SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue

Norwich, CT 06360

(860)889-2324

secogct.gov

RESOLUTION 27-2

ENDORSEMENT OF TARGETS FOR VARIOUS PERFORMANCE MEASURES ESTABLISHED BY CTDOT

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

WHEREAS the National Performance Management Measures final rule (23 CFR Part 490) requires States to set targets for performance measures in the areas of Infrastructure Condition, heretofore referred to as "PM2" and Highway System Performance, Freight Movement, and Congestion and Air Quality, heretofore referred to as "PM3," by October 1, 2026, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for ten performance measures for:

(1) the "Percentage of Pavements of the Interstate System in Good condition,"

(2) the "Percentage of Pavements of the Interstate System in Poor condition,"

(3) the "Percentage of Pavements of the non-Interstate NHS (National Highway System) in Good condition,"

(4) the "Percentage of Pavements of the non-Interstate NHS in Poor condition,"

(5) the "Percentage of National Highway System Bridges Classified as in Good condition,"

(6) the "Percentage of National Highway System Bridges Classified as in Poor condition,"

(7) the "Percent of Person-Miles Traveled on the Interstate that are Reliable,"

(8) the "Percent of Person-miles Traveled on the non-Interstate NHS that are Reliable,"

(9) the "Truck Travel Time Reliability Index,"

(10) the "Total Emissions Reduction," and

set unified targets with all applicable state DOTs and MPOs for two congestion measures specific to each of four (4) applicable urbanized areas as determined by the Federal Highway Administration (FHWA), the two measures being

(11) the "Peak Hour Excessive Delay" and

(12) the "Percent of Non-Single Occupancy Vehicle (non-SOV) Travel;" and,

WHEREAS, the CTDOT coordinated to the maximum extent practicable the establishment of these targets with the 8 Metropolitan Planning Organizations (MPOs) in Connecticut, and applicable MPOs and state DOTs outside of Connecticut throughout 2026 at COG Coordination meetings and

WHEREAS the SECOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its targets,

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to support CTDOT's 2026 targets for all performance targets as attached herein, and

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

CERTIFICATE: The undersigned duly qualified Secretary of the SECOG certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the SECOG on November 18, 2026.

Date: _____ By: _____

Lenny Bunnell, SECOG Secretary

CONNECTICUT

CTDOT
CONNECTICUT TRANSPORTATION

October 2, 2026

Amanda E. Kennedy
Executive Director
Southeastern Connecticut Council of Governments
5 Connecticut Avenue
Norwich, CT 06360
E-deliver to: akennedy@secogct.gov

Dear Ms. Kennedy:

Subject: Request for Resolution of Support
PM 2 and 3 Performance Management Measures

The purpose of this letter is to request a resolution for endorsement of the PM 2 and 3 Performance Management Measures Targets set by the Connecticut Department of Transportation (Department).

The Federal Highway Administration (FHWA) published the Final Rule on establishing PM 2 measures, known as "Infrastructure Performance Management" and PM 3 measures, known as "System Performance Management" on January 18, 2017. These rules established a requirement for state DOTs (CTDOT) and Metropolitan Planning Organizations (MPOs) to set performance targets, monitor performance of these measures, and integrate performance targets into the planning process. In accordance with 23 CFR 450.306(d)(3), each MPO shall establish the performance targets under paragraph (d)(2) of this section no later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

As outlined in 23 CFR 490.105(d)(2), each MPO and the State DOT shall establish a single urbanized target that represents the performance of the transportation network in each applicable area for the CMAQ Traffic Congestion measures, known as "Annual Hours of Peak Hour Excessive Delay per Capita" and "Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel" specified in 23 CFR 490.703.

