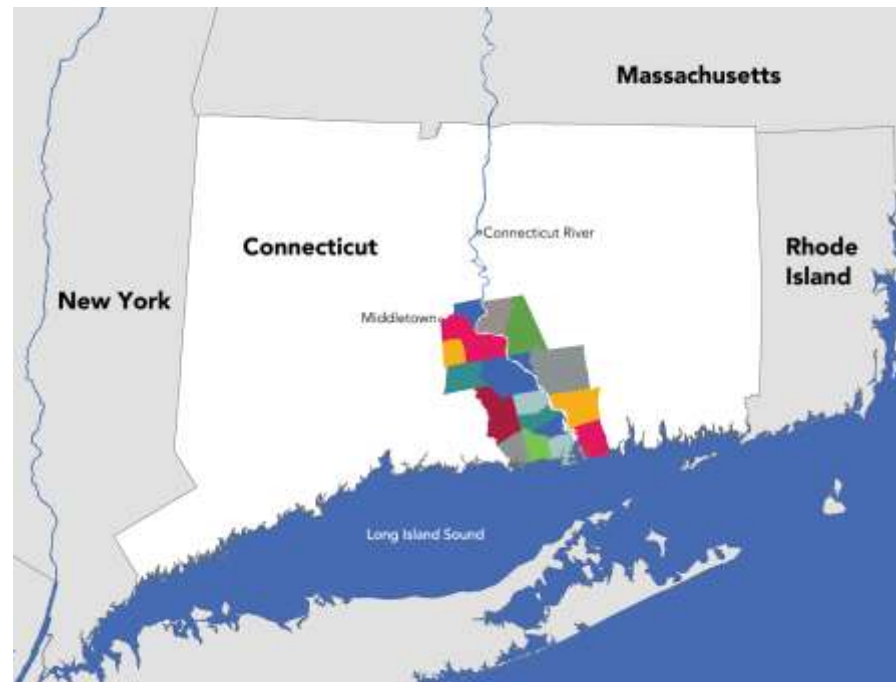


Transportation Improvement Program

Federal Fiscal Years 2021-2024



October 28, 2020



Lower Connecticut River Valley Council of Governments

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Metropolitan Planning Organization

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INTRODUCTION

The Lower Connecticut River Valley Council of Governments (RiverCOG) is the Metropolitan Planning Organization (MPO) for the Lower Connecticut River Valley Planning Region. The COG serves the municipalities of Chester, Clinton, Cromwell, Deep River, Durham, East Haddam, East Hampton, Essex, Haddam, Killingworth, Lyme, Middlefield, Middletown, Old Lyme, Old Saybrook, Portland and Westbrook. As an MPO, the LCRVCOG is required to complete a Transportation Improvement Program (TIP) and to certify that the program is based on an endorsed Regional Transportation Plan, and in conformity with the Clean Air Act Amendments of 1990 (CAAA). A new TIP is typically prepared bi-annually and amended on an ongoing basis.

The TIP is a list of federally funded transportation projects to maintain and enhance the transportation network of the region. All projects in the TIP are scheduled to receive funding within the next four fiscal years. Projects for future TIPs can be found in the “Mid-Range Element” and “Long Range Element” sections of the Regional Transportation Plan. To be in conformity with the Clean Air Act Amendments of 1990, projects listed in the TIP must not increase emissions.

The TIP has been developed in accordance with the terms and provisions of the Fixing America’s Surface Transportation Act (FAST Act), which is the federal funding act, signed into law on December 4, 2015, the Clean Air Act of 1990, and all regulations issued pursuant thereto. The TIP is multi modal and includes investments related to highways, transit, bicycle and pedestrian and other facilities.

The draft TIP was available for formal public review and comment from August 24, 2020 through October 9, 2020. The draft TIP was also available on RiverCOG’s website at rivercog.org. Display advertisements were placed in local newspapers that provided the time and date of the public information meeting. The public informational meeting was held virtually on September 16, 2020. Projects are selected in consultation with CTDOT, the regional transit districts, and regional municipalities before being adopted into the TIP.



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Resolution Regarding the Adoption of the Transportation Improvement Program for the Lower Connecticut River Valley Planning Region Federal Fiscal Years 2021-2024

WHEREAS,

The Transportation Improvement Program consists of a list of improvements recommended from the Transportation system management and short-range elements of the Regional Metropolitan Transportation Plan;

WHEREAS,

This program establishes guidelines for the development, content, and processing of cooperatively development improvements to the transportation network in the Lower CT River Valley urban area;

WHEREAS,

This program shall be developed and updated bi-annually under the direction of the Lower Connecticut River Valley Council of Governments and shall identify improvements recommended for advancement during the program period, indicate the area's priorities, group improvements of similar urgency and anticipated staging into appropriate staging periods, include realistic estimates of total costs and revenues for the program period, and discuss how recommended improvements were merged into the program;

WHEREAS,

This program has met the public involvement requirements as required in the LCRVCOG adopted Transportation Planning Public Participation Process documents;

WHEREAS,

That, by agreement between the State and the MPO, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of Statewide Transportation Improvement Program (STIP) public involvement;

WHEREAS,


The Transportation Improvement Program shall be endorsed bi-annually by the Lower Connecticut River Valley Council of Governments;

NOW, THEREFORE, BE IT RESOLVED by the Lower Connecticut River Valley Council of Governments,

To endorse the Fiscal Years 2021-2024 program of improvements prepared for the Lower Connecticut River Valley's urbanized area which has been developed as prescribed in accordance with regulations outlined in Volume 4, Chapter 4, Section 6 of the Federal Aid Highway Program Manual.

CERTIFICATION

The undersigned and duly qualified Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Lower Connecticut River Valley Council of Governments held on October 28, 2020.

 Oct 28, 2020
Edward Bailey Date
Secretary



Lower Connecticut River Valley Council of Governments

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Resolution on Conformity with the Clean Air Act – Ozone

WHEREAS,

The Lower Connecticut River Valley Council of Governments is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Region's Transportation Plan; and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
 2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
 3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended;
- and

WHEREAS,

it is the opinion of the Lower Connecticut River Valley Council of Governments that the plans and programs approved today, May 24, 2017 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Marginal Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Greater Connecticut Ozone Marginal Nonattainment Area (Hartford, New London, Tolland, Windham and Litchfield counties), and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas Ozone Air Quality Conformity Report April 2020; and

WHEREAS,

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

Now, THEREFORE BE IT RESOLVED by the Lower Connecticut River Valley Council of Governments,

That the Lower Connecticut River Valley Council of Governments finds that the LCRVCOG 2019-2045 Long Range Regional Transportation Plan and the FFY 2023-2024 Transportation Improvement Program conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing April 2020 Ozone Air Quality Conformity Determination.

CERTIFICATION,

The undersigned duly qualified and acting Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Lower Connecticut River Valley Council of Governments on October 28, 2020.

Edward P. Bailey Oct 29, 2020
 Edward Bailey Date
 Secretary

Essex Town District | Middlesex Town District | Middlesex County Chamber of Commerce

Chester | Clinton | Cromwell | Deep River | Shelton | East Haven | Eastington | Essex | Haddam | Killingworth | Lyme | Middlefield | Middletown | Old Lyme | Old Saybrook | Portland | Westbrook

RiverMPO

FEDERAL PROGRAM DESCRIPTIONS

There are three primary sources of funds used in the TIP. There are 1) federal transportation appropriations, 2) state special transportation funds and 3) local funds. Federal funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Fixing America's Surface Transportation Act (FAST Act). Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program. Explanations of programs listed in the TIP are described below.

National Highway Performance Program (NHPP, NHPP-BRX)

The enhanced National Highway System (NHS) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

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.

MAP-21 established a performance basis for maintaining and improving the NHS. States are required to develop a risk and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance which is continued in the FAST Act. The Secretary will establish performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated. Legislation also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded.

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 Block Grant Program (STP-H, STP-NH, STP-NL, STP-A, STP-R)

The FAST Act converts the long-standing Surface Transportation Program (STP) 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 STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

The program provides flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities.

The FAST Act's STBG Program continues all prior STP eligibilities. As under MAP-21, the FAST Act directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law. The following are to be set aside from a State's STBG apportionment: funding for Transportation Alternatives, 2% for State Planning and Research (SPR) and funding for bridges not on Federal-aid highways.

Transportation Alternative Program (TAP-Flex, TAP-H, TAP-NH, TAP-NL, TAP-O, TAP-RT)

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 sub-allocated based on population. All TAP projects are required to be funded through a competitive process.

Highway Safety Improvement Program (HSIP) (SIPH)

The Highway Safety Improvement Program (HSIP) is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Safety throughout all transportation programs remains DOT's number one priority. The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a Strategic Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

Map-21 created safety performance measures and states will set and meet targets for the number of serious injuries and fatalities and the number per vehicle mile of travel which are continued in the FAST Act. Also, states are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.

Congestion Mitigation and Air Quality (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).

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution.

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.

TIGER/BUILD Discretionary

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants is a supplementary discretionary grant for the national transportation system. 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 Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant replaced the TIGER grants in 2018. The program selection criteria encompass safety, economic

competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders.

Emergency Relief (ER)

The Emergency Relief (ER) program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Unlike other highway programs, ER is funded by a permanent authorization of \$100 million per year.

Federal share is 100% for emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities that is accomplished in the first 180 days after the disaster occurs. FHWA may extend this time period based on delay in the ability to access damaged areas.

Federal share is up to 90% for eligible permanent repairs to restore damaged facilities if the total eligible expenses that a state incurs due to natural disasters or catastrophic failures in a federal fiscal year exceeds the states for the fiscal year in which the event occurred

FTA Section 5307 Urbanized Area Formula Grants (5307C, 5307O)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance and for transportation related planning in urbanized areas.

Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation related studies; capital investments in bus and bus related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90

percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

The Federal Share is 80 percent for capital projects and 50 percent for operating assistance.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

The 5310 program is designed to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

At least 55 percent of program funds must be used on capital or “traditional” 5310 projects such as wheel chair lift equipped buses and vans. The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include: travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

FTA Section 5311 Rural Area Formula Grants (5311C, 5311O)

The 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Funding is used for planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. The federal share is 80% for capital projects, 50% for operating assistance and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient’s apportionment.

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 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 Section 5339 Bus and Bus Facility Grants (5339)

The Grants for Buses and Bus Facilities program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Eligible projects include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. The Federal Share is not to exceed 80 percent of the net project cost.

DEFINITIONS

Town	The primary project area.
FA Code	Federal funding source codes listed above
ACQ Code	Air quality modeling codes <ul style="list-style-type: none">X6 - Exempt under 40CFR 93.126X7 - Exempt under 40CFR 93.127X8 - Exempt under 40 CFR 93.128CC - Conformity completedNM - Needs modeling in travel demand network for conformity processNRS - Not regionally significant but needs conformity process
Project number	The state identification number for the project.
Route	The primary route which will be improved.
Description	A brief description of the project.
Phase	A financial category of estimated costs of a project. This includes: <ul style="list-style-type: none">PE - Preliminary Engineering (Project Design)PD - Preliminary DesignFD - Final DesignROW - Right of WayCON - ConstructionAC - Advanced ConstructionAC Conv. - Advanced Construction ConversionPhase Fin. - Phase FinancedOther - Other ActivitiesALL - All Phases
Total	The total estimated cost for the subject phase.
Federal	The estimated federal aid for the subject phase.
State	State share of the subject phase.
Local	Local share of the subject phase.
Year	Obligation year - The year in which federal obligation is scheduled.
FYI	The balance of funds needed to complete a project phase is shown as the FYI entry. These entries are not part of the TIP since the phase is divided and already programmed.

FINANCIAL PLAN

All projects included the TIP are consistent with the fiscally constrained Long-Range Transportation Plan adopted by the Lower Connecticut River Valley Council of Governments and Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation (CTDOT), in cooperation with the MPO's, has developed a twenty-five year revenue estimate for the development of the Long-Range Plan. This serves as the basis for the TIP development and fiscal constraint. The TIP is prepared through an ongoing planning process in cooperation with CTDOT and area transit operators.

The TIP for federal fiscal years 2021 through 2024 is financially constrained to the congressional authorized amounts for Federal Highway Administration and Federal Transit Administration programs, estimated as constant values based on the previous federal authorized levels. Most of the non-federal matching funds will be provided by the State of Connecticut and to a lesser extent the regions' municipalities. This TIP contains a list of transportation projects by federal funding categories that will be funded during the period noted above. Current estimates indicate the regional projects will require \$148.6 million in federal funds over the five year period, which will be matched by \$37.0 million in state funds, and \$0.4 million in local funds, for a total investment of \$186,0 million. Within federal transportation agency programs at the U.S. DOT, a total of \$130.1 million is programmed for federal highway (FHWA) purposes, and a total of \$18.5 million will be used for federal transit (FTA) capital and operation purposes.

The projects listed in this TIP are funded from reasonably expected public resources. The federal funds identified in the TIP are a portion of the expected authorizations to the State of Connecticut. When these funds are summed with all other expected federal funds shown in Connecticut MPO TIP's and the rural regions of the state in the Statewide Transportation Improvement Program (STIP), the total equals the expected federal authorization to the State of Connecticut. The state transportation agency and MPO concurred in the use of these federal funds for the projects listed in this five-year TIP. A detailed description of this process is provided in the STIP.

The majority of federal funds shown in the TIP will be matched from state funding resources. The state transportation agency has committed to utilize State of Connecticut Special Transportation Fund (STF) resources for this purpose. Connecticut's STF was established by the 1983 state legislature to finance the state's share of the Transportation Infrastructure Renewal Program. The fund is required to pay the operating expenses of CTDOT, the state 100 percent funded infrastructure improvement projects, and the interest and principal due from the sale of bonds. The sale of bonds has consistently been at a level sufficient to match available federal funds. The principal sources of the STF revenues are the motor fuel tax, and motor vehicle receipts, which combined make up approximately 80 percent of the total fund revenue. State resources are sufficiently available to match TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program over the past years. All federal funds have been sufficiently matched during

this period.

A relatively small amount of federal funds will be matched by town/city government resources. Where local funds are shown in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

This TIP and the STIP, which the TIP is a part of, is financially constrained and the spending plan is based on reasonable projections of available statewide resources. As program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be reallocated to reflect total statewide and regional program needs.

The following tables provide a year by year cost summary of projects programmed in the TIP. Estimated revenues equal TIP project cost estimates. Regional estimates are those for projects exclusively within the MPO planning area. Statewide estimates are for projects to be implemented on a statewide basis.

