

**South Central Regional Council of Governments  
Fiscal Year 2021 - 2024  
Transportation Improvement Program**

South Central Regional Council of Governments  
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**South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program**

## **ABSTRACT**

<b>TITLE:</b>	<i>FFY2021-FFY2024 Transportation Improvement Program</i>
<b>AUTHOR:</b>	South Central Regional Council of Governments
<b>SUBJECT:</b>	Four-year multimodal transportation program
<b>SOURCE:</b>	South Central Regional Council of Governments, 127 Washington Avenue – 4 <sup>th</sup> Floor West North Haven, CT 06473-1715
<b>ABSTRACT:</b>	<p>The South Central Regional Council of Government's FFY2021-FFY2024 Transportation Improvement Program (TIP) identifies all federally funded transportation projects, which have been programmed for the duration of the TIP cycle. The program includes support for all modes of transportation, including highway, transit, travel demand management, and non-motorized facilities and services. This program was developed in coordination with the Statewide Transportation Improvement Program (STIP), and is incorporated into the STIP for the purposes of air quality conformity determination. Amendments to this program occur as necessary and are available at <a href="http://www.scrkog.org">www.scrkog.org</a>.</p>
<b>DISCLAIMER:</b>	<p>This report was prepared in cooperation with the Federal Highway Administration, Federal Transit Administration, Connecticut Department of Transportation, and Connecticut Office of Policy and Management. The opinions, findings, and conclusions expressed in this report are those of the South Central Regional Council of Governments and do not necessarily reflect the official views of other government agencies.</p>

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# **South Central Regional Council of Governments FFY2021-FFY2024 Transportation Improvement Program**

## **1. INTRODUCTION**

### **What is the TIP?**

The Transportation Improvement Program (TIP) is a four-year financial document that identifies all projects expected to be funded with Federal participation in those four years. This document covers federal fiscal years 2021, 2022, 2023 and 2024. Future funding (FYI) is provided for information purposes only. The TIP is incorporated fully into the Connecticut Department of Transportation's (CTDOT) Statewide Transportation Improvement Program (STIP). In order to be eligible for reimbursement, projects utilizing Federal Highway and Federal Transit Administration funding must be included in both the TIP and STIP. Once it is adopted the TIP does not remain stagnant for long. Project information is constantly being updated and new projects added. The STIP and TIP must be updated regularly and these changes are made through an amendment process that begins with a request for TIP Actions or Amendments

### **What is the Amendment Process?**

The majority of projects in the TIP are Highway projects overseen by CTDOT. For this reason requests for Actions and Amendments generally flow from the State to the Region. There are times when the request will begin at the regional level; however, CTDOT's Air Quality Conformity Determination process requires that project additions or changes must be reviewed before they can be included in the TIP.

When SCRCOG receives a request for an Action or Amendment to our TIP, it is reviewed by the Transportation Committee at their monthly meeting and then it is recommended to the full SCRCOG board for approval. In the South Central Region, both TIP Actions and Amendments follow the same process and must receive full board approval. It is through this process that the Mayors and First Selectmen can participate in and influence CTDOT's transportation investment in the region.

### **What is the Role of SCRCOG?**

The South Central Regional Council of Governments (SCRCOG) is responsible for the preparation of the TIP in cooperation with local governments, CTDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Connecticut Office of Policy and Management. The geographic area covered by the TIP includes the following 15 member municipalities: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

