

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM FY 2025 – 2028

ADOPTED: MAY 15, 2024

AMENDED: DECEMBER 18, 2024

If language assistance is needed, please contact SCCOG at 860-889-2324, office@seccog.org

Si necesita asistencia lingüística, por favor comuníquese a 860-889-2324, office@seccog.org.

如果您需要语言帮助，请致电 860-889-2324 或发送电子邮件至 office@seccog.org.

The logo for the Southeastern Connecticut Council of Governments (SCCOG) is a blue rectangle with the letters "SCCOG" in white, serif, all-caps font.

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

CHIEF ELECTED OFFICIALS:

Glenn Pianka, First Selectman, Bozrah
Bernie Dennler, First Selectman, Colchester
Dan Cunningham, First Selectman, East Lyme
Alden Miner, First Selectman, Franklin
Tina Falck, First Selectman, Griswold
Laurie Sorder, Warden, Borough of Jewett City
Keith Hedrick, Mayor, City of Groton
Rachel Franco, Mayor, Town of Groton
Kevin Cwikla, First Selectman, Lebanon
Fred Allyn, III, Mayor, Ledyard
Thomas Sparkman, First Selectman, Lisbon
Lenny Bunnell, Mayor, Montville
Michael Passero, Mayor, New London
Peter Nystrom, Mayor, Norwich
Sandra Allyn-Gauthier, First Selectman, Preston
Robert Carlson, First Selectman, North Stonington - Secretary
Ed Chmielewski, First Selectman, Salem
Cheryl Allen Blanchard, First Selectman, Sprague – Vice Chair
Danielle Chesebrough, First Selectman, Stonington
Michael Schefers, Warden, Borough of Stonington
Rob Brule, First Selectman, Waterford - Chair
Thomas DeVivo, Mayor, Windham - Treasurer

ALTERNATES:

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

STAFF ASSISTING IN THE PREPARATION OF THIS REPORT:

Amanda Kennedy, AICP, Executive Director
Katherine Rattan, AICP, Transportation Program Manager
Jess Cobb, GIS Coordinator
Wendy LeClair, Office Manager

Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, Federal Transit 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.

TABLE OF CONTENTS

Resolution 24-3: On Conformity with the Clean Air Act..	1
Resolution 24-4: Annual Urban Planning Certification....	2
Resolution 24-5: Adopting the FFY 2025-2028 Transportation Improvement	3
Introduction	4
Air Quality Considerations	6
Financial Plan	8
FHWA.....	10
FTA	14
Title VI Compliance and Environmental Justice	26
Consultation with Other Agencies	26
Website	26
Distribution of Materials	27
Regular Meetings	27
Formal Public Information Meetings	27
2025-2028 TIP Public Outreach	27
Public Comments	29
Title VI Compliance and Environmental Justice	33

Title VI.....	33
Environmental Justice	34
Limited English Proficiency	35
Equity Assessment Maps	36
LEP Public Comment.....	40
Performance-Based Planning and Programming....	41
Highway Safety.....	43
Pavement and Bridge Condition	45
Congestion Measures	48
Air Quality.....	51
Transit.....	54
TIP Projects	69
Project Attributes.....	69
2025-2028 TIP Highway Projects.....	71
2025-2028 TIP Transit Projects	76
Funding Program Descriptions	79
Acronyms.....	91

RESOLUTION 24-3: 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

RESOLUTION No. 24-3
CONFORMITY WITH THE CLEAN AIR ACT
OZONE

WHEREAS, the Southeastern Connecticut Council of Governments is required to submit an Air Quality Conformity Statement to the 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 that the plans and programs approved today, May 15, 2024 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 February 2023); and

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

NOW, THEREFORE BE IT RESOLVED, by the Southeastern Connecticut Council of Governments, that the Southeastern Connecticut Council of Governments finds that the 2023-

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

*If language assistance is needed, please contact SCCOG at 860-889-2324, office@seccog.org.
Si necesita asistencia lingüística, por favor comuníquese a 860-889-2324, office@seccog.org.
如需語言協助，請致電 860-889-2324 或發出電子郵件至 office@seccog.org.*

2050 MTP and the FFY 2025-2028 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 February 2024, 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 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 May 15, 2024.

DATE: 5/15/2024

BY: 
Robert Carlson, Secretary

RESOLUTION 24-4: 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

RESOLUTION NO. 24-4 SCCOG MPO PLANNING CERTIFICATION

WHEREAS, the Southeastern Connecticut Council of Governments has been designated by the Governor of the State Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the southeastern Connecticut planning region; and

WHEREAS, the Southeastern Connecticut Council of Governments conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation by preparing a Unified Planning Work Program, preparing, maintaining and amending the endorsed Transportation Improvement Program (TIP), preparing and updating the endorsed Metropolitan Transportation Plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

NOW THEREFORE BE IT RESOLVED, that Southeastern Connecticut Council of Governments hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 11101(e) of the Infrastructure Investment and Jobs Act (PL 117-58) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

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

*If language assistance is needed, please contact SCCOG at 860-889-2324, office@seccog.org
Si necesita asistencia lingüística, por favor comuníquese a 860-889-2324, office@seccog.org
如果您需要语言帮助, 请致电 860-889-2324 或发送邮件至 office@seccog.org*

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CERTIFICATE:

The undersigned duly qualified Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the Southeastern Connecticut Council of Governments on May 15, 2024.

Date: 5/15/2024

By: 
Robert Carlson, Secretary

RESOLUTION 24-5: ADOPTING THE FFY 2025-2028 TRANSPORTATION IMPROVEMENT

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

RESOLUTION NO. 24-5
ADOPTING THE FFY 2015-2028 TRANSPORTATION IMPROVEMENT PROGRAM

WHEREAS, the Southeastern Connecticut Council of Governments acting as the Metropolitan Planning organization, is authorized by P.L. 117-58, Infrastructure Investment and Jobs Act (IIJA) 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 2025-2028 Transportation Improvement Program in cooperation with the Connecticut Department of Transportation in accordance with the provisions of P.L. 117-58, Infrastructure Investment and Jobs Act (IIJA); and,

WHEREAS, the FFY 2025-2028 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 2025-2028 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, a public information meeting was held on April 2, 2024, at which the public was invited to comment on the draft FFY 2025-2028 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 2025-2028 Transportation Improvement Program for the Southeastern Connecticut Region.

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

*If language assistance is needed, please contact SCCOG at 860-889-2324, office@seccog.org.
Si necesitan asistencia lingüística, por favor comuníquese a 860-889-2324, office@seccog.org.
如果您需要语言帮助，请致电 860-889-2324 或发送邮件至 office@seccog.org*

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 May 15, 2024.

Date: 5/15/2024

By: 
Robert Carlson, Secretary

INTRODUCTION

The Southeastern Connecticut Council of Governments (SCCOG) Transportation Improvement Program (TIP) is a four-year program that prioritizes and documents the funding of federally funded transportation improvement projects that the region expects to carry out over the next four years. The TIP is fiscally constrained, meaning that the COG is confident that there will be funding available for the project included. The TIP projects are modeled to ensure conformity with the Clean Air Act (and amendments). Projects not included on the TIP list are not eligible for federal transportation funding.

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 TIP and its statewide counterpart, the State Transportation Improvement Program (STIP). The 2025-2028 STIP/TIP is a schedule of selected transportation projects to be implemented during a four-year period (beginning October 1, 2024 and ending September 30, 2028). It is an administrative document required by the federal law under 49 U.S.C. 5303(j). 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 multiregional and statewide infrastructure improvement, maintenance and transit projects. Administratively, all regional TIPs 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.” The TIP must demonstrate that there is 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 that 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 TIPs compliance with air quality “budgetary” limits are documented in the CTDOT Ozone and PM2.5 Air Quality Conformity Determination (February 2024).

AIR QUALITY CONSIDERATIONS

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.

The U.S. Environmental Protection Agency regulates air quality pursuant to the CAAA. This process involved coordination between EPA, FHWA, FTA, State DOTs and MPOs. “Conformity” with established targets is a requirement of the Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A). These regulations require that each new MTP and TIP conform to the State Implementation Plan (SIP) before the MTP and TIPs are approved by the MPO or accepted by the United States Department of Transportation (USDOT). This ensures that the MTP and TIPs are consistent with air quality goals and that progress is being made towards achieving and National Ambient Air Quality Standards (NAAQS).

CTDOT coordinates conformity modeling of air quality districts for ozone and PM2.5 as those air quality districts span counties and planning regions. The emission analysis must be coordinated to include the TIPs and MTPs of several regions. The conformity determination is updated for each new TIP or Metropolitan Transportation Plan (long range plan), and may be updated more frequently as needed.

Each region submits its draft TIP and MTP to the CTDOT and the CTDOT in turn combines the TIPs and MTPs for all appropriate regions and conducts the analysis on each pollutant’s impact for each air quality district in relation to the established MVEBs. For the 2023-2050 MTP and the 2025-2028 TIPs, summer day emission estimates for ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx), and annual emission estimates for particulate matter 2.5 microns or smaller (PM2.5) and NOx as a precursor were developed for years 2023, 2025, 2035, 2045, and 2050 forecast years.

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 programs projects meet air quality 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 2025-2028 TIP project selection process ensures consistency with the air quality conformity requirements. CTDOT's Air Quality Conformity Interagency Consultation Process ensures MPO coordination and consultation. 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. SCCOG has reviewed 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.

All projects anticipated to have an impact on air quality were included in the model. Based upon this analysis, it is concluded that all elements of Metropolitan Transportation Plans conform to applicable State Implementation Plan and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets.

Air Quality Conformity Resolutions

The SCCOG 2025-2028 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). The SCCOG TIP air quality conformity is documented fully in CTDOT Ozone and PM2.5 Air Quality Conformity Determination (February 2024).