Regional

Federal Highway Administration

FFY	2021	2022	2023	2024	FYI	Total
FHWA	\$58,184,000	\$41,900,000	\$21,055,000	\$12,000	\$0	\$130,139,000
STATE	\$13,530,000	\$10,475,000	\$5,264,000	\$3,000	\$0	\$32,269,000
OTHER LOCAL	\$266,000	\$0	\$0	\$0	\$0	\$266,000
TOTAL	\$68,980,000	\$52,375,000	\$26,318,000	\$15,000	\$0	\$162,673,000

Federal Transit Administration

FFY	2021	2022	2023	2024	FYI	Total
FTA	\$912,000	\$13,140,000	\$493,000	\$3,950,000	\$0	\$18,495,000
STATE	\$260,000	\$3,334,000	\$174,000	\$988,000	\$0	\$4,756,000
OTHER LOCAL	\$27,000	\$41,000	\$42,000	\$0	\$0	\$110,000
TOTAL	\$1,199,000	\$16,514,000	\$710,000	\$4,938,000	\$0	\$23,360,000

Statewide

Federal Highway Administration

FFY	2021	2022	2023	2024	FYI	Total
FHWA	\$108,166,0000	\$105,028,000	\$98,683,000	\$99,243,000	\$26,600,000	\$437,712,000
STATE	\$19,124,000	\$18,902,000	\$18,872,000	\$19,012,000	\$6,650,000	\$82,561,000
OTHER LOCAL	\$454,000	\$454,000	\$454,000	\$454,000	\$0	\$1,815,000
TOTAL	\$127,444,000	\$124,384,000	\$118,009,000	\$118,709,000	\$33,250,000	\$522,097,000

Federal Transit Administration

FFY	2021	2022	2023	2024	FYI	Total
FTA	\$55,324,000	\$24,944,000	\$7,859,000	\$49,820,000	\$0	\$137,947,000
STATE	\$13,636,000	\$6,039,000	\$1,765,000	\$12,455,000	\$0	\$33,894,000
OTHER LOCAL	\$70,000	\$73,000	\$75,000	\$0	\$0	\$218,000
TOTAL	\$69,030,000	\$31,035,000	\$9,699,000	\$62,275,000	\$0	\$172,059,000

Funding Program

Programs Specified in TIP

FFY	2021	2022	2023	2024	FYI	Total
FHWA STPH	\$3,275,000	\$6,000,000	\$0	\$0	\$0	\$9,275,000
FHWA STPNL	\$0	\$500,000	\$0	\$0	\$0	\$500,000
FHWA STPR	\$6,928,000	\$2,500,000	\$0	\$0	\$0	\$9,428,000
FHWA TAPH	\$1,330,000	\$0	\$0	\$0	\$0	\$1,330,000
FHWA HIBR	\$39,322,000	\$0	\$0	\$0	\$0	\$39,322,000
FHWA BRX	\$50,000,000	\$50,000,000	\$50,000,000	\$50,000,000	\$0	\$200,000,000
FHWA NHPPBRX	\$25,250,000	\$19,000,000	\$19,000,000	\$19,000,000	\$19,000,000	\$101,250,000
FHWA CMAQ	\$11,875,000	\$11,875,000	\$11,236,000	\$0	\$0	\$34,986,000
FHWA STPA	\$13,620,000	\$8,650,000	\$8,500,000	\$9,200,000	\$1,000,000	\$40,610,000
FHWA SIPH/HSIP	\$31,734,000	\$32,984,000	\$26,759,000	\$26,759,000	\$0	\$118,237,000
FHWA NHPP	\$2,250,000	\$27,250,000	\$17,332,000	\$17,250,000	\$2,500,000	\$66,332,000
FHWA STPABRX	\$11,500,000	\$18,000,000	\$11,500,000	\$11,500,000	\$11,500,000	\$64,000,000
FHWA Total	\$196,724,000	\$176,759,000	\$144,327,000	\$133,709,000	\$33,250,000	\$684,770,000
FTA 5307	\$63,267,000	\$40,488,000	\$3,306,000	\$62,276,000	\$0	\$169,336,000
FTA 5310	\$352,000	\$636,000	\$374,000	\$385,000	\$0	\$1,473,000
FTA 5311	\$757,000	\$844,000	\$854,000	\$1,409,000	\$0	\$3,863,000
FTA 5339	\$5,853,000	\$5,875,000	\$5,875,000	\$5,875,000	\$0	\$23,478,000
FTA Total	\$70,228,000	\$47,569,000	\$10,408,000	\$67,213,000	\$0	\$195,419,000
Total	\$266,952,000	\$224,328,000	\$154,735,000	\$200,922,000	\$33,250,000	\$880,188,000

List of Projects to be Funded

HIGHWAYS												
Region	Town	FA Code	ACQ Code	Proj #	Rte/Sys	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	EAST HADDAM	STPH	X6	0040-0144	CT 151	REPLACE BR 06887 (CULVERT) OVER SHADY BROOK	CN	2021	2,400	1,920	480	0
11	HADDAM	STPH	X6	0060-0160	CT 82/CT 154	REPLACE 2 T-TYPE INTERSECTIONS WITH ROUNDABOUTS WITH BR 00622	CN	2022	6,000	4,800	1,200	0
11	MIDDLETOWN	STPH	X6	0082-0322	PORTLAND ST	UPGRADE PORTLAND ST. RR XING & CLOSE ACCESS B/T CT 9 & MILLER ST., B/O OF 82-318 - AC ENTRY	CN	2021	0	0	0	0
11	MIDDLETOWN	STPH	X6	0082-0322	PORTLAND ST	UPGRADE PORTLAND ST. RR XING & CLOSE ACCESS B/T CT 9 & MILLER ST., B/O OF 82-318 - AC CONVERSION	CN	2021	875	700	175	0
11	OLD LYME	STPNL	X6	0104-0175	CT 156	REPLACE BR 02713 OVER FOUR MILE RIVER & BR 06896 OVER ARMSTRONG BROOK	CN	2022	500	400	100	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	RW	2021	50	40	10	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	FD	2021	200	160	40	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	CN	2022	1,500	1,200	300	0
11	EAST HADDAM	STPR	X6	0040-0141	CT 82	REHAB BR 01138 OVER CONNECTICUT RIVER	CN	2021	6,678	5,342	1,336	0
11	EAST HADDAM	STPR	X6	0040-0146	CT 82	REPLACE BR 02510 OVER STRONGS BROOK	CN	2022	1,000	800	200	0
11	OLD LYME	STPA-BRX	X6	0104-0175	CT 156	REPLACE BR 02713 OVER FOUR MILE RIVER & BR 06896 OVER ARMSTRONG BROOK	CN	2022	6,500	5,200	1,300	0
11	HADDAM	TAPH	X6	0060-0162	CT 82	PED/BIKE IMPROVEMENTS ON BRIDGE ROAD	CN	2021	1,330	1,064	0	266
11	CROMWELL/MIDDLETOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC ENTRY	CN	2021	0	0	0	0
11	CROMWELL/MIDDLETOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC CONVERSION	CN	2021	3,125	2,500	625	0
11	CROMWELL/MIDDLETOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC CONVERSION	CN	2022	3,125	2,500	625	0
11	CROMWELL/MIDDLETOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC CONVERSION	CN	2023	2,923	2,339	585	0
10,11	FARMINGTON/CROMWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC ENTRY	CN	2021	0	0	0	0
10,11	FARMINGTON/CROMWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC CONVERSION	CN	2021	8,750	7,000	1,750	0
10,11	FARMINGTON/CROMWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC CONVERSION	CN	2022	8,750	7,000	1,750	0
10,11	FARMINGTON/CROMWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC CONVERSION	CN	2023	8,313	6,650	1,663	0
11	EAST HADDAM	HIBR	X6	0040-0141	CT 82	REHAB BR 01138 OVER CONNECTICUT RIVER	CN	2021	39,322	31,458	7,864	0
11	MIDDLETOWN	NHPP	X6	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CN	2022	0	0	0	0
11	MIDDLETOWN	NHPP	X6	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2022	25,000	20,000	5,000	0
11	MIDDLETOWN	NHPP	CC	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2023	15,082	12,066	3,016	0
11	MIDDLETOWN	NHPP	CC	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2024	15,000	12,000	3,000	0
11	MIDDLETOWN	NHPP-BRX	X6	0082-0312	CT 66	NHS - PHASE 2 REPLACE BR 00524 (ARRIGONI), APPROACH SPANS - AC ENTRY	CN	2021	0	0	0	0
11	MIDDLETOWN	NHPP-BRX	X6	0082-0312	CT 66	NHS - PHASE 2 REPLACE BR 00524 (ARRIGONI), APPROACH SPANS - AC CONVERSION	CN	2021	6,250	5,000	1,250	0
71 (5,8,10,11)	DISTRICT 1	SIPH	X6	0171-0440	VARIOUS	HORIZONTAL CURVE SIGNS & PAVEMENT MARKINGS	CN	2021	4,975	4,975	0	0
72 (10,11,13,15)	DISTRICT 2	SIPH	X6	0172-0477	VARIOUS	HORIZONTAL CURVE SIGNS & PAVEMENT MARKINGS	CN	2022	6,225	6,225	0	0

72 (10,11,13,15)	DISTRICT 2	STPA	X7	0172-0476	VARIOUS	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	CN	2021	3,500	3,500	0	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2021	50,000	40,000	10,000	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2022	50,000	40,000	10,000	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2023	50,000	40,000	10,000	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2024	50,000	40,000	10,000	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,250	1,800	450	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,250	1,800	450	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,250	1,800	450	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,250	1,800	450	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2021	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2022	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2023	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2024	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION- NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2021	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2022	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2023	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2024	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2021	4,537	4,083	0	454
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2022	4,537	4,083	0	454
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2023	4,537	4,083	0	454
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2024	4,537	4,083	0	454
70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2021	0	0	0	0

70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2021	600	480	120	0
70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2022	150	120	30	0
70	STATEWIDE	STPA	X6	0170-3439	VARIOUS	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC ENTRY	PE	2021	0	0	0	0
70	STATEWIDE	STPA	X6	0170-3439	VARIOUS	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC CONVERSION	PE	2021	660	528	132	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	500	400	100	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	500	400	100	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	500	400	100	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	500	400	100	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FY1	500	400	100	0
70	STATEWIDE	STPA	X6	MASP-INSP	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS	OTH	2024	700	560	140	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC ENTRY	CN	2021	0	0	0	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2021	8,000	8,000	0	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2022	8,000	8,000	0	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2023	8,000	8,000	0	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2024	8,000	8,000	0	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FY1	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FY1	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2021	1,000	800	200	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2022	1,000	800	200	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2023	1,000	800	200	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2024	1,000	800	200	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	FY1	1,000	800	200	0

TRANSIT

<u>Region</u>	<u>Town</u>	<u>FACode</u>	<u>Proj#</u>	<u>Rte/Sys</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot\$(000)</u>	<u>Fed\$(000)</u>	<u>Sta\$(000)</u>	<u>Loc\$(000)</u>	
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ENGINE OVERHAULS GILLIGS	OTH	2021	250	200	50	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 21	OTH	2021	350	280	70	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 22	OTH	2022	300	240	60	0

11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 23	OTH	2023	300	240	60	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	300	240	60	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT FACILITY IMPROVEMENTS FY 22	ALL	2022	500	400	100	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT FACILITY IMPROVEMENTS FY 24	ALL	2024	500	400	100	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - REPLACE 3 2012 30FT BUSES FY 24	ACQ	2024	1,875	1,500	375	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - REPLACE SMALL BUSES FY 21	ACQ	2021	285	228	57	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - REPLACE SMALL BUSES FY 22	ACQ	2022	300	240	60	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 21	OTH	2021	57	46	11	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 22	OTH	2022	70	56	14	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 23	OTH	2023	56	45	11	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	400	320	80	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - NEW BUS FACILITY FY 22	ALL	2022	15,000	12,000	3,000	0
70	VARIOUS	5307C	X6	0170-3403	VARIOUS	TRANSIT CAPITAL PLANNING. FY 21	OTH	2021	450	360	90	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 21	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 22	OTH	2022	1,500	1,200	300	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMNET PROGRAM FY 23	OTH	2023	1,500	1,200	300	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 24	OTH	2024	1,500	1,200	300	0
70	VARIOUS	5307P	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM.	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS STOP SIGN PROGRAM -IMPLEMENTATION FY 21	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307P	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS STOP SIGN PROGRAM IMPLEMENTATION.	OTH	2021	500	400	100	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 21	OTH	2021	1,250	1,000	250	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 22	OTH	2022	1,000	800	200	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 23	OTH	2023	1,000	800	200	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 24	OTH	2024	1,000	800	200	0
1,5,8,10,11	VARIOUS	5307P	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENT/MISC ADMIN CAPITAL.	OTH	2021	800	640	160	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 21	ALL	2021	28,750	23,000	5,750	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 22	ALL	2022	11,368	9,094	2,274	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 24	ALL	2024	35,000	28,000	7,000	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 21	OTH	2021	11,875	9,500	2,375	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 22	ACQ	2022	10,000	8,000	2,000	0

1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 24	ACQ	2024	21,250	17,000	4,250	0
1,5,8,10,11	VARIOUS	5307P	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENT	CON	2021	13,750	11,000	2,750	0
70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 22	OTH	2022	450	360	90	0
70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 23	OTH	2023	450	360	90	0
70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 24	OTH	2024	450	360	90	0
70	STATEWIDE	5307P	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 21	OTH	2021	450	360	90	0
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2021	352	282	0	70
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2022	363	290	0	73
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2023	374	299	0	75
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2024	385	308	0	77
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	5	4	1	0
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2022	OTH	2022	5	4	1	0
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2023	OTH	2023	5	4	1	0
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2024	OTH	2024	10	8	2	0
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2021	OTH	2021	157	78	52	27
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2022	OTH	2022	157	78	52	27
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2023	OTH	2023	166	83	55	28
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2024	OTH	2024	176	88	58	30
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	95	76	19	0
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2022	OTH	2022	100	80	20	0
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2023	OTH	2023	100	80	20	0
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2024	OTH	2024	635	508	127	0
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2021	OTH	2021	82	41	27	14
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2022	OTH	2022	82	41	27	14
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2023	OTH	2023	82	41	27	14
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2024	OTH	2024	87	44	29	15
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2021	OTH	2021	500	500	0	0
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2022	OTH	2022	500	500	0	0
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2023	OTH	2023	500	500	0	0
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2024	OTH	2024	500	500	0	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 21	ACQ	2021	1,875	1,500	375	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 22	ACQ	2022	938	#VALUE!	188	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 23	ACQ	2023	4,938	3,950	988	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 24	ACQ	2024	938	750	188	0

1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 21	ALL	2021	3,978	3,182	796	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 22	ALL	2022	4,938	3,950	988	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 23	ALL	2023	938	750	188	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 24	ALL	2024	4,938	3,950	988	0

ENVIRONMENTAL JUSTICE (EJ) REVIEW

Minority Population

RiverCOG keeps statistics and maps at the various geographic census levels for race and ethnicity as defined by the U.S. Census Bureau. Race is defined as a person's self-identification with one or more social groups. An individual can report as White, Black or African American, Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race or multiple races. Ethnicity determines whether a person is of Hispanic origin or not. Ethnicity is broken out in two categories, Hispanic or Latino and Not Hispanic or Latino of any race.

