



**State of
Connecticut
Department of
Transportation**

DRAFT



**2021
Statewide
Transportation
Improvement
Program (STIP)**

**2021 STATEWIDE
TRANSPORTATION
IMPROVEMENT PROGRAM
(STIP)**

**PREPARED BY
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**IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
FEDERAL TRANSIT ADMINISTRATION
AND
THE METROPOLITAN PLANNING ORGANIZATIONS
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INTRODUCTION

WHAT IS A STIP?

The Statewide Transportation Improvement Program (STIP) is a four - year financial document that lists all projects expected to be funded in those four years with Federal participation. This present document covers federal fiscal years 2021, 2022, 2023, 2024 and FYI which represents the Department's anticipated future year investments (for illustrative purposes). The 2021 STIP will be updated periodically throughout its life. The Connecticut Department of Transportation (Department), Bureau of Policy and Planning, develops this document in **cooperation and consultation** with the eight Metropolitan Planning Organizations (MPOs) and the two Rural Council of Governments (Rural COGs). See Figure 1 for Planning Region map.

The STIP has been developed in accordance with the terms and provisions of the Fixing America's Surface Transportation Act (FAST Act) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto. According to these regulations, a STIP:

1. must be developed once every four years;
2. must cover a minimum of four years;
3. must list projects in order by year;
4. must be financially constrained by year;
5. must include a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources;
6. must include all significant projects that could affect air quality;
7. must come from conforming State Long Range Plans and Metropolitan Transportation Plans;
8. must be found in conformity with the State Implementation Plan (SIP); and
9. individual project entries must contain the following information:
 - Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
 - Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
 - Identification of the Americans with Disabilities Act implementation project elements.

The 2021-2024 STIP fulfills these requirements.

The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle facilities. The STIP is the means of implementing the goals and objectives identified in the State Long-Range and Metropolitan Transportation

Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without STIP inclusion, a project is ineligible for federal funding.

The STIP is required by the Clean Air Act section 176(c) to meet Transportation Conformity to ensure that the included highway and transit projects are consistent with air quality goals.

In Connecticut, there are two ozone non-attainment areas and one PM2.5 attainment/maintenance area:

- The Connecticut portion of the New York- New Jersey-Connecticut eight-hour ozone non-attainment area includes Fairfield, New Haven and Middlesex counties
- The Greater Connecticut eight-hour ozone non-attainment area includes Hartford, Litchfield, New London, Tolland, and Windham counties
- The Connecticut portion of the New York- New Jersey-Connecticut PM2.5 attainment/ maintenance area includes Fairfield and New Haven counties.

These areas are shown in Figures 2 and 3.,

Based upon EPA approved techniques, the program has been reviewed to determine if the plans and programs contained in the STIP, as proposed, conform to the State Implementation Plan (SIP) and that the emissions of volatile organic compounds, oxides of nitrogen, and fine particulate matter from the projects are consistent with air quality goals and progress is being made towards achieving and maintaining Federal air quality standards. The analysis must demonstrate that emissions that result from an area's transportation system are within limits outlined in state air quality implementation plans.

The State of Connecticut certifies that the transportation planning process implemented in the preparation of the 2021-2024 Statewide Transportation Improvement Program is in accordance with all Federal and State requirements as listed in Appendix G.

STIP DEVELOPMENT

How is a STIP Developed?

The STIP must be developed according to Title 23 of the United States Code:

(<https://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section135&num=0&edition=prelim>).

Following is the Process that the Department uses to develop a new STIP.

1. The Statewide Transportation Improvement Program Unit (STIP Unit) in the Bureau of Policy and Planning requests the assistance of the Bureau of Finance and Administration (F&A) in the preparation of the STIP.
2. The Bureau of Finance and Administration coordinates with the Bureau of Public Transportation to prepare a draft list of projects to be initiated in the next four-year period. The draft listing is forwarded to the STIP Unit.
3. The Bureau of Finance and Administration coordinates with the Bureaus of Engineering and Construction and Highway Operations and prepares a draft list of projects to be initiated in the next four-year period. This list is generated from the Department's current Five-year Capital Program which is fiscally constrained to the estimated Federal Authorization level. The draft list is forwarded to STIP Unit.
4. The STIP Unit combines both lists to develop the list of Projects that the department anticipates funding in the next four years. This list includes statewide projects, district-wide projects and other multi-regional projects.
5. This list of projects is sorted by MPO and Rural COG. Each region's list of projects is transmitted to them to be considered when developing their draft Transportation Improvement Program (TIP).
6. The MPO/Rural COG reviews the list of projects sent by the Department. They will prepare comments and edit the sent list. At this time, any differences in proposed projects between the MPO/Rural COG and the Department are addressed and resolved.
7. Each MPO/Rural COG transmits their revised and mutually agreed (Draft TIP) list back to the Department.
8. The list of Projects received from the MPO/Rural COG are compiled into a report and forwarded to the Travel Demand/Air Quality (TD/AQ) Modeling Unit to determine if the projects are exempt or non-exempt from regional transportation conformity.

9. This list of Projects is reviewed and an Air Quality (AQ) Code is assigned to each project on the list.
10. The list of Projects and the Air Quality planning assumptions are sent by email to all members of the Interagency Consultation Group, including CTDEEP, EPA, FHWA, FTA and all MPO/Rural COGs for their review.
11. An Interagency Consultation Meeting is held to review and agree upon the projects air quality code and planning assumptions to be employed in the modeling phase of the analysis.
12. The Interagency Consultation Group will provide comments (if any) on all listed projects for air quality.
13. On completion of the Interagency Consultation process, each MPO/Rural COG will submit a signed and dated concurrence form to the TD/AQ Modeling unit.
14. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.
 - a. If an EBA as been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the Regions for their approval.
 - b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration with a note stating that the CMAQ project require an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the Region for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.
15. The TD/AQ Modeling unit will prepare the Air Quality Conformity Determination analysis and narrative report based on projects in the regional Transportation Improvement Programs. The Air Quality Conformity analysis includes implementing the necessary network changes in CTDOT's Statewide Travel Demand Model for all appropriate analysis network years. The resultant datasets are then utilized, along with additional data from CTDEEP, in

EPA's required air quality emissions simulation model (MOVES2014b) to prepare county level inventories of criteria pollutant emissions.

16. The TD/AQ Modeling unit will forward the AQ Conformity Determination Report to EPA, CTDEEP, FHWA, FTA, the MPOs/Rural COGs and the STIP Unit for a thirty-day public review and comment period.
17. The STIP Unit produces a DRAFT STIP by combining the entire MPO/Rural COG's Draft TIP Projects list. The generated Draft STIP is incorporated into the STIP Narrative to produce a complete document, printed and published ready for the Public Involvement Process.
18. Each MPO/Rural COG will start and complete their respective Public Involvement outreach, by making available their Draft MPO/Rural COG's TIP, STIP and Conformity Reports for public review and comment at their designated locations, thereby satisfying the Title VI requirement for the Region.
19. The Draft STIP is made available by CTDOT to the public for a minimum period of 30 days for their review and comment. This document is available at the Department's Public Informational meeting, STIP website, and at the Connecticut Department of Transportation Statewide Transportation Improvement Program (STIP) Unit, Room 2338, 2800 Berlin Turnpike, Newington, Connecticut 06111. The Air Quality Conformity documents are available at the CTDOT Air Quality website.
20. MPO/Rural COGs address all comments provided by the public concerning the regional TIP and Conformity Reports.
21. CTDOT addresses all comments provided by the public concerning the STIP and Conformity Reports.
22. MPOs technical committees meet to discuss the draft TIP and Conformity Reports and make recommendation to MPO boards.
23. MPO policy boards review draft TIP, Conformity Report(s) and the recommendations of the technical committee. The MPO policy board takes action to endorse TIP and Conformity Reports through a required resolution.
24. MPOs submit endorsed TIP and resolution to CTDOT STIP Unit for processing.
25. MPO's submit resolution(s) endorsing the appropriate Air Quality Conformity Analysis to CTDOT TD/AQ Modeling Unit for processing.

- 26.** Air Quality Conformity documents, MPO resolutions and all comments received during the thirty-day public review and comment period are forwarded to FHWA/FTA for their review and approval.
- 27.** FHWA/FTA approves Air Quality Conformity analysis and transmits approval to EPA.
- 28.** EPA reviews Air Quality Conformity documents and resolutions and provides a memo to FHWA/FTA/CTDOT approving the analysis.
- 29.** EPA reviews MPOs' TIPs for AQ conformity compliance and provides comments via letter to FHWA.
- 30.** STIP Unit reviews endorsed TIPs against agreed to list of projects. If in agreement, uses all MPOs/Rural COGs' TIP to develop the final STIP and fiscal constraint tables.
- 31.** The State certifies that the transportation planning process is being carried out in accordance with all applicable requirements.
- 32.** Commissioner endorses STIP.
- 33.** STIP Unit transmits to FHWA and FTA (EPA through FHWA), final STIP, copies of each MPO endorsed TIP and self-certification that the transportation planning process is being carried out in accordance with all applicable Federal requirements, to the FHWA and FTA for joint review and approval.
- 34.** STIP Unit publishes final STIP.
- 35.** STIP Unit distributes a copy of the final STIP to interested parties.
- 36.** STIP Unit updates the Department STIP webpage with the approved STIP.
- 37.** CTDOT begins the obligation of funds for projects.
- 38.** CTDOT begins the project initiation process.

How is the STIP Maintained.

Following is the Process that the Department uses to implement the STIP Amendment, Action and Notification updates to the STIP list of projects.

1. The Bureau of Finance and Administration coordinates with the Bureau of Engineering and Construction, Highway Operations and Public Transportation to determine if new projects need to be added or changes need to occur to projects already included in the STIP.
2. The list of identified new projects or changes to be applied to the existing STIP is sent to the STIP Unit on a regular basis for processing through the MPO/Rural COG/federal approval process.
3. The STIP Unit reviews these projects to determine whether it requires a Notification, an Action or an Amendment.
4. Notifications are sent directly to the MPOs/Rural COGs' for their information (No Air Quality review is required).
5. With each Notification sent to the MPO/Rural COG, the STIP/TIP project list and Financial Reports are updated and sent to FHWA.
6. If the requested change is an Action, it will be sent to the MPOs/Rural COGs' for their approval (It will not require Air Quality review).
7. If the requested change is an Amendment requiring an addition of FD, ROW, or CON phase to an already existing STIP project or a new project is being added to the STIP, it will be forwarded to the TD/AQ Modeling Unit for Air Quality review and an Air Quality Code (AQ Code) is assigned. The list of projects with AQ codes are returned to the STIP Unit.
8. For project phases assigned an AQ code of X6, X7, X8, MOD, or CC, these project phases can be sent to the MPOs/Rural COGs' for their approval.
9. For project phases assigned an AQ code of NM, NRS or RS, these project phases are returned to F&A with a note stating that these projects need more extensive AQ modeling and will need to be added to the next AQ Conformity. F&A will need to inform the project manager that their project is not going forward at this time.
10. For project phases receiving an AQ code of NM, the PD phase can be sent to the MPOs/Rural COGs' for their approval, but the project as a whole requires a regional transportation air quality conformity analysis and future phases cannot be added to the STIP until AQ conformity is complete.

11. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.
 - a. If an EBA has been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the MPO/Rural COG for their approval.
 - b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration with a note stating that the CMAQ project require an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the MPO/Rural COG for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.
12. TIP Actions are reviewed by MPO/Rural COG staff for approval and sent back to the STIP Unit for processing.
13. MPOs technical committees meet to discuss TIP amendments and make recommendations to MPO policy boards.
14. MPO policy boards review TIP Amendments and technical committee recommendations. MPO takes action to endorse TIP amendment.
15. MPOs submit endorsed TIP amendments and resolution to CTDOT STIP Unit for processing.
16. Amendments are sent to the Rural COGs for their information and review.
17. Amendments to Rural COGs is considered approved when; it is included in the Rural COG agenda for review at their meetings or 30 days from the date sent to the Rural COG for review.
18. A STIP Amendment Letter to FHWA and/or FTA requesting their approval is respectively prepared and signed by the designated CTDOT official after reviewing and agreeing with the requested Amendment.
19. STIP Unit transmits to affected federal agency (FHWA or FTA) all MPOs and Rural COGs approved TIP amendments for their respective review and

approval.

- 20.** For an Action only approval package, sending it to FHWA and/or FTA automatically validates the action.
- 21.** Each Amendment is transmitted to FHWA and/or FTA as a package that must include (when available); list of Actions, Amendments, Notifications, updated list of STIP Projects, Fiscal Constraint Financial Reports, MPOs submitted endorsed TIP amendments and resolutions and a signed STIP Amendment Letter to FHWA and/or FTA,
- 22.** Every Amendment package sent to FHWA and /or FTA will not be official until approval from affected federal agency (FHWA and/or FTA) is received.
- 23.** The Department's STIP website will be updated with the current approved STIP Projects list, and the received approval letter from FHWA and/or FTA.

FUNDING SOURCES FOR THE STIP

There are three sources of funds for this program:

1. Federal transportation appropriations,
2. The State Special Transportation Fund (primarily in the form of bond authorizations) and
3. A small amount of local funds.

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).

Explanations of eligible uses of each category of funding, limitations, and availability are provided below:

Federal Highway Administration Program

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular 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. FAST Act allows States to 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. Bridges on NHS roadways under \$5 million dollars are programmed using NHPP funds on the Bridge report which is updated monthly and included on the STIP website for public review.

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 Surface Transportation Program promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs. This Program has a variety of subcategories defined below.

The FAST Act converts 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 Surface Transportation Block Grant Program under the FAST Act continues all prior STP eligibilities and adds a few new ones. FAST Act allows States to use STP/STBG funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on any public road. Bridges on any public roadways under \$5 million dollars that meet these requirements are programmed using STP/STBG funds on the Bridge report which is updated monthly and included on the STIP website for public review.

STP Urban

It is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula that is based on the area's relative share of the State's population. Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 include STP-Hartford (STPH), STP-Bridgeport/Stamford (STPBS), STP-New Haven (STPNH), STP-Norwich/New London (STPNL), STP-Worcester (STPW), STP-Springfield (STPS), and STP-New York (STPNY).

Areas with population greater than 5,000 but less than 200,000 qualify for STP-Other Urban funds (STPO).

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.

STP Anywhere (STPA)

These funds can be used for improvements to eligible roads anywhere in the state, regardless of Rural or urban designation.

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 population of 5,000 or less.

Transportation Alternatives Program (TAP)

The TAP 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 suballocated based on population. The following are the subcategories of the TAP:

- TAP – Anywhere/Flex (TAP-Flex)
- TAP – Hartford (TAPH)
- TAP – Bridgeport/Stamford (TAPBS)
- TAP – New York (TAPNY)
- TAP – Springfield (TAPS)
- TAP– Norwich/New London (TAPNL)
- TAP – New Haven (TAPNH)
- TAP – Worcester (TAPW)
- TAP – Other Urban (TAPO)
- TAP – Rural (TAPR)
- TAP – Recreational Trails (TAPRT)

All TAP projects are required to be funded through a competitive process.

Highway Safety Improvement Program (HSIP)(SIPH)

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The SIPH requires a data-drive, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that SIPH 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. Projects under \$5 million that are funded with this program are listed on a separate report, the Safety Report. This report is updated at least once every month and uploaded on the CTDOT STIP website.

Repurposed Earmark Program (REP)

The Consolidated Appropriations Act of 2016 was the first Act that allowed States to repurpose certain funds originally earmarked for specific projects; more specifically, any earmark that was designated more than 10 fiscal years prior to the current fiscal year and less than 10% obligated or final vouchered and closed. These earmark funds could be

repurposed to a new or existing STP/STBG eligible project in the State within 50 miles of the original earmark designation. Appropriations Acts of 2017-2020 provided similar opportunities, with the Appropriations Act of 2020 reducing the allowable distance for repurposing to within 25 miles of the original earmark designation. It is possible that future Appropriations Acts may provide similar opportunities.

Highway Bridge Replacement and Rehabilitation Program,
Bridge Program: OFF System (BRZ)

The "Off System" Bridge Program provides funds to replace or rehabilitate 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.

Congestion Mitigation and Air Quality Program (CMAQ)

The FAST Act continued the CMAQ program to provide a 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).

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.

CTDOT has set aside \$12 million of CMAQ funds for the solicitation of project proposals from the MPOs/Rural COGs. This amount will be reviewed annually on the basis of funds provided and projects programmed.

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 modifies the formula, now giving more weight to the number of passengers carried by ferry systems.

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. 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.

TIGER Discretionary

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants is a Supplementary Discretionary Grants for a National Transportation System. This was initiated as a part of Title XII of the American Recovery and Reinvestment Act of 2009, the "Recovery Act". These grants are to be awarded on a competitive basis for capital investments in surface transportation projects that will have a significant impact on the Nation, a metropolitan area or a region. The objectives of this program include preserving and creating jobs and promoting economic recovery, investing in transportation infrastructure that will provide long- term economic benefits, and assisting those most affected by the current economic downturn.

Build Grant

The Better Utilizing Investments to Leverage Development, or BUILD Transportation Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit and port projects that promise to achieve national objectives. The eligibility requirements of BUILD allow project sponsors at the State and local levels to obtain funding for multi-modal, multi-jurisdictional projects that are more difficult to support through traditional DOT programs.

SAFETEA-LU Carry-over Funds (under MAP-21 and FAST-Act)

This section gives a brief explanation on SAFETEA-LU funds that are still available (Carry-over) under FAST Act and the eligible uses of each category:

National Highway System (NHS) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

NHS funds can be used for any type of improvement (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials". Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc.

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) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

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, and overpasses 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 (RT) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program) 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.

Safe Routes to School (SRSI) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

This program (in MAP-21 and FAST Act is funded under the Transportation Alternative Program) 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.

Transportation Enhancement (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

The Transportation Enhancement Program (discontinued and replaced with the TAP under MAP-21 and 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 councils of governments, which set the priorities among their member towns. CTDOT set aside 50% of the TE funds for these COG 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: ON System (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

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.

Value Pricing Pilot Program (VPPP) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

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.

Section 330, 115,117, 112, 120 & 378 (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

This program is dedicated for those projects that are established by congressional designation and the funds are available until expended.

Transportation and Community and System Preservation Program (TCSP) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

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) (SAFETEA LU Carry-over) (under MAP-21 and FAST-Act)

This was a new program under TEA-21 and continued under SAFETEA-LU, MAP-21 and carried over to FAST-Act. The funds are for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

Federal Transit Administration (FTA Programs)

Congress establishes the funding for FTA programs through Authorization bills (currently FAST Act) which amends Chapter 53 of Title 49 of the U.S. Code.

FTA Section 5307 Capital and Subsidy (Operating) Program

The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses. However, a small portion of these funds is reserved to help defray transit operating expenses.

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 has 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. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

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.

FTA Section 5310 Capital Program

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. In 1992, the program was expanded to make grants available to public agencies approved by the State to coordinate services for the elderly and disabled.

FTA Section 5311 Capital & Operating Program

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. The funds are used in the following ways:

- To reimburse the five Rural transits districts for operating administrative deficits on a 50/33/17 (federal/state/local) matching ratio.

- For Section 5311 transit operators to purchase wheelchair accessible vans and small buses on an 80/20 (federal/state) ratio.

For transit research, technical assistance, training and related support services, including eligible Section 5310 recipients, using 100 percent federal funds.

FTA Section 5317 New Freedoms Initiative

This program provides funds that assist individuals with disabilities with transportation. Eligible activities include new public transportation services and public transportation alternatives beyond those required by the ADA.

FTA SEC 5329 Public Transportation Safety and Oversight

This section requires FTA to implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program includes a national public transportation safety plan, a safety certification training program, a public transportation agency safety plan, and a state safety oversight program. Under the FAST Act, section 5329 provides for a temporary Federal assumption of rail transit safety oversight, under certain circumstances. This section also authorizes FTA to issue restrictions and prohibitions to address unsafe conditions or practices, and to withhold funds for non-compliance with safety requirements.

FTA SEC 5312 Public Transportation Innovation

This section is to advance public transportation through; research, Innovation and Development, Demonstration, deployment and Evaluation, Low or No Emission Vehicle Component Testing (Low-No Testing), and Transit Cooperative Research Program (TCRP).

FTA SEC 5339 Bus and Bus Facilities Formula Grants

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It replaced the Section 5309 Bus and Bus Facilities program under SAFETEA-LU.

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 fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 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 these projects are located, are responsible for the local match if required. Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

FINANCIAL PLAN

The STIP for FFY 2021-2024 contains 223 projects in 36 federal funding categories. It programs \$3.163 billion in federal funds, which will be matched by \$684.472 million in state funds and \$16.984 million in local funds, for a total program cost of \$3.865 billion. Of the \$684.472 million in state funds, \$5.794 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.343 billion (60.63%) will be used for highway and bridge capital programs and a total of \$1.522 billion (39.37%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the STIP:

- Replacement/rehabilitation of highway bridges throughout the State
- Removal of traffic signals on Route 9 in Middletown (82-318)
- I-95 improvements at Interchange 74 in East Lyme (44-156)
- I-95 improvements from Greenwich to Stamford (56-316)
- I-95 improvements in Norwalk (102-295)
- CT 15 improvements from New Canaan to Norwalk (102-296)
- CT 85 improvements from Montville to Salem (85-146 & 120-94)
- CT 82 improvements in Norwich (103-274 & 103-275)
- Statewide Bus Replacements
- CT Transit Facilities Rehabilitation/Improvements (Hartford/Stamford)
- Replacement of New Haven Line Tracks
- Rehabilitation WALK, SAGA, East Ave, Osborne Ave and Fort Point St Railroad Bridges
- NHL Station Improvement Program
- NHL Signal System

Federal authorizations for FFY 2021-2024 are estimated as constant values based on FAST Act authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

The STIP is financially constrained and the spending plan is based on reasonable projections of available resources. Tables 1-4 provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the four years of this STIP. These tables also demonstrate that the program is financially constrained by showing the balance of each funding category (Authorization vs. STIP programmed amount).

OPERATION AND MAINTENANCE

FAST Act regulations require that the STIP demonstrate that appropriate funds are available to adequately operate and maintain the transportation system as a whole. The majority of funds used to pay operating and maintenance costs are State funds.