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, developed a revenue estimate for the development of the Metropolitan Transportation Plan (MTP).

Revenue projections in the 2023 MTP are based upon the Infrastructure Investment and Jobs Act (IIJA) (Public Law 117-58, also known as the Bipartisan Infrastructure Law (BIL)) providing funding authorization for infrastructure, including roads, bridges, mass transit, water infrastructure, resilience and broadband. The USDOT was authorized \$567.5B for FHWA and FTA to fund transportation in federal fiscal years 2022-2026.

CTDOT estimated that the State of Connecticut would be allocated \$53,570,365,877 in federal funding between 2023 and 2050, this includes both FHWA and FTA allocations. The process of revenue projection compounds FFY2023 funding levels at one-and-one-half percent (1.5%) annual growth for the term of the MTP. CTDOT reduces the total allocation by the sum of major projects of statewide significance. The balance of the funding is divided among the MPOs and Rural Councils of Governments based upon formulas that include a minimum allocation, vehicle miles traveled, average travel time index, and lane miles. \$5,073,539,091 is available to be expended in southeastern Connecticut over the next 27 years. Available funding is divided into three categories of expenditure: \$1,271,849,963 for system improvements; \$2,069,344,128 for system maintenance; and \$1,732,300,000 for major projects of statewide significance. CTDOT has a greater role in determining the use of System Maintenance and Major Projects priorities. Table 1 shows that the MTP projected revenue exceeds the expected expenditure for all time periods within the MTP. Transit and Highway specific revenue projections were not provided by CTDOT. Bus and Rail expenditures were not projected beyond the near term for this region within the MTP.

Table 1 2023-2050 SCCOG MTP Revenue and Expenditures

SCCOG 2023-2050 MTP Federal Revenue and Expenditures				
Revenue 2023-20250	Years 1-4	Years 5-10	Years 11-27	Total
CTDOT Pories	\$1,732,300,000	\$0	\$0	\$1,732,300,000
Improvements Revenue	\$181,699,280	\$272,548,921	\$817,646,762	\$1,271,894,963
Preservation Revenue	\$295,620,590	\$443,430,885	\$1,330,292,654	\$2,069,344,128
Total Revenue	\$2,209,619,870	\$715,979,805	\$2,147,939,416	\$5,073,539,091
Federal Expenditures 2023-2050				
CTDOT Priority Projects	\$1,732,300,000	\$0	\$0	\$1,732,300,000
Improvements Projects	\$52,760,000	\$240,205,000	\$19,500,000	\$312,465,000
Preservation Projects	\$7,665,000	\$130,850,000	\$130,464,500	\$268,979,500
Rail	\$155,000,000	\$0	\$0	\$155,000,000
Bus	\$211,681,500	\$0	\$0	\$211,681,500
Total Federal Expenditures	\$2,159,406,500	\$371,055,000	\$149,964,500	\$2,680,426,000

Formula federal funding typically requires a non-federal funding match. State matching funds come from the Special Transportation Fund (STF) and Special Tax Obligation (STO) Bonds. The STF is funded through motor vehicle fuels tax, the petroleum products gross earning tax (PGET), and Highway Use Fees levied on certain heavy, multi-unit highway vehicles. Per state regulation, STO bonds may pay for transportation infrastructure, related debt and operations.

One-third of BIL's authorization, \$50.8B of the \$154B, is available through competitive, discretionary grants. These grant allocations do not factor in the revenue projection. Grant eligibility and terms are program specific, see the program descriptions below.

Actual obligation of funding is influenced by project timelines, inflation, and other factors. The TIP and MTP provide an approximate, but realistic, estimate of total program cost to support the "financial constraint" within this document.

Figure 1 TIP 2025-2028 INVESTMENT

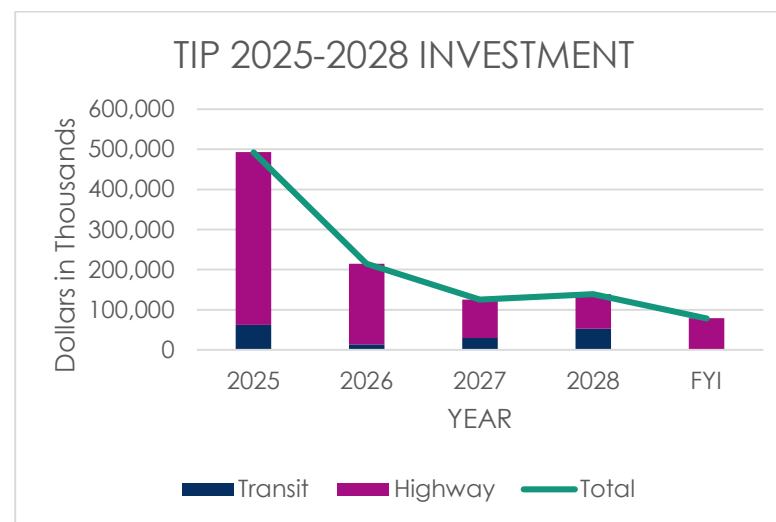


Figure 1 compares transit and highway investment for each TIP year. Table 1 show funding from Federal, State and Local sources combined.

Table 2 TIP 2025-2028

TIP 2025-2028 INVESTMENT (in \$1,000s)			
	FTA	FHWA	Total
2025	62,448	430,320	492,768
2026	13,192	201,251	214,443
2027	29,142	96,113	125,255
2028	52,867	85,744	138,611
FYI	0	78,668	78,668
Total	157,649	892,096	1,049,744

The TIP project list is organized by funding type and program, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) apportion federal transportation dollars to the states through many different funding programs. FHWA projects include infrastructure and programs relating to the highway system, while FTA projects fund transit. The TIP identifies both geographically specific projects which benefit the southeastern Connecticut region as well as “Multi-Regional” projects, and Statewide projects. Tables are provided to summarize investments made for FHWA (Tables 2-27) and FTA (Tables 29-37) programs at regional, statewide and multi-regional geographies. Each funding program utilized is described below, summarizing the project types included in this TIP. Additionally, a

comprehensive listing of funding program acronyms is provided in the appendix.

FHWA

The proposed TIP for 2025-2028 includes \$892 million dollars in highway investment; including \$762 million in federal funds, \$137 million in state funds and just over \$3 million in local funds (Table 2). Highway investments exclusive to the SCCOG region make up \$618.5 million, \$258.7 million will be spent on statewide projects, and \$14.8 million will be spent on multi-regional projects (Tables 3, 12 and 24).

FHWA-funded projects are listed in the TIP project list first by geography and then by program. Regional projects have a specific location within the SCCOG region and are typically capital improvement or maintenance projects. Statewide projects include a wide array of maintenance, asset management, safety programs and program administration projects deployed statewide. Multi-regional projects include maintenance and transportation demand management projects that are deployed based on CTDOT maintenance district geography or the “Greater CT” air quality geography referenced in the CTDOT Ozone and PM2.5 Air Quality Conformity Determination (February 2024).

For each geography, tables are provided for each funding program.

SURFACE TRANSPORTATION PROGRAM (STPA, STPNL, STPSU, STPR)

Generally, the Surface Transportation Program (STP) offers the most project type flexibility; however, the majority of STP funds (55 percent) are suballocated by the Federal Highway Administration based on population and urban and rural areas delineated by the Bureau of the Census following each decennial census. The remaining 45 percent of STP funding is allocated to STP Anywhere (STPA).

Regional STPA projects include signals in Groton, safety improvements in Norwich, and a drainage project in Sprague (\$36.3m, Regional STPA, Table 8). Statewide STPA projects include signal, pavement marking, asset management and inspection (\$100.8m, Statewide STPA, Table 16). Within CTDOT District 2, generally east of the Connecticut River, STPA will fund rehabilitation and replacement of retaining walls (\$6.8m, Multi-Regional STPA, Table 25). Regional STPA projects will be delivered primarily within the term of this TIP; however, Norwich's Route 82 project will continue to be constructed in years beyond the term of this TIP.

Suballocated STP funds are set aside for specific urban areas with population greater than 200,000; and urban and rural areas based on the following population categories: Other Urban (STPO, 50,000-200,000), Small Urban (STPSU, 5,000-49,999), and Rural (STPR, <5,000). Under the 2010 Census, SCCOG's geography included a greater than 200,000 urban area, STP Norwich-New London (STPNL), Other Urban areas, and Rural areas. Distribution of population and urban boundaries have changed under the 2020 census, resulting in a change to the Norwich-New London boundaries and total population, which has decreased below 200,000. The Norwich-New London urban area is now classified under the Other Urban category with a population of 50,000-200,000, or STPO. The 2020 decennial census results were utilized by FHWA for suballocation calculations beginning in FFY2024, therefore, STP Norwich-New London funding was provided under the greater than 200,000 category (STPNL) in FFY2022 and FFY2023, but will be provided under the STP Other category in FFY2024 and future years.

Projects located within the Norwich-New London urban area include corridor improvements to Route 85 in Montville, safety improvements to Route 82 and a guiderail project in Norwich, and bridge rehabilitation in Windham (\$31.0m, STPNL, Table 9).

Because these projects were programmed under STPNL prior to implementation of the 2020 census data, they will be reprogrammed using different funding codes after the adoption of this TIP to align with the 2020 census funding categories. Project milestone reductions and closeouts for projects in construction may result in the release of STP Norwich New London funding apportioned prior to FFY2024, requiring future STIP/TIP entries under STPNL despite no new apportionment being provided in FFY2024 and future years.

The SCCOG region includes Small Urban (STPSU) and Rural (STPR) areas based on the 2020 decennial census in addition to the Norwich-New London Other Urban Area.

This TIP has programmed STPSU funding for bridge rehabilitation in Colchester (\$5.8m Regional STPSU, Table 11) and STPR funds for a bridge in Franklin and culvert replacement in North Stonington (\$2.6m, Regional STPR, Table 10).

NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP, NHPP-BRX)

The National Highway Performance Program 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 the State's asset management plan for the NHS. Bridge specific NHPP funds are annotated as NHPP-BRX.

Regional projects funded with NHPP include the rehabilitation of Route 2 in Colchester, reconstruction of Interstate 95 interchange 74 in East Lyme; Safety improvements on Interstate 95 in Groton, Stonington and North Stonington; Route 82 Corridor improvements in Montville and Salem; and Route 85 signal replacement in Waterford (\$181.9m, Regional NHPP, Table 6).

Regional NHPP-BRX bridge projects include locations in Griswold, Groton, New London/Groton, and New London (\$189.2m, Regional NHPP-BRX, Table 7).

Statewide NHPP projects include sign support inspection on NHS roadways and replacement of sign and sign supports at service plazas (\$17.3m, Statewide NHPP, Table 13). This program includes sign support inspection that will take place in a future year. Bridge projects include bridge inspection and bridge load rating (\$108.3m, Statewide NHPP-BRX, Table 14).

IIJA BRIDGE PROGRAMS (BIDG, BRFP)

Two IIJA bridge programs are indicated on this TIP. The Bridge Investment Discretionary Grant (BIDG) will fund the rehabilitation of the Gold Star Bridge crossing the Thames River between New London and Groton, carrying Interstate 95. Work on this project is on-going with multiple funding sources; BIDG will fund work in 2025 (\$148.5m, Regional BIDG, Table 4). IIJA Bridge Formula Program -Flex/Anywhere (BRFP) will be used to fund bridge replacement on RT32 in Franklin and rehabilitation of the Poquonnock Bridge in Montville/Preston (\$23.3m, Regional BRFP, Table 5).

CONGESTION MITIGATION AIR QUALITY (CMAQ)

Congestion Mitigation Air Quality funds projects providing congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and bicycle and pedestrian facilities. Within the TIP a placeholder for transportation demand management activities exists for the Greater CT Moderate Ozone geography described in the Air Quality Conformity Determination (\$8.0m, Multi-Regional CMAQ, Table 26).

HIGHWAY SAFETY IMPROVEMENT PROGRAMS (SIPH)

The Highway Safety Improvement Program the CHAMP motorist assistance program. The project

includes funding throughout the TIP-term as well as \$10.1 million in FYI allocations (\$30.5m, Statewide SIPH, Table 15).

TRANSPORTATION ALTERNATIVES

The Federal Transportation Alternatives Program provides funding for a variety of transportation projects such as pedestrian and bicycle facilities; construction of turnouts, overlooks, and viewing areas; community improvements such as historic preservation and vegetation management; environmental mitigation related to stormwater and habitat connectivity; recreational trails; safe routes to school projects; and vulnerable road user safety assessments. Projects are solicited by the DOT, and prioritized by COGs. COGs serving urban areas with a population greater than 200,000 may select projects to award suballocated funds. COGs serving smaller urban areas are asked to prioritize applications, however CTDOT determines which projects are funded. Fifty percent of the TAP program may be used anywhere in the state, and the remainder is suballocated into population categories also used for the STP program. Within this TIP there are six TMA specific FA (funding) Codes relating to the Transportation Alternatives program: Bridgeport (TAPB), Hartford (TAPH), New Haven (TAPNH), New London* (TAPNL), Springfield (TAPS) and Waterbury

(TAPW). Funds identified with these FA Codes will fund the CTDOT administration and oversight of the urban TA projects. TAP-Flex funds identified are eligible anywhere, at the discretion of CTDOT, and are used to cover shortfalls in programmed projects or awarded to projects at CTDOT's discretion (\$1.9m, Statewide TAP (combined), Tables 17-23). A solicitation of specific projects will occur in 2024 for projects to be implemented 2026-2030, and will necessitate amendments to the TIP.

FTA

The 2025-2028 TIP includes \$157.6 million dollars in transit investment; including \$123.4 million in federal funds, \$32.1 million in state funds and just over \$2 million in local funds (Table 27). Transit investments exclusive to the SCCOG region make up \$30.1 million statewide \$110.4 million will be spent on statewide projects and \$17.1 million will be spent on multi-regional projects (Tables 29, 32, 33).

FTA funded projects are listed in the TIP project list first by geography and then by program. Regional projects include funding for SEAT transit district and senior and disabled transportation within the SCCOG region. Statewide projects include bus replacement, transit planning, and shelter enhancements deployed statewide. At a multi-regional geography, Windham

Regional Transit District is provided with both capital and operating funding, and senior and disabled transportation is funded for urban and rural areas.

For each geography, tables are provided for each funding program.

SECTION 5307 (5307C)

Section 5307 is FTA's urban formula funding, which funds activities including planning, engineering, design and evaluation of transit projects and studies; capital investments in buses, crime prevention and security equipment and construction of maintenance and passenger facilities; overhaul and rebuilding of vehicles, station infrastructure, track, signals, communications, and computer hardware and software. In addition, associated transit improvements, workforce development activities, 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 49 U.S.C. 5307(a)(2) and (3).

The 2025-2028 TIP indicates administrative capital and miscellaneous support and paratransit vehicle purchases for the SEAT district in the regional allocation for the program (\$3.1m, Regional FTA – 5307, Table 29). Statewide Section 5307 funds purchase of transit buses, bus shelter enhancement, capital planning, and facility upgrades for electric bus deployment (\$110.4m, Statewide FTA – 5307, Table 32).

SECTION 5310

The Section 5310 program funds enhanced mobility for seniors and the disabled. This program funds the purchase of vehicles by municipalities and non-profits serving seniors and the disabled as well as demand response service for the same populations. Federal funds are matched by local funds in this program.

In the 2025-2028 TIP, \$1.5M in regional funding (Regional FTA – 5310E, Table 30) and \$2.1 million in multi-regional funding (Multi-regional FTA -5310E, Table 34) is indicated. Similar to the STP urban program, Section 5310 funding is apportioned into urban area population categories. Funds earmarked for the Norwich New London urban area will be reallocated to the other urban category and SCCOG will utilize funding allocations available in that category.

SECTION 5311 (5311C, 5311T, 5311O)

FTA's Formula Grants for Rural Areas program (Section 5311) provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, as well as training and technical assistance. Because Windham Transit District also serves towns within Northeastern Connecticut Council of Governments and Capital Region Council of Governments, funding for this transit district is considered multi-regional. New buses will be purchased with \$2.7 million in 5311C funding (Table 35). Operations of WRTD are funded with \$10.4 million in 5311O funding (Table 36), including fixed route service, jobs access service, dial a ride and the Willimantic-Dayville service. Lastly, 5311T (Table 37) denotes \$2.0 million dollars for rural area technical assistance and training which is deployed to multiple 5311-eligible transit districts.

SECTION 5339

The Section 5339 funding is used 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. A sub-program provides

competitive grants for bus and bus facility projects that support low and zero-emission vehicles. SEAT's bus facility will be upgraded to accommodate electric buses with \$25.5 million in discretionary grant funding (Regional 5339D, Table 31).

The projects listed on the SCCOG 2025-2028 TIP are reasonably expected to be funded through formula funds and discretionary grants which have been authorized.

The federal funds identified in the regional TIP represent a portion of the expected authorizations to the State of Connecticut. When these funds are summed with all other expected federal funds shown in Connecticut's MPO TIPs and the rural regions of the State, the total equals the expected federal authorization to the State of Connecticut. CTDOT and SCCOG have concurred in the use of these federal funds for the projects listed in this 4-year STIP. A detailed description of this process is provided in the STIP.

The majority of the federal funds 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 3 FHWA

FHWA (in \$1,000s)				
	Total	Federal	State	Local
2025	430,320	381,499	48,312	508
2026	201,251	163,634	37,109	508
2027	96,113	79,524	16,081	508
2028	85,744	71,104	14,132	508
FYI	78,668	65,951	11,700	1,017
All Years	892,096	761,711	127,334	3,050

Table 4 REGIONAL FHWA

REGIONAL FHWA (in \$1,000s)				
	Total	Federal	State	Local
2025	378,397	336,578	41,819	0
2026	144,770	115,816	28,954	0
2027	46,450	37,160	9,290	0
2028	36,705	29,364	7,341	0
FYI	12,205	9,764	2,441	0
All Years	618,527	528,681	89,845	0

Table 5 REGIONAL FHWA - BIDG

REGIONAL FHWA - BIDG (in \$1,000s)				
	Total	Federal	State	Local
2025	148,500	148,500	0	0
2026	0	0	0	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	148,500	148,500	0	0

Table 6 REGIONAL FHWA - BRFP

REGIONAL FHWA - BRFP (in \$1,000s)				
	Total	Federal	State	Local
2025	0	0	0	0
2026	7,600	6,080	1,520	0
2027	15,700	12,560	3,140	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	23,300	18,640	4,660	0

Table 7 REGIONAL FHWA - NHPP

REGIONAL FHWA - NHPP (in \$1,000s)				
	Total	Federal	State	Local
2025	95,448	78,053	17,395	0
2026	86,460	69,168	17,292	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	181,908	147,221	34,687	0

Table 8 REGIONAL FHWA - NHPP-BRX

REGIONAL FHWA - NHPP-BRX (in \$1,000s)				
	Total	Federal	State	Local
2025	115,656	94,990	20,666	0
2026	24,500	19,600	4,900	0
2027	24,500	19,600	4,900	0
2028	24,500	19,600	4,900	0
FYI	0	0	0	0
All Years	189,156	153,790	35,366	0