Low Income Population

The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. Poverty level statistics are then produced for persons residing in households below the poverty level. Poverty status cannot be determined for people in: institutional group quarters (such as prisons or nursing homes), college dormitories, military barracks, or living situations without conventional housing (and who are not in shelters).

Limited English Proficiency (LEP)

RiverCOG also keeps LEP data and maps based on Census American Community Survey (ACS) and other state source in an effort to identify and engage non English speaking persons in the transportation planning process. Using this data and the four factor analysis the Language Assistance Plan assess language needs and determines what reasonable steps they should take to ensure meaningful access for LEP persons. Based on LEP guidelines, Spanish speakers are the only single language LEP population in the LCRVR. There are 1,937 Spanish-speaking individuals who speak English "less than very well" according to the 2016 ACS. This group accounts for 1.2 percent of the total population five years of age and older. The largest concentration is found in the city of Middletown.

Transit

Transit is not included in the following maps. Fixed route transit is mapped in relation to minority and low income census tracts in the transit district's Title VI reports which identifies minority communities, and inventories transit service and travel patterns. It also analyses and compares level of service and quality of service in the minority and low income tracts versus the non-minority and low income tracts.

Other Unmapped Factors

Many projects, programs, and investments are difficult to map geographically but are still considered in relation to EJ. These projects and investments include, but are not limited to transit operating subsidies, transit capital purchases, and transportation control measures

(TCM) such as vehicle controls, fuel standards, encouraging employer rideshare incentives, bicycle and pedestrian programs that promote non-motorized transportation alternatives, and land development strategies that help to manage transportation demand. Transit system operating subsidies, and capital purchases, as well as other projects benefit the target EJ populations.

EJ Assessment

One purpose of EJ is to promote public participation in an effort to involve minority and low income populations in decision making from the early stages of the planning process through to the end. Another purpose of EJ is to determine if minority and low income populations are receiving their fair share of benefits or a disproportionate share of burdens as a result of transportation projects and investments. These purposes are directly related since one of the best determinants of benefits and burdens is through those whom are actually being affected by the projects.

The majority of EJ studies are done on a project level basis due to the small minority and low income population found in the region. For example, special studies, such as corridor studies have an EJ representative on the advisory committee and neighborhood organizations are consulted when affected. Similarly, these persons and organizations are contacted on a project level basis such as for meetings relating to STP projects. Outreach efforts for the TIP and similar documents include publishing notices in local and Spanish newspapers, and also sending information to those on the special EJ mailing list in addition to the standard mailing list.

The projects shown on the following maps are small scale projects such as roadway rehabilitation or reconstruction projects and intersection improvement projects which equally benefit and burden all roadway users regardless of the census block group of residence. These types of system preservation and improvement projects provide considerably greater benefits than burdens. As noted above the burdens and benefits, are evaluated at the project level since factors such as noise, dust, travel delay, displacement and other negative factors associated with projects are generally localized and effect primarily those adjacent to the project. To determine burdens and benefits at the regional level, the regions minority and low income populations were mapped based on the overall minority and low income populations in the region.

This assessment provides an indication of the benefits and burdens of transportation investments are distributed between the targeted and non-targeted EJ areas. It is an inexact indicator since the TIP is a short-range document that constantly amended over its time span. As each new TIP produced, the burdens and benefits will be compared with prior TIP's in an effort to track the distributions of investments over a longer term to assess their equitability.

Investment Impact Considerations

Overall the minority population comprises 9.8% of the region's population. The first of the following maps shows the Census 2010 block groups where the minority population is greater than 10%. Twelve regional roadway segment and spot projects are mapped in relation to the minority population block groups. Approximately 25% of the regional projects are in or adjacent to minority block groups. Based on investment levels of regional projects in the TIP, approximately 38% of the regional funds are spent in areas in or adjacent to minority census block groups.

The low income population, consisting of persons below the poverty level, comprises 13% of the region's population. The second of the followings map shows the Census 2010 tracts where the low income population is greater than 20%. The specific roadway segment and spot projects are mapped in relation to the low income block groups. Approximately 25% of the regional projects are in or adjacent to low income block groups. Based on investment levels of regional projects in the TIP, approximately 38% of the regional funds are spent in areas in or adjacent to low income census block groups.

The LEP population, consisting of all persons who speak English less than very well comprises 3.2 of the region's population. The third of the followings map shows the Census 2010 tracts where the LEP population is greater than greater than 5%. The specific roadway segment and spot projects are mapped in relation to the LEP population groups. Approximately 42% of the regional projects are in or adjacent to low income block groups. Based on investment levels of regional projects in the TIP, approximately 60% of the regional funds are spent in areas in or adjacent to low income census block groups.

Implementation Impact Considerations

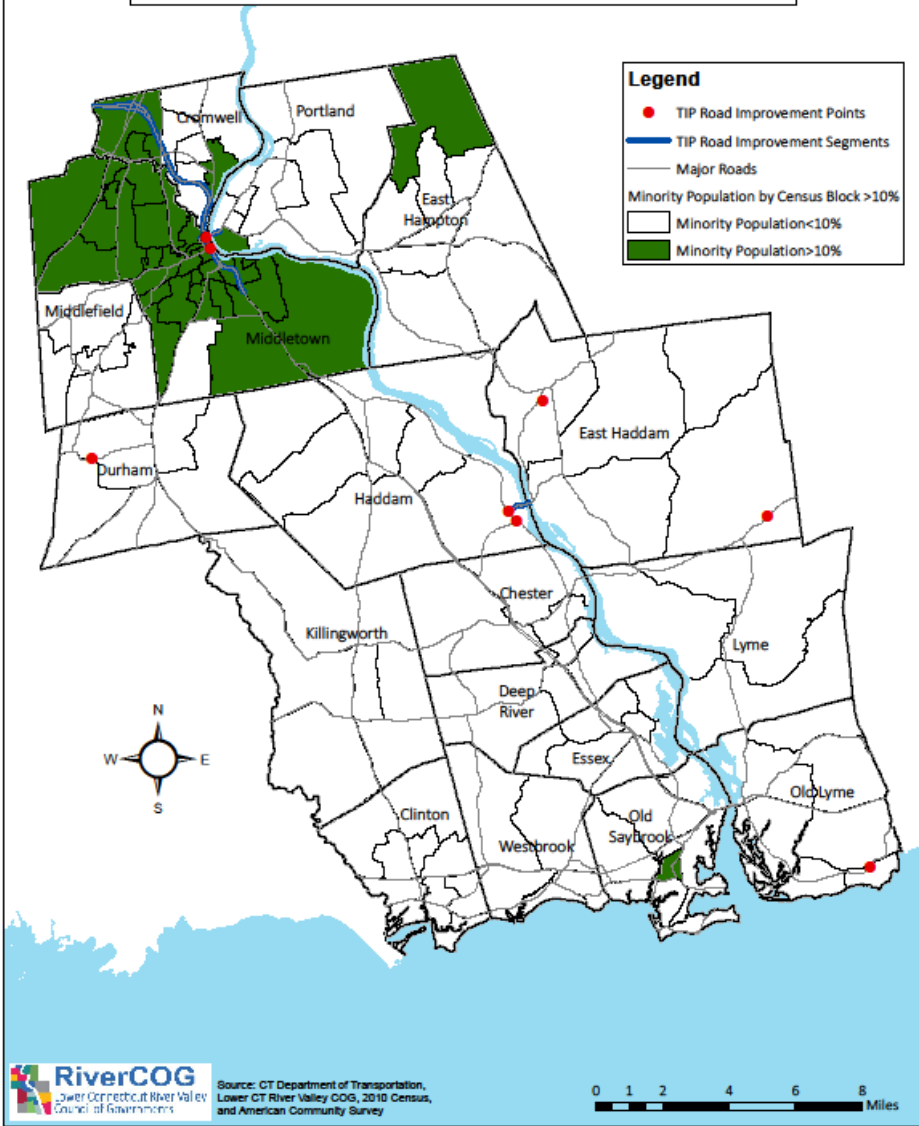
Three STP projects mapped in the TIP are primarily maintenance projects and two are enhancement projects. These types of roadway maintenance and improvement projects typically cause temporary disruptions to the motoring and abutting communities. The resulting disturbances to motorists commonly include traffic delays, diversions and increased congestion on both the project roadway as well as surrounding streets. Disturbances to abutters include increased particulate matter or other air pollutants, noise pollutions and light pollution if the construction work is performed at night. Project implementation impacts are generally burdens.

Operational Impact Considerations

The projects shown provide for maintaining the existing infrastructure in the region. Benefits and burdens will affect the current users of the facilities, which in most cases will be primarily local residents. The RT 9 and Arrigoni Bridge projects in Middletown may also benefit additional users from beyond the region based on land use and transportation patterns in the vicinity if the project. Operational impacts can concurrently be benefits and burdens to different user populations.

Transportation Improvement Program

Project Locations for FY 2021-2024

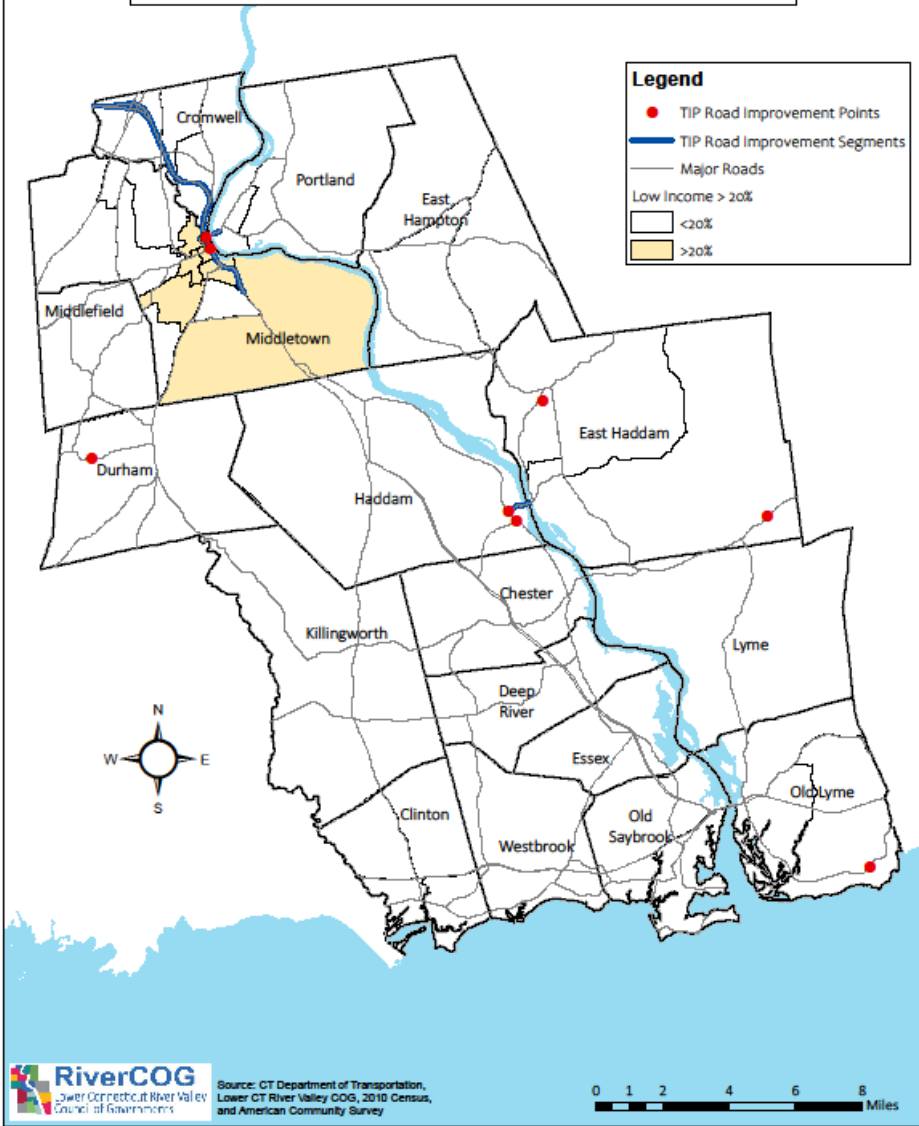


RiverCOG
Lower Connecticut River Valley
Council of Governments

Source: CT Department of Transportation,
Lower CT River Valley GOG, 2010 Census,
and American Community Survey