Operating and maintaining transportation systems are costly. Connecticut has many systems and processes that are required to monitor, analyze, and disseminate roadway/infrastructure data for operational, maintenance, and managerial uses as reflected in the Department's estimated budget.

Connecticut also uses Intelligent Transportation System (ITS) to assist in managing roadway maintenance efforts and to enhance safety on the transportation system. Relative to operations and maintenance, ITS focuses on integrating management of maintenance fleets, identifying when specialized service vehicles are required, determining when hazardous road conditions require remediation, and improving work zone mobility and safety.

This is demonstrated in the "Estimated DOT Operating Budget" located in table 5.

AIR QUALITY CONFORMITY FINDING

In response to the Clean Air Act of 1970, the U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) for various pollutants, including Ozone (and its precursors VOC and NO_x), Particulate Matter (PM) and Carbon Monoxide (CO). The Conformity process ensures that transportation projects contained in Metropolitan Transportation Plans (MTP) and Transportation Improvement Plans (TIPs) meet the goals of the NAAQS by means of each state's Statewide Implementation Plan (SIP).

EPA has designated certain areas of the country where the NAAQS have been exceeded. These are called 'non-attainment' areas. Connecticut is presently in non-attainment for Ozone and in attainment/maintenance for PM_{2.5}, thus necessitating conformity analysis for these pollutants in their respective areas.

Ozone:

On March 20, 2017, EPA notified CTDEEP that EPA had determined the 2017 Motor Vehicle Emission Budgets (MVEBs) for the Greater Connecticut ozone nonattainment area, submitted as a SIP revision by CTDEEP to EPA on January 17, 2017, to be adequate for transportation conformity purposes. On May 31, 2017, EPA published its adequacy finding in the Federal Register (82 FR 24859) and the MVEBs became effective on June 15, 2017 for transportation conformity purposes.

On June 4, 2018, EPA published a final rule that designated new nonattainment areas for the 2015 Ozone NAAQS (83 FR 25776). These designations were effective on August 3, 2018.

PM_{2.5}:

CTDEEP submitted a re-designation request and maintenance plan for the Connecticut portion of the NY-NJ-CT area on June 22, 2012. The plan demonstrated that Connecticut's air quality met both the 1997 annual and the 2006 24-hour PM_{2.5} NAAQS due to a combination of national, regional and local control measures implemented to reduce emissions and presented a maintenance plan that ensures continued attainment through the year 2025. The end of the maintenance period was established as 2025, consistent with the CAA section 175A (a) requirement that the plan provide for maintenance of the NAAQS for at least 10 years after EPA formally approves the re-designation request.

EPA subsequently determined that the 2017 and 2025 MVEBs in the maintenance plan were adequate for transportation conformity purposes and effective as of February 20, 2013. On September 24, 2013, EPA published its approval of the PM_{2.5} re-designation request, establishing October 24, 2013 as the effective date of re-designation to attainment/maintenance for Connecticut's portion of the NY-NJ-CT area for both the 1997 annual and 24-hours PM_{2.5} NAAQS

CO:

Connecticut completed its last maintenance period for CO, effective May 10, 2019.

Conformity determinations for Ozone and PM2.5 are found in the document entitled "Connecticut Department of Transportation Conformity Determination Report– April 2020."

The Program and Plan were found to be in conformance.

Title VI, Limited English Proficiency, and Environment Justice

Public Involvement, Review and Process

The CTDOT has a “Public Involvement Procedures” (PIP) manual which establishes a public partnership in the development of transportation programs and projects. The current manual is dated May 2020 and is being updated alongside with the STIP. The 2020 PIP is available for review at the CTDOT headquarters in Newington and on the Department’s website. The guidelines established in the PIP were used in the development of the Draft STIP and its public involvement process. All recommendations contained in the Federal Planning Regulations concerning public involvement were adhered to as well.

The following public involvement processes were completed to ensure an opportunity for all to participate in our process:

- A Display Advertisement was placed in the following Connecticut newspapers:
The Connecticut Post
The Willimantic Chronicle
The New London Day
The Hartford Courant
La Voz Hispana de CT
The New Haven Register
The Torrington Register Citizen
The Northeast News Today
The Waterbury Republican Inquiring News CT
Manchester Journal Inquirer
Middletown Press

This Display Advertisement stated in detail that the STIP would be available for public review, virtual public informational meetings would be held, and the Department will receive comments. A copy of this Display Advertisement is included in Appendix E. A News Release was also placed on the Department of Transportation website and was sent to news media (television and radio stations). A copy of the News Release is included in Appendix E.

- The dates of the CTDOT Draft 2021 STIP public information meeting is placed on the department’s online calendar found on the CTDOT website.
- A Brochure detailing the availability of the Draft 2021 STIP and announcement of the Virtual Public Informational Meetings is sent to members of the public and businesses who have expressed interest in the past in the Transportation planning process, all Connecticut Legislators, Connecticut Congressional Delegates, and CT Agency Heads. These names were compiled to satisfy Title VI, LEP and Environmental Justice requirements. A copy of this brochure is included in Appendix E.

- Copies of the Brochure are mailed to MPOs and Rural COGs to distribute to their first elected officials and identified special interest groups within their respective regions.
- CTDOT will utilize the MPO's required public information process as an avenue to reach constituents represented by the MPOs. CTDOT requests that each of the MPO's include the public review of the Draft 2021 STIP along with their respective Draft TIP. As a result, the state's eight MPOs will include in their public announcements that a copy of the Draft STIP and their Draft TIP will be available to interested parties for public review and comment upon request. A link to the online Draft STIP for public review and comment is also provided. This announcement will state the beginning and ending period of the state's Draft STIP public review and comment period. CTDOT staff will attend all MPO informational meetings on the Draft TIP/STIP and will be available to receive comments and address questions. The two Rural Council of Governments should also include the availability of the Draft STIP for public review and comment on their monthly agenda.
- CTDOT will hold Virtual Public Informational Meetings on the Draft 2021 STIP on September 23, 2020.
- All Virtual Public Informational Meetings will provide Close Caption broadcast for the hearing impaired. These meetings also provide the LEP community the ability to listen to the presentation in a different language of their choice.
- In an effort to improve Virtual Public Informational Meetings and increase public awareness of Virtual Public Informational Meetings, at the conclusion of the meeting a survey will be offered to meeting attendees to be completed online. Appendix E.

FIGURES

FIGURE I – CT MAP – 8 MPO and 2 Rural Council of Governments.

FIGURE II - CT MAP - CT Ozone Non -Attainment and PM2.5 Attainment/Maintenance Areas

The boundaries of the Connecticut Ozone Nonattainment and PM2.5 Attainment/Maintenance areas are shown below in Figure 2 and 3. The NY/NJ/CT ozone nonattainment area includes Fairfield, New Haven and Middlesex counties while the Greater CT ozone non attainment area includes Litchfield, Hartford, Tolland, Windham and New London counties. The PM2.5 attainment / maintenance area includes Fairfield and New Haven counties.

FIGURE I – CT MAP – 8 Metropolitan Planning Organizations And 2 Rural Council of Governments