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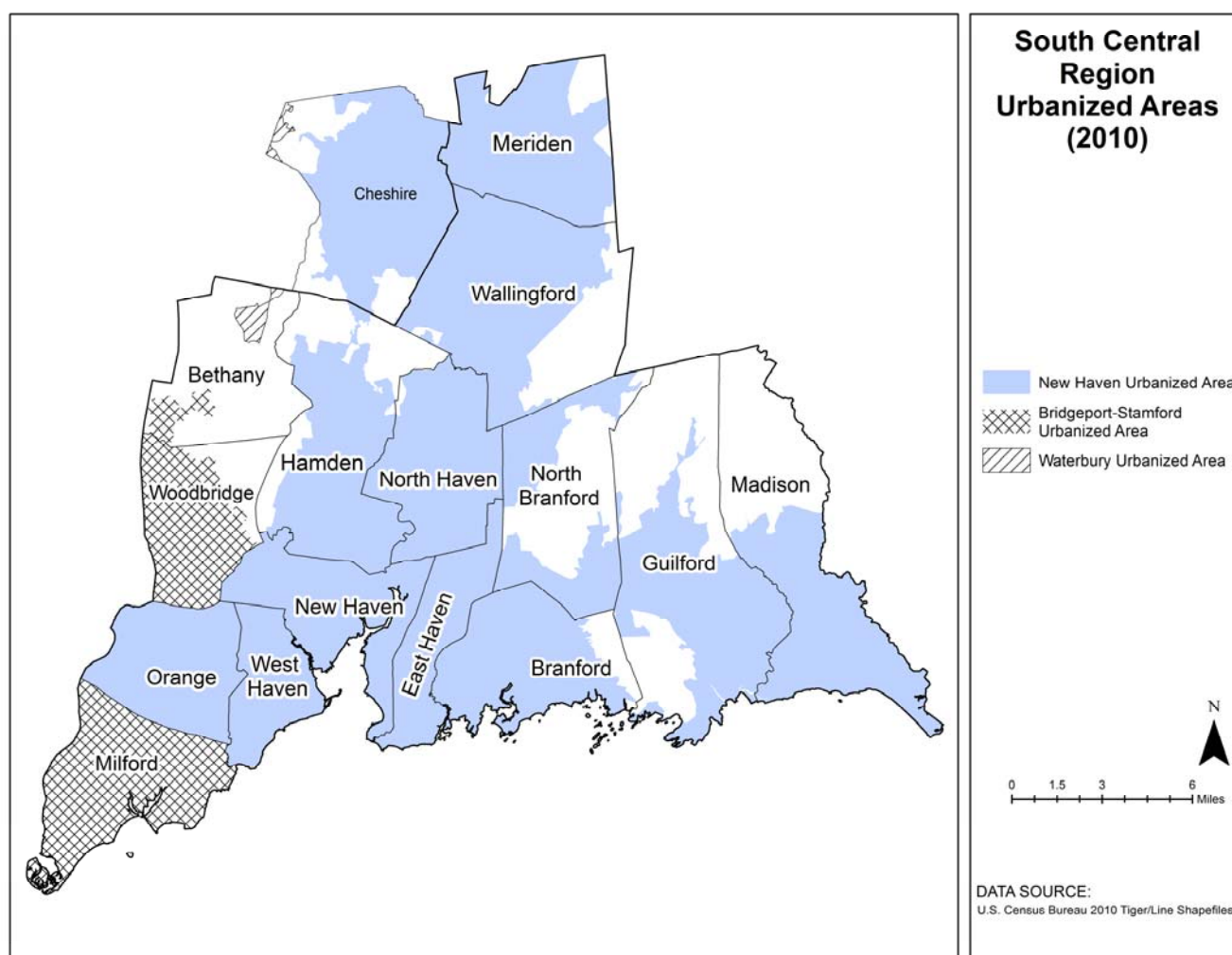
### **The Development Process**

The TIP is developed through a defined process that commits available federal funding, along with state and local matching funds to reflect needs and available resources. Only projects consistent with the region's Metropolitan Transportation Plan can be included in the TIP. The TIP is updated every two years, which assists in setting clear priorities and commitments. **Section 4** of the document identifies the individual projects that are anticipated during the four-year interval (2021-2024) by CTDOT. The region's chief elected officials, working with CTDOT and transit operators, shape the process through their approval of the TIP and subsequent amendments at monthly Council meetings.

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), signed into law On December 4, 2015, provides long-term funding for surface transportation infrastructure planning and investment. The FAST Act maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and, provides a dedicated source of federal dollars for freight projects.

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It is the federally defined urbanized area population statistics gathered by the decennial census that determine STP and FTA Section 5307 (transit) capital and operating assistance program levels of support. Almost the entire SCRCOG region is considered to be within the New Haven Urbanized Area, based on its land use patterns. The town of Cheshire is located within the New Haven-Meriden Urbanized Area and is provided with STP-Urban funding through SCRCOG. Milford, as well as parts of Woodbridge are included in the Bridgeport – Stamford Urbanized Area and parts of Bethany are included in the Waterbury Urbanized area.