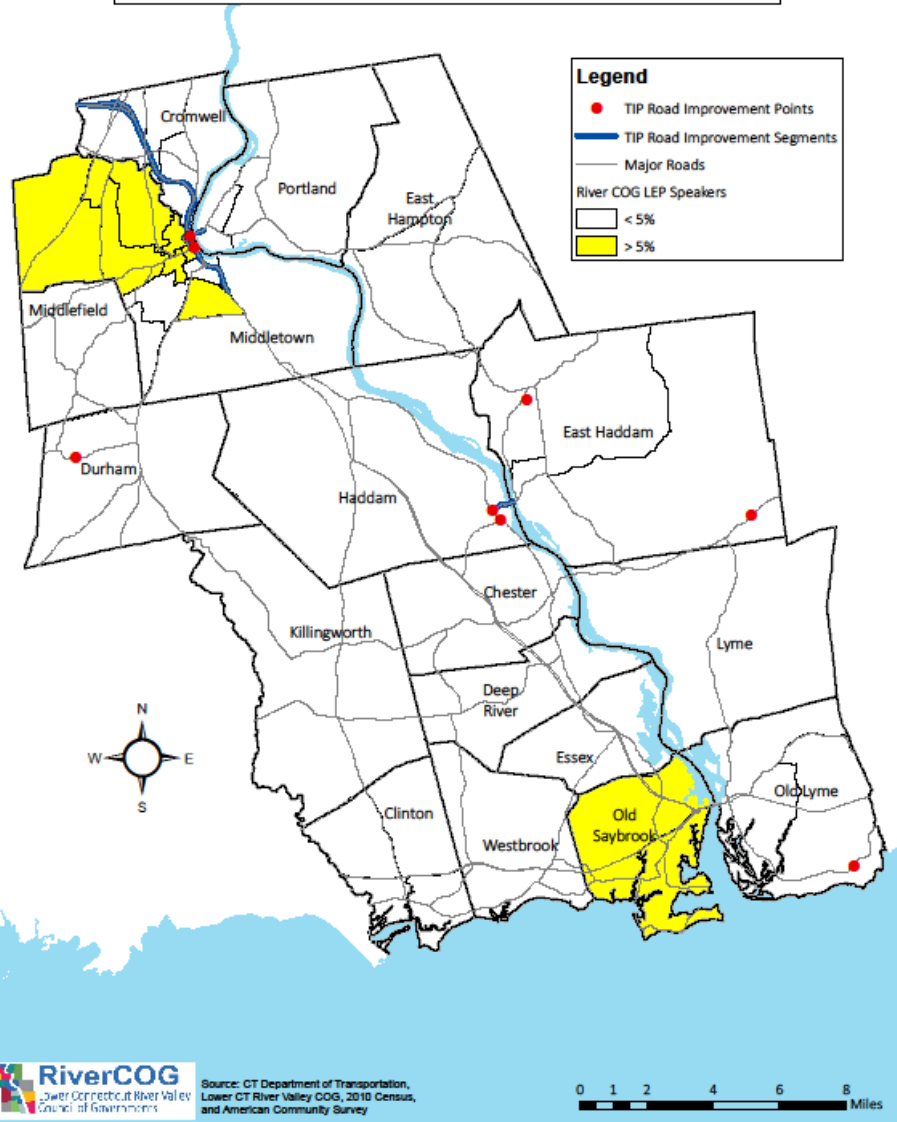
Transportation Improvement Program

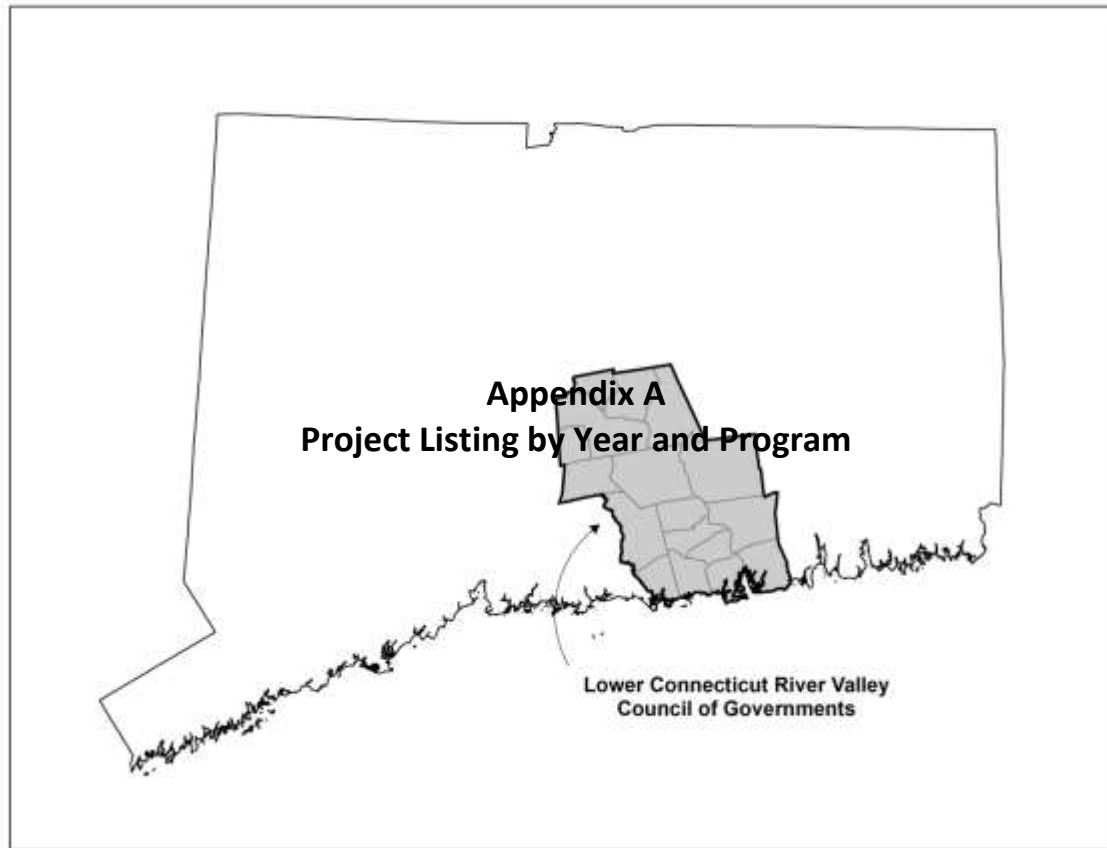
Project Locations for FY 2021-2024



Transportation Improvement Program

Project Locations for FY 2021-2024





2021	2021											
Region	Town	FA Code	ACQ Code	Proj #	Rte/Sys	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	EAST HADDAM	STPH	X6	0040-0144	CT 151	REPLACE BR 06887 (CULVERT) OVER SHADY BROOK UPGRADE PORTLAND ST. RR XING & CLOSE ACCESS B/T CT 9 & MILLER ST., B/O OF 82-318 - AC	CN	2021	2,400	1,920	480	0
11	MIDDLETOWN	STPH	X6	0082-0322	PORTLAND ST	ENTRY UPGRADE PORTLAND ST. RR XING & CLOSE ACCESS B/T CT 9 & MILLER ST., B/O OF 82-318 - AC	CN	2021	0	0	0	0
11	MIDDLETOWN	STPH	X6	0082-0322	PORTLAND ST	CONVERSION	CN	2021	875	700	175	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	RW	2021	50	40	10	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	FD	2021	200	160	40	0
11	EAST HADDAM	STPR	X6	0040-0141	CT 82	REHAB BR 01138 OVER CONNECTICUT RIVER	CN	2021	6,678	5,342	1,336	0
11	HADDAM CROMWELL/MIDDLE TOWN	TAPH	X6	0060-0162	CT 82	PED/BIKE IMPROVEMENTS ON BRIDGE ROAD	CN	2021	1,330	1,064	0	266
11	CROMWELL/MIDDLE TOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC ENTRY	CN	2021	0	0	0	0
11	CROMWELL/MIDDLE TOWN	CMAQ	X6	0171-0416	RT 9	CONVERSION	CN	2021	3,125	2,500	625	0
10,11	FARMINGTON/CRO MWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC ENTRY	CN	2021	0	0	0	0
10,11	FARMINGTON/CRO MWELL	CMAQ	X6	0171-0415	RT 9/72	CONVERSION	CN	2021	8,750	7,000	1,750	0
11	EAST HADDAM	HIBR	X6	0040-0141	CT 82	REHAB BR 01138 OVER CONNECTICUT RIVER	CN	2021	39,322	31,458	7,864	0
11	MIDDLETOWN	NHPP-BRX	X6	0082-0312	CT 66	NHS - PHASE 2 REPLACE BR 00524 (ARRIGONI), APPROACH SPANS - AC ENTRY	CN	2021	0	0	0	0
11	MIDDLETOWN	NHPP-BRX	X6	0082-0312	CT 66	NHS - PHASE 2 REPLACE BR 00524 (ARRIGONI), APPROACH SPANS - AC CONVERSION	CN	2021	6,250	5,000	1,250	0
71 (5,8,10,11) 72 (10,11,13, 15)	DISTRICT 1	SIPH	X6	0171-0440	VARIOUS	HORIZONTAL CURVE SIGNS & PAVEMENT MARKINGS	CN	2021	4,975	4,975	0	0
	DISTRICT 2	STPA	X7	0172-0476	VARIOUS	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	CN	2021	3,500	3,500	0	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS		ALL	2021	50,000	40,000	10,000	0

70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,250	1,800	450	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2021	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2021	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2021	4,537	4,083	0	454
70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2021	600	480	120	0
70	STATEWIDE	STPA	X6	0170-3439	VARIOUS	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC ENTRY	PE	2021	0	0	0	0
70	STATEWIDE	STPA	X6	0170-3439	VARIOUS	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC CONVERSION	PE	2021	660	528	132	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	500	400	100	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC ENTRY	CN	2021	0	0	0	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2021	8,000	8,000	0	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0

70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2021	1,000	800	200	0
	FHWA 2021 STPH							2021	3,275	2,620	655	0
	FHWA 2021 STPR							2021	6,928	5,542	1,386	0
	FHWA 2021 TAPH							2021	1,330	1,064	0	266
	FHWA 2021 CMAQ							2021	11,875	9,500	2,375	0
	FHWA 2021 HIBR							2021	39,322	31,458	7,864	0
	FHWA 2021 NHPP- BRX							2021	25,250	20,200	5,050	0
	FHWA 2021 SIPH							2021	31,734	29,058	2,222	454
	FHWA 2021 STPA							2021	13,260	12,908	352	0
	FHWA 2021 BRX							2021	50,000	40,000	10,000	0
	FHWA 2021 NHPP							2021	2,250	1,800	450	0
	FHWA 2021 STPA- BRX							2021	11,500	9,200	2,300	0
	FHWA 2021 REGIONAL SUBTOTAL							2021	68,980	55,184	13,530	266
	FHWA 2021 STATE SUBTOTAL							2021	127,744	108,166	19,124	454
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ENGINE OVERHAULS GILLIGS	OTH	2021	250	200	50	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 21	OTH	2021	350	280	70	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - REPLACE SMALL BUSES FY 21	ACQ	2021	285	228	57	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 21	OTH	2021	57	46	11	0
70	VARIOUS	5307C	X6	0170-3403	VARIOUS	TRANSIT CAPITAL PLANNING. FY 21	OTH	2021	450	360	90	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 21	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307P	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM.	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS STOP SIGN PROGRAM -IMPLEMENTATION FY 21	OTH	2021	1,500	1,200	300	0
70	VARIOUS	5307P	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS STOP SIGN PROGRAM IMPLEMENTATION.	OTH	2021	500	400	100	0

1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 21	OTH	2021	1,250	1,000	250	0
1,5,8,10,1 1	VARIOUS	5307P	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENT/MISC ADMIN CAPITAL	OTH	2021	800	640	160	0
1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 21	ALL	2021	28,750	23,000	5,750	0
1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 21	OTH	2021	11,875	9,500	2,375	0
1,5,8,10,1 1	VARIOUS	5307P	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENT	CON	2021	13,750	11,000	2,750	0
70	STATEWIDE	5307P	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 21	OTH	2021	450	360	90	0
5,10,11,1 3,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2021	352	282	0	70
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	5	4	1	0
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2021	OTH	2021	157	78	52	27
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2021	OTH	2021	95	76	19	0
3,10,11,1 3,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2021	OTH	2021	500	500	0	0
1,5,8,10,1 1	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 21	ACQ	2021	1,875	1,500	375	0
1,5,8,10,1 1	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 21	ALL	2021	3,978	3,182	796	0
	FTA 2021 5307							2021	63,267	50,614	12,653	0
	FTA 2021 5310							2021	352	282	0	70
	FTA 2021 5311							2021	757	658	72	27
	FTA 2021 5339							2021	5,853	4,682	1,171	0
	FTA 2021 REGION SUBTOTAL							2021	1,199	912	260	27
	FTA 2021 STATE SUBTOTAL							2021	69,030	55,324	13,636	70
	2021 PROJECT TOTAL							2021	266,953	219,586	46,550	817

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<u>Region</u>	<u>Town</u>	<u>FA Code</u>	<u>ACQ Code</u>	<u>Proj #</u>	<u>Rte/Sys</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot(000)\$</u>	<u>Fed(000)\$</u>	<u>Sta(000)\$</u>	<u>Loc(000)\$</u>
11	HADDAM	STPH	X6	0060-0160	CT 82/CT 154	REPLACE 2 T-TYPE INTERSECTIONS WITH ROUNDABOUTS WITH BR 00622	CN	2022	6,000	4,800	1,200	0
11	OLD LYME	STPNL	X6	0104-0175	CT 156	REPLACE BR 02713 OVER FOUR MILE RIVER & BR 06896 OVER ARMSTRONG BROOK	CN	2022	500	400	100	0
11	DURHAM	STPR	X6	0037-0103	CT 68	REPLACE BR 02442 OVER SAW MILL BROOK	CN	2022	1,500	1,200	300	0
11	EAST HADDAM	STPR	X6	0040-0146	CT 82	REPLACE BR 02510 OVER STRONGS BROOK	CN	2022	1,000	800	200	0
11	OLD LYME	STPA-BRX	X6	0104-0175	CT 156	REPLACE BR 02713 OVER FOUR MILE RIVER & BR 06896 OVER ARMSTRONG BROOK	CN	2022	6,500	5,200	1,300	0
11	CROMWELL/MIDDLE TOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC CONVERSION	CN	2022	3,125	2,500	625	0
10,11	FARMINGTON/CROMWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC CONVERSION	CN	2022	8,750	7,000	1,750	0
11	MIDDLETOWN	NHPP	X6	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CN	2022	0	0	0	0
11	MIDDLETOWN	NHPP	X6	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2022	25,000	20,000	5,000	0
72 (10,11,13,15)	DISTRICT 2	SIPH	X6	0172-0477	VARIOUS	HORIZONTAL CURVE SIGNS & PAVEMENT MARKINGS ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	CN	2022	6,225	6,225	0	0
70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,250	1,800	450	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2022	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2022	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2022	4,537	4,083	0	454
70	STATEWIDE	STPA	X6	0170-3417	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2022	150	120	30	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	500	400	100	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2022	8,000	8,000	0	0