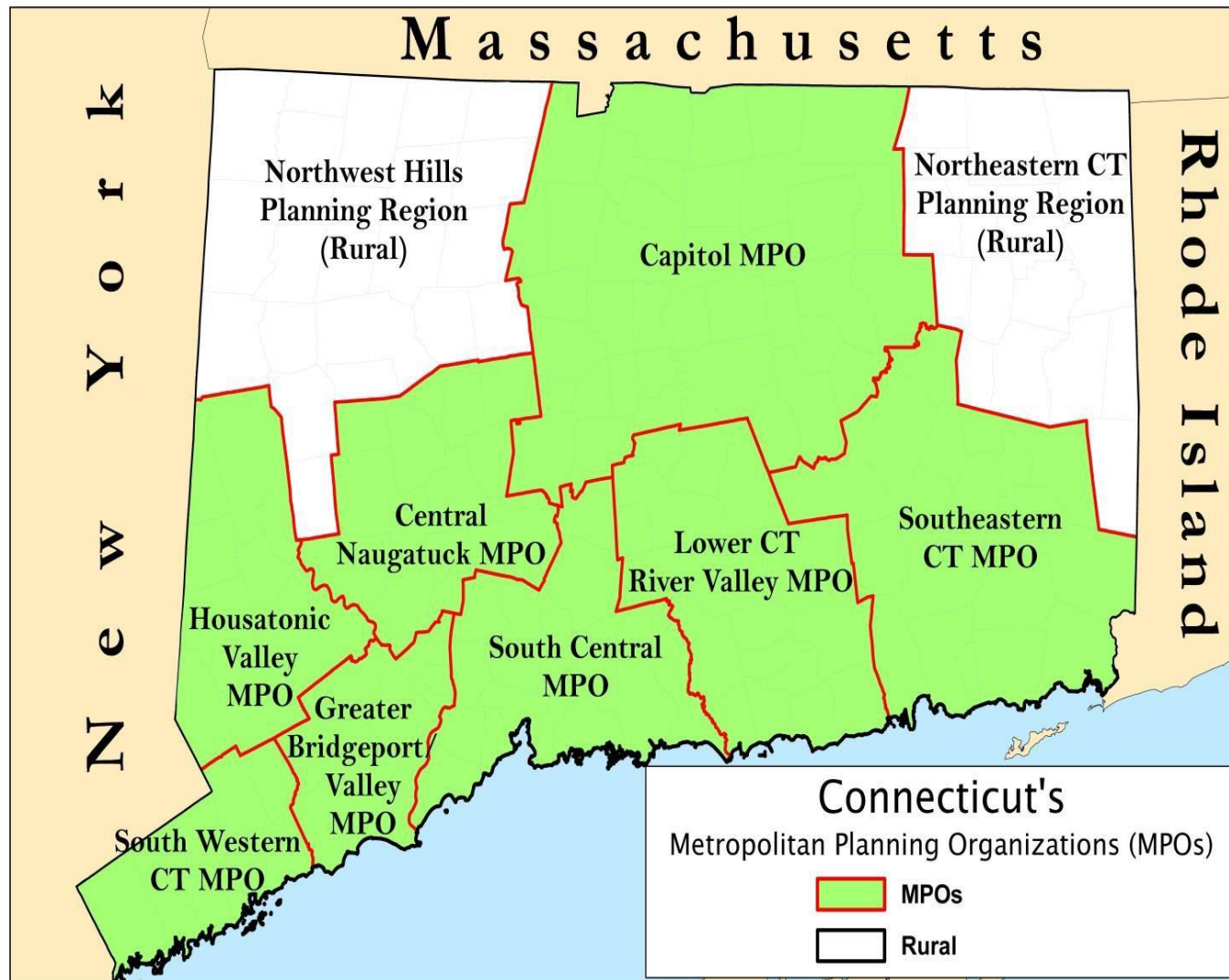


FIGURE II
CONNECTICUT OZONE NON - ATTAINMENT

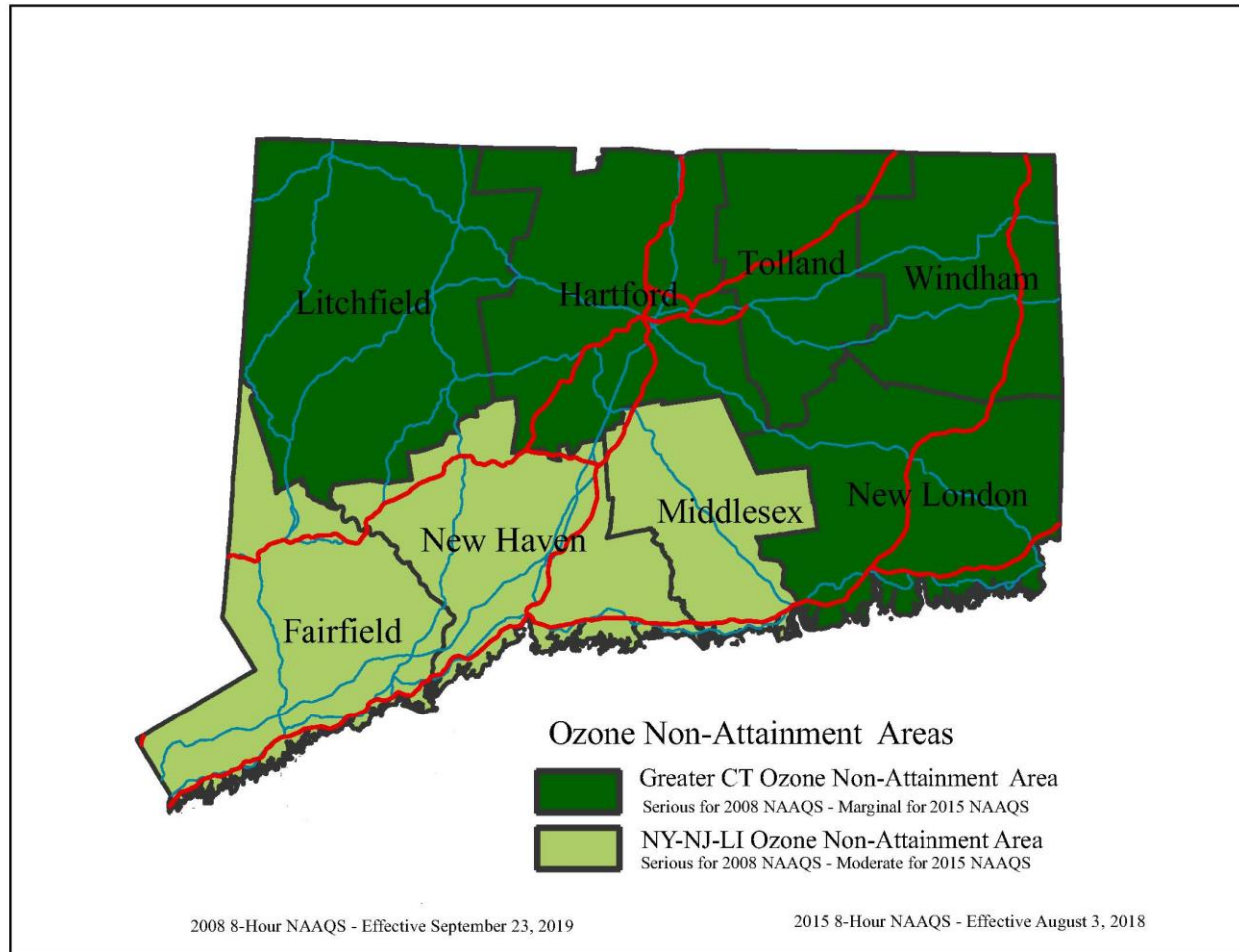
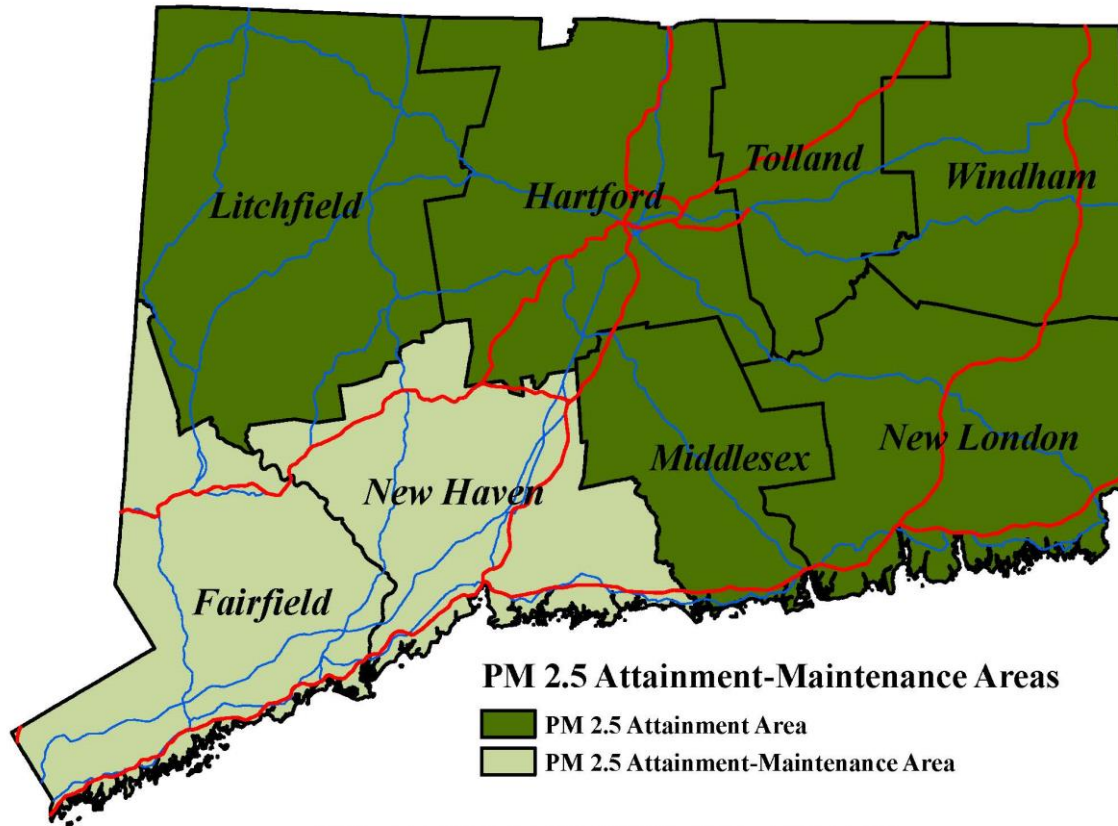


FIGURE III

CONNECTICUT PM_{2.5} ATTAINMENT/MAINTENANCE AREA



1997 Annual & 2006 24-Hour PM 2.5 NAAQS - Effective October 24, 2013

TABLES

- TABLE 1 FAST ACT FFY2021-2024 AUTHORIZED VERSUS DRAFT STIP (000's) HIGHWAY PROGRAMS
Federal Highway funds available to Connecticut and the funds programmed for FFY 2021, 2022, 2023
- TABLE 2 FAST ACT FFY2021-2024 AUTHORIZED VERSUS FINAL STIP (000's) HIGHWAY PROGRAMS CONT.
Federal Highway funds available to Connecticut and the funds programmed for FFY 2024, 2025(FYI)
- TABLE 3 FAST ACT FFY2021-2024 AUTHORIZED VERSUS FINAL STIP (000's) PUBLIC TRANSIT PROGRAMS
Federal Transit funds available to Connecticut and the funds programmed for FFY 2021, 2022, 2023
- TABLE 4 FAST ACT FFY2021-2024 AUTHORIZED VERSUS FINAL STIP (000's) PUBLIC TRANSIT PROGRAMS CONT.
Federal Transit funds available to Connecticut and the funds programmed for FFY 2024, 2025 (FYI)
- TABLE 5 ESTIMATED DOT OPERATING BUDGET
Estimated DOT operating budget for 2019 through 2024.

FINAL FAST ACT 2021-2024 AUTHORIZED VERSUS STIP (000's) HIGHWAY PROGRAMS

	AUTHORIZATION	STIP	BALANCE TO	AUTHORIZATION	STIP	BALANCE TO	AUTHORIZATION	STIP	BALANCE TO
			PROGRAM			PROGRAM			PROGRAM
FUNDING CATEGORY	FFY 2021	FFY 2021	FFY 2021	FFY 2022	FFY 2022	FFY 2022	FFY 2023	FFY 2023	FFY 2023
Federal Highway Administration									
BRIDGE OFF-SYSTEM(BRZ)	26,716	40,000	-13,284	26,716	40,000	-13,284	26,716	40,000	-13,284
BRIDGE ON-SYSTEM(BRX)	998	0	998	998	0	998	998	0	998
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	27,706	17,526	10,180	27,706	8,989	18,717	27,706	8,989	18,717
CONGRESSIONAL EARMARK, FFY 2009 125	50	50	0	425	425	0	0	0	0
REPURPOSING FUNDS FOR EARMARKS (REP)	0	0	0	0	0	0	0	0	0
TECHNOLOGY AND INNOVATION DEPLOYMENT	0	0	0	0	0	0	0	0	0
DEMONSTRATION PROJECTS	0	0	0	0	0	0	0	0	0
DISCRETIONARY EARMARK, FFY 2003 330	0	0	0	0	0	0	0	0	0
BUILD DISCRETIONARY GRANT	0	0	0	0	0	0	0	0	0
EARMARK, FFY2001 378	0	0	0	0	0	0	0	0	0
ENVIRONMENTAL PROJECTS	0	0	0	0	0	0	0	0	0
FERRY BOAT DISCRETIONARY	0	0	0	0	0	0	0	0	0
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0	0	0	0	0	0	0	0	0
HIGHWAY PLANNING/RESEARCH - HPR/SPR	12,585	0	12,585	12,585	0	12,585	12,585	0	12,585
HIGHWAY SAFETY IMPROVEMENT PROGRAM /HIGH RISK RURAL ROAD(HSIP/SIPH/SIPR/154)	35,212	29,058	6,154	35,212	30,308	4,904	35,212	0	35,212
HISTORIC COVERED BRIDGE PRESERVATION PROGRAM	0	0	0	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (Highways)	0	2,600	-2,600	0	724	-724	0	0	0
HIGHWAY FOR LIFE	0	0	0	0	0	0	0	0	0
HIGHWAY INFRASTRUCTURE BRIDGE REPLACEMENT AND REHABILITATION	31,458	31,458	0	0	0	0	0	0	0
ITS - DISCRETIONARY EARMARK	0	0	0	0	0	0	0	0	0
INTERSTATE	0	0	0	0	0	0	0	0	0
INTERSTATE MAINTENANCE (IM)	860	0	0	860	0	860	860	0	860
INTERSTATE MAINTENANCE DISCRETIONARY (IMD)	0	0	0	0	0	0	0	0	0
INTERSTATE TRADE-IN EASTERN CONNECTICUT	0	0	0	0	0	0	0	0	0
MBE/DBE SUPPORTIVE SERVICE PROGRAM	0	0	0	0	0	0	0	0	0
METRO PLANNING - MP	8,268	0	8,268	8,268	0	8,268	8,268	0	8,268
NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM (NCIIP)	0	0	0	0	0	0	0	0	0
NATIONAL CORRIDOR PLANNING & DEVELOPMENT (NCPD)	0	0	0	0	0	0	0	0	0
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	23,226	10,000	13,226	23,226	45,649	-22,423	23,226	0	23,226
NATIONAL HIGHWAY SYSTEM (NHS)	943	0	943	943	0	943	943	0	943
NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION (NHTSA)	0	0	0	0	0	0	0	0	0
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	350,542	0	350,542	350,542	169,340	181,202	350,542	257,740	92,802
PUBLIC LANDS HIGHWAYS DISCRETIONARY (PLHD)	0	0	0	0	0	0	0	0	0
RECREATIONAL TRAILS (RT)	0	0	0	0	0	0	0	0	0
RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)	0	0	0	0	0	0	0	0	0
SAFE ROUTES INFRASTRUCTURE (SRSI)	232	0	0	232	0	232	232	0	232
SAFE ROUTES NON INFRASTRUCTURE (SRSNI)	152	0	0	152	0	152	152	0	152
SCENIC BYWAYS (SB)	0	0	0	0	0	0	0	0	0
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	0	0	0	5,977	0	5,977	5,977	0	5,977
TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION PROGRAM (TCSP)	0	0	0	0	0	0	0	0	0
TRANSPORTATION IMPROVEMENT(TI)	0	0	0	0	0	0	0	0	0
FHWA TIGER 2 GRANTS FOR GREENHOUSE GAS & ENERGY	0	0	0	0	0	0	0	0	0
FHWA TIGER 6 GRANTS:WATERBURY ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE(WATER)	0	0	0	0	0	0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	0	0	0	161,111	87,684	73,427	161,111	40,000	121,111
VALUE PRICING PILOT PROGRAM (VPPP)	0	0	0	0	0	0	0	0	0
FHWA SUB TOTAL	518,947	130,693	388,254	654,952	383,119	271,833	654,527	346,729	307,798
MINUS SET-ASIDE FOR PROJECT MODIFICATION	-40,000	0	-40,000	-40,000	0	-40,000	-40,000	0	-40,000
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	-40,000	0	-40,000	-40,000	0	-40,000	-40,000	0	-40,000
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT.	-20,000	0	-20,000	-20,000	0	-20,000	-20,000	0	-20,000
FHWA TOTALS:	418,947	130,693	288,254	554,952	383,119	171,833	554,527	346,729	207,798