Table 9 REGIONAL FHWA - STPA

REGIONAL FHWA - STPA (in \$1,000s)				
	Total	Federal	State	Local
2025	3,715	2,972	743	0
2026	18,180	14,544	3,636	0
2027	0	0	0	0
2028	7,205	5,764	1,441	0
FYI	7,205	5,764	1,441	0
All Years	36,305	29,044	7,261	0

Table 10 REGIONAL FHWA - STPNL

REGIONAL FHWA - STPNL (in \$1,000s)				
	Total	Federal	State	Local
2025	8,500	6,800	1,700	0
2026	6,250	5,000	1,250	0
2027	6,250	5,000	1,250	0
2028	5,000	4,000	1,000	0
FYI	5,000	4,000	1,000	0
All Years	31,000	24,800	6,200	0

Table 11 REGIONAL FHWA - STPR

REGIONAL FHWA - STPR (in \$1,000s)				
	Total	Federal	State	Local
2025	778	622	156	0
2026	1,780	1,424	356	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	2,558	2,046	512	0

Table 12 REGIONAL FHWA - STPSU

REGIONAL FHWA - STPSU (in \$1,000s)				
	Total	Federal	State	Local
2025	5,800	4,640	1,160	0
2026	0	0	0	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	5,800	4,640	1,160	0

Table 13 STATEWIDE FHWA

STATEWIDE FHWA (in \$1,000s)				
	Total	Federal	State	Local
2025	49,923	43,322	6,093	508
2026	47,663	40,764	6,391	508
2027	47,663	40,764	6,391	508
2028	47,039	40,140	6,391	508
FYI	66,463	56,187	9,259	1,017
All Years	258,751	221,175	34,526	3,050

Table 14 STATEWIDE FHWA - NHPP

STATEWIDE FHWA - NHPP (in \$1,000s)				
	Total	Federal	State	Local
2025	6,000	5,550	450	0
2026	2,250	1,800	450	0
2027	2,250	1,800	450	0
2028	2,250	1,800	450	0
FYI	4,500	3,600	900	0
All Years	17,250	14,550	2,700	0

Table 15 STATEWIDE FHWA - NHPP-BRX

STATEWIDE FHWA - NHPP-BRX (in \$1,000s)				
	Total	Federal	State	Local
2025	18,050	14,440	3,610	0
2026	18,050	14,440	3,610	0
2027	18,050	14,440	3,610	0
2028	18,050	14,440	3,610	0
FYI	36,100	28,880	7,220	0
All Years	108,300	86,640	21,660	0

Table 16 STATEWIDE FHWA - SIPH

STATEWIDE FHWA - SIPH (in \$1,000s)				
	Total	Federal	State	Local
2025	5,084	4,575	0	508
2026	5,084	4,575	0	508
2027	5,084	4,575	0	508
2028	5,084	4,575	0	508
FYI	10,167	9,150	0	1,017
All Years	30,501	27,451	0	3,050

Table 17 STATEWIDE FHWA - STPA

STATEWIDE FHWA - STPA (in \$1,000s)				
	Total	Federal	State	Local
2025	20,166	18,132	2,033	0
2026	21,656	19,324	2,331	0
2027	21,656	19,324	2,331	0
2028	21,656	19,324	2,331	0
FYI	15,696	14,556	1,139	0
All Years	100,828	90,662	10,166	0

Table 18 STATEWIDE FHWA - TAPB

STATEWIDE FHWA - TAPB (in \$1,000s)				
	Total	Federal	State	Local
2025	106	106	0	0
2026	106	106	0	0
2027	106	106	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	319	319	0	0

Table 19 STATEWIDE FHWA - TAP-FLEX

STATEWIDE FHWA - TAP-FLEX (in \$1,000s)				
	Total	Federal	State	Local
2025	301	301	0	0
2026	301	301	0	0
2027	301	301	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	902	902	0	0

Table 20 STATEWIDE FHWA - TAPH

STATEWIDE FHWA - TAPH (in \$1,000s)				
	Total	Federal	State	Local
2025	112	112	0	0
2026	112	112	0	0
2027	112	112	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	336	336	0	0

Table 21 STATEWIDE FHWA - TAPNH

STATEWIDE FHWA - TAPNH (in \$1,000s)				
	Total	Federal	State	Local
2025	68	68	0	0
2026	68	68	0	0
2027	68	68	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	204	204	0	0

Table 22 STATEWIDE FHWA - TAPNL

STATEWIDE FHWA - TAPNL (in \$1,000s)				
	Total	Federal	State	Local
2025	23	23	0	0
2026	23	23	0	0
2027	23	23	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	68	68	0	0

Table 23 STATEWIDE FHWA - TAPS

STATEWIDE FHWA - TAPS (in \$1,000s)				
	Total	Federal	State	Local
2025	11	11	0	0
2026	11	11	0	0
2027	11	11	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	33	33	0	0

Table 24 STATEWIDE FHWA - TAPW

STATEWIDE FHWA - TAPW (in \$1,000s)				
	Total	Federal	State	Local
2025	3	3	0	0
2026	3	3	0	0
2027	3	3	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	10	10	0	0

Table 25 MULTI-REGION FHWA

MULTI-REGION FHWA (in \$1,000s)				
	Total	Federal	State	Local
2025	2,000	1,600	400	0
2026	8,818	7,054	1,764	0
2027	2,000	1,600	400	0
2028	2,000	1,600	400	0
FYI	0	0	0	0
All Years	14,818	11,854	2,964	0

Table 26 MULTI-REGION FHWA - STPA

MULTI-REGION FHWA -STPA (in \$1,000s)				
	Total	Federal	State	Local
2025	0	0	0	0
2026	6,818	5,454	1,364	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	6,818	5,454	1,364	0

Table 27 MULTI-REGION FHWA - CMAQ

MULTI-REGION FHWA - CMAQ (in \$1,000s)				
	Total	Federal	State	Local
2025	2,000	1,600	400	0
2026	10,818	1,600	400	0
2027	2,000	1,600	400	0
2028	2,000	1,600	400	0
FYI	0	0	0	0
All Years	8,000	6,400	1,600	0

Table 28 FTA

FTA (in \$1,000)				
	Total	Federal	State	Local
2025	62,448	49,351	12,599	498
2026	13,192	9,851	2,809	533
2027	29,142	22,611	5,999	533
2028	52,867	41,591	10,744	533
FYI	0	0	0	0
All Years	157,649	123,403	32,149	2,096

Table 29 REGIONAL FTA

REGIONAL FTA (in \$1,000s)				
	Total	Federal	State	Local
2025	26,820	21,456	5,289	75
2026	683	546	60	77
2027	883	706	100	77
2028	1,683	1,346	260	77
FYI	0	0	0	0
All Years	30,067	24,054	5,709	305

Table 30 REGIONAL FTA - 5307C

REGIONAL FTA - 5307C (in \$1,000s)				
	Total	Federal	State	Local
2025	950	760	190	0
2026	300	240	60	0
2027	500	400	100	0
2028	1,300	1,040	260	0
FYI	0	0	0	0
All Years	3,050	2,440	610	0

Table 31 REGIONAL FTA - 5310E

REGIONAL FTA - 5310E (in \$1,000s)				
	Total	Federal	State	Local
2025	377	301	0	75
2026	383	306	0	77
2027	383	306	0	77
2028	383	306	0	77
FYI	0	0	0	0
All Years	1,524	1,219	0	305

Table 32 REGIONAL FTA - 5339D

REGIONAL FTA - 5339D (in \$1,000s)				
	Total	Federal	State	Local
2025	25,493	20,394	5,099	0
2026	0	0	0	0
2027	0	0	0	0
2028	0	0	0	0
FYI	0	0	0	0
All Years	25,493	20,394	5,099	0

Table 33 STATEWIDE FTA - 5307C

STATEWIDE FTA - 5307C (in \$1,000s)				
	Total	Federal	State	Local
2025	31,250	25,000	6,250	0
2026	8,200	6,560	1,640	0
2027	23,950	19,160	4,790	0
2028	47,000	37,600	9,400	0
FYI	0	0	0	0
All Years	110,400	88,320	22,080	0

Table 34 MULTI-REGION FTA

MULTI-REGION FTA (in \$1,000s)				
	Total	Federal	State	Local
2025	4,379	2,895	1,060	423
2026	4,309	2,745	1,109	456
2027	4,309	2,745	1,109	456
2028	4,184	2,645	1,084	456
FYI	0	0	0	0
All Years	17,181	11,029	4,361	1,791

Table 35 MULTI-REGION FTA - 5310E

MULTI-REGION FTA - 5310E (in \$1,000s)				
	Total	Federal	State	Local
2025	501	400	0	100
2026	508	407	0	102
2027	508	407	0	102
2028	508	407	0	102
FYI	0	0	0	0
All Years	2,025	1,620	0	405

Table 36 MULTI-REGION FTA - 5311C

MULTI-REGION FTA - 5311C (in \$1,000s)				
	Total	Federal	State	Local
2025	1,020	816	204	0
2026	625	500	125	0
2027	625	500	125	0
2028	500	400	100	0
FYI	0	0	0	0
All Years	2,770	2,216	554	0

Table 37 MULTI-REGION FTA - 5311O

MULTI-REGION FTA - 5311O (in \$1,000s)				
	Total	Federal	State	Local
2025	2,358	1,179	856	323
2026	2,676	1,338	984	354
2027	2,676	1,338	984	354
2028	2,676	1,338	984	354
FYI	0	0	0	0
All Years	10,386	5,193	3,807	1,386

Table 38 MULTI-REGION FTA - 5311T

MULTI-REGION - FTA - 5311T (in \$1,000s)				
	Total	Federal	State	Local
2025	500	500	0	0
2026	500	500	0	0
2027	500	500	0	0
2028	500	500	0	0
FYI	0	0	0	0
All Years	2,000	2,000	0	0

TITLE VI COMPLIANCE AND ENVIRONMENTAL JUSTICE

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 and ethnic populations, low income, and others either directly or indirectly affected by proposed expenditures of public funds. The following public involvement techniques that have proven most successful are as follows:

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.