The six PM 2 measures and six PM 3 measures are below:

PM2: Infrastructure Performance Management

1. Percentage of pavements of the interstate system in good condition
2. Percentage of pavements of the interstate system in poor condition
3. Percentage of pavements of the non-interstate NHS in good condition
4. Percentage of pavements the non-interstate NHS in poor condition
5. Percentage of NHS bridges classified as in good condition
6. Percentage of NHS bridges classified as in poor condition

PM3: System Performance Management

1. Percent of person-miles traveled on the interstate that are reliable
2. Percent of person-miles traveled on the non-interstate NHS that are reliable
3. Truck travel time reliability index

2800 Berlin Turnpike
P.O. Box 317546
Newington, CT 06131-7546
860-594-2000

4. Annual hours of peak hour excessive delay per capita (This measure is applicable to four urbanized areas)
5. Percent of non-single occupancy vehicle travel (This measure is applicable to four urbanized areas)
6. Total emissions reduction (PM 2.5, NOx, VOC)

The Department established targets for each of the measures, and they have been submitted to FHWA on October 1, 2026. Information and analysis regarding the individual target measure of each target is attached.

The MPOs now have 180 days from October 1, 2026, to either support the Department's PM 2 and 3 targets or to set their own, excluding the required set unified targets for the two congestion measures. Either supporting Department's targets and/or setting your own would need to be accomplished not later than March 30, 2027.

The Department coordinated the establishment of these PM 2 and 3 targets with the eight MPOs in Connecticut, and applicable MPO and state DOTs outside of Connecticut in June and September 2026, at the Council of Governments monthly meeting.

Please add this request for resolution to endorse these performance targets to your Policy Board meeting agenda before the March 30, 2027 date. A sample resolution is attached. Upon your MPO Policy Board's Approval, **please upload a copy of the approved resolution of endorsement to the following folder in our CTDOT-MPO TPM Site**: **Official Target Setting Resolutions, or send by email to DOT.Map21@ct.gov. Please copy your COG coordinator if the resolution is sent by email.**

Please contact Ricky Milliner at **Ricky.Milliner@ct.gov** with any issues accessing the SharePoint Folder.

Questions regarding the PM 2 and 3 Performance Management Measures Targets can be directed to Ms. Stephanie Shippee at **Stephanie.Shippee@ct.gov**.

Very truly yours,

Rabih M. Barakat
Bureau Chief
Planning, Technology, and Innovation

Enclosures:

PMF_CT_2026_BPP_30-Sep-2026_13-11 (2026 - 2029 Baseline Performance Period)
PMF_CT_2026_FPP_30-Sep-2026_13-11 (2022 - 2025 Full Performance Period)
2026-09-01 MPO COG TPM AQ
2026-06-02 MPO COG TPM
2026-10-01 TPM 2 and 3 Targets
Resolution for Endorsement of Targets for PM 2 and 3 Performance Measures 2026 - 2029

CC: Kate Rattan, Southeastern Connecticut Council of Governments
David Williams, FHWA
Karen Riemer – Stephanie Shippee, CTDOT
Jim Fallon – Asheka Rahman, CTDOT

CTDOT TPM 2 and 3 Targets: 2026 - 2029

Measure	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	76.4%	72.6%	70.7%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	1.0%	1.3%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	41.9%	32.0%	29.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.7%	3.6%	4.5%
Percentage of NHS Bridges Classified as in Good Condition	9.7%	9.2%	8.0%
Percentage of NHS Bridges Classified as in Poor Condition	6.3%	7.6%	8.6%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.3%	74.2%	71.3%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	86.5%	82.2%	83.2%
Truck Travel Time Reliability (TTTR) Index	1.77	2.07	2.18
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport--Stamford, CT--NY	17.1	19.4	20.1
Annual Hours of Peak Hour Excessive Delay Per Capita: Hartford, CT	8.6	11.2	13.1
Annual Hours of Peak Hour Excessive Delay Per Capita: New Haven, CT	10.5	11.6	11.9
Annual Hours of Peak Hour Excessive Delay Per Capita: Worcester, MA--CT	7.3	7.0	6.5
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Bridgeport--Stamford, CT--NY	38.6%	41.0%	42.6%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Hartford, CT	29.7%	31.5%	32.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: New Haven, CT	30.8%	32.7%	34.0%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Worcester, MA--CT	31.5%	32.8%	33.7%
Total Emission Reductions: PM2.5	8.933	9.113	9.296
Total Emission Reductions: NOx	95.408	97.326	99.282
Total Emission Reductions: VOC	92.961	94.830	96.736