TABLE 1

9	AUTHORIZATION	STIP	BALANCE TO	AUTHORIZATION	STIP	BALANCE TO
FUNDING CATEGORY	FFY 2024	FFY 2024	PROGRAM	FFY FYI	FFY FYI	PROGRAM
Federal Highway Administration	FFY 2024	FFY 2024	FFY 2024	FFY FYI	FFY FYI	FFY FYI
BRIDGE OFF-SYSTEM(BRZ)	26,716	40,000	-13,284	26,716	0	26,716
BRIDGE ON -SYSTEM(BRX)	998	0	998	998	0	998
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	27,706	0	27,706	27,706	0	27,706
CONGRESSIONAL EARMARK, FFY 2009 125	0	0	0	0	0	0
REPURPOSING FUNDS FOR EARMARKS (REP)	0	0	0	0	0	0
TECHNOLOGY AND INNOVATION DEPLOYMENT	0	0	0	0	0	0
DEMONSTRATION PROJECTS	0	0	0	0	0	0
DISCRETIONARY EARMARK, FFY 2003 330	0	0	0	0	0	0
BUILD DISCRETIONARY GRANT	0	0	0	10,720	10,720	0
EARMARK, FFY2001 378	0	0	0	0	0	0
ENVIRONMENTAL PROJECTS	0	0	0	0	0	0
FERRY BOAT DISCRETIONARY	0	0	0	0	0	0
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0	0	0	0	0	0
HIGHWAY PLANNING/RESEARCH - HPR/SPR	12,585	0	12,585	12,585	0	12,585
HIGHWAY SAFETY IMPROVEMENT PROGRAM /HIGH RISK RURAL ROAD (HSIP/SIPH/SIPR/154)	35,212	0	35,212	35,212	0	35,212
HISTORIC COVERED BRIDGE PRESERVATION PROGRAM	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (Highways)	0	0	0	0	0	0
HIGHWAY FOR LIFE	0	0	0	0	0	0
HIGHWAY INFRASTRUCTURE BRIDGE REPLACEMENT AND REHABILITATION	0	0	0	0	0	0
ITS - DISCRETIONARY EARMARK	0	0	0	0	0	0
INTERSTATE	0	0	0	0	0	0
INTERSTATE MAINTENANCE (IM)	860	0	860	860	0	860
INTERSTATE MAINTENANCE DISCRETIONARY (IMD)	0	0	0	0	0	0
INTERSTATE TRADE-IN EASTERN CONNECTICUT	0	0	0	0	0	0
MBE/DBE SUPPORTIVE SERVICE PROGRAM	0	0	0	0	0	0
METRO PLANNING - MP	8,268	0	8,268	8,268	0	8,268
NATIONAL CORRIDOR INFRASTRUCTURE IMPROVEMENT PROGRAM (NCIIP)	0	0	0	0	0	0
NATIONAL CORRIDOR PLANNING & DEVELOPMENT (NCPD)	0	0	0	0	0	0
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	23,226	18,550	4,676	23,226	0	23,226
NATIONAL HIGHWAY SYSTEM (NHS)	943	0	943	943	0	943
NATIONAL HIGHWAY TRANSPORTATION SAFETY ADMINISTRATION (NHTSA)	0	0	0	0	0	0
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	350,542	193,652	156,891	350,542	408,550	-58,008
PUBLIC LANDS HIGHWAYS DISCRETIONARY (PLHD)	0	0	0	0	0	0
RECREATIONAL TRAILS (RT)	0	0	0	0	0	0
RURAL TRANSIT ASSISTANCE PROGRAM (RTAP)	0	0	0	0	0	0
SAFE ROUTES INFRASTRUCTURE (SRSI)	232	0	232	232	0	232
SAFE ROUTES NON INFRASTRUCTURE (SRSNI)	152	0	152	152	0	152
SCENIC BYWAYS (SB)	0	0	0	0	0	0
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	5,977	0	5,977	5,977	0	5,977
TRANSPORTATION & COMMUNITY & SYSTEM PRESERVATION PROGRAM (TCSP)	0	0	0	0	0	0
TRANSPORTATION IMPROVEMENT(TI)	0	0	0	0	0	0
FHWA TIGER 2 GRANTS FOR GREENHOUSE GAS & ENERGY	0	0	0	0	0	0
FHWA TIGER 6 GRANTS:WATERBURY ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE(WATER)	0	0	0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	161,111	43,924	117,187	161,111	46,244	114,867
VALUE PRICING PILOT PROGRAM (VPPP)	0	0	0	0	0	0
FHWA SUB TOTAL	654,527	296,126	358,401	665,247	465,514	199,733
MINUS SET-ASIDE FOR PROJECT MODIFICATION	-40,000	0	-40,000	-40,000	0	-40,000
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	-40,000	0	-40,000	-40,000	0	-40,000
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT.	-20,000	0	-20,000	-20,000	0	-20,000
FHWA TOTALS:	554,527	296,126	258,401	565,247	465,514	99,733

TABLE 2

FINAL FAST ACT 2021-2024 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

FUNDING CATEGORY	AUTHORIZATION	STIP	BALANCE TO	UTHORIZATION	STIP	BALANCE TO	UTHORIZATION	STIP	BALANCE TO
	FFY 2021	FFY 2021	PROGRAM FFY 2021	FFY 2022	FFY 2022	PROGRAM FFY 2022	FFY 2023	FFY 2023	PROGRAM FFY 2023
Federal Transit Administration									
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	98,075	12,1034	-22,959	100,527	129,102	-28,575	103,040	107,517	-4,477
FTA SECTION 5307E ENHANCEMENTS	715	0	715	715	0	715	0	0	0
FTA SECTION 5307O SUBSIDY	0	0	0	493	0	493	0	0	0
FTA SECTION 5307Q EARMARK	0	0	0	0	0	0	0	0	0
FTA SECTION 5307S FLEX FUNDS**	17,422	0	17,422	16,538	0	16,538	0	0	0
SECTION 5307 TOTALS:	116,212	12,1034	-4,822	118,273	129,102	-10,829	103,040	107,517	-4,477
FTA SECTION 5309A FIXED GUIDEWAY MODERNIZATION CAPITAL	0	0	0	0	0	0	0	0	0
FTA SECTION 5309C FIXED GUIDEWAY MODERNIZATION CAPITAL (Region 10)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309F BUS (All Earmark)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309P NEW START	0	0	0	0	0	0	0	0	0
FTA SECTION 5309T HPP FUNDS (Temporary)	0	0	0	0	0	0	0	0	0
SECTION 5309 TOTALS:	0	0	0	0	0	0	0	0	0
FTA SECTION 5311F FORMULAR GRANTS FOR RURAL AREAS	3,126	0	3,126	3,205	0	3,205	3,285	0	3,285
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	876	140	736	440	728	-288	0	348	-348
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	1,780	1,955	-175	1,780	1,955	-175	0	2,070	-2,070
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	114	500	-386	117	500	-383	120	500	-380
SECTION 5311 TOTALS:	5,897	2,595	3,301	5,542	3,183	2,359	3,405	2,918	486
FTA SEC 5308 CLEAN FUELS GRANT PROGRAM	0	0	0	0	0	0	3,840	0	3,840
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	3,620	0	3,620	3,729	0	3,729	0	0	0
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	2,672	3,311	-639	2,752	3,410	-658	0	0	0
FTA SECTION 5310S VEHICLES FOR DIAL-A-RIDE	0	0	0	0	0	0	0	0	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0	0	0	0
FTA SEC 5314 NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	0	0	0	0	0	0	0	0	0
FTA SECTION 5316G JOB ACCESS GRANTS(3037G)	0	0	0	63,611	0	63,611	0	0	0
FTA SECTION 5317J NEW FREEDOMS INITIATIVE	0	0	0	7,281	0	7,281	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS	62,059	122,500	-60,441	0	71,000	-71,000	65,201	71,000	-5,799
FTA SECTION 5337H CTF/STRAK	1,184	1,184	0	1,220	1,220	0	1,245	1,245	0
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	7,104	4,682	2,422	0	4,700	-4,700	7,463	4,700	2,763
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY FUNDING	0	0	0	0	0	0	0	0	0
FTA SECTION 5339 ALTERNATIVE ANALYSIS PROGRAM	0	0	0	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (PublicTrans)	0	0	0	0	0	0	0	0	0
BUILD DISCRETIONARY	9,160	9,160	0	9,160	9,160	0	0	0	0
OTHER SECTIONS TOTALS:	85,799	140,837	-55,038	87,753	89,490	-1,737	77,750	76,945	805
TIGER GRANTS	0	0	0	0	0	0	0	0	0
FTA TIGER 3	0	0	0	0	0	0	0	0	0
FTA FRA FEDERAL RAILROAD ADMINISTRATION	0	0	0	0	0	0	0	0	0
FTA TIGER AND FRA TOTAL:	0	0	0	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	278,650	278,650	0	0	0	0	0	0	0
FTA SECTION 5309B FIXED GUIDEWAY MODERNIZATION CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5309D FIXED GUIDEWAY MODERNIZATION CARRYOVER (Region 10)	0	0	0	0	0	0	0	0	0
FTA SECTION 5309G BUS CARRYOVER (All Earmark)	0	0	0	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0	0	0	0
FTA SECTION 5316H JOB ACCESS GRANTS CARRYOVER(3037H)	0	0	0	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR GRANTS-CARRYOVER	69,600	69,600	0	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0	0	0	0
ALL SECTIONS CARRYOVER TOTALS:	348,250	348,250	0	0	0	0	0	0	0
FTA TOTALS:	556,458	612,716	-56,258	211,568	221,776	-10,208	184,494	187,380	-3,186
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	1,146,539	1,102,326	44,213	766,520	604,895	161,625	738,721	534,109	204,612
Less FTA Sec 5307S Flex Funds**	0	0	0	0	0	0	0	0	0
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	1,146,539	1,102,326	44,213	766,520	604,895	161,625	738,721	534,109	204,612
*Note: Includes Equity Bonus Authorization									
** Note: Sec 5307 Flex Funds(From FHWA)									