70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2022	1,000	800	200	0
	FHWA 2022 STPH							2022	6,000	4,800	1,200	0
	FHWA 2022 STPNL							2022	500	400	100	0
	FHWA 2022 STPR							2022	2,500	-2,000	-500	0
	FHWA 2022 STPA- BRX							2022	18,000	14,400	3,600	0
	FHWA 2022 CMAQ							2022	11,875	9,500	2,375	0
	FHWA 2022 NHPP							2022	27,250	21,800	5,450	0
	FHWA 2022 SIPH							2022	32,984	30,308	2,222	454
	FHWA 2022 BRX							2022	50,000	40,000	10,000	0
	FHWA 2022 NHPP- BRX							2022	19,000	-15,200	-3,800	0
	FHWA 2022 STPA							2022	8,650	8,520	130	0
	FHWA 2022 REGION SUBTOTAL							2022	52,375	41,900	10,475	0
	FHWA 2022 STATE SUBTOTAL							2022	124,384	105,028	18,902	454
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 22	OTH	2022	300	240	60	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT FACILITY IMPROVEMENTS FY 22	ALL	2022	500	400	100	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - REPLACE SMALL BUSES FY 22	ACQ	2022	300	240	60	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 22	OTH	2022	70	56	14	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - NEW BUS FACILITY FY 22	ALL	2022	15,000	12,000	3,000	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 22	OTH	2022	1,500	1,200	300	0
1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 22	OTH	2022	1,000	800	200	0
1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 22	ALL	2022	11,368	9,094	2,274	0
1,5,8,10,1 1	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 22	ACQ	2022	10,000	8,000	2,000	0

70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 22 SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS	OTH	2022	450	360	90	0
5,10,11,1 3,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	WITH DISABILITIES-RURAL MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2022	OTH	2022	363	290	0	73
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2022	OTH	2022	5	4	1	0
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2022	OTH	2022	157	78	52	27
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2022	OTH	2022	100	80	20	0
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2022	OTH	2022	82	41	27	14
3,10,11,1 3,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 22	OTH	2022	500	500	0	0
1,5,8,10,1 1	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 22	ACQ	2022	938	750	188	0
1,5,8,10,1 1	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT		ALL	2022	4,938	3,950	988	0
	FTA 2022 5307							2022	40,488	32,390	8,098	0
	FTA 2022 5310							2022	363	-290	0	-73
	FTA 2022 5311							2022	844	704	100	41
	FTA 2022 5339							2022	5,875	4,700	1,175	0
	FTA 2022 REGION SUBTOTAL							2022	16,514	13,140	3,334	41
	FTA 2022 STATE SUBTOTAL							2022	31,055	24,944	6,039	73
	2022 PROJECT TOTAL							2022	224,329	185,012	38,750	567

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11	CROMWELL/MIDDLE TOWN	CMAQ	X6	0171-0416	RT 9	RT 9 CCTV INSTALLATION - AC CONVERSION	CN	2023	2,923	2,339	585	0
10,11	FARMINGTON/CRO MWELL	CMAQ	X6	0171-0415	RT 9/72	RT 9/72 CCTV INSTALLATION - AC CONVERSION	CN	2023	8,313	6,650	1,663	0
11	MIDDLETOWN	NHPP	CC	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2023	15,082	12,066	3,016	0

70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2023	50,000	40,000	10,000	0	
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,250	1,800	450	0	
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2023	15,000	12,000	3,000	0	
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0	
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0	
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2023	22,222	20,000	2,222	0	
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2023	4,537	4,083	0	454	
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	500	400	100	0	
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2023	8,000	8,000	0	0	
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	8,000	6,400	1,600	0	
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	2,500	2,000	500	0	
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2023	1,000	800	200	0	
	FHWA 2023 CMAQ								2023	11,236	8,989	2,247	0
	FHWA 2023 NHPP								2023	17,332	13,866	3,466	0
	FHWA 2023 BRX								2023	50,000	40,000	10,000	0
	FHWA 2023 NHPP-BRX								2023	19,000	15,200	3,800	0
	FHWA 2023 SIPH								2023	26,759	24,083	2,222	454
	FHWA 2023 STPA								2023	8,500	8,400	100	0
	FHWA 2023 STPA-BRX								2023	11,500	-9,200	-2,300	0
	FHWA 2023 REGION SUBTOTAL								2023	26,318	21,055	5,264	0
	FHWA 2023 STATE SUBTOTAL								2023	118,009	98,683	18,872	454
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 23	OTH	2023	300	240	60	0	
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 23	OTH	2023	56	45	11	0	

70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMNET PROGRAM FY 23	OTH	2023	1,500	1,200	300	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 23	OTH	2023	1,000	800	200	0
70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 23	OTH	2023	450	360	90	0
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2023	374	299	0	75
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2023	OTH	2023	5	4	1	0
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2023	OTH	2023	166	83	55	28
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2023	OTH	2023	100	80	20	0
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2023	OTH	2023	82	41	27	14
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2023	OTH	2023	500	500	0	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 23	ACQ	2023	4,938	3,950	988	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 23	ALL	2023	938	750	188	0
	FTA 2023 5307							2023	3,306	2,645	661	0
	FTA 2023 5310							2023	374	299	0	75
	FTA 2023 5311							2023	854	708	103	42
	FTA 2023 5339							2023	5,875	4,700	1,175	0
	FTA 2023 REGION SUBTOTAL							2023	710	493	174	42
	FTA 2023 STATE SUBTOTAL							2023	9,699	7,859	1,765	75
	2023 PROJECT TOTAL							2023	154,736	128,090	26,075	571

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<u>Region</u>	<u>Town</u>	<u>FA Code</u>	<u>ACQ Code</u>	<u>Proj #</u>	<u>Rte/Sys</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot(000)\$</u>	<u>Fed(000)\$</u>	<u>Sta(000)\$</u>	<u>Loc(000)\$</u>
11	MIDDLETOWN	NHPP	CC	0082-0318	CT 9	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CN	2024	15,000	12,000	3,000	0

70	STATEWIDE	BRX	X6	0170-0BRX	VARIOUS	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2024	50,000	40,000	10,000	0
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,250	1,800	450	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2024	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	STATEWIDE	SIPH	X6	0170-SFTY	VARIOUS	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2024	22,222	20,000	2,222	0
70	STATEWIDE	SIPH	X6	CHMP-XXXX	VARIOUS	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2024	4,537	4,083	0	454
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	500	400	100	0
70	STATEWIDE	STPA	X6	MASP-INSP	VARIOUS	MAST ARM & SPAN POLE INSPECTIONS	OTH	2024	700	560	140	0
70	STATEWIDE	STPA	X6	PVMT-MARK	VARIOUS	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CN	2024	8,000	8,000	0	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2024	1,000	800	200	0
								2024	17,250	13,800	3,450	0
								2024	50,000	40,000	10,000	0
								2024	19,000	15,200	3,800	0
								2024	26,759	24,083	2,222	454
								2024	9,200	8,960	240	0
								2024	11,500	9,200	2,300	0
								2024	15,000	12,000	3,000	0
								2024	118,709	99,243	19,012	454
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	300	240	60	0

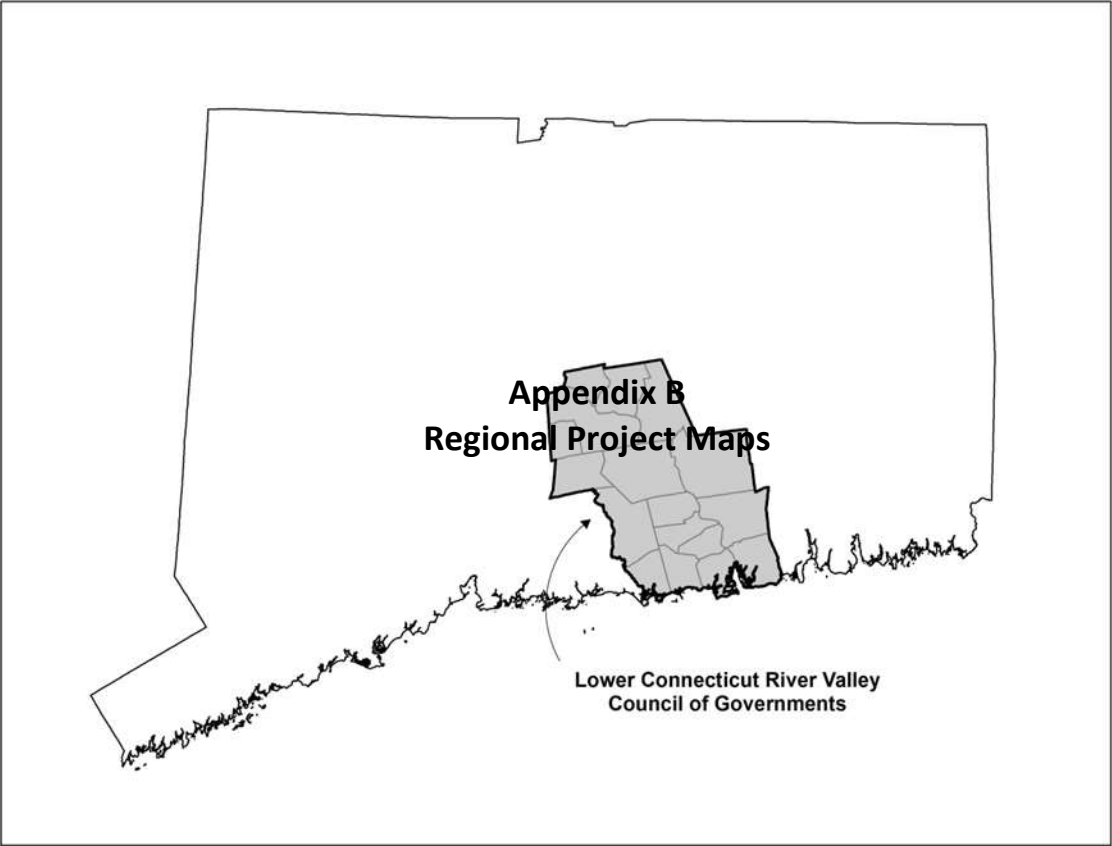
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT FACILITY IMPROVEMENTS FY 24	ALL	2024	500	400	100	0
11	MIDDLETOWN	5307C	X6	0422-XXXX	MIDDLETOWN TD	MAT - REPLACE 3 2012 30FT BUSES FY 24	ACQ	2024	1,875	1,500	375	0
11	OLD SAYBROOK	5307C	X6	0478-XXXX	ESTUARY	ESTUARY TD - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	400	320	80	0
70	VARIOUS	5307C	X6	0170-XXXX	STATEWIDE	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 24	OTH	2024	1,500	1,200	300	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 24	OTH	2024	1,000	800	200	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 24	ALL	2024	35,000	28,000	7,000	0
1,5,8,10,11	VARIOUS	5307C	X6	0400-XXXX	CTTRANSIT	CTTRANSIT BUS REPLACEMENTS FY 24	ACQ	2024	21,250	17,000	4,250	0
70	STATEWIDE	5307C	X6	0170-XXXX	VARIOUS	TRANSIT CAPITAL PLANNING FY 24	OTH	2024	450	360	90	0
5,10,11,13,15	RURAL	5310E	X6	0170-XXXX	VARIOUS BUS	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS WITH DISABILITIES-RURAL	OTH	2024	385	308	0	77
11	MIDDLETOWN	5311C	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 CAPITAL FY 2024	OTH	2024	10	8	2	0
11	MIDDLETOWN	5311O	X6	0480-XXXX	MIDDLETOWN TD	MIDDLETOWN TD - SECTION 5311 OPERATING (RURAL SERVICES) - FY 2024	OTH	2024	176	88	58	30
11	OLD SAYBROOK	5311C	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 CAPITAL FY 2024	OTH	2024	635	508	127	0
11	OLD SAYBROOK	5311O	X6	0478-XXXX	ESTUARY TD	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING FY 2024	OTH	2024	87	44	29	15
3,10,11,13,15	VARIOUS	5311T	X6	0170-XXXX	SECTION 5311	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG FFY 2024	OTH	2024	500	500	0	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 24	ACQ	2024	938	750	188	0
1,5,8,10,11	VARIOUS	5339	X6	0400-XXXX	CTTRANSIT	CTTRANSIT FACILITY IMPROVEMENTS FY 24	ALL	2024	4,938	3,950	988	0
	FTA 2024 5307							2024	62,275	49,820	12,455	0
	FTA 2024 5310							2024	385	308	0	77
	FTA 2024 5311							2024	1,409	1,148	216	45
	FTA 2024 5339							2024	5,875	4,700	1,175	0
	FTA 2024 REGION SUBTOTAL							2024	4,938	3,950	988	0
	FTA 2024 STATE SUBTOTAL							2024	62,275	49,820	12,455	0

