

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

**F.Y. 2012 - 2015**

**Adopted: October 19, 2011**

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

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# **TRANSPORTATION IMPROVEMENT PROGRAM**

**F.Y. 2012 - 2015**

Prepared in cooperation with the U.S. Department of Transportation, Federal Highway Administration, and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Southeastern Connecticut Council of Governments and do not necessarily reflect the official views or policies of the Connecticut Department of Transportation and/or the Federal Highway Administration.

**SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS**  
5 Connecticut Avenue, Norwich, Connecticut 06360

**Adopted: October 19, 2011**

**SOUTHEASTERN CONNECTICUT COUNCIL  
OF GOVERNMENTS**

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**SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS**

**5 Connecticut Avenue, Norwich, Connecticut 06360**

**(860) 889-2324/Fax: (860) 889-1222/Email: office@seccog.org**

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**RESOLUTION NO. 11-8**

**ADOPTING THE FFY 2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM**

WHEREAS, The Southeastern Connecticut Council of Governments acting as the Metropolitan Planning Organization is authorized by the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) and related U.S. Department of Transportation regulations to prepare and endorse a Transportation Improvement Program for the Southeastern Connecticut region; and,

WHEREAS, the Southeastern Connecticut Council of Governments prepared the FFY 2012-2015 Transportation Improvement Program in cooperation with the Connecticut Department of Transportation in accordance with the provisions of the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU); and,

WHEREAS, the FFY 2012-2015 Transportation Improvement Program describes all projects which are programmed to receive federal transportation assistance over the next four fiscal years and is financially constrained; and,

WHEREAS, the public notification and review of the draft FFY 2012-2015 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, a public hearing was held on October 3, 2011, at which the public was invited to comment on the draft FFY 2012-2015 Transportation Improvement Program; and,

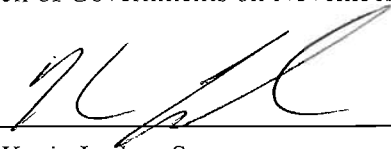
WHEREAS, that by agreement between the State and the Metropolitan Planning Organization, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of the Statewide Transportation Improvement Program (STIP)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

NOW, THEREFORE BE IT RESOLVED, that the Southeastern Connecticut Council of Governments hereby endorses the FFY 2012-2015 Transportation Improvement Program for the Southeastern Connecticut Region.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Southeastern Connecticut Council of Governments on November 16, 2011.

Date: 2/15/12

By:   
Kevin Lyden, Secretary

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**RESOLUTION NO. 11-9**  
**CONFORMITY WITH THE CLEAN AIR ACT OZONE**

**WHEREAS**, the Southeastern Connecticut Council of Governments is required to submit an Air Quality Conformity Statement to the U.S. Federal Highway Administration (FHWA) and to the U.S. Environmental Protection Administration (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; and (3) the plans and program contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

**WHEREAS**, it is the opinion of the Southeastern Connecticut Council of Governments that the plans and programs approved today, November 16, 2011 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 Moderate Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Greater Connecticut Ozone Moderate 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 September, 2011); and

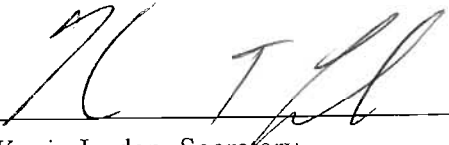
**WHEREAS**, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506(3)(A).

**NOW, THEREFORE**, be it Resolved by the Southeastern Connecticut Council of Governments, that Southeastern Connecticut Council of Governments finds that the Long Range Transportation Plan and the FFY 2012-2015 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 September, 2011 Ozone Air Quality Conformity Determination contingent upon no major adverse comments are received during this period.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut 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 November 16, 2011.