WEBSITE

SCCOG has a website, 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 regional highway improvements. The map does not show statewide, multi-regional or transit projects.

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.

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. The COG acts as the MPO to endorse amendments to the TIP, and such actions are widely advertised through distribution of agendas enumerating the actions to be considered.

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

2025-2028 TIP PUBLIC OUTREACH

A public hearing for the SCCOG 2025-2028 TIP was held virtually on April 2nd at 5 pm utilizing the Zoom platform. Additionally, the TIP was presented to the SCCOG Board at their regular meeting, on April 17th at 8:30am with options to participate virtually or in person. Since the pandemic of 2019, virtual opportunities for involvement have increased public participation and have enabled the public to view public presentation and provide feedback when it is most convenient for them. 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:

- March 15 - Public Comment Period Opens; documents, mapping, Interested Party letter and translations available on www.seccog.org
- March 16 - Public Notice printed in The Day newspaper
- April 2 - Public Hearing 5pm
- April 17 - COG Board Presentation 8:30am
- April 19 - Public Comment Period Closes
- May 7 - Executive Committee (acting as Transportation Committee) forwards TIP to full COG
- May 22 – SCCOG adoption of TIP

Public comments and questions are requested at any time during the public comment period and may be addressed to office@seccog.org, in writing to SCCOG, 5 Connecticut Avenue Norwich, CT 06360 or at the public hearing or COG meeting.

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 provided in languages other than English are included in the LEP Public Comment section with translation in the Public Comment table

PUBLIC COMMENTS

Name	Comment	COG Response	Page of Inclusion
Phil Chester (Lebanon Staff)	Culverts on state routes 207 and 616 are not identified on the TIP list, however they are insufficient and experience routine flooding.	Culvert replacement and rehabilitation are asset management projects and are programmed by CTDOT in multi-regional projects including multiple locations not specifically identified on the TIP project list. The COG will forward the concern to CTDOT RPO coordination unit and the town may also request investigation by CTDOT District 2 maintenance.	N/A
Susan Burfoot (Mystic Resident)	SEAT Transit riders have a difficult time advocating for their transportation needs and additional opportunities should be provided to transit users to provide feedback in modes that are accessible for them. SEAT Transit service should be expanded to a wider service area and a wider span of service.	The COG utilizes virtual engagement and posts presentations for the TIP and other plan processes to enable constituents to provide comment at their convenience, in the language of their choice. The SCCOG public participation plan is reviewed annually to evaluate additional modes of outreach. SCCOG coordinates with the transit districts and CTDOT who are primarily responsible for public outreach on	N/A

	SEAT Transit rides are significantly longer than comparative trips by vehicle owners, transit efficiency should be improved.	transit service and span, those efforts include the use of onboard surveys to better understand user needs. The TIP primarily addresses capital needs of transit districts including the buses and maintenance and administrative buildings for the Transit District. Public review of transit operating expenses is provided in the CTDOT Capital Plan. SEAT transit district is expanding both the service area and span in 2024, please contact SEAT for full expansion plans. Transit efficiency is improved through routine adjustment to specific routes, though regional congestion mitigation planning, and computerized traffic signal systems operational improvement projects such as those planned for Route 32 in New London and Route 85 in Waterford. Additional bus frequency is addressed in Comprehensive Operational Analyses (COA) documents, SEAT has identified the need to update their COA, this process will include opportunities for public input. Your comments will be shared with SEAT.	
--	---	---	--

Sel. Sandra Gautier (Preston)	Where does the Mohegan Pequot Bridge (Route 2a over Thames River) fall into state and regional capital planning? Development at Foxwoods and Riverwalk are anticipated to induce additional demand, additionally the bridge is strategically important for access to the Navy Subase in Groton.	Increasing capacity and providing pedestrian access on the Mohegan Bridge is included in the SCCOG Metropolitan Transportation Plan, however no funding is obligated to that project in the TIP timeframe. The Route 2A bypass Environmental Impact Statement has expired. Additional analysis is required to confirm the project scope and reevaluate traffic data. State, municipal and tribal stakeholders should be involved in the planning process. The COG will continue to coordinate with stakeholders to address capacity and access issues.	N/A
Sen. Cathy Osten (19th District)	Mohegan Pequot Bridge capacity should be addressed with comprehensive study including participation from affected Municipal and Tribal communities, and should consider the impact of significant developments such as Riverwalk, Great Wolf Lodge and the RV campground. Improvements to the bridge should establish pedestrian access. Route 138 in Sprague, and other similar narrow rural roadways, should be widened to address safety and provide better sightlines. Rock outcroppings and brush constrain the view.	See above response regarding the Mohegan Pequot Bridge. Regarding Route 138 and other narrow rural roadways, this location will be reviewed in the Safety Action Plan update, and discussed with CTDOT HSIP program consultants. These comments will be forwarded to District 2 regarding sightline obstructions on Route 138. Regarding Route 97 at Canterbury Turnpike and Railroad Ave, this location will be reviewed in the Safety	N/A

	There is a safety issue at the intersection of Route 97, Railroad Avenue and Canterbury Turnpike in Norwich. Consider traffic calming and redesigning the intersection. Drainage problems exist on Route 32 in Franklin.	Action Plan update, and discussed with CTDOT HSIP program consultants. CTDOT is analyzing sufficiency and climate resilience of bridge and culvert assets in PROTECT funded planning activities. This comment will also be forwarded to District 2.	
Henry Resnikoff (Norwich NDC)	Why is the construction of a new connecting roadway from Lawler Lane to Route 97, part of the Occum Industrial Park RAISE application, not included in the list of projects.	The work described in the RAISE application for funding was modelled for air quality and is included in the Metropolitan Transportation Plan. The TIP is an obligation plan and once the project receives a funding award it would be added through the monthly amendment process.	N/A

TITLE VI COMPLIANCE AND ENVIRONMENTAL JUSTICE

Publicly funded transportation programs must be administered through processes which ensure fair and equal treatment of all persons, with special regard to those groups who have previously been adversely impacted. Title VI of the Civil Rights Act, and executive orders addressing Environmental Justice and language barriers are central to the selection of planning recommendations and project selection. Regulation pertaining to marginalized groups has evolved over time and incorporating additional groups and requirements.

SCCOG in cooperation with CTDOT address equity in a number of ways including: provision of meeting notification in relevant languages for our region, targeted outreach to minority groups, providing language services on a request basis at all public meetings, considering equity in project selection and alternatives selection, and by documenting investment in areas with marginalized populations.

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, elected officials who serve as the voting members of the Metropolitan Planning Organization (MPO) represent the needs of their constituents. Additionally, local projects which emerge from the Metropolitan Transportation Plan to the STIP/TIP are also subject to (local) public information processes during design.

TITLE VI

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.

To ensure compliance with Title VI, SCCOG has adopted a Title VI and Limited English Proficiency Plan, available at www.seccog.org. The plan documents inclusive participation practices utilized to ensure participation in the TIP process and benefits

from the TIP are provided without discrimination. Further, a complaint process is identified to ensure that groups protected by Title VI have a clear means of addressing discrimination.

The TIP utilizes multi-lingual notices which are direct mailed to interested parties as well as organizations and agencies that represent protected groups. Visualization materials available on our website include an interactive map, presentation in addition to the TIP narrative and project list to encourage public participation. The Project List is provided in an spreadsheet to address limited vision constituent.

While public notice is required for TIP documents, the SCCOG also utilizes the website, direct mailing and social media to reach a broader audience.

The projects included in the TIP are similarly subject to the SCCOG Title VI plan in instances where SCCOG is directly involved in administering the project or program. For projects administered by CTDOT, municipalities or transit districts; those organizations have their own Title VI compliant plans and processes.

ENVIRONMENTAL JUSTICE

[Executive Order \(EO\) 12898](#) (and related agency orders) require 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. Minority is clarified to include racial and ethnic minorities, as well as migrant and transient populations. The SCCOG identifies geographies of minority and low-income populations within the TIP to highlight potential impacts to minority and low-income populations.

The 2025-2028 TIP utilizes American Community Survey (ACS) Census data to map populations included in the Environmental Justice guidance. The ratio of income to the federal poverty level is provided in ACS Table C17002. Ratio of income to poverty level is considered to be more inclusive than relying upon income alone.

ACS Table B03002 is utilized to indicate the geography of minorities as defined in environmental justice guidance. The percentage of minority population is indicated for each census group.

Census geography alone is insufficient in understanding the needs marginalized individuals, their participation in plans and processes is critical to

addressing transportation disparities. While this TIP provides a visual representation of EJ communities within the SCCOG region, ensuring that programs, policies and activities actively address disproportionate and adverse impacts occurs primarily in project planning and design. In planning and design phases impacts are addressed through: public participation, project scoping, conditions analysis, alternatives selection and implementation planning. For transit projects the Locally Coordinated Human Services Transportation Plan (LOCHSTP) is compiled in by CTDOT in coordination with COGs. Utilizing robust survey of human services organizations, the needs of disabled, transit dependent and elderly individuals are better understood, and those needs are addressed in awards for Section 5310 funding.

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 2022. At a regional level, 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. LEP Spanish speakers are concentrated in New London, Norwich, and Windham, and to a lesser extent in Groton and Montville. Chinese LEP speakers are concentrated in Norwich and Montville.

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.

EQUITY ASSESSMENT MAPS

The Equity Assessment Maps show relative minority and poverty by census block group. While the MTP evaluates the monetary investment in target areas, the term of the TIP is very short and is subject to a significant project slippage, making this evaluation less useful or reliable. These maps are utilized in determining public information strategies for individual projects and the TIP as a whole.