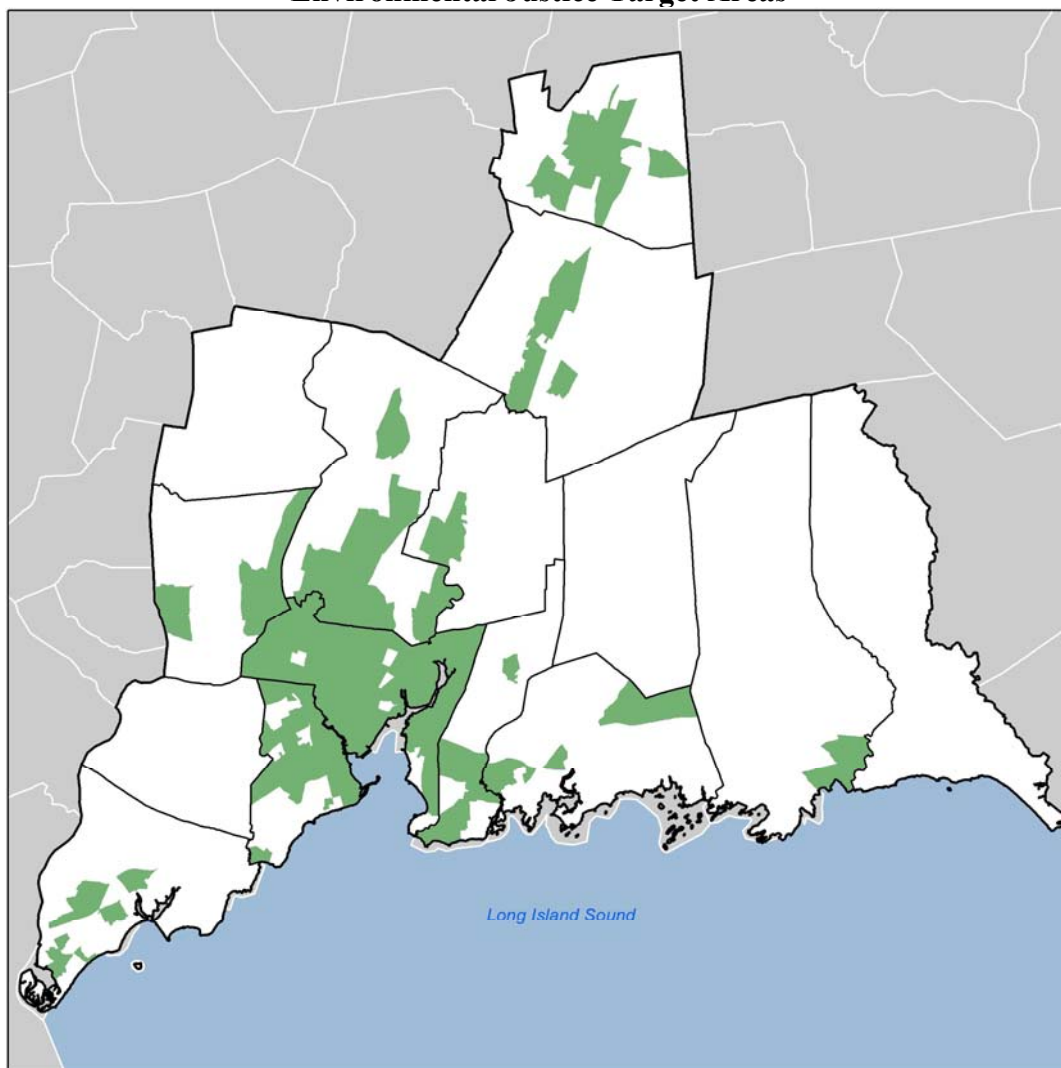
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## **2. FEDERAL REQUIREMENTS**

### **Environmental Justice**

SCRCOG conducts outreach to traditionally underserved individuals and communities, including low income and minority communities, and to people with limited English proficiency. Concentrations of these populations are displayed in Figure 2. These efforts will be in accordance with Executive Order 12898, “Federal Actions to Address Minority Populations and Low Income Populations” dated February 11, 1994, and Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency” dated August 11, 2000.

