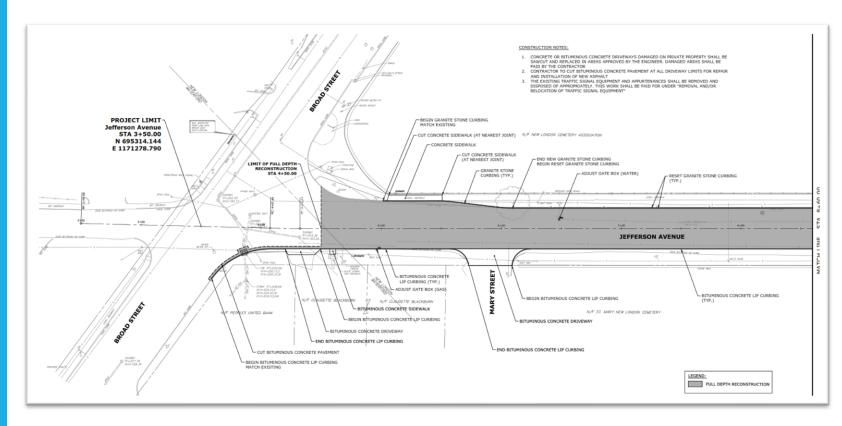
Concept Plans, at a minimum:

- 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





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:

- 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;
- 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;
- 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;
- 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;
- 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.
- 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.
- 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



Budget, Public Benefit and Rural Demographics

Rural Demographics Points		
Bozrah		
Colchester		
Franklin		
Griswold		
Lebanon		
Ledyard		
Lisbon		
North Stonington		
Preston		
Salem		
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

SCCOG

Transportation Network Impact and Readiness to Proceed

TRANSPORATION NETWORK IMPACT	Point allocation (max 20)
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
READINESS TO PROCEED	Point allocation (max 20)
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
TOTAL POSSIBLE SCORE	100



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

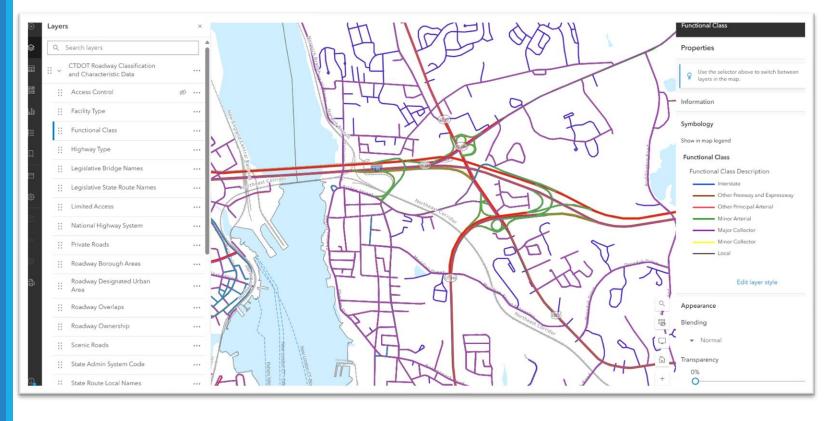
Additional Resources

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