2024 PROJECT
TOTAL

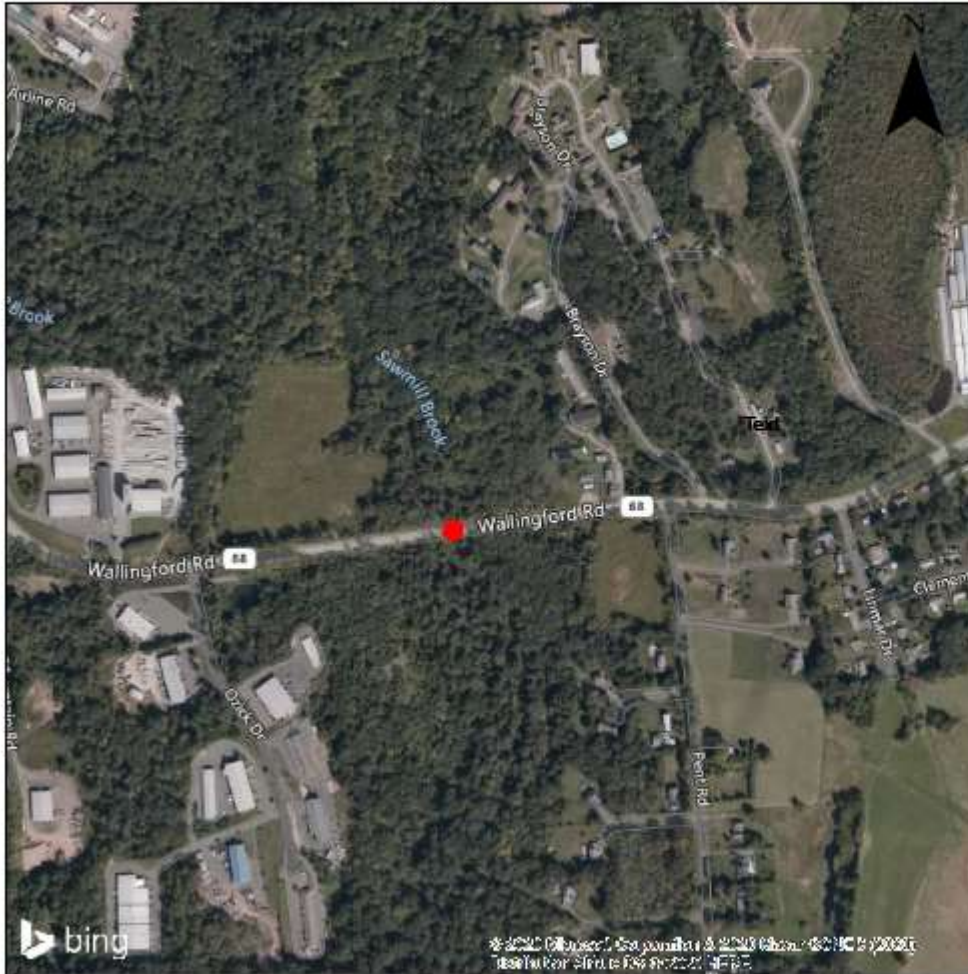
2024 200,922 165,013 35,455 454

<u>FYI</u>	<u>FYI</u>		<u>ACQ</u>									
<u>Region</u>	<u>Town</u>	<u>FA Code</u>	<u>Code</u>	<u>Proj #</u>	<u>Rte/Sys</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot(000)\$</u>	<u>Fed(000)\$</u>	<u>Sta(000)\$</u>	<u>Loc(000)\$</u>
70	STATEWIDE	NHPP	X6	170S-SNHS	VARIOUS	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	STATEWIDE	NHPP-BRX	X6	170C-ENHS	VARIOUS	CE BRIDGE INSPECTION- NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0
70	STATEWIDE	NHPP-BRX	X6	170S-FNHS	VARIOUS	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	STATEWIDE	NHPP-BRX	X6	BRDG-LRNH	VARIOUS	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	STATEWIDE	STPA	X6	170S-SNON	VARIOUS	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	500	400	100	0
70	STATEWIDE	STPA-BRX	X6	170C-ENON	VARIOUS	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	8,000	6,400	1,600	0
70	STATEWIDE	STPA-BRX	X6	170S-FNON	VARIOUS	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	2,500	2,000	500	0
70	STATEWIDE	STPA-BRX	X6	BRDG-LRNO	VARIOUS	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	FYI	1,000	800	200	0
	FHWA FYI NHPP							FYI	2,250	1,800	450	0
	FHWA FYI NHPPP-BRX							FYI	19,000	15,200	3,800	0
	FHWA FYI STPA							FYI	1,000	800	200	0
	FHWA FYI STPA-BRX							FYI	11,500	9,200	2,300	0
	FHWA FYI REDION							FTI	0	0	0	0
	SUBTOTAL							FYI	33,250	26,600	6,650	0
	FHWA FYI STATE											
	SUBTOTAL							FYI	33,250	26,600	6,650	0
	FYI PROJECT TOTAL							FYI	33,250	26,600	6,650	0
2021-FYI												
	FHWA 2021-FYI							2021-FYI	9,275	7,420	1,855	0
	STPH											
	FHWA 2021-FYI							2021-FYI	500	400	100	0
	STPNL											

FHWA 2021-FYI STPR	2021-FYI	9,428	3,542	886	0
FHWA 2021-FYI TAPH	2021-FYI	1,330	1,064	0	266
FHWA 2021-FYI CMAQ	2021-FYI	34,986	27,989	6,997	0
FHWA 2021-FYI HIBR	2021-FYI	39,322	31,458	7,864	0
FHWA 2021-FYI NHPP-BRX	2021-FYI	101,250	50,600	12,650	0
FHWA 2021-FYI SIPH	2021-FYI	118,237	107,533	8,889	1,815
FHWA 2021-FYI STPA	2021-FYI	40,610	39,588	1,022	0
FHWA 2021-FYI BRX	2021-FYI	200,000	160,000	40,000	0
FHWA 2021-FYI NHPP	2021-FYI	66,332	53,066	13,266	0
FHWA 2021-FYI STPA-BRX	2021-FYI	64,000	32,800	8,200	0
FHWA 2021-FYI REGIONAL SUBTOTAL	2021-FYI	162,673	130,139	32,269	266
FHWA 2021-FYI STATE SUBTOTAL	2021-FYI	522,097	437,721	82,561	1,815
FTA 2021-FYI 5307	2021-FYI	169,336	135,468	33,867	0
FTA 2021-FYI 5310	2021-FYI	1,473	598	0	150
FTA 2021-FYI 5311	2021-FYI	3,863	3,218	491	154
FTA 2021-FYI 5339	2021-FYI	23,478	18,782	4,696	0
FTA 2021-FYI REGION SUBTOTAL	2021-FYI	23,360	18,495	4,756	110
FTA 2021 FYISTATE SUBTOTAL	2021-FYI	172,059	137,947	33,894	218
2021-FYI PROJECT TOTAL	2021-FYI	880,189	724,301	153,479	2,408



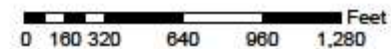
Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program STPR

PROJECT:
Replace Bridge
LOCATION:
Rt 68
TOWN:
Durham
PROJECT COST:
\$1,750,000
PROJECT NUMBER:
0037-0103

1 inch = 584 feet



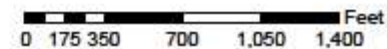
Transportation Improvement Program Roadway Improvement FY 2021-2024



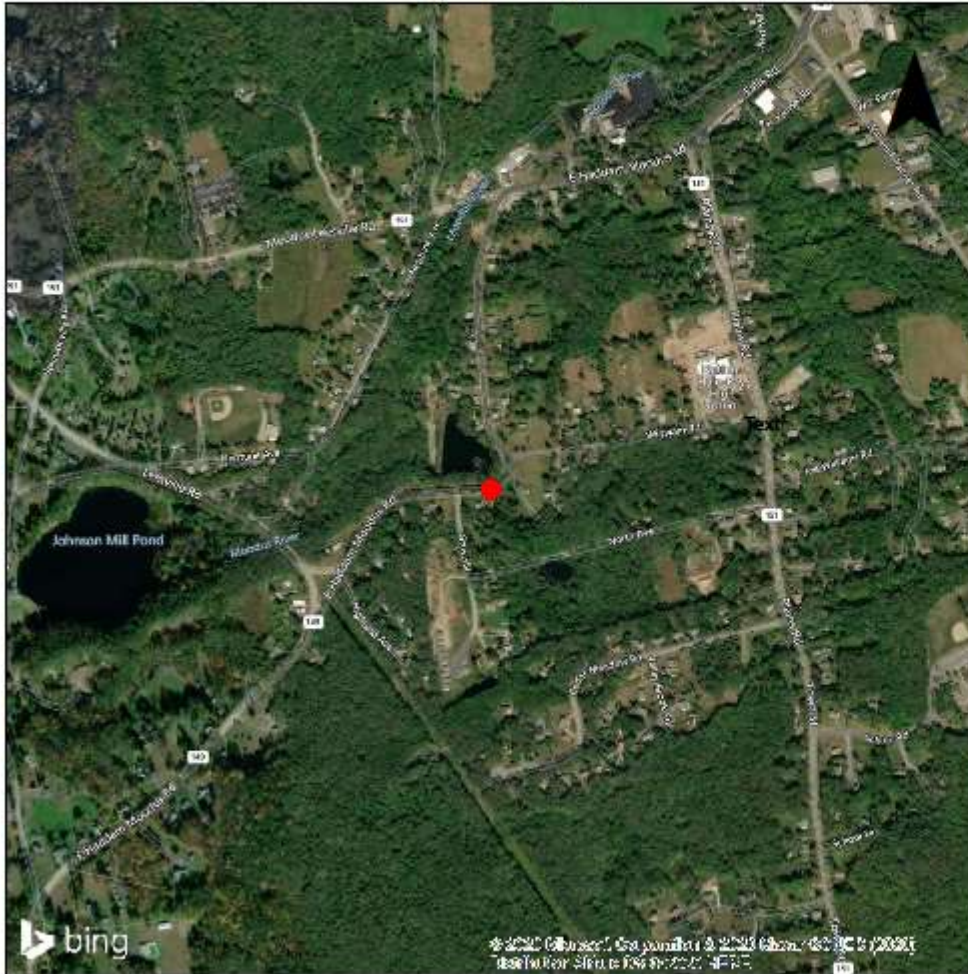
Federal Program STPR

PROJECT:
Rehabilitate Bridge
LOCATION:
Route 151
TOWN:
East Haddam
PROJECT COST:
\$46,000,000
PROJECT NUMBER:
0040-0141

1 inch = 643 feet



Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program STPH

PROJECT:
Replace Bridge
LOCATION:
Route 151
TOWN:
East Haddam
PROJECT COST:
\$2,400,000
PROJECT NUMBER:
0040-0144

1 inch = 915 feet



Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program STPR

PROJECT:
Replace Bridge
LOCATION:
Rt 82
TOWN:
East Haddam
PROJECT COST:
\$1,000,000
PROJECT NUMBER:
0040-0146

1 inch = 584 feet

0 160 320 640 960 1,280 Feet

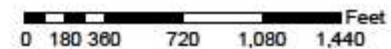
Transportation Improvement Program Roadway Improvement FY 2021-2024



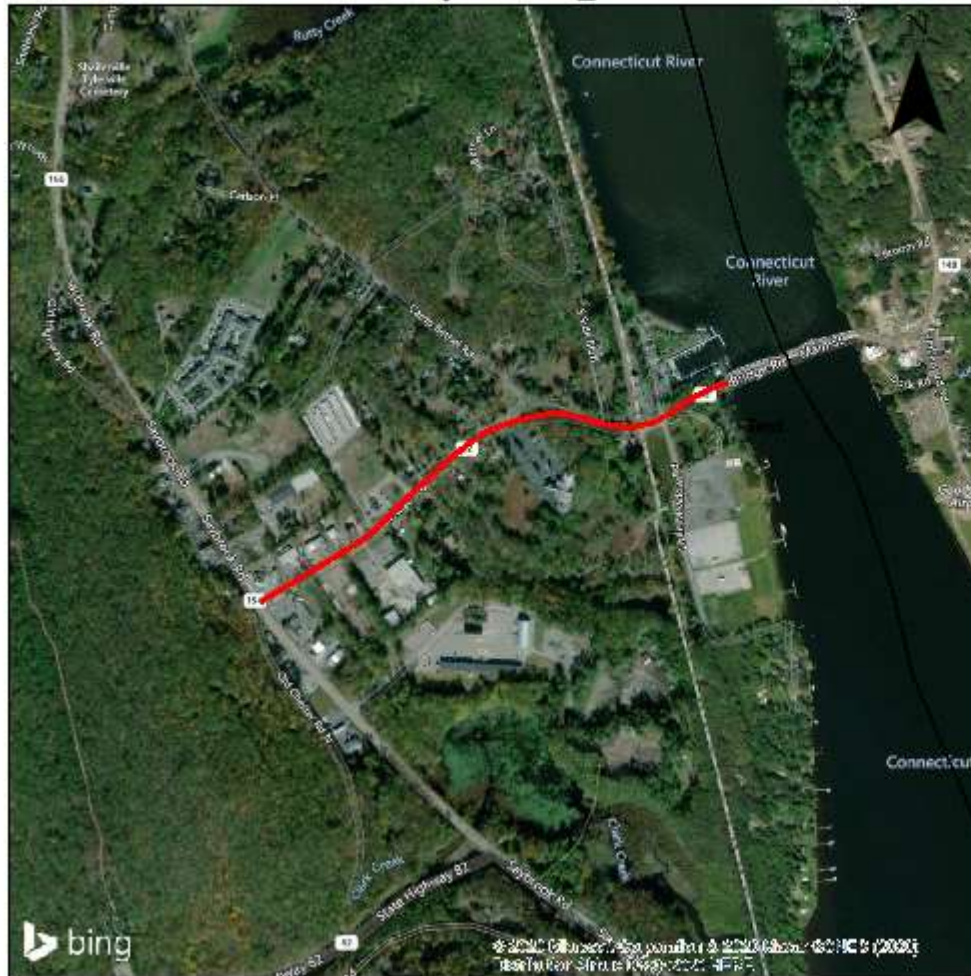
Federal Program STPH

PROJECT:
Replace two T-types with
Roundabouts
LOCATION:
Rt 82/RT 154
TOWN:
Haddam
PROJECT COST:
\$6,000,000
PROJECT NUMBER:
0060-0160

1 inch = 659 feet



Transportation Improvement Program Roadway Improvement FY 2021-2024



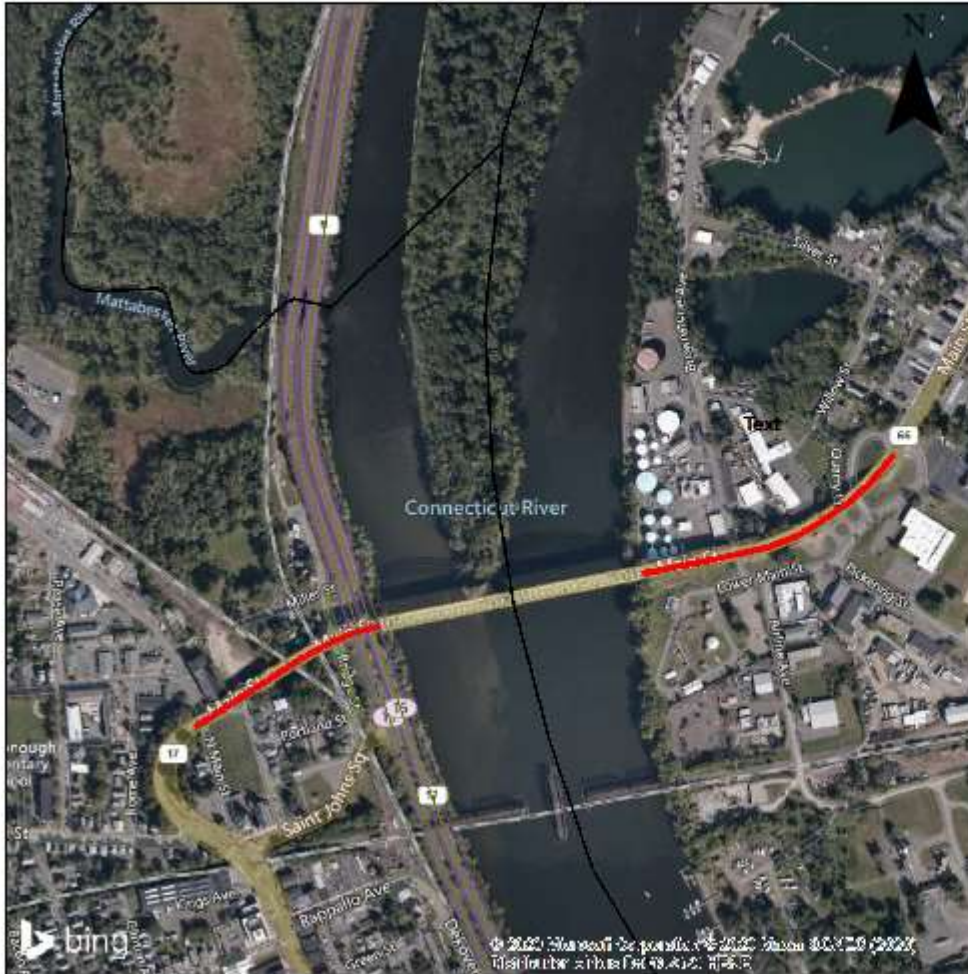
Federal Program TAPH

PROJECT:
Bike/Ped Improvements
LOCATION:
RT 82 West of Swing Bridge
TOWN:
Haddam
PROJECT COST:
\$1,330,000
PROJECT NUMBER:
0060-0162