**Figure 2  
Environmental Justice Target Areas**



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### **Public Involvement**

Public involvement within the development and modification of the TIP is a continuous process, which ensures that project selection considers citizen concerns at both local and regional levels. Citizen involvement begins when local agencies develop projects for submittal to SCRCOG for regional review. In shaping public involvement programs, local governments often consider the size of their community, level of public awareness about transportation issues, and involvement of community-based organizations. Setting realistic goals and ensuring accountability between local officials and community organizations promotes successful public involvement activities.

### **Financial Constraint**

Federal regulations require that both the STIP and TIP be “fiscally constrained.” Fiscal constraint means that program costs for a given year cannot exceed program revenues for a given year. Since most of the federal funding authorizations are made for statewide programs, our region is dependent on the Connecticut Department of Transportation (CTDOT) to provide estimates of federal funds available statewide, and for assuring that a sufficient portion of those funds is allocated to our region to cover the cost of our program of projects. As part of the preparation of the TIP, CTDOT provided a summary analysis of project cost and anticipated federal revenues. 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 will be re-allocated to reflect total statewide and regional program needs.

All of the funding listed in the TIP is expected to come into the region and go towards the projects listed. Projects are consistent with the goals identified in the fiscally constrained *South Central Regional Long Range Transportation Plan 2015-2040* (LRP). The cost of projects listed in the statewide TIP does not exceed the total funds *authorized* by Congress for Federal Highway Administration programs or Federal Transit Administration programs in Connecticut for each of the four years.

A summary of the cost of the projects listed in the TIP is provided in **Section 3**, which provides a breakdown of costs by year (FFY 2021, 2022, 2023, 2024 and FYI) and by federally funded program.



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### **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](http://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:

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<b>Performance Measures</b>	<b>Numeric Target for 2020</b>
Fatalities	277 per year
Fatality Rate	0.883 per 100 million VMT
Serious Injuries	1,547 per year
Serious Injury Rate	4.93 per 100 million VMT
Non-Motorist Fatalities & Serious Injuries	307 per year

The STIP will program projects to meet the targets set by the CTDOT by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:

1. Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.
2. Location-specific highway safety improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.
3. Programmatic or Systematic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.
4. Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high risk roadway features that are correlated with particular severe crash types.

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### **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:

<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<b>Percentage of Pavements of the Interstate System in Good Condition</b>	66.20%	65.50%	64.40%
<b>Percentage of Pavements of the Interstate System in Poor Condition</b>	2.20%	2.00%	2.60%
<b>Percentage of Pavements of the Non-Interstate NHS in Good Condition</b>	42.90%	36.00%	31.90%
<b>Percentage of Pavements of the Non-Interstate NHS in Poor Condition</b>	17.00%	6.80%	7.60%
<b>Percentage of NHS Bridges Classified as in Good Condition</b>	15.20%	22.10%	26.90%
<b>Percentage of NHS Bridges Classified as in Poor Condition</b>	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.

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### **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.”<sup>1</sup> 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.”<sup>2</sup> 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:

<b>Performance Measures</b>	<b>Baseline</b>	<b>2-Year Target</b>	<b>4-Year Target</b>
<b>Percent of the Person-Miles Traveled on the Interstate That Are Reliable</b>	79.60%	75.20%	72.10%
<b>Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable</b>	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:

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

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT must use the trend and truck bottleneck analysis done for the Statewide Freight Plan.