Figure 2 Minority Population

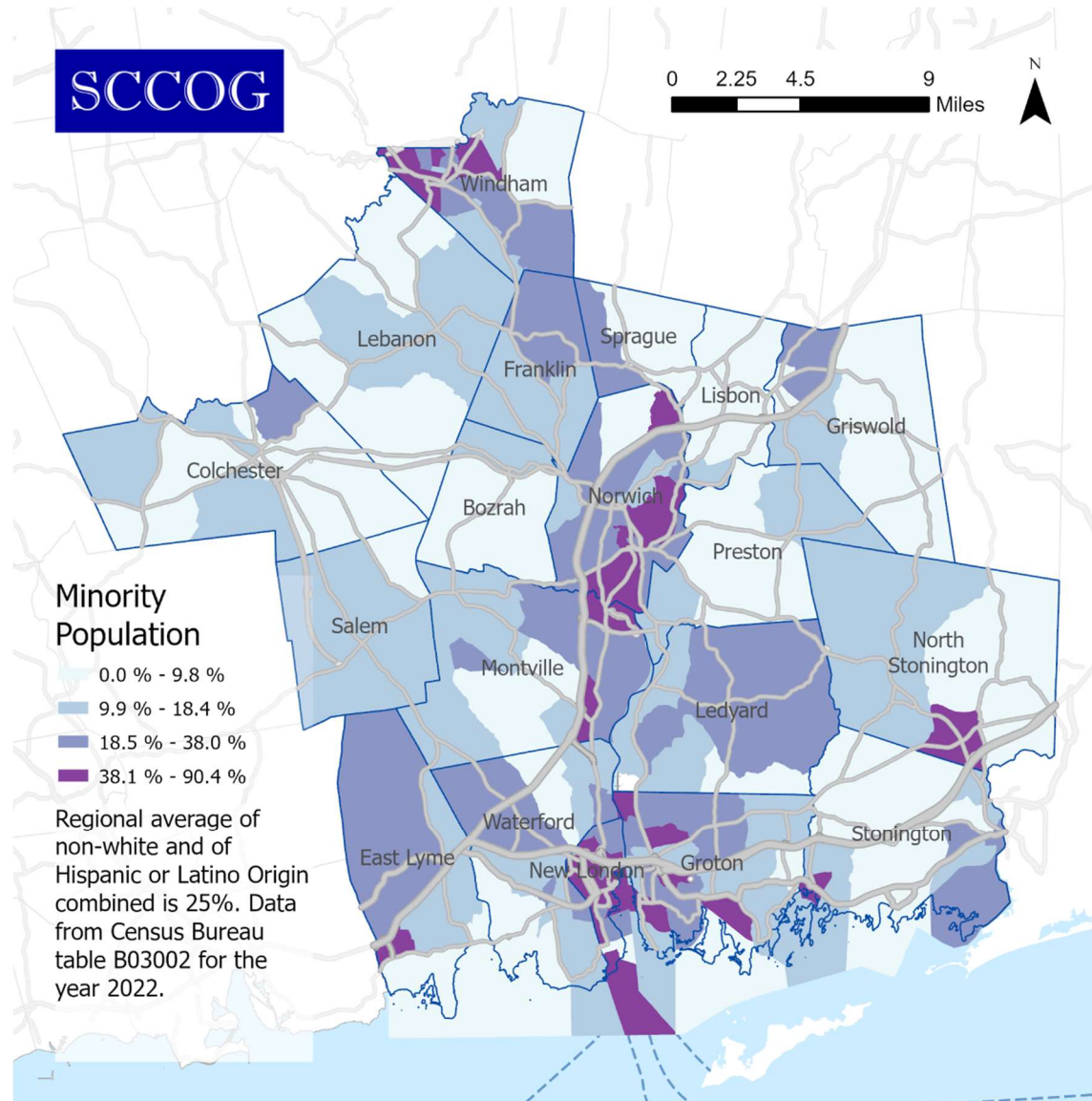


Figure 3 Low-Income Population

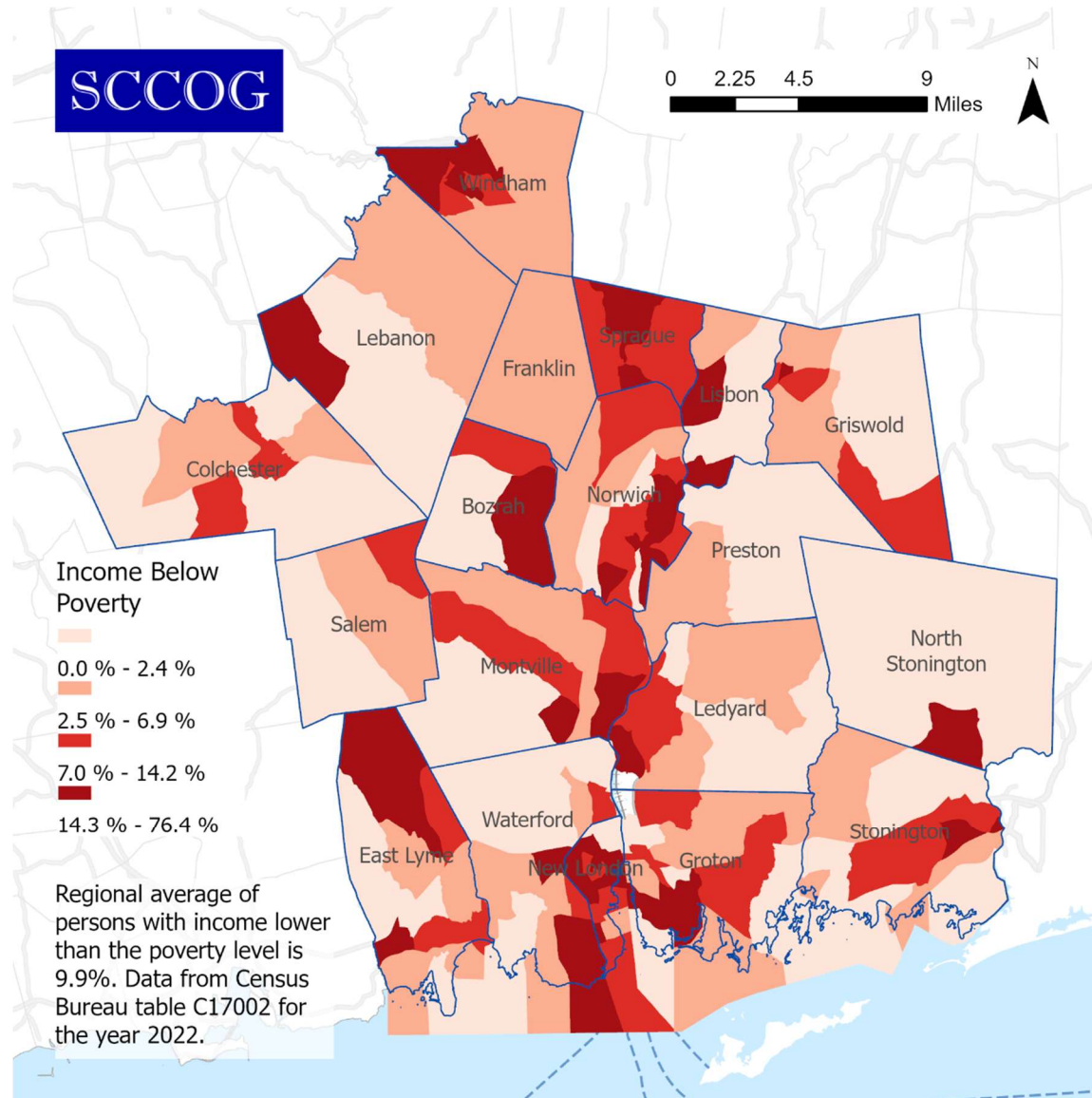
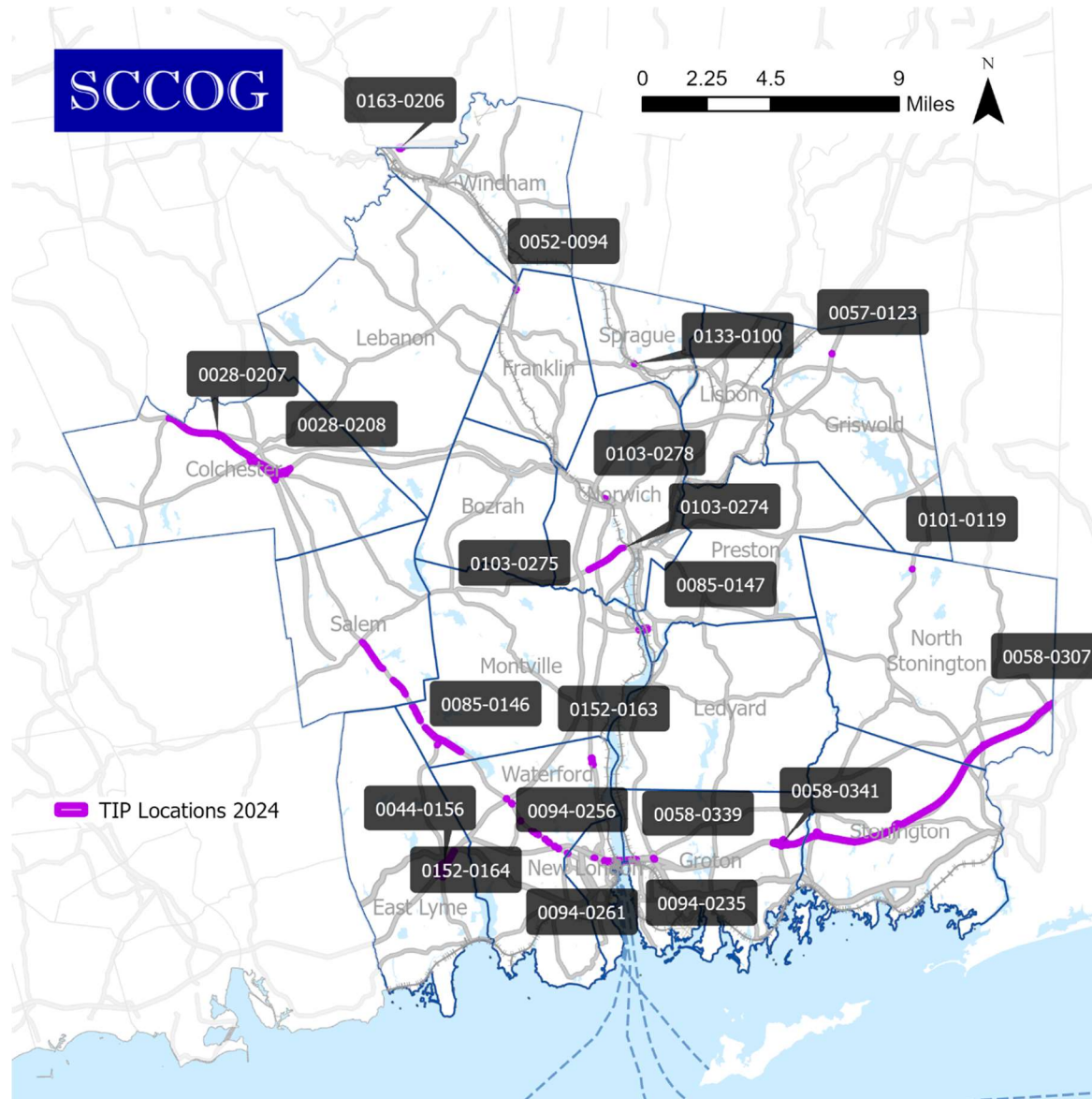


