



SECOG LOTCIP Solicitation Virtual Information Meeting

October 15, 2025 | 2:30-3:30 p.m.

Meet Your Team



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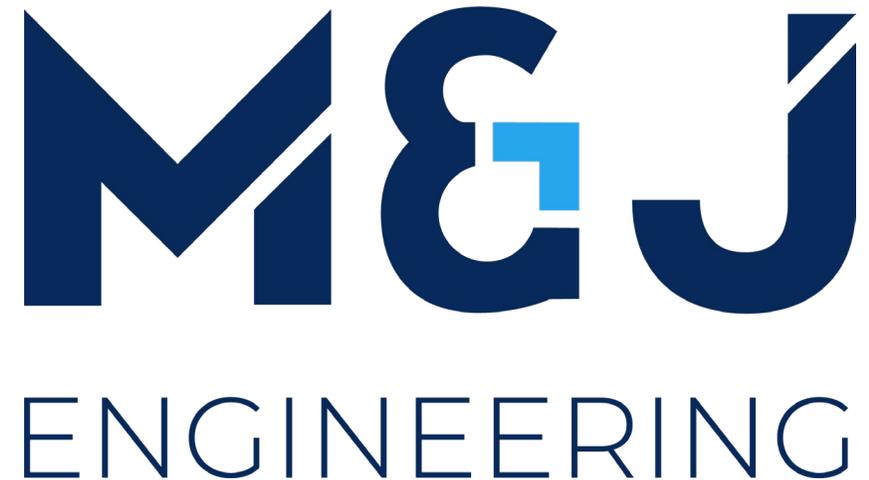


Elizabeth Ventura
Project Engineer

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Our Role in the Process

- Serve as liaison to support program administration
- Assist municipalities in preparing competitive applications for eligible projects
- Coordinate and oversee subsurface investigations (if required)
- Clarify key program requirements and critical deadlines
- Review applications for completeness



What is LOTCIP?

- State-funded transportation program supporting capital improvements.
- Less burdensome requirements.
- Funding available: Up to \$15M for 2026 round.

Eligibility Requirements

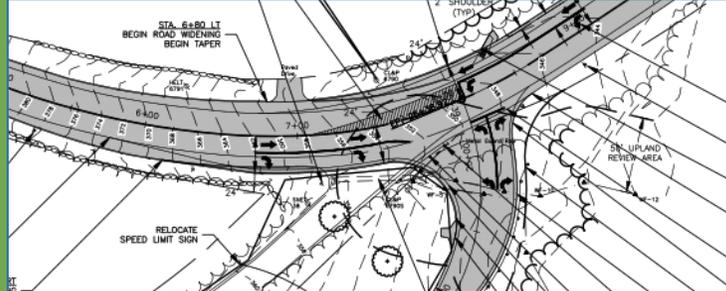
- Construction costs between \$300k – \$5M.
- Located on collector roadways or higher (per CTDOT functional classification).
- Types of eligible projects (e.g., roadway upgrades, bridges, sidewalks, drainage, bike/ped improvements, traffic signals).
- Ineligible: routine maintenance.

Match Requirements

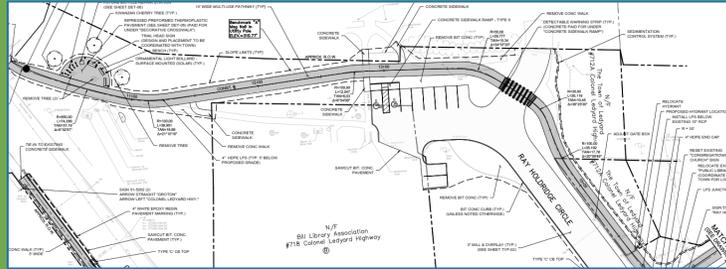
- Municipality covers design, not use of Federal funds.
- LOTCIP covers 100% construction (eligible items).