### **Air Quality**

US DOT requires that states and MPO's assess the impact of their transportation systems on air quality and specifically the impacts from vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5	12.950 kg/day	1.632 kg/day	2.674 kg/day
Total Emission Reductions: NOx	462.490 kg/day	67.690 kg/day	102.370 kg/day
Total Emission Reductions: VOC	263.890 kg/day	19.320 kg/day	30.140 kg/day
Total Emission Reductions: PM10	0.000	0.000	0.000
Total Emission Reductions: CO	0.000	0.000	0.000

The STIP will program projects to meet the targets set by the CTDOT by selecting appropriate CMAQ eligible projects including congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

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### **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, Greater New Haven Transit District, 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**

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<b>Performance Measure</b>	<b>2019 Target</b>	<b>2019 Performance %</b>	<b>2019 Difference</b>	<b>2020 Target</b>	<b>Useful Life Benchmark</b>
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**

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2019 Performance %</b>	<b>2019 Difference</b>	<b>2020 Target</b>	<b>TERM</b>
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

**Connecticut Department of Transportation (CTDOT)**

**Full Reporters:** Arrow, Collins, Shore Line East, Metro North Railroad

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

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2019 Performance %</b>	<b>2019 Difference</b>	<b>2020 Target</b>	<b>Useful Life Benchmark</b>
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 years

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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**

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2019 Performance %</b>	<b>2019 Difference</b>	<b>2020 Target</b>	<b>TERM</b>
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**

<b>Performance Measure</b>	<b>2019 Target</b>	<b>2019 Performance %</b>	<b>2019 Difference</b>	<b>2020 Target</b>	<b>Restrictions</b>
CR – Commuter Rail	2.00%	3.48%	-1.48%	2.00%	% Track Miles under Slow Zones

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



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Trucks and other Rubber Tire Vehicles	7.00%	13.33%	-6.33%	7.00%	14 Years
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**Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale**

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

**CT Transit New Haven**

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

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

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

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

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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.

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<sup>1</sup> 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)

<sup>2</sup> Ibid, p. 1-1.

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### **3. FINANCIAL PROGRAMMING**

#### **Description of Federal Funding Programs**

##### **Section 330 (330)**

This program is dedicated to projects that are established by congressional designation. The funding ratio is 100 percent federal and is available until expended.

##### **FTA Section 5307 Capital Program (5307)**

The FTA Section 5307 funds are for capital assistance projects, such as the purchase of new buses. The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit. All specific provisions of FTA Circular 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to. The capital program requires a 20 percent non-federal match.

##### **FTA Section 5309 Capital Funding Program (5309)**

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new transit service projects ("New Start" - 40%), the improvement and maintenance of existing rail and other fixed guideway systems ("Rail Modernization"- 40%), and the rehabilitation of bus systems ("Bus and Other"- 20%). The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share.

##### **FTA Section 5310 Capital Program (5310C)**

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. It supports transportation services planned, designed and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas of Connecticut and

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provides funding for both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

### **FTA Section 5337 State of Good Repair (SGR) Grants Program**

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

### **FTA SEC 5339 Bus and Bus Facilities Formula Grants**

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It replaced the Section 5309 Bus and Bus Facilities program under SAFETEA-LU. The federal share is 80% with a required 20% local match.

### **Bridge Program: ON System (BRZ)**

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a collector or higher. That is, it must be "on" the Federal-Aid road system. CTDOT has a program of regularly inspecting and rating the condition of bridges. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State

### **Bridge Program: OFF System (BRZ)**

The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid road system, therefore bridges on local roads or rural minor collectors. CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. Therefore, the majority of the funded projects are municipal bridges.

### **Congestion Mitigation and Air Quality Program (CMAQ)**

The FAST Act continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

## **South Central Regional Council of Governments FFY2021-FFY2024 Transportation Improvement Program**

For a State that has a nonattainment or maintenance area for fine particulate matter (PM<sub>2.5</sub>), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM<sub>2.5</sub> designated area.

CTDOT has set aside \$10 million of CMAQ funds for the solicitation of project proposals from the Planning Regions. This amount will be reviewed annually on the basis of funds provided and projects programmed.

### **High Priority Projects (HPP) (HPPS)**

These program funds are for specific projects identified by Congress. They are commonly referred to as demonstration projects.

### **Highway Safety Improvement Program (HSIP)**

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-drive, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem.

### **National Highway Performance Program (NHPP)**

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. FAST Act allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway if Interstate System and NHS Bridge Condition provision requirements are satisfied.

### **Surface Transportation Program (STP)**

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. Functional classification of local road is not eligible. This Program has a variety of subcategories defined below.