Figure 4 2025-2028 TIP Regional Project Map



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.

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, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), 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 established national performance measures in areas including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair. SCCOG has adopted all statewide performance targets and performance of the TIP relative to performance measures is measured at the statewide level (STIP).

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.

Federal performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add 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.

HIGHWAY SAFETY

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) 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 are shown below:

Performance Measures	Numeric Target for 2024
Fatalities	270.0
Fatality Rate	0.850 per 100Million VMT
Serious Injuries	1300.0
Serious Injury Rate	4.300 per 100Million VMT
Non-Motorist Fatalities and Serious Injuries	280.0

Note: The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

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, Speed and Aggressive Driving, Motorcycle Safety, Teen Driving grants, Preventing Roadside Deaths, and Driver and Officer Safety Education 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.

PAVEMENT AND BRIDGE CONDITION

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and 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	68.6%	72.00%	70.00%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.3%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.9%	37.0%	35.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%
Percentage of NHS Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

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).

TRANSPORTATION ASSET MANAGEMENT PLAN

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 needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP.

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.”¹ Travel-time reliability is a significant aspect of transportation system performance.

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 (Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, September 2011), “travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure.”² 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:

Performance Measures	Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.2%	78.6%	78.6%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.0%	84.9%	84.9%

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.

CONGESTION MEASURES

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. Connecticut has six urbanized areas to report on, including collaboration on three urbanized areas that requires coordination with Rhode Island Department of Transportation and Massachusetts Department of Transportation.

Performance Measure: Annual Hours of Peak Hour Excessive Delay Per Capita			
Urbanized Area	Baseline	2-Year Target	4-Year Target
<u>Bridgeport--Stamford, CT--NY</u>	12.6%	20.0	21.9
<u>Hartford, CT</u>	5.7%	9.8	9.8
<u>New Haven, CT</u>	7.5%	7.9	7.9
<u>Norwich--New London, CT--RI*</u>	3.6%	4.0	4.0
<u>Springfield, MA--CT**</u>	6.2%	6.5	6.5
<u>Worcester, MA--CT**</u>	6.8%	7.0	5.0

Table Notes

* Coordination with RIDOT.

** coordination with MassDOT as they had the lead on developing targets.

Performance Measure: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel			
Urbanized Area	Baseline	2-Year Target	4-Year Target
<u>Bridgeport--Stamford, CT--NY</u>	30.4%	27.8%	27.8%
<u>Hartford, CT</u>	22.1%	19.8%	19.8%
<u>New Haven, CT</u>	25.1%	23.5%	23.5%
<u>Norwich--New London, CT--RI*</u>	22.3%	19.4%	18.5%
<u>Springfield, MA--CT**</u>	21.5%	22.2%	22.2%
<u>Worcester, MA--CT**</u>	23.4%	25.4%	26.1%

Table Notes

* Coordination with RIDOT.

** coordination with MassDOT as they had the lead on developing targets.

FREIGHT MOVEMENT

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:

Performance Measure	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability (TTRI) Index	1.56	1.95	2.02

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.

AIR QUALITY

US DOT requires that states and MPO's 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 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 current Air Quality targets are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5	0.000 kg/day	6.290 kg/day	6.290 kg/day
Total Emission Reductions: NOx	0.000 kg/day	81.978 kg/day	81.978 kg/day
Total Emission Reductions: VOC	0.000 kg/day	87.346 kg/day	87.346 kg/day
Total Emission Reductions: PM10	na	na	na
Total Emission Reductions: CO	na	na	na

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.

GREENHOUSE GAS MEASURE

Published as a final rule from the FHWA, a new national performance measure was established in November 2023. CTDOT will be responsible for establishing an initial declining 4-year target (2026) by February 1, 2024. This GHG measure requires State DOT's and MPOs that have NHS mileage within their geographic and planning area boundaries to establish a declining target for reducing CO₂ emissions generated by on-road mobile sources. In addition, MPOs with urbanized areas over 50,000 must establish joint targets with those MPOs whose boundaries overlap a UZA.

Performance Measure	4-Year Target Reduction
Percent Change in Tailpipe Carbon Dioxide (CO ₂) Emissions on the NHS Compared to Reference Year (CY 2022)	-9.5%

The Performance Management Unit developed five scenarios (options) to the Executive Board and Commissioner. In addition, CTDOT discussed the 4-year target options with CTDEEP. Upon review, CTDOT selected the goal-oriented target to reduce emissions by 9.5%. This target aligns with the state requirement to reduce GHG by 45% by the year 2030. The transportation sector is included in the percentage, as that sector alone requires a 29% reduction in DEEP's model. In the next performance period beginning in 2026, CTDOT will establish 2 and 4-year targets on reducing tailpipe emissions on the NHS.

MPOs must submit targets by MPO boundary and urbanized area. The performance measure identified urbanized areas greater than a population of 50,000. Targets provided by MPOs are due to CTDOT on July 29, 2024.

The following urbanized areas were identified from FHWA to report on tailpipe emissions:

- Bridgeport – Stamford
- Danbury
- Hartford
- New Haven
- Norwich – New London

- Waterbury

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, Milford Transit District, Valley Transit District, Greater New Haven Transit District

PERFORMANCE MEASURE – ROLLING STOCK/EQUIPMENT - % OF VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Bus	14.00%	11.79%	2.21%	14.00%	12 years
Cutaway	17.00%	71.20%	-54.2%	17.00%	5 years
Minivan	17.00%	100%	-83%	17.00%	5 years
Sports Utility Vehicle	17.00%	79.59%	-62.59%	17.00%	5 years
Van	17.00%	66.67%	-49.67%	17.00%	5 years
Automobiles	17.00%	100%	--83.00%	17.00%	5 years
Trucks	7.00%	80.00%	-73%	7.00%	14 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 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

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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Over the Road Bus	14.00%	50.00%	-36.00%	14.00%	12 years
Commuter Rail Locomotive (MNR)	113.00%	0.00%	13.00%	13.00%	35 years
Commuter Rail Locomotive (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years

Commuter Rail Passenger Coach (MNR)	13.00%	40.43%	-23.43%	13.00%	35 years
Commuter Rail Passenger Coach (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years
Commuter Rail Self-Propelled Passenger Car	13.00%	0.00%	13.00%	13.00%	35 years
Steel Wheel Vehicles	0.00%	100.00%	-100.00%	0.00%	25 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	16.70%	-16.70%	0.00%	3 or below

PERFORMANCE MEASURE – INFRASTRUCTURE - % OF TRACK SEGMENTS WITH PERFORMANCE RESTRICTIONS

Performance Measure	2023 Target	2023Performance %	2023 Difference	2024 Target	Restrictions
CR – Commuter Rail	4.00%	2.42%	1.58%	4.00%	% 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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Cutaway	17.00%	100.00%	-83.00%	17.00%	5 years
Bus	14.00%	80.95%	-66.95%	14.00%	12 years
Sports Utility Vehicle	17.00%	87.50%	-70.50%	17.00%	5 years
Truck	7.00%	66.67%	-59.67%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 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	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Bus	14.00%	100.00%	-86.00%	14.00%	12 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger / Parking	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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Over the Road Bus	14.00%	42.86%	-28.86%	14.00%	12 Years
Bus	14.00%	66.67%	-52.67%	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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	45.45%	-31.45%	14.00%	12 years
Over the Road Bus	14.00%	8.70%	5.30%	14.00%	12 years
Bus	14.00%	6.78%	7.22%	14.00%	12 years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	86.67%	-69.67%	17.00%	5 years
Truck	7.00%	16.67%	-9.67%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger / Parking	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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	75.00%	-61.00%	14.00%	12 years
Bus	14.00%	1.75%	12.25%	14.00%	12 years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	64.29%	-47.29%	17.00%	5 years
Truck	7.00%	0.00%	7.00%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	100.00%	-86.00%	14.00%	12 years
Over the Road Bus	14.00%	100.00%	-86.00%	14.00%	12 years
Bus	14.00%	9.76%	4.24%	14.00%	12 years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	57.14%	-40.14%	17.00%	5 years
Truck	7.00%	50.00%	-43.00%	7.00%	14 years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 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	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Cutaway	17.00%	41.67%	-24.67%	17.00%	5 Years
Automobiles	20.00%	71.43%	-51.43%	20.00%	4 Years
Trucks	7.00%	22.222%	-15.22%	7.00%	14 Years

PERFORMANCE MEASURE – FACILITIES - % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger/Parking	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. The PT-TAMP and Group TAMP were initially shared with the MPOs in October 2018 and most recently updated in 2022. 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

The projects included in the 2025-2028 SCCOG TIP are presented in tables below. Additional project information and a spreadsheet of projects are available on the SCCOG TIP website. Upon amendment, the spreadsheet will be updated however these tables will remain as approved in May of 2024. 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. The STIP/TIP must be fiscally constrained such that the dollar amounts shown are derived from actual identified sources, and it is noted that funding sources may change during the course of the TIP requiring an amendment.