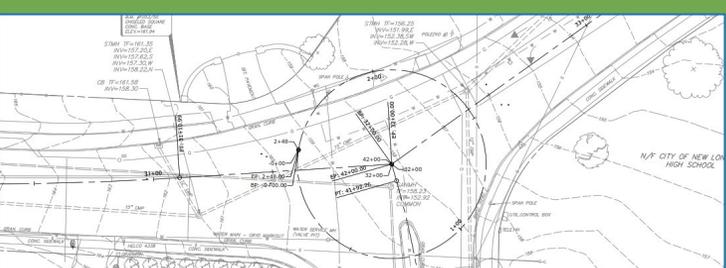
Montville: Old Colchester Road and Black Ash Road Intersection Realignment



Ledyard: Col Ledyard Highway Multi-Use Path

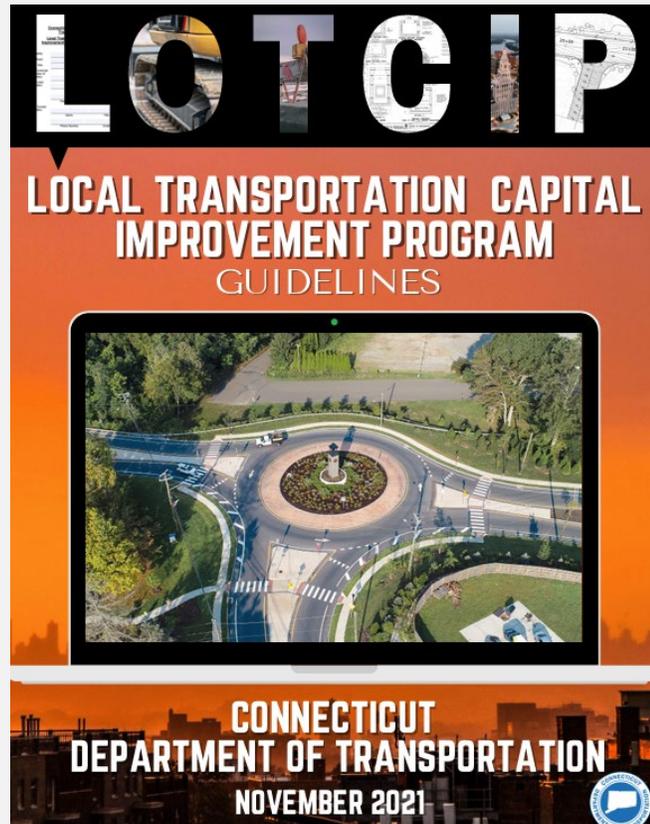


New London: Jefferson Avenue and Chester Street Roundabout



Successful Application Examples

Solicitation Highlights



Application Process:

- Phase I: Preliminary Scoping (concept, purpose & need, cost range, plan sheet).
- Phase II: Full Application (detailed plans, refined costs, supporting documentation).

Key Dates:

- One-on-one assistance: Oct 16 – Nov 13, 2025
- Preliminary Scoping Deadline: Nov 14, 2025
- Full Application Deadline: Dec 31, 2025

Additional Resources

Eligible Project Examples

Roadway Reconstruction



Bridge Replacement



Pedestrian & Bicycle Facilities



How Do We Apply?



**Connecticut Department of
Transportation**

**Local Transportation Capital
Improvement Program Application**



Municipality:	<input type="text"/>	COG:	<input type="text"/>
Route/Road:	<input type="text"/>		
Project Title:	<input type="text"/>		
Roadway Functional Classification (if applicable):	<input type="text"/>		
COG Contact Information:	<input type="text"/>	<input type="text"/>	
	Name	Title	
	<input type="text"/>	<input type="text"/>	
	Phone Number	Email	
Municipal Contact Information:	<input type="text"/>	<input type="text"/>	
	Name	Title	
	<input type="text"/>	<input type="text"/>	
	Phone Number	Email	

The applicant must answer the questions below which are intended to address basic issues about existing conditions, project management, project costs, impacts on private property, utilities, wetlands, etc. You may provide your answer in the space provided below or submit separate answer sheets. **It is important that the application be as thorough as possible, as missing information will delay the review process. All project-related sections must be completely filled out or the application will be returned and will require resubmittal.**

The intent of the application is to establish eligibility, service life, and to ensure the Municipality is considering all pertinent aspects associated with major infrastructure improvements consistent with the purpose and need of the project.