Table 3

FINAL FAST ACT 2021-2024 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

FUNDING CATEGORY	AUTHORIZATION	STIP	BALANCE TO	AUTHORIZATION	STIP	BALANCE TO
	FFY 2024	FFY 2024	PROGRAM FFY 2024	FFY FYI	FFY FYI	PROGRAM FFY FYI
Federal Transit Administration						
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	105,616	108,312	-2,696	105,616	0	105,616
FTA SECTION 5307E ENHANCEMENTS	0	0	0	0	0	0
FTA SECTION 5307O SUBSIDY	0	0	0	493	0	493
FTA SECTION 5307Q EARMARK	0	0	0	0	0	0
FTA SECTION 5307S FLEX FUNDS**	0	0	0	0	0	0
SECTION 5307 TOTALS:	105,616	108,312	-2,696	106,109	0	106,109
FTA SECTION 5309A FIXED GUIDEWAY MODERNIZATION CAPITAL	0	0	0	0	0	0
FTA SECTION 5309C FIXED GUIDEWAY MODERNIZATION CAPITAL (Region 10)	0	0	0	0	0	0
FTA SECTION 5309F BUS (All Earmark)	0	0	0	0	0	0
FTA SECTION 5309P NEW START	0	0	0	0	0	0
FTA SECTION 5309T HPP FUNDS (Temporary)	0	0	0	0	0	0
SECTION 5309 TOTALS:	0	0	0	0	0	0
FTA SECTION 5311F FORMULAR GRANTS FOR RURAL AREAS	3,367	0	3,367	3,367	0	3,367
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	0	1,144	-1,144	0	0	0
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	0	2,195	-2,195	0	0	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	123	500	-377	123	0	123
SECTION 5311 TOTALS:	3,490	3,839	-349	3,490	0	3,490
FTA SEC 5308 CLEAN FUELS GRANT PROGRAM	0	0	0	0	0	0
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	3,956	0	3,956	3,956	0	3,956
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	0	3,618	-3,618	0	0	0
FTA SECTION 5310S VEHICLES FOR DIAL-A-RIDE	0	0	0	0	0	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0
FTA SEC 5314 NATIONAL RESEARCH AND TECHNOLOGY PROGRAM	0	0	0	0	0	0
FTA SECTION 5316G JOB ACCESS GRANTS(3037G)	0	0	0	0	0	0
FTA SECTION 5317J NEW FREEDOM S INITIATIVE	0	0	0	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR GRANTS	66,831	52,000	14,831	66,831	0	66,831
FTA SECTION 5337H CTFASTRAK	1,285	1,285	0	0	0	0
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	7,650	4,700	2,950	7,650	0	7,650
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY FUNDING	0	0	0	0	0	0
FTA SECTION 5339 ALTERNATIVE ANALYSIS PROGRAM	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (PublicTrans)	0	0	0	0	0	0
BUILD DISCRETIONARY	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	79,722	61,603	18,119	78,437	0	78,437
TIGER GRANTS	0	0	0	0	0	0
FTA TIGER 3	0	0	0	0	0	0
FTA FRA FEDERAL RAILROAD ADMINISTRATION	0	0	0	0	0	0
FTA TIGER AND FRA TOTAL	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0
FTA SECTION 5309B FIXED GUIDEWAY MODERNIZATION CARRYOVER	0	0	0	0	0	0
FTA SECTION 5309D FIXED GUIDEWAY MODERNIZATION CARRYOVER (Region 10)	0	0	0	0	0	0
FTA SECTION 5309G BUS CARRYOVER (All Earmark)	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0
FTA SECTION 5316H JOB ACCESS GRANTS CARRYOVER(3037H)	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR GRANTS-CARRYOVER	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0
ALL SECTIONS CARRYOVER TOTALS:	0	0	0	0	0	0
FTA TOTALS:	188,827	173,754	15,074	188,035	0	188,035
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	743,354	469,879	273,475	753,282	465,514	287,768
Less FTA Sec 5307S Flex Funds**	0	0	0	0	0	0
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	743,354	469,879	273,475	753,282	465,514	287,768
*Note: Includes Equity Bonus Authorization						
** Note: Sec 5307 Flex Funds(From FHWA)						

Table 4

ESTIMATED CTDOT OPERATING BUDGET

Personnel Summary	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
	PA 19-117	PA 19-117	PROJECTED	PROJECTED	PROJECTED
<u>Permanent Full-Time Positions</u>					
Special Transportation Fund	3387	3387			
Financial Summary	2019-2020	2020-2021	2021-2022	2022-2023	2023-2024
	PA 19-117	PA 19-117	PROJECTED	PROJECTED	PROJECTED
<u>Other Current Expenses</u>					
Transportation Strategy Board	-	-	-	-	-
TOTAL - General Fund	-	-	-	-	-
Personal Services	186,011,005	196,012,288	203,539,160	211,253,294	219,428,796
Other Expenses	53,346,796	53,346,796	55,336,631	57,395,154	59,558,951
<u>Capital Outlay</u>					
Equipment	1,341,329	1,341,329	1,391,361	1,443,119	1,497,525
Minor Capital Projects	449,639	449,639	466,411	483,761	501,999
Highway & Bridge Renewal-Equipment	-	-			
Transit Equipment	-	-			
TOTAL - Capital Outlay	1,790,968	1,790,968	1,857,771	1,926,880	1,999,524
<u>Other Current Expenses</u>					
Highway Planning and Research	3,060,131	3,060,131	3,174,274	3,292,357	3,416,479
ADA Para-transit Program	43,303,827	44,819,461	46,491,227	48,220,701	50,038,621
Hospital Transit for Dialysis	-	-			
Rail Operations	215,598,790	215,927,417	232,424,272	238,002,454	243,714,513
Bus Operations	196,616,501	201,522,710	216,919,045	222,125,102	227,456,105
Non-ADA Dial-A-Ride	576,361	576,361	576,361	576,361	576,361
Highway and Bridge Renewal	-	-			
Insurance Recovery	-	-			
Highway and Bridge Renewal	-	-			
Transit Improvement Program	-	-			
Pay-As-You-Go Transportation Projects	13,652,577	13,676,387	14,000,000	14,300,000	14,700,000
Tweed-New Haven Airport Grant	-	-			
CT Airport Authority SID	-	-			
Airport Operations	-	-			
Port Authority	400,000	400,000	400,000	400,000	400,000
Transportation to Work	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629
TOTAL - Other Current Expenses	475,578,816	482,353,096	516,355,807	529,287,604	542,672,707
<u>Pmts to Local Governments</u>					
Town Aid Road Grants	-	-	-	-	-
<u>Non-functional</u>					
Change to accruals	-	-	-	-	-
TOTAL - Special Transportation Fund	<u>716,727,585</u>	<u>733,503,148</u>	<u>777,089,370</u>	<u>799,862,932</u>	<u>823,659,979</u>
TOTAL - ALL FUNDS	<u>716,727,585</u>	<u>733,503,148</u>	<u>777,089,370</u>	<u>799,862,932</u>	<u>823,659,979</u>

Table 5

APPENDICES

APPENDIX A	GLOSSARY OF TERMS USED IN DRAFT 2021 STIP
APPENDIX B	LIST OF ACRONYMS USED IN DRAFT 2021 STIP
APPENDIX C	DRAFT 2021 STIP
APPENDIX D	DRAFT 2021 STIP – STATEWIDE AND DISTRICTWIDE PROJECTS
APPENDIX E	PUBLIC INVOLVEMENT, REVIEW AND ENVIRONMENTAL JUSTICE
APPENDIX F	PERFORMANCE-BASED PLANNING AND PROGRAMMING
APPENDIX G	STATE CERTIFICATION

APPENDIX A - GLOSSARY OF TERMS USED IN 2021 STIP

PLANNING ORGANIZATIONS:

- 1 SOUTH WESTERN REGION METROPOLITAN PLANNING ORGANIZATION
- 2 HOUSATONIC VALLEY METROPOLITAN PLANNING ORGANIZATION
- 3 NORTHWEST HILLS PLANNING REGION (RURAL)
- 5 CENTRAL NAUGATUCK VALLEY METROPOLITAN PLANNING ORGANIZATION
- 7 GREATER BRIDGEPORT /VALLEY METROPOLITAN PLANNING ORGANIZATION
- 8 SOUTH CENTRAL REGIONAL METROPOLITAN PLANNING ORGANIZATION
- 10 CAPITOL REGION METROPOLITAN PLANNING ORGANIZATION
- 11 LOWER CONNECTICUT RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION
- 13 SOUTHEASTERN CONNECTICUT METROPOLITAN PLANNING ORGANIZATION
- 15 NORTHEASTERN CONNECTICUT PLANNING REGION (RURAL)

MULTI-REGIONS

- 70 STATEWIDE PROJECTS
- 71 DISTRICTWIDE PROJECTS - DISTRICT 01
- 72 DISTRICTWIDE PROJECTS - DISTRICT 02
- 73 DISTRICTWIDE PROJECTS - DISTRICT 03
- 74 DISTRICTWIDE PROJECTS - DISTRICT 04
- 75 NY/NJ/CT MODERATE NON-ATTAINMENT PROJECTS
- 76 GREATER CT MODERATE NON-ATTAINMENT PROJECTS
- 77 NH LINE-MAINLINE PROJECTS
- 78 NH LINE SYSTEMWIDE PROJECTS
- 79 CT TRANSIT SYSTEMWIDE PROJECTS
- 80 SHORELINE EAST PROJECTS
- 81 WATERBURY BRANCH-RAIL PROJECTS
- 82 DANBURY BRANCH-RAIL PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

- | | |
|----------------------|---|
| SECTION 5307C | Capital Funding Programs |
| SECTION 5307E | Transit Enhancements Funding Programs (Set-Aside) |
| SECTION 5307O | Operating Subsidy Funding Programs |
| SECTION 5307P | Carryover – Capital Funding Programs |
| SECTION 5307R | Carryover -Transit Enhancements Funding Programs |
| SECTION 5307S | Flex Funds Programs |

APPENDIX A - Cont.