PROJECT ATTRIBUTES

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

- **Region:** Southeastern Connecticut is Region 13. (STIP projects are designated 70 through 75)

- **FACode:** Federal Act funding source for the project.
- **Proj#:** A CTDOT assigned identification number for the project.
- **TempP#:** Temporary project number, a hidden value the project spreadsheet.
- **Rte/Sys:** Route number or transit System where the project is located.
- **Town:** Location of project.
- **Description:** General description of project improvement.
- **Phase:** Portion of the project to be completed. Phases include:
 - ACQ - acquisition of capital equipment
 - All - all phases
 - CON - construction
 - FD - final design
 - PE - design/engineering
 - PD - preliminary design
 - PL - Planning
 - ROW - rights-of-way acquisition
 - SF - staffing function
 - OTH - other (usually transit operating assistance)
- **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.

- **Tot(000)\$:** Total cost of each phase of the project in thousands.
- **Fed(000)\$:** Federal share of the total project cost in thousands.
- **Sta (000)\$:** State share of the total project cost in thousands.
- **Loc(000)\$:** Local share of the total project cost in thousands.

2025-2028 TIP HIGHWAY PROJECTS

2025-2028 TIP TRANSIT PROJECTS

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, programs not represented in the current TIP are indicated with an asterisk (*). Abbreviated funding codes (FA CODES) are denoted in parenthesis, if more than one FA Code exists for the same funding program they are clarified below the funding summary.

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:

FEDERAL TRANSIT ADMINISTRATION PROGRAMS

FTA Section 5307 Urbanized Area Formula Grant Program (5307C, 5307O, 5307E, 5307Q, 5307S)

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 have 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 up to 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.

FA Codes: 5307C -Urbanized Area Formula Funds; 5307O – Operating/Subsidy; 5307E – Enhancements; 5307Q – Earmark; and 5307S – Flex Funds.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310E, 5310C)

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 is eligible for other urban formula funds annually, and is also eligible for some rural funding at the discretion of the CTDOT.

FA Codes: 5310E – Program Enhanced Mobility; 5310C – Capital for Services to Elderly & Disabled).

FTA Section 5311 Formula Grants for Rural Areas (5311C, 5311O, 5311T)

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 (5311O) 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 (5311C). The FTA Section 5311T 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.

FA Codes: 5311C - Capital, 5311O – Operating, 5311T – Rural Transportation Assistance Programs (RTAP).

FTA Section 5312 Public Transportation Innovation Program* (5312)

This program provides discretionary 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* (5337)

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 Facility Program (5339, 5339D, 5339C)

The FTA Section 5339 provides funds to states and transit districts to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. 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. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the [Bus and Bus Facilities Competitive Program](#) (5339D) and the [Low or No Emissions Bus Vehicle Program](#).

FA Codes include the following: 5939 – formula funds; 5339D – discretionary Funds; 5339C – LoNo Emission Bus Vehicle Program.

FEDERAL HIGHWAY ADMINISTRATION PROGRAMS

Bridge (BIDG, BRFP)

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_{2.5}), 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_{2.5} designated area. Connecticut is divided into two Air Quality geographies, CT Portion of NY-NJ-LI Area (Attainment-Maintenance Area) and Greater CT Area (Attainment Area).

CTDOT sets aside a portion of CMAQ funds for the solicitation of project proposals from the Councils of Governments. The solicitation of funds aligns with the transportation funding authorization bill and is competitive, statewide.

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%.

FA Codes include: HSIP – Safety Projects; SIPH – CHAMP Safety Service Patrol; SIPR – research; 154 – Impaired Driving program

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.

States may 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.

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. Eligibility categories for installation of vehicle-to-infrastructure communication equipment were introduced in the FAST Act.

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 (STPB, STPH, STPNH, STPNL, STPO, STPS, STPSU, STPW)

It is the largest of all the STP programs. Funds are sub-allocated for use in census defined urban areas, the largest of which (population greater than 200,000) receive suballocated funding according to a formula that is based on the area's relative share of the State's population.

In 2020, the census definition of urban areas changed; subsequently beginning in 2025 Norwich-New London Urban Area will no longer receive suballocated STPNL funding. Norwich-New London urban area will be eligible for STPO funding which is provided for urban areas with population between 50,000-200,000 people. STPNL funds carried over from years prior to 2025 may be reprogrammed with the Norwich-New London urban area.

The TIP list includes STPNL FA Codes, converting the project funding to new applicable funding sources will occur after the TIP is adopted.

STP Other (STPO) funding is allocated for use in urban areas with population between 50,000-200,000, anywhere in the state. Within SCCOG, the urban area of Norwich-New London falls into this category within SCCOG. This allocation of funds is used statewide for urban areas of this size.

STP Small Urban (STPSU) funding is allocated for use in small urban areas, with population between 50,000 and 5,000, statewide. Colchester and Windham urban areas fall into the STPO category. Very small urban areas, such as Jewett City urban area, are considered "urban" for census purposes but are not considered for funding under STP Urban programs.

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.

FA Codes include: ST STPB - Bridgeport, STPH - Hartford, STPNH – New Haven, STPNL – New London, STPO – Other Urban, STPS - Springfield, STPSU – Small Urban, STPW - Waterbury

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.

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 urban population of 5,000 or less

Transportation Alternatives Program (TAPFLEX, TAPB, TAPH, TAPNH, TAPNL*, TAPS, TAPW)

The TA program 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 with specific urban area allocations for urban areas with populations greater than 200,000, statewide pots for urban areas of populations between 50,000-199,999 and populations between 5,000 – 49,999. All TAP projects are required to be funded through a competitive process. Notably, as with STP funding, Norwich-New London UA projects listed as TAPNL will be amended to address funding changes due to census designation. TA permits the use of funding for both Safe Routes to School and Recreational Trails, however the funds are no longer suballocated for those programs.

FA Codes include: TAPB – Bridgeport, TAPH – Hartford, TAPNH – New Haven, TAPNL – New London, TAPS- Springfield, TAPW – Waterbury, TAPFLEX – Statewide Flex funding

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., FAST) that are still available (Carry-over) under the IIJA 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 overpass 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 (RTP)*

This program is funded under the Transportation Alternative Program umbrella, beginning under Map-21, 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, BRZ)

The BRX program is 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.

The BRZ program funds the rehabilitation and replacements of 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.

FA Codes include: BRX – On System, and BRZ – Off System

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.

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 fuels tax, sales and use tax, vehicle fines and fees, and petroleum products gross earnings tax, which, combined, make up approximately 97 percent of the total fund revenue.

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

ACQ Capital Acquisition Activities

ACS American Community Survey by the United States Census Bureau.

ADA Americans with Disabilities Act

BIL Bipartisan Infrastructure Law

BRX Bridge On-System Replacement and Rehabilitation Programs

BRZ Bridge Off-System Replacement and Rehabilitation Programs

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.

CMAQ Congestion Mitigation and Air Quality Program

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.

CON Construction

CT Connecticut

CTDEEP Connecticut Department of Energy and Environmental Protection

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.

EPA United States Environmental Protection Agency

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.

FA Code Federal Authorization (Funding)

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.

FBD Ferry Boat Discretionary Programs

FD Final Design

FFY Federal Fiscal Year

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.

HPP High Priority Programs

HSIP/SIPH Highway Safety Improvement Program

HOV High Occupancy Vehicles

IIJA Infrastructure Investment and Jobs Act

IM Interstate Maintenance Programs

I-MD Interstate Maintenance Discretionary Programs

ITS Intelligent Transportation System

LOCIP Local Capital Improvement Program

LOTICIP Local Transportation Capital Improvement Program

MAP-21 Moving Ahead for Progress in the 21st Century Act

MPO Metropolitan Planning Organizations

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.

MVEB Motor Vehicle Emissions Budget

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

NCPD National Corridor Planning Development

NHPP National Highway Performance Program

NHTS National Highway Traffic Safety

NJ New Jersey

NOx Carbon Monoxide

NY New York

OTH Other Activities

PD Preliminary Design

PE Preliminary Engineering

PM2.5 Particulate matter smaller than 2.5 microns

Proj# CTDOT Assigned Project Number

PROTECT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

REP Repurposing Earmarks Program

ROW Rights of Way

Rte Route

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act

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).

TAP Transportation Alternative Program

TCM Transportation Control Measures

TCSP Transportation & Community & System Preservation Program

SRSI Safe Routes to School Program

Sta\$(000) State Dollars in Thousands

STF Special Transportation Fund

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.

STP Surface Transportation Program

Sys System

TEA-21 Transportation Equity Act for the Twenty First Century

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.

TMA Transportation Management Area

Tot\$(000) Total Project Dollars in Thousands

UA/UZA Urbanized Areas

U.S.C. United States Code

VOC Volatile Organic Contaminant
(Particulate Matter)