For the Preliminary Scoping (Phase I) The Application needs to include:

- Cover Page
- Section A (1): Type of Proposed Improvement
- Section A (2): Identify Problem to be Addressed
- Section A (3): Scope of Work
- Section A (4): Location Map and Plan Set

Purpose & Need Statement Guidance

CRAFTING A STRONG PURPOSE & NEED STATEMENT A GUIDE FOR LOTCIP APPLICANTS

A strong Purpose and Need Statement should clearly articulate:

1. "Need" — The Problem Being Solved

This is the justification for why the project is necessary. It should be based on observable, documented, and measurable issues, such as:

- Safety concerns: e.g., high crash history, pedestrian conflicts, unsafe crossings
- Infrastructure condition: poor pavement, structurally deficient bridge, substandard design
- Capacity issues: congestion, delays, operational deficiencies
- Access limitations: lack of ADA-compliant facilities, disconnected sidewalk networks
- Mobility and equity: lack of multimodal options, transit gaps, underserved populations
- Environmental vulnerability: flood-prone areas, poor drainage, climate resilience needs
- System continuity: gaps in regional networks (bike, pedestrian, freight)

Tip: Reference data wherever possible - crash reports, traffic volumes, pavement condition ratings, CTDOT functional classification maps, local or regional studies.

2. "Purpose" — The Goals and Objectives of the Project

This should clearly define what the project intends to accomplish. It's your solution goals, not the design itself.

Examples:

- Improve safety for all users at a high-crash intersection

What It Is:

- The backbone of your LOTCIP application.
- Defines why the project is necessary ("Need") and what it aims to achieve ("Purpose").

Need (the problem):

- Safety concerns (e.g., crashes, unsafe crossings)
- Infrastructure condition (pavement, bridge, drainage issues)
- Congestion, access limitations, mobility/equity gaps, environmental vulnerabilities, gaps in regional networks

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Examples:

- Improve safety for all users at a high-crash intersection

Purpose (the goals)

- Improve safety, restore pavement quality, enhance access, reduce flooding, expand multimodal options

Tips

- Use data (crash history, traffic counts, PCI, studies)
- Keep it goal-focused (not design-specific)
- Avoid vague or funding-justification-only statements

Purpose & Need Example

LOTCIP Application – Purpose and Need: Sidewalk & Trail Connection

The Town currently lacks a safe and accessible pedestrian and bicycle connection between its town center and the regional commuter rail station located approximately 0.6 miles away along Route 82. This corridor, while heavily used by commuters, high school students, and residents of nearby low-income housing, has no sidewalks or marked crosswalks, forcing pedestrians to walk in the shoulder or travel lanes. Between 2018 and 2023, CTDOT crash records document three pedestrian-related incidents in this segment, underscoring the safety risk for vulnerable road users.

This route is identified as a priority corridor for non-motorized improvements in the SECOG Regional Bike and Pedestrian Plan (2022), which calls for enhanced connectivity to regional transit and walkable access to schools and job centers. The corridor also aligns with the Town's Complete Streets policy and supports broader equity and climate resilience goals by reducing automobile dependency.

The purpose of this project is to construct a continuous, ADA-compliant sidewalk and multi-use path that provides a safe, direct, and attractive connection between the town center and the commuter rail station. The project will improve access to transit, reduce pedestrian and bicycle conflicts with vehicles, and promote healthier, more sustainable modes of transportation.