#### ***STP Anywhere (STPA)***

These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, CTDOT usually determines where the funds will be spent. The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 20 percent state..

## **South Central Regional Council of Governments FFY2021-FFY2024 Transportation Improvement Program**

### ***STP Urban (STPNH)***

It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban program for the South Central Region are STP-Bridgeport/Stamford (STPBS), STP-New Haven (STPNH).

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

### **Transportation Alternatives Program (TAP)**

The TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TAP is suballocated based on population.

### **List of Funding Codes**

#### **Federal Transit Administration (FTA)**

5307C	Capital Funding Programs
5307P	Carryover Capital Funding Programs
5307S	Flex Funds
5309A	Fixed Guideway Modernization Capital Funding Programs
5309B	Carryover Fixed Guideway Modernization Capital Funding Programs
5309F	Bus Funding Programs
5309G	Carryover Bus Funding Programs
5309Q	Carryover New Starts
5310	Capital Funding for Elderly and Disabled Transportation
5337	State of Good Repair Program
5339	Bus and Bus Facilities Grant Program
9-N/A	Operating Subsidy Funding Programs

#### **Federal Highways Administration (FHWA)**

BRZ	Bridge Rehabilitation and Replacement (includes both on and off system bridges)
CMAQ	Congestion Mitigation and Air Quality Programs
HPP/S	High Priority Programs
HSIP	Highway Safety Improvement Program

**South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program**

NHPP	National Highway Preservation Program
NHTSA	National Highway Traffic Safety Administration Funds
REP	Repurposed Earmark Funds
RT	Recreational Trails Program
SRTS	Safe Routes to School
STPA	Surface Transportation Program – Anywhere Funds
STPBS	Surface Transportation Program – Urban funding for Bridgeport/Stamford Region
STPNH	Surface Transportation Program – Urban funding for New Haven Region
TCSP	Transportation and Community and System Preservation Program
TAPNH	Transportation Alternatives Program
VPPP	Value Pricing Pilot Program

# South Central Regional Council of Governments FFY2021-FFY2024 Transportation Improvement Program

## 4. THE 2021 – 2024 PROGRAM

### Understanding the Project Listings

Project #	State Project Number assigned to the project
SCRCOG #	SCRCOG project number assigned
Town	Project Location: name of the Municipality or Region
Name	Title of project as listed in the STIP
Description	Brief Description of project based on information provided by CTDOT
Funding	Funding code of the federal program used to fund the project
Phase	Phase of the project to be funded PD Preliminary Design/Engineering Phase FD Final Design/ Engineering Phase ROW Rights of Way Acquisition CON Construction OTH Other (usually Transit services)
Year	Federal Fiscal Year in which federal funds are scheduled to be committed or obligated to the project Prior Federal Fiscal Year 2020 (October 1, 2019 – September 30, 2020) 2021 Federal Fiscal Year 2021 (October 1, 2020 – September 30, 2021) 2022 Federal Fiscal Year 2022 (October 1, 2021 – September 30, 2022) 2023 Federal Fiscal Year 2023 (October 1, 2022 – September 30, 2023) 2024 Federal Fiscal Year 2024 (October 1, 2023 – September 30, 2024) FYI Federal Fiscal Year 2022 (October 1, 2024 – September 30, 2025)
Current TIP Funds - Total funds shown in current TIP (2021,2022,2023,2024)	
Total Project Funds – Includes only current TIP funds and not Prior years’ funding	
History	Complete history of TIP changes to the project from its first introduction in to the TIP. Information includes amendment information from prior TIPs.
*AC Entry	AC stands for Advance Construction which is a phrase use to describe a financing procedure in which a project is Advertised for construction bids late in one fiscal year (noted as AC Entry), but the actual funding commitment occurs in the following fiscal year (noted as AC Conversion).