SECTION 5310C	Capital Funding Programs (Services to Elderly and Disabled)
SECTION 5311C	Capital for Non-Urbanized and Small Urban Areas
SECTION 5311O	Operating Subsidy for Non-Urbanized Areas
SECTION 5311P	Carryover for Non-Urbanized Areas
SECTION 5311R	Carryover of 5310 Capital Funds Transferred to 5311
SECTION 5311T	Rural Transportation Assistance Programs (RTAP)
SECTION 5329	State Safety Oversight (SSO) Program
SECTION 5339	Bus and Bus Facilities

SURFACE TRANSPORTATION PROGRAMS

STPA	STP Anywhere Programs
STPA-BRX	STP Anywhere- Bridge On System Program
STPBS	STP Bridgeport/Stamford Programs
STPH	STP Hartford Programs
STPNH	STP New Haven Programs
STPNL	STP New London
STPO	STP Other Urban Programs
STPR	STP Rural Programs
STPS	STP Springfield Programs
STPW	STP Worcester Programs

Transportation Alternative Program

TAPA	TAP Anywhere Programs
TAPBS	TAP Bridgeport/Stamford Programs
TAPH	TAP Hartford Programs
TAPNH	TAP New Haven Programs
TAPNL	TAP New London Programs
TAPO	TAP Other Urban Programs
TAPR	TAP Rural Programs
TAPS	TAP Springfield Programs
TAPW	TAP Worcester Programs
TAPT	TAP Enhancement

APPENDIX A - Cont.

ALL OTHER FHWA PROGRAMS

BRX	Bridge On System Programs (SAFETEA-LU CARRYOVER)
BRZ	Bridge Off System Programs
CMAQ	Congestion Mitigation and Air Quality Programs
FBD	Ferry Boat Discretionary
HPP	High Priority Programs
HSIP	Highway Safety Improvement Program
I-M	Interstate Maintenance (SAFETEA-LU CARRYOVER)
NFRP	National Highway Freight Program
NHPP	National Highway Performance Program
NHPP-BRX	NHPP Bridge On System Program
NHS	National Highway System (SAFETEA-LU CARRYOVER)
NHTS	National Highway Traffic Safety
REP	Repurposing Earmark Program
SRSI	Safe Route To School Program (SAFETEA-LU CARRYOVER)
STPT	STP Enhancement (SAFETEA-LU CARRYOVER)
TCSP	Transportation & Community & System Preservation Program
TIGER	Transportation Investment Generating Economic Recovery
VPPP	Value Pricing Pilot Program

Proj#:

CTDOT Assigned Project Number

Rte/Sys:

Route Number or Transit System where Project is located.

Town:

Town name or 'Statewide' indication

Description: Project Description.

Phase: Identification of Project Phase -
ACQ Capital Acquisition Activities
ALL All Phases
CON Construction
FD Final Design
OTH Other Activities
PD Preliminary Design
PL Planning
ROW Rights Of Way

Year: **STIP Year** - The Year the Project is expected to be Obligated.
(2021, 2022, 2023, 2024 & FYI for all Years outside of the STIP)

Tot\$(000): Total Project Dollars in Thousands.

Fed\$(000): Federal Dollars in Thousands.

Sta\$(000): State Dollars in Thousands.

Loc\$(000) Other than State or Federal Dollars, typically Town Dollars in Thousands.

APPENDIX B –ACRONYMS USED IN 2021 STIP

A

ACQ Capital Acquisition Activities
ADA Americans with Disabilities Act

B

BRX Bridge On System Programs
BRZ Bridge Off System Bridge Replacement/Rehabilitation Program

C

CAAA Clean Air Act Amendment
CMAQ Congestion Mitigation and Air Quality Program
CON Construction
CT Connecticut
CTDEEP Connecticut Department of Energy and Environmental Protection
CTDOT Connecticut Department of Transportation

D

DOT Department of Transportation

E

EPA United States Environmental Protection Agency

F

Fast Act Fixing America's Surface Transportation Act
FACodes Federal Authorization (Funding)
Fed\$(000) Federal Dollars in Thousands.
FBD Ferry Boat Discretionary Programs
FD Final Design
FFY Federal Fiscal Year
FHWA Federal Highway Administration
FTA Federal Transit Administration

G-K

Gov Government
HPP High Priority Programs
HSIP/SIPH Highway Safety Improvement Program
HOV High Occupancy Vehicles

I	
IM	Interstate Maintenance Programs
I-MD	Interstate Maintenance Discretionary Programs
ISTEA	Intermodal Surface Transportation Equity Act
ITS	Intelligent Transportation System
L	
Loc\$(000)	Other than State or Federal Dollars, typically Town Dollars in Thousands.
LOCIP	Local Capital Improvement Program
M	
MAP-21	Moving Ahead for Progress in the 21 st Century Act
MPO	Metropolitan Planning Organizations
MVEB	Motor Vehicle Emissions Budget
N-O	
NAAQS	National Ambient Air Quality Standards
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
P	
PD	Preliminary Design
PE	Preliminary Engineering
PM2.5	Particulate matter smaller than 2.5 microns
Proj#	CTDOT Assigned Project Number
R	
REP	Repurposing Earmarks Program
ROW	Rights of Way
RT	Recreational trails Programs
Rte	Route
S	
SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act

SIP	Statewide Implementation Plan
SRSI	Safe Routes to School Program
Sta\$(000)	State Dollars in Thousands
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
Sys	System

T

TAP	Transportation Alternative Program
TCM	Transportation Control Measures
TCSP	Transportation & Community & System Preservation Program
TEA-21	Transportation Equity Act for the Twenty First Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
Tot\$(000)	Total Project Dollars in Thousands.

U-Z

U.S.C.	United States Code
UZA	Urbanized Areas
VOC	Volatile Organic Contaminant (Particulate Matter)

APPENDIX C – DRAFT 2021 STIP

DRAFT 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) BY FACODE

GO TO: www.ct.gov/dot/stip

APPENDIX D DRAFT 2021 STIP – REQUIRED APPROVALS FOR STATEWIDE AND DISTRICTWIDE PROJECTS

GO TO: www.ct.gov/dot/stip

APPENDIX E -Public Involvement, Review and Environmental Justice

DISPLAY ADVERTISEMENT

Everyone Is Invited To A

VIRTUAL PUBLIC INFORMATION MEETING

Statewide Transportation Improvement Program (STIP) and CTDOT Public Involvement Procedures (PIP) document

Residents, commuters, business owners, and other interested individuals are encouraged to take advantage of this opportunity to learn about and discuss the STIP and PIP.

Please join us on Wednesday, September 23, 2020

The meetings will be live streamed via: Microsoft Teams Live Event and YouTube Live
Afternoon session - Formal Presentation will begin at 1:00 pm,
Evening session - Formal Presentation will begin at 7:00 p.m.
Question and Answer (Q&A) sessions will immediately follow both presentations.

Instructions on how to access the meeting and on how to provide comments or ask questions, can be found at the project webpage: www.ct.gov/dot/stip

The public informational meeting is being held to provide the public and local community the opportunity to offer comments or ask questions regarding the Draft 2021 STIP and PIP. Persons with limited internet access may request that the Draft 2021 STIP and /or PIP information be mailed to them by contacting Rose A. Etuka by email at Rose.Etuka@ct.gov or by phone at 860 594-2040. (Allow one week for processing and delivery.)

Individuals with limited internet access can listen to the meeting by calling (800) 369-2192 and entering the Participant Code when prompted: 4906163. Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS). The MS Teams Live Event offers closed-captioning for the hearing impaired and non-English translation options. A recording of the formal presentation will be posted to YouTube following the event and closed-captioning (including non-English translation options) will be available at that time. The recording will also be available in the list of DOT virtual public meetings here: <https://portal.ct.gov/dot/general/CTDOT-VPIM-Library>

Apple users may not have access to the live chat line. During the Q&A session and the comment period that follows the meeting, individuals may leave a question or comment via email (preferred) at DOT.Draft2021STIPComment@ct.gov

Individuals may also leave a voicemail question or comment by calling (860) 944-1111. Please reference the project in your voicemail.

Language assistance may be requested by contacting the Department's Language Assistance Call Line (860) 594-2109. Requests should be made at least 5 business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

NEWS RELEASE
DRAFT 2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
PUBLIC INVOLVEMENT PROCEDURES (PIP)

Transportation shapes our communities and touches much of our lives. Because transportation effects are so pervasive, transportation systems should be designed and operated to produce benefits across the broadest set of societal values. That can only be achieved if planning for transportation improvements reflects those values and the relationships of transportation to other aspects of our society. As part of its planning effort, the Department of Transportation has initiated its public involvement process to receive input from all stake holders in the transportation system.

In its effort to assure that the process provides full and open access to all, the Department is providing opportunities for public review, comment and discussion of the transportation program-related improvements, which are being proposed for the next four years. To accomplish this, a draft Statewide Transportation Improvement Program (STIP) has been prepared and forwarded to each of the Metropolitan Planning Organizations (MPO) and Rural Councils of Government (RCOG) for public review and comment.

This will afford the public more opportunities to become aware of the STIP, to review the Draft STIP and to provide comments related to the Draft STIP. In addition to the regional public notices for the review period and public meetings, the Connecticut Department of Transportation has placed notices in several major newspapers advertising the availability of the draft STIP and where it can be reviewed. The Draft 2021 STIP is also available on the STIP Web page, www.ct.gov/dot/stip for your review. It is hoped that these efforts will show that early-on public participation is valued and desired. All public input received will be reviewed and addressed accordingly.

The portions of the Draft STIP in metropolitan planning areas have been developed in cooperation with the MPOs. The MPOs' TIPs have been included in the draft STIP without modification. The Rural COGs have been consulted on their portion of the STIP.

The Draft STIP includes all federally funded highway and transit transportation improvements and is the MPOs/Rural COGs and State's transportation investment program for the next four years. It consists of capital and operating improvements to the State's highways and roads, and public transit systems. Investments in various modes are included in the draft STIP. The STIP is the means of implementing the goals and objectives identified in Long-Range Regional and State Transportation Plans utilizing federal funds.

The Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and Environmental Protection Administration (EPA) conformity regulations (40 CFR 93 Subpart A) require that each new Metropolitan Transportation Plan and Transportation Improvement Program (TIP) be demonstrated to conform to the State Implementation Plan (SIP) before the MTP and TIPs are approved by the Metropolitan Planning Organization (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 maintaining Federal air quality standards. A conformity determination is undertaken to estimate emissions that will result from an area's transportation system. The analysis must demonstrate that those emissions are within limits outlined in state air quality implementation plans.