Example Highlights

- The pedestrian and bicycle connection between town center and rail station is heavily used and unsafe
- Explains why it was unsafe
- This problem was also identified in a regional plan
- The purpose is to provide a continuous, safe and direct connection

LOTICIP FAQs & Common Pitfalls

LOTICIP FAQ: YOUR GUIDE TO SUBMITTING AN ELIGIBLE PROJECT

What is LOTICIP?

The Local Transportation Capital Improvement Program (LOTICIP) provides funding for major transportation construction projects that improve safety, mobility, and infrastructure in your community.

What types of projects are eligible?

First, what's not eligible: routine maintenance. Eligible projects must involve substantial improvements, such as:

- Pavement structure improvements
- Roadway geometry modifications
- Intersection upgrades
- Major drainage improvements
- Bridge rehabilitation or replacement
- Bicycle and pedestrian facilities (including multi-use trails, but not recreational trails)
- Stand-alone sidewalks
- Traffic signal upgrades

Important: Projects must have a construction value between \$300,000 and \$4,000,000 and be located on a [roadway classified as an urban collector or higher](#).

How do I apply for funding?

Submit a completed application by December 31, 2025 (by 4:00 PM), including a signed endorsement from your Municipal Chief Administrative Officer, to **Debra Pierce** at dpierce@secogct.gov, and include a copy (CC) to the LOTICIP Support Team at wmurphy@mjengineers.com.

What must my application include?

A strong application should demonstrate:

- Clear documentation of public support
- A compelling purpose and need statement

Do's & Don'ts:

- ✓ Confirm eligibility early, engage COG staff, provide accurate estimates, document ROW & utilities, get endorsement early.
- ✗ Submit maintenance-only work, use generic language, ignore environmental/permit issues, rush submission, overlook local support.

Construction Estimate Checklist:

- Verified quantities, up-to-date cost data, ADA features, drainage, traffic control, contingencies, ROW issues.
- Must align with LOTICIP program thresholds.

Pre-Screening Checklist

LOCAL TRANSPORTATION CAPITAL IMPROVEMENT PROGRAM (LOTICIP) PRE-SCREENING CHECKLIST

1. Developing a Clear Purpose and Need

- What problem or deficiency does the project address (e.g., safety, pavement condition, congestion, accessibility)? *[Section A2]*
- Is the problem supported by evidence (photos, crash history, maintenance logs, traffic/pedestrian counts)? *[Section A2]*
- Has the need been identified in public outreach, surveys, or town planning documents? *[Section A2 & I1]*
- Is the project responsive to specific goals, such as safety improvements, ADA compliance, or economic development? *[Section A3]*
- Does the project support regional goals (Complete Streets, sustainability, multimodal access, climate resilience)? *[Section A3]*

2. Key Program Requirements and Eligibility

- Is the roadway classified as urban collector or higher on the Federal Functional Classification Map?
- Is the project on a municipally owned roadway (not state-owned)?
- Is the estimated construction cost between the program's minimum (\$300,000) and maximum (\$400,000) thresholds? *[Section J1]*
- Are the proposed improvements eligible (e.g., reconstruction, sidewalks, bike facilities, drainage, signals)? *[Section A1]*
- Does the project support Complete Streets principles where appropriate?
- Will all improvements be constructed within the existing ROW, or is land acquisition anticipated? *[Section B1]*
- Are any utility relocations anticipated? Have those utilities been notified? *[Section C2-3]*
- Can the town commit to funding design?

Why Use It:

- Helps confirm eligibility and strengthen applications before submission.

Checklist Highlights:

- **Purpose & Need** – problem supported by evidence, tied to municipal/regional goals.
- **Eligibility** – roadway classification, ownership, cost range, Complete Streets principles, design funding commitment.
- **Potential Obstacles** – drainage, wetlands, historic/environmental impacts, utilities, community concerns, permitting needs.
- **Resources for local/regional priorities** – POCD, CIP, MTP, STIP, RSAs, public works records, Complete Streets/Vision Zero plans.

Thank You For Your Time

Can We Answer Any Questions?