# **FY2021-2024**

## **Transportation Improvement Program**

### **Municipal Project Codes**

0008 – Bethany

0014 – Branford

0043 – East Haven

0059 – Guilford

0061 – Hamden

0075 – Madison

0079 – Meriden

0083 – Milford

0092 – New Haven

0098 – North Branford

0100 – North Haven

0106 - Orange

0148 – Wallingford

0156 – West Haven

0167 – Woodbridge

0170 – Statewide

0171 – District 1

0173 – District 3

# **RESOLUTIONS**



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
OZONE**

**WHEREAS,**

The South Central Regional Council of Governments (SCRCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

**WHEREAS,**

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

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

**WHEREAS,**

it is the opinion of the SCRCOG that the plans and programs approved today, September 23, 2020 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 Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM<sub>2.5</sub> Air Quality Conformity Determination 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).



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

Now, THEREFORE BE IT RESOLVED by the SCRCOG

That the SCRCOG finds that ,based upon CTDOT's Air Quality determination, the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, dated April 2020, contingent upon no major adverse comments are received during said period.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the SCRCOG certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on September 23, 2020

Date September 23, 2020

By: \_\_\_\_\_  
First Selectman Matthew Hoey, *Secretary*  
South Central Regional Council of Governments



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Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
PM 2.5**

**WHEREAS,**

The South Central Regional Council of Governments (SCRCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

**WHEREAS,**

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

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

**WHEREAS,**

It is the opinion of the SCRCOG that the plans and programs approved on September 23, 2020 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 Connecticut portion of the New York – Northern New Jersey – Long Island, NY-NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

**WHEREAS,**

The State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County) and



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

WHEREAS,

The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

That the SCRCOG finds that, based upon CTDOT's Air Quality determination, the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated April 2020 contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the SCRCOG certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on September 23, 2020.

Date September 23, 2020

By: \_\_\_\_\_  
First Selectman Matthew Hoey, *Secretary*  
South Central Regional Council of Governments



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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021 - Fiscal Year 2024 Transportation Improvement Program***

- Whereas:*** U.S. Department of Transportation Metropolitan Planning Regulations (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and
- Whereas:*** The Council (SCRCOG), in cooperation with the Connecticut Department of Transportation (CTDOT) and major transit operators and relying upon financial constraints offered by CTDOT, framed a four-year draft Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program addressing projects and programs per the terms of 23 CFR 450.324; and
- Whereas:*** The Council has provided a substantial opportunity for public review and comment during the August 2020 – September 2020 period consistent with SCRCOG's Public Participation Guidelines (adopted December, 2012) and has considered public comments per 23 CFR 450; and
- Whereas:*** By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the Council in response to U.S. Department of Transportation metropolitan transportation planning requirements are intended to satisfy requirements associated with development of a Statewide Transportation Improvement Program (STIP); and
- Whereas:*** Significant Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program proposals reflected in a Connecticut Department of Transportation air quality assessment for serious non-attainment portions of Connecticut (Air Quality Conformity Report for Ozone and PM 2.5 (2020), Transportation Improvement Program and Metropolitan Transportation Plan (April 2019)) and, in the context of all relevant regional transportation improvement programs, have been found to be conforming by CTDOT and by the Council's current Air Quality Conformity Resolution (attached) per U.S. Environmental Protection Administration guidelines (40 CFR 51 and 93); and



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Carl J. Amento, Executive Director

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program (Continued)***

*Whereas:* The Council of Governments' transportation planning process that continuously reviews goals, projects and opportunities may result in periodic adjustment or amendment of the TIP.

*Now, Therefore, Be It Resolved By the Council of Governments*

The Fiscal Year 2021-2024 Transportation Improvement Program is hereby adopted and shall be transmitted to the Connecticut Department of Transportation for inclusion in the State Transportation Improvement Program without change subsequent to an air quality conformity finding by the U.S. Federal Highway Administration and/or the U.S. Federal Transit Administration per 23 CFR 450.328.

Consistent with the intent of 23 *CFR* 3450.324(k) only transit projects explicitly associated with funds allocated to the New Haven-Meriden Urbanized Area per Section 5307 of the Federal Transit Act and, in the aggregate, not exceeding authorized federal fiscal year allocations, shall be pursued with those funds.

The region's planning transportation process addressing major regional issues and opportunities is being conducted in accordance with all applicable requirements established in 23 *CFR* 450.334.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on September 23, 2020.

Date September 23, 2020

By: \_\_\_\_\_  
First Selectman Matthew Hoey, *Secretary*  
South Central Regional Council of Governments