The STIP for FFY 2021-2024 contains 223 projects in 36 federal funding categories. It programs \$3.163 billion in federal funds, which will be matched by \$684.472 million in state funds and \$16.984 million in local funds, for a total program cost of \$3.865 billion. Of the \$684.472 million in state funds, \$5.794 million is programmed for public transportation operating assistance. Within the transportation modes, a total of \$2.343 billion (60.63%) will be used for highway and bridge capital programs and a total of \$1.522 billion (39.37%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the STIP:

- Replacement/rehabilitation of highway bridges throughout the State
- Removal of traffic signals on Route 9 in Middletown (82-318)
- I-95 improvements at Interchange 74 in East Lyme (44-156)
- I-95 improvements from Greenwich to Stamford (56-316)
- I-95 improvements in Norwalk (102-295)
- CT 15 improvements from New Canaan to Norwalk (102-296)
- CT 85 improvements from Montville to Salem (85-146 & 120-94)
- CT 82 improvements in Norwich (103-274 & 103-275)
- Statewide Bus Replacements
- CT Transit Facilities Rehabilitation/Improvements (Hartford/Stamford)
- Replacement of New Haven Line Tracks
- Rehabilitation WALK, SAGA, East Ave, Osborne Ave and Fort Point St Railroad Bridges
- NHL Station Improvement Program
- NHL Signal System

The Draft STIP includes a priority list of projects to be carried out in a four-year period. The priority list is grouped by year, with year one being the highest priority. The program is financially constrained by year and the STIP includes a financial plan that demonstrates which projects can be implemented using current and proposed revenue sources. Only those projects for which construction and operating funds can reasonably be expected to be available are included.

Federal Statewide Planning and Metropolitan Planning Regulations (23 CFR Part 450 and 771 & 49 CFR Part 613, May 27, 2016) require that state transportation agencies and MPOs develop public involvement procedures (PIP). Pursuant to these regulations, CTDOT has established a proactive, public involvement process that is accessible to the public and identifies and addresses transportation-related issues early in the project development process. This process provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing planning documents and transportation improvement programs. This process also minimizes duplication of public involvement efforts and meets the needs of the public and resource and regulatory agencies to provide early and continuing input into the project development process. The PIP is available on the STIP Web page, www.ct.gov/dot/stip for your review.

On Wednesday **September 23, 2020, two Virtual Public Informational Meetings will be held.** The first will be at 1:00 p.m. and the second will be at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the Draft 2021 STIP and PIP. Department of Transportation staff will be available to help answer specific questions and clarify any proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort.

Persons with limited internet access may request that the Draft 2021 STIP and /or PIP information be mailed to them by contacting Rose A. Etuka by email at Rose.Etuka@ct.gov or by phone at 860 594-2040. (Allow one week for processing and delivery.)

Individuals with limited internet access can listen to the meeting by calling (800)369-2192 and entering the Participant Code when prompted: 4906163. Persons with hearing and/or speech disabilities may dial 711 for Telecommunications Relay Services (TRS). The MS Teams Live Event offers closed captioning for the hearing impaired and non-English translation options.

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Apple users may not have access to the live chat line. During the Q&A session and the comment period that follows the meeting, individuals may leave a question or comment via email (preferred) at DOT.Draft2021STIPComment@ct.gov
Individuals may also leave a voicemail question or comment by calling (860) 944-1111. Please reference the Draft 2021 STIP or PIP in your voicemail.

Language assistance may be requested by contacting the Department's Language Assistance Call Line (860) 594-2109. Requests should be made at least 5 business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

The Draft 2021 STIP and PIP are available for review for a **public comment period between August 24, 2020 to October 9, 2020**. This document is available for review online at www.ct.gov/dot/stip, at the CTDOT Administration Building in Newington and at each of the eight Metropolitan Planning Organizations and two Rural Council of Governments upon request. An appointment is suggested in order to adequately schedule all interested parties. To schedule an appointment at CTDOT, please call (860) 594-2040. To schedule an appointment at one of the Council of Governments, please call them directly.

Written comments must be received on or before **October 9, 2020**. Comments should be addressed to:

Mrs. Maribeth Wojenski
Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546
Or
Emailed to: DOT.Draft2021STIPComment@ct.gov

Please include your name, address, and if applicable, the name of the company or organization you represent with your response.

2021 STIP PUBLIC INFORMATION MEETING BROCHURE

Additional Opportunities for Public Review and Comment

Capital Region COG
Hartford
860-522-2217
www.crcog.org

Connecticut Metropolitan COG
Bridgeport, CT
203-366-8437
www.ctmetro.org

Lower CT River Valley COG
Essex, CT
860-581-8554
www.rivercog.org

Naugatuck Valley COG
Waterbury, CT
203-757-0535
www.nvcogct.org

Northeastern CT COG
Dayville, CT
860-774-1253
www.neccog.org

Northwest Hills COG
Goshen, CT
860-491-9884
www.northwesthillscog.org

**South Central Regional
COG**
New Haven, CT
203-234-7555
www.scrkog.org

Southeastern CT COG
Norwich, CT
860-889-2324
www.seccog.org

Western CT COG
Sandy Hook, CT
475-323-2060
www.westcog.org

Public Informational Meeting

◆ 2021 Statewide Transportation Improvement Program (STIP)

◆ Public Involvement Procedures (PIP)



REVIEW PROCEDURE

A copy of the Draft 2021 STIP and PIP will be available for review at specific locations for a forty-five day public comment period between August 24, 2020 and October 9, 2020. These documents are available for review at the CTDOT Administration Building in Newington and at each of the Council of Governments. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at CTDOT, please call (860)594-2040 or send request via email to: Rose.Etuka@ct.gov

To schedule an appointment at one of the Council of Governments, please call them directly.

The Draft 2021 STIP is available online at:
<http://www.ct.gov/dot/STIP>

The Draft PIP is also available online at:
<http://www.ct.gov/dot/PIP>

Comments....

Written comments must be received on or before October 9, 2020. Comments should be addressed to:

Maribeth Wojenski

Email address:

DOT.Draft2021STIPComment@ct.gov

Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06111

Please include your name, address and if applicable, the name of the company or organization you represent with your request.



2021 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM(STIP)

In accordance with the provisions of Title 23, section 135 of the United States code, as amended by Fixing America's Surface Transportation (FAST) Act, enacted December 4, 2015, the Connecticut Department of Transportation (CTDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by federal funding category and by region, which are scheduled to occur over the next four years. It includes capital and operational improvements to the various modes, which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Metropolitan Transportation Plans and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations (MPO). For the rural regions of the State, the STIP is developed in cooperation with the Rural Council Of Government (COG).

PUBLIC INVOLVEMENT PROCEDURES (PIP) DOCUMENT

Federal Statewide Planning and Metropolitan Planning Regulations (23 CFR Part 450 and 771 & 49 CFR Part 613, May 27, 2016) require that state transportation agencies and MPOs develop public involvement procedures. Pursuant to these regulations, CTDOT has established a proactive, public involvement process that is accessible to the public and identifies and addresses transportation-related issues early in the project development process. This process provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing planning documents and transportation improvement programs. This process also minimizes duplication of public involvement efforts and meets the needs of the public and resource and regulatory agencies to provide early and continuing input into the project development process.

PUBLIC INFORMATIONAL MEETINGS

On Wednesday **September 23, 2020**, two **Virtual Public Informational Meetings** will be held. The first will be at 1:00 p.m. and the second will be at 7:00 p.m. The meetings will provide a forum for a full and open discussion of the details of the Draft 2021 STIP and PIP. At these meetings, the public will have an opportunity to comment and discuss information regarding the STIP's projects and programs. Department of Transportation staff will be available to help answer specific questions and clarify any proposed projects. Please use this meeting as an opportunity to ask questions and provide input to this very important transportation planning effort.

Persons with limited internet access may request that the Draft 2021 STIP and /or PIP information be mailed to them by contacting Rose A. Etuka by email at Rose.Etuka@ct.gov or by phone at 860 594-2040. (Allow one week for processing and delivery.)

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Apple users may not have access to the live chat line. During the Q&A session and the comment period that follows the meeting, individuals may leave a question or comment via email (preferred) at DOT.Draft2021STIPComment@ct.gov

Individuals may also leave a voicemail question or comment by calling (860) 944-1111. Please reference the Draft 2021 STIP or PIP in your voicemail.

Language assistance may be requested by contacting the Department's Language Assistance Call Line (860) 594-2109. Requests should be made at least 5 business days prior to the meeting. Language assistance is provided at no cost to the public and efforts will be made to respond to timely requests for assistance.

APPENDIX F - Performance-Based Planning and Programming

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.

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.

The MAP-21 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 2020
Fatalities	277 per year
Fatality Rate	0.883 per 100 million VMT
Serious Injuries	1,547 per year
Serious Injury Rate	4.93 per 100 million VMT
Non-Motorist Fatalities & Serious Injuries	307 per year

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, Speeding, Motorcycle Safety, and Teen Driving 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	66.20%	65.50%	64.40%
Percentage of Pavements of the Interstate System in Poor Condition	2.20%	2.00%	2.60%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	42.90%	36.00%	31.90%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	17.00%	6.80%	7.60%
Percentage of NHS Bridges Classified as in Good Condition	15.20%	22.10%	26.90%
Percentage of NHS Bridges Classified as in Poor Condition	14.00%	7.90%	5.70%

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, “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	79.60%	75.20%	72.10%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	83.60%	80.00%	76.40%

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.

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 Measures	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability (TTTR) Index	1.79	1.79	1.83

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	12.950 kg/day	1.632 kg/day	2.674 kg/day
Total Emission Reductions: NOx	462.490 kg/day	67.690 kg/day	102.370 kg/day
Total Emission Reductions: VOC	263.890 kg/day	19.320 kg/day	30.140 kg/day
Total Emission Reductions: PM10	0.000	0.000	0.000
Total Emission Reductions: CO	0.000	0.000	0.000

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.

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, Middletown Area Transit, Milford Transit District, Valley Transit District*

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	18.81%	-4.81%	14.00%	12 years
Cutaway	17.00%	28.51%	-11.51%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	20.00%	-3.00%	17.00%	5 years
Automobiles	17.00%	50.00%	-33.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	15.38%	-8.38%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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

CT Transit – Nason Division – Torrington - Winsted

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14%	N/A	N/A	N/A	12 years

*Will be defunct after this report year, thus N/A

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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 years
Commuter Rail Locomotive	17.00%	46.67%	-29.67%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Passenger Coach	17.00%	25.19%	-8.19%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Self-Propelled Passenger Car	17.00%	0.00%	17.00%	17.00%	35 years
Steel Wheel Vehicles	0.00%	97.67%	-97.67%	0.00%	5 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	51.16%	-51.16%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Performance Measure – Infrastructure - % of Track Segments with Performance Restrictions

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Restrictions
CR – Commuter Rail	2.00%	3.48%	-1.48%	2.00%	% 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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	0.00%	14.00%	14.00%	12 years
Cutaway	17.00%	0.00%	17.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	9.09%	-2.09%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	17.02%	-3.02%	14.00%	12 years
Cutaway	17.00%	32.16%	-15.16%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	9.09%	7.91%	17.00%	5 years
Automobiles	17.00%	53.85%	-36.85%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	20.59%	-13.59%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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

CT Transit New Britain – DATTCO

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	18.07%	-4.07%	14.00%	12 Years
Automobiles	17.00%	28.57%	-11.57%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	13.33%	-6.33%	7.00%	14 Years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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

CT Transit New Haven

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	66.67%	-49.67%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	10.53%	-3.53%	7.00%	14 Years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	41.67%	-34.67%	7.00%	14 Years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 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	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Cutaway	17.00%	8.92%	8.08%	17.00%	5 years
Automobiles	20.00%	50.00%	-30.00%	20.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	25.00%	-18.00%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	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 that were shared with the MPOs in October 2018. 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.

¹ SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies," September 2011, p. ES-7, on the World Wide Web at <http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf> (accessed May 14, 2018)

² Ibid, p. 1-1.

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