1 inch = 833 feet

0 230 460 920 1,380 1,840 Feet

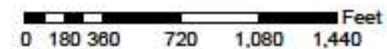
Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program NHPPBRX

PROJECT:
Replace Approach Spans
LOCATION:
Rt 66
TOWN:
Middletown
PROJECT COST:
\$6,250,000
PROJECT NUMBER:
0082-0312

1 inch = 667 feet



Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program NHPP

PROJECT:
Removal of Signals
LOCATION:
Rt 9
TOWN:
Middletown
PROJECT COST:
\$55,082,000
PROJECT NUMBER:
0082-0318

1 inch = 417 feet

0 115 230 460 690 920 Feet

Transportation Improvement Program Roadway Improvement FY 2021-2024



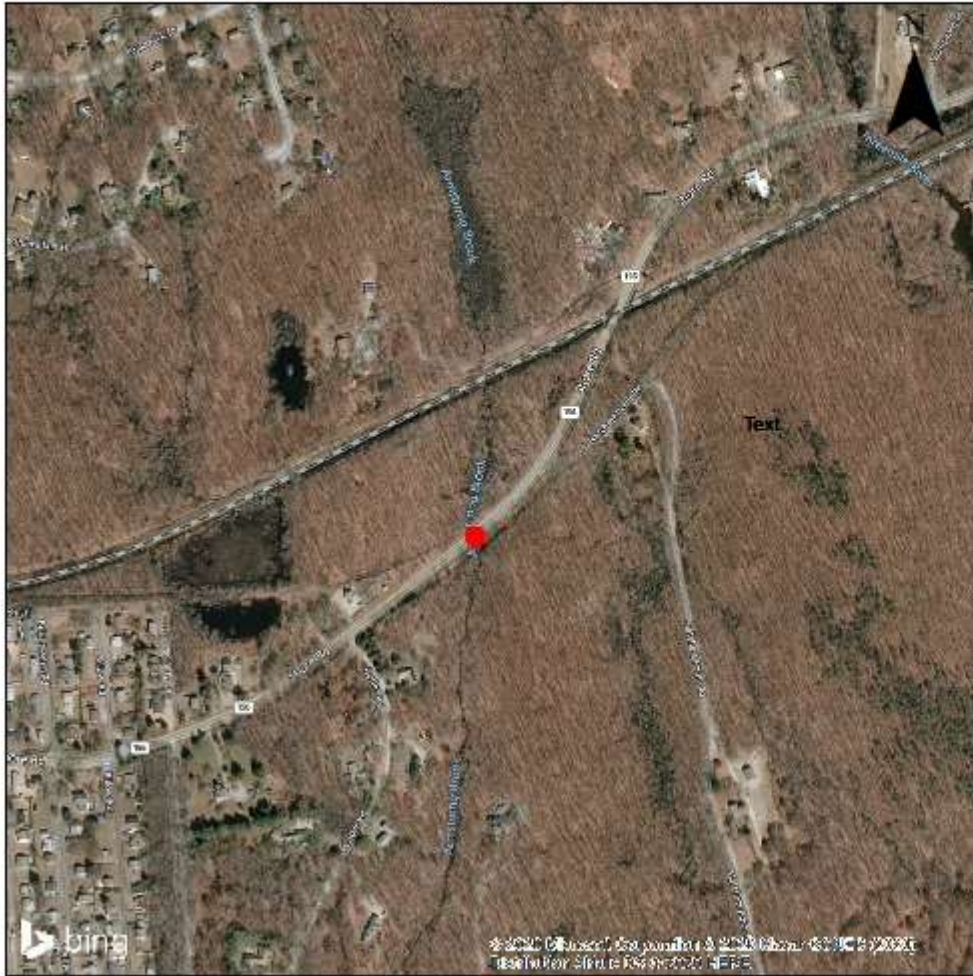
Federal Program STPH

PROJECT:
Roadway Improvements
LOCATION:
Portland St.
TOWN:
Middletown
PROJECT COST:
\$875,000
PROJECT NUMBER:
0082-0322

1 inch = 417 feet

0 115 230 460 690 920 Feet

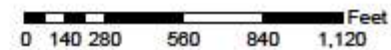
Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program STPABRX

PROJECT:
Replace Bridge
LOCATION:
Rt 156
TOWN:
Old Lyme
PROJECT COST:
\$7,000,000
PROJECT NUMBER:
0104-0175

1 inch = 510 feet



Transportation Improvement Program Roadway Improvement FY 2021-2024



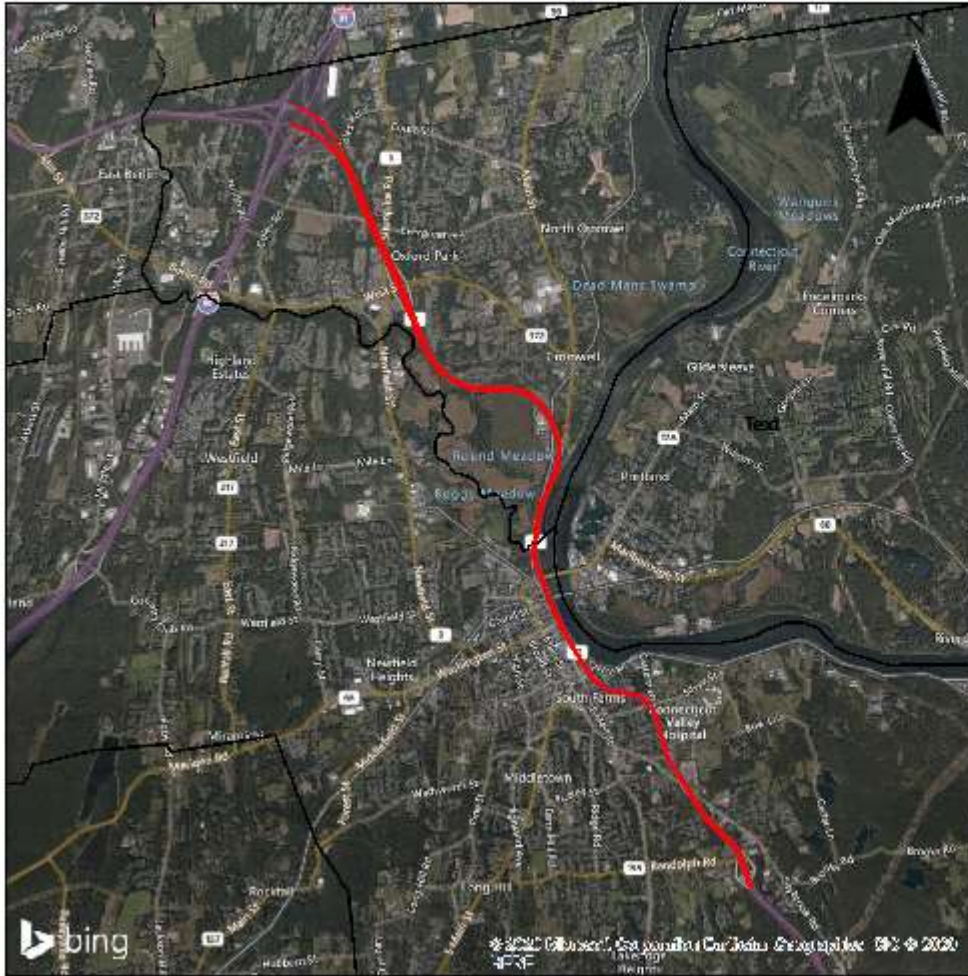
Federal Program CMAQ

PROJECT:
CCTV Installation
LOCATION:
Rt 9
TOWN:
Cromwell
PROJECT COST:
\$25,813,000
PROJECT NUMBER:
0171-0415

1 inch = 1,676 feet

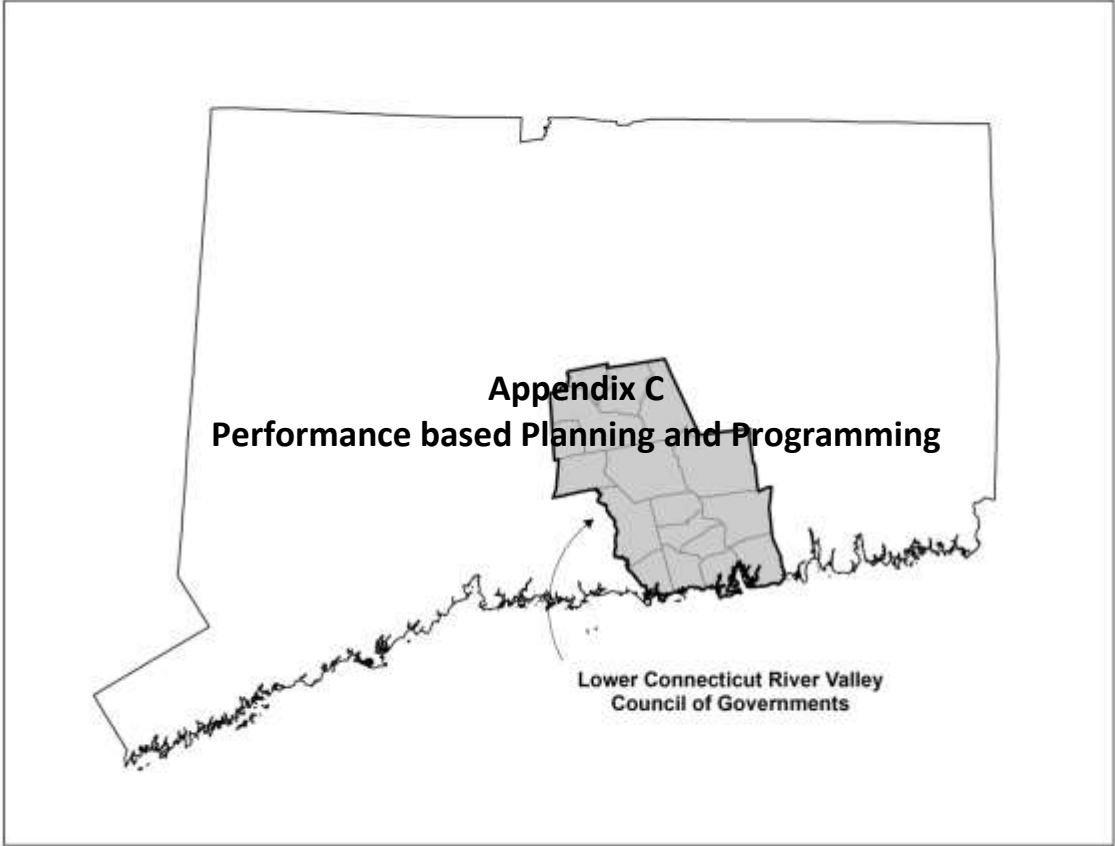
0 462.5925 1,850 2,775 3,700 Feet

Transportation Improvement Program Roadway Improvement FY 2021-2024



Federal Program CMAQ

PROJECT:
CCTV Installation
LOCATION:
Rt 9
TOWN:
Cromwell, Middletown
PROJECT COST:
\$9,123,000
PROJECT NUMBER:
0171-0416



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 and Serious Injuries	3007 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	4-Year
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	4-Year
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	4-Year
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	4-Year
Total Emission Reduction: PM2.5	12.950 kg/day	1.632 kg/day	2.674 kg/day
Total Emission Reduction NOx	462.490 kg/day	67.690 kg/day	102.370 kg/day
Total Emission Reduction VOC	263.890 kg/day	19.320 kg/day	30.140 kg/day
Total Emission Reduction PM10	0.000	0.000	0.000
Total Emission Reduction 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
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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
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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
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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
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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

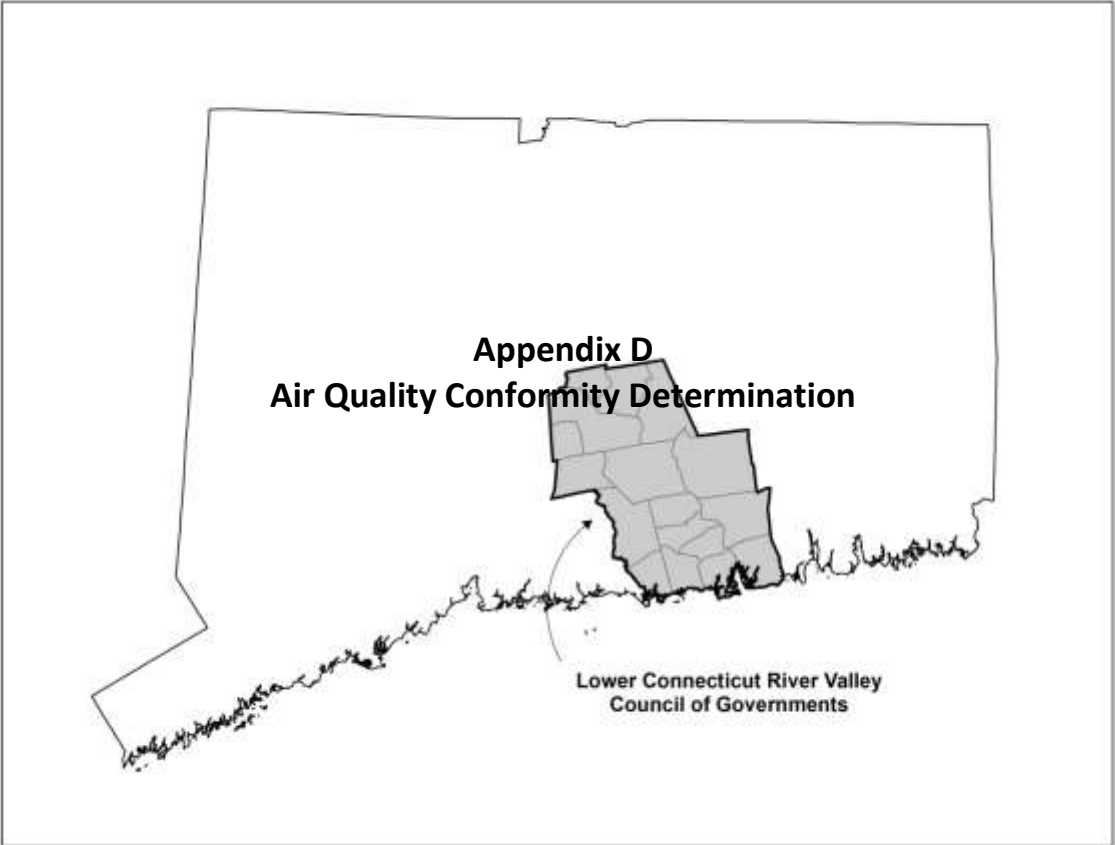
Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

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.



Air Quality Conformity Analysis and Determination of the NJ-NJ-CT Ozone Non-Attainment Area and Greater CT Ozone Non-Attainment Area

Transportation Conformity

Transportation conformity is a planning process required by the Federal Clean Air Act Amendments CAAA Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A, which establishes the framework for improving air quality to protect public health and the environment. The goal of transportation conformity is to ensure that FHWA and FTA funding and approvals are given to highway and public transportation activities that are consistent with air quality goals.

The CAAA requires that metropolitan transportation plans MTPs, transportation improvement programs TIPs, and Federal projects conform to the purpose of the state implementation plan SIP. Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone. The determination shows that the total emissions from on-road travel on an area's transportation system are consistent with the motor vehicle emissions budgets MVEBs and goals for air quality found in the state's SIP. Conformity requirements apply in areas that either do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas", respectively. Connecticut contains nonattainment areas for ozone (O3) and maintenance areas for PM 2.5 and carbon monoxide (CO) which are shown below.



Ozone is reactive, colorless gas comprised of three atoms of oxygen. Ozone exists naturally in a layer of the earth's upper atmosphere known as the stratosphere, where it shields the earth from the sun's harmful ultraviolet rays. However, ozone found close to the earth's surface, called ground-level ozone, is a component of smog and a harmful pollutant. Ground-level ozone is produced by a chemical reaction between VOCs and NOx in the presence of sunlight. Mobile source NOx emissions form when nitrogen and oxygen atoms chemically react inside the high pressure and temperature conditions in an engine. VOC emissions are a product of partial fuel combustion, fuel evaporation and refueling losses caused by spillage and vapor leakage. Exposure to ozone has been linked to a number of respiratory health effects, including significant decreases in lung function, inflammation of airways, and increased symptoms such as cough and pain when breathing deeply. High concentrations of ozone can also contribute to reductions in agricultural crop production and forest yields, as well as increased susceptibility of plants to disease, pests and other environmental stresses such as harsh weather. This pollutant alone contributes to the majority of unhealthy air quality days in Connecticut, as measured by the Air Quality Index (AQI).

Fine particulate matter, also called PM2.5, is a mixture of microscopic solids and liquid droplets suspended in air, where the size of the particles is equal to or less than 2.5 micrometers (about one-thirtieth the diameter of a human hair). Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides. The health effects associated with exposure to fine particles are serious. Scientific studies have shown significant associations between elevated fine particle levels and premature death. Effects associated with fine particle exposure include aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days), lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and cardiac arrhythmia. While fine particles are unhealthy for anyone to breathe, people with heart or lung disease, asthmatics, older adults, and children are especially at risk.

Carbon monoxide is produced by the incomplete burning of carbon in fuels, including gasoline. High concentrations of CO occur along roadsides in heavy traffic, particularly at major intersections and in enclosed areas such as garages and poorly ventilated tunnels. Peak concentrations occur during the colder months of the year when CO vehicular emissions are greater and meteorological inversion conditions occur more frequently, trapping pollutants near the ground. There were formerly three CO nonattainment areas in the state. These were the Southwestern portion of the state, the New Haven-Meriden-Waterbury area, and the Hartford-New Britain-Middletown area. The remainder of the state was in attainment for CO. Attainment was demonstrated in each of the nonattainment areas and, subsequently, they were designated as full maintenance areas. In the future, "hot-spot" carbon monoxide analyses will not be performed to satisfy "project level" conformity determinations as the whole State of Connecticut is in attainment for CO.

Conformity Tests and Results

For the NY-NJ-LI ozone nonattainment area and the Greater CT ozone nonattainment area, VOC and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is 2017 or later.

For the NY-NJ-LI PM 2.5 maintenance area, PM 2.5 and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is between 2017 and 2024 or be less than the 2025 transportation emission budgets if analysis year is 2025 or later. The maintenance area consists of Fairfield and New Haven Counties. The RiverCOG region includes towns in Middlesex and New London Counties which are in the PM 2.5 attainment area. No tests for CO are required because the CO areas have completed their Limited Maintenance Plans.

The following table show the MOVES2014b modeled emissions for ozone areas compared to the applicable MVEBs for each pollutant. In all cases, the MPOs TIPs meets the required conformity tests.

Year	Ozone Area	Tons per day					
		Series 31H		Budgets		Difference	
		VOC	NOx	VOC	NOx	VOC	NOx
2020	CT Portion of NY-NJ-LI Area	17.27	22.83	17.6	24.6	- 0.33	- 1.77
	Greater CT Area	15.31	20.06	15.9	22.2	- 0.59	- 2.14
2023	CT Portion of NY-NJ-LI Area	14.88	17.31	17.6	24.6	- 2.72	- 7.29
2025	CT Portion of NY-NJ-LI Area	14.16	14.97	17.6	24.6	- 3.44	- 9.63
	Greater CT Area	12.65	13.25	15.9	22.2	- 3.25	- 8.95
2035	CT Portion of NY-NJ-LI Area	8.53	8.92	17.6	24.6	- 9.07	-15.68
	Greater CT Area	7.64	7.83	15.9	22.2	- 8.26	-14.37
2045	CT Portion of NY-NJ-LI Area	7.17	7.96	17.6	24.6	-10.43	-16.64
	Greater CT Area	6.47	6.98	15.9	22.2	- 9.43	-15.22

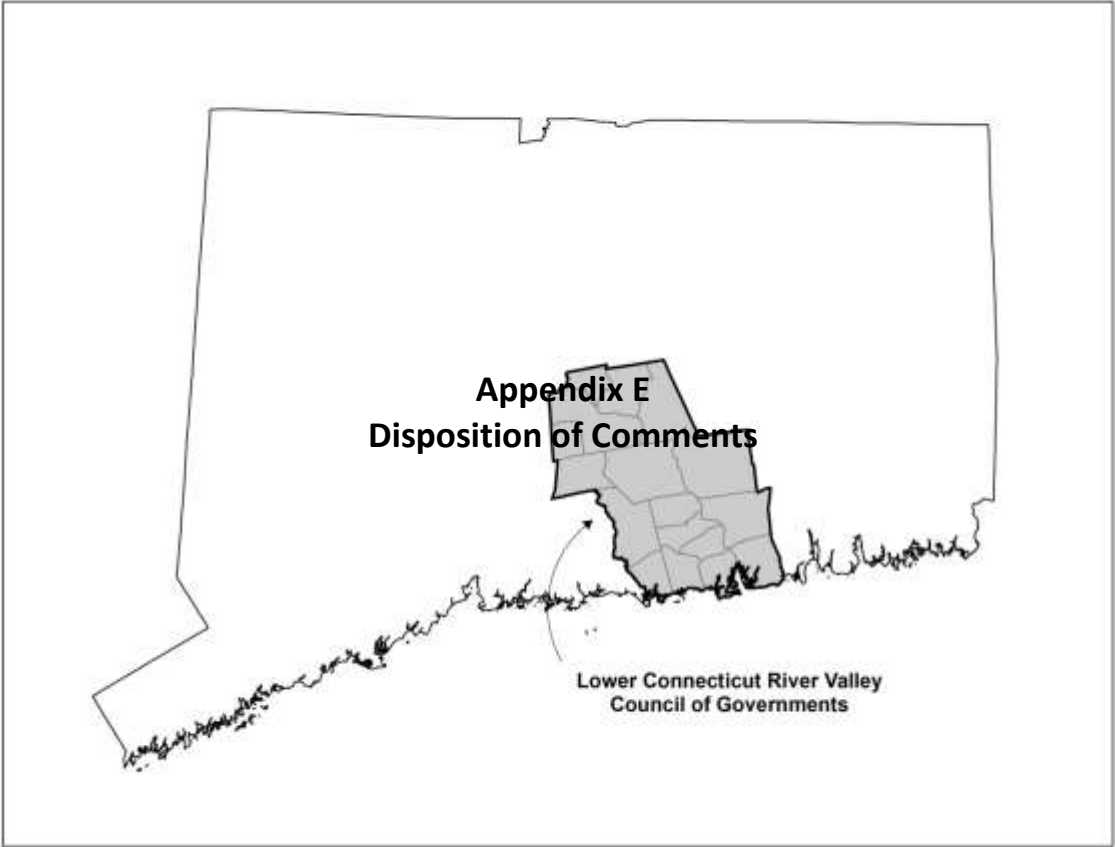
This analysis does not reflect the full benefit in air quality from the MPOs TIPs. While the network-based modeling process is capable of assessing the impact of major new highway or transit service, it does not reflect the impact from the many projects, which are categorically excluded from the requirement of conformity. These projects include improvements to intersections, which will allow traffic to flow more efficiently, thus reducing delay, fuel usage and emissions. Also included in the MPOs TIPs, but not reflected in this analysis, are many projects to maintain existing rail and bus systems. Which help mass transit systems function more efficiently, improve safety, and provide a more dependable and aesthetically appealing service. The technology to quantify the air quality benefits from these

programs is not currently available.

Changes in the transportation system will not produce significant emissions reductions because of the massive existing rail, bus, highway systems, and land development already in place. As shown the table above, transportation emissions are declining dramatically and will continue to do so. This is primarily due to programs such as federal heavy-duty vehicle standards, reformulated fuels, enhanced inspection and maintenance programs, and Connecticut's low emissions vehicle (LEV) program.

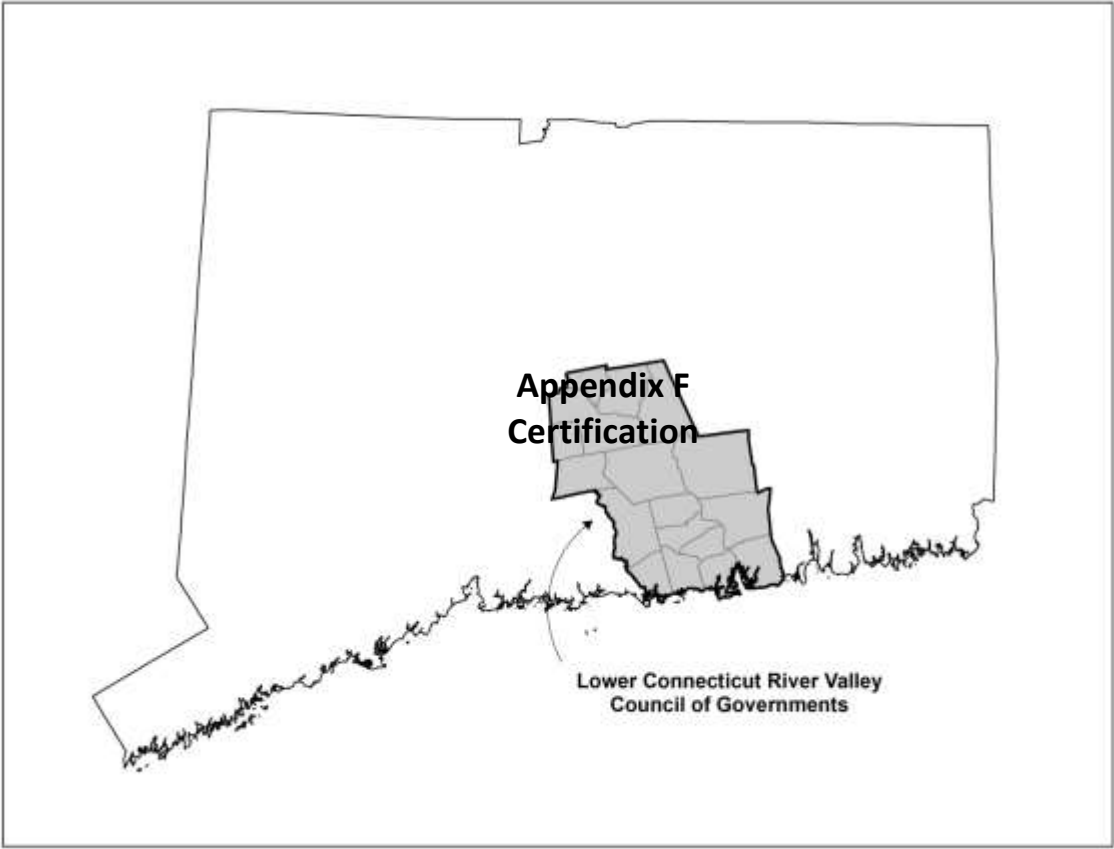
Determination

CTDOT has assessed its compliance with the applicable conformity criteria requirements of the 1990 CAAA. Based upon this analysis, it is concluded that all elements of Metropolitan Transportation Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets. The formal Air Quality Conformity Statement for RiverCOG's 2018-2021 TIP can be viewed on page four of this document.



Public Comments

- 08/25/2020 Portland CT officials asked about the Arrigoni approach span project as it is listed as a Middletown project. It was clarified how CTDOT assigns bridges that span town boundaries to one specific town.
- 08/26/2020 Jonah Center administration asked why the Saybrook Road does not appear in the TIP. It was clarified that the Saybrook road project is being funded by LOTCIP which used state funds only and the TIP lists project that have federal funding attached to them.
- 08/26/2020 The draft TIP was presented to the COG/MPO board the regularly scheduled meeting. Haddam and East Haddam officials asked about project 60-160 and if they could get greater detail regarding the project. A meeting was set up with CTDOT to provide Haddam officials with the status of the project
- 09/16/2020 A virtual public information meeting was held to discuss the draft TIP, PPP, AQC determination, and STIP
- 09/23/2020 A status update of draft TIP was presented to the COG/MPO board the regularly scheduled meeting.
- 10/09/2020 CTDOT virtually met with Haddam and RiverCOG staff and officials to discuss project 60-160





Lower Connecticut River Valley Council of Governments

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Metropolitan Planning Organization

MPO PLANNING CERTIFICATION

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

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

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

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

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

CERTIFICATE: The undersigned duly qualified Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the Lower Connecticut River Valley Council of Governments on October 28, 2020.

Edward Bailey *Oct 28, 2020*

Edward Bailey Date
Secretary