Date: 2/15/12

By:   
Kevin Lyden, Secretary

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**RESOLUTION 11-10**  
**ANNUAL URBAN PLANNING CERTIFICATION**


**RESOLVED**, that the Southeastern Connecticut Council of Governments, the designated Metropolitan Planning Organization for the Southeastern Connecticut Planning Region, hereby certifies that the urban planning transportation planning process has been conducted in accordance with the terms and provisions of the August 1, 1983, Urban Transportation Planning Rule and that all applicable provisions relative to involvement of public and private providers of mass transit, civil rights, involvement of minority business enterprises, special efforts for elderly and handicapped persons, and the Clean Air Act, 23 USC and 49 WSC, have been satisfied.

The Unified Planning Work Program for FY 2010-2012 was adopted on May 22, 2010, as amended on 07/07/11; the Long-Range Regional Transportation Plan for FY 2011-2040 was adopted on April 20, 2011; and the Transportation Improvement Program for FFY 2011-2015, was adopted on November 16, 2011.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Southeastern Connecticut Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Southeastern Connecticut Council of Governments on November 16, 2011.

Date: 2/15/12

By:   
Kevin Lyden, Secretary

## I. INTRODUCTION

The State Transportation Improvement Program (STIP) and its regional counterpart, the Transportation Improvement Program (TIP), is a schedule of selected transportation projects to be implemented during a four-year period. It is an administrative document required by the federal government under the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). For each project listed in the TIP, important information is also presented on the cost of the project, the specific federal funding source used as well as the particular phase of the project being implemented. Projects listed in the TIP generally fall into one of three phases; (1) preliminary engineering (PE), (2) right-of-way (ROW), or (3) construction (CON).

The TIP is a regional document and a portion of the projects listed in it are usually specific to particular towns in the region or to the region itself. However, for administrative purposes, in addition to projects targeted for particular towns in southeastern Connecticut, this document also includes a separate section of state infrastructure improvement projects. Administratively, all regional and statewide type projects become aggregated into a State Transportation Improvement Program, or STIP.

The regional projects selected for inclusion in the TIP have emerged from a rigorous needs assessment review through the regional transportation planning process. Some form of reference to projects shown in the TIP may be found in the adopted Long Range Regional Transportation Plan (LRTP).

The TIP is adopted for a four-year period. However, circumstances may require that it be amended. Amendments occur on an as-needed basis. As with all major policy actions by the SCCOG, this process requires an opportunity for public review and comment prior to formal action by the SCCOG. In matters related to transportation policy, the SCCOG functions exclusively as the designated regional Metropolitan Planning Organization (MPO).

As an administrative document, the TIP must also function within two prescribed "budgetary" limits; one which is fiscal and the other which is related to air quality. Responsibility for balancing these budget matters is shared with CONNDOT which must consider both fiscal and air quality issues on a larger-than-regional scale.

## II. AIR QUALITY CONSIDERATIONS

The improvement of air quality through transportation planning is a major objective of SCCOG. As a result of the Clean Air Act Amendments of 1990 and its subsequent amendments, priority is being given to proposed transportation projects that will help to attain National Ambient Air Quality Standards (NAAQS). Projects involving construction can usually be expected to have degrading impacts on air quality during the construction phase due to construction equipment, dust from construction activities and additional emissions from congested traffic passing through, or near, the construction site. The impacts discussed here, however, will be based on expected conditions after construction.

The 1990 Clean Air Act Amendments identify a variety of transportation control measures (TCM's)

designed to reduce or control transportation-related air pollution. SCCOG, along with CONNDOT, DEP and the State's other MPO's, are exploring alternative transportation strategies for their potential to reduce non-methane hydrocarbon (NMHC) emissions, a precursor of ozone. The following list of control measures are being employed to reduce hydrocarbon emissions:

1. Enhanced inspection and maintenance programs
2. Vapor recovery from fuel transfer and storage operations
3. Exclusive bus and carpool lanes
4. Areawide carpool programs
5. On-street parking controls
6. Park-and-ride and fringe parking lots
7. Pedestrian malls
8. Employer programs to encourage carpooling and vanpooling, mass transit, bicycling, and walking
9. Bicycle lanes and storage facilities
10. Staggered work hours
11. Road pricing to discourage single-occupancy automobile trips
12. Controls on extended vehicle idling
13. Traffic flow improvements
14. Alternative fuels or engines and other fleet vehicle controls
15. Other than light-duty vehicle retrofit
16. Extreme cold-start emission reduction programs

### **III. FINANCIAL PLAN**

The following financial plan is intended to fulfill the Transportation Improvement Program (TIP) requirements of U.S. Title 23, Section 134(h)(2)(B) and Section 450.324(e) of the Metropolitan Planning Regulations. The Southeastern Connecticut Council of Governments (SCCOG) is the designated Metropolitan Planning Organization (MPO) in southeastern Connecticut. Sole responsibility for adopting the regional TIP rests with SCCOG acting as the MPO. All projects contained in the TIP are consistent with the fiscally constrained MPO Long-Range Transportation Plan and Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation (CONNDOT), in cooperation with the MPO's, have developed a 29-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 on going planning process in cooperation with CONNDOT, the MPO, area transit operators and the general public.

The MPO's TIP for Federal Fiscal Years 2012-2015 is financially constrained to the Congressional authorized amounts for Federal Highway Administration and Federal Transit Administration Programs. Non-federal matching funds will be provided by the State of Connecticut and the municipalities of the region.

The following tables provide a year-by-year cost summary of the projects programmed in the 4-year

TIP. Table 1 summarizes the value of transit projects that fall exclusively within the southeast region whereas Table 2 summarizes the cost of highway and bridge projects that are exclusive to the southeast region. The tables are organized by year so as to depict the annual cost projections for all transit and highway projects projected to be funded in that year.

Current estimates indicate that the regional transit projects as shown in Table 1 will require a total of \$2.572 million in federal funds over the 4-year period which will be matched by \$16.067 million in state funds for a total investment of \$18.639 million. Within Federal Highway Administration programs, a total of \$22.908 million in federal funds will be matched by \$2.873 million in State funds and \$.69 million in local funds for a total of \$26.471 million total investment in the region over the 4-year period. Additionally, there is a total of \$7.143 million in High Priority Funding committed for the next 4 years for the southeast region, as outlined in Table 3.

**TABLE 1**

<b>FTA REGIONAL</b> (in thousand dollars)					
<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>TOTAL</b>
FTA	494	120	80	1,878	2,572
STATE	3,447	3,686	4,041	4,893	16,067
LOCAL	0	0	0	0	0
<b>TOTAL</b>	<b>3,941</b>	<b>3,806</b>	<b>4,121</b>	<b>6,771</b>	<b>18,639</b>

**TABLE 2**

<b>FHWA REGIONAL</b> (in thousand dollars)					
<b>FFY</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>TOTAL</b>
FHWA	1,132	15,620	3,756	2,400	22,908
STATE	15	1,994	264	600	2,873
LOCAL	268	422	0	0	690
<b>TOTAL</b>	<b>1,415</b>	<b>18,036</b>	<b>4,020</b>	<b>3,000</b>	<b>26,471</b>

**TABLE 3**

<b>HPP REGIONAL</b> (in thousand dollars)					
FFY	2012	2013	2014	2015	TOTAL
FHWA	1,874	0	3,840	0	5,714
STATE	0	0	960	0	960
LOCAL	469	0	0	0	469
TOTAL	2,343	0	4,800	0	7,143

Tables 4 & 5 provide a financial summary of statewide projects in which portions thereof may benefit southeastern Connecticut.

**TABLE 4**

<b>FTA STATEWIDE - MULTIPLE APPROVAL</b> (in thousand dollars)					
FFY	2012	2016	2014	2015	TOTAL
FTA	92,031	79,561	35,642	34,229	241,463
STATE	21,102	17,926	7,228	6,868	53,124
LOCAL	498	505	224	231	1,458
TOTAL	113,631	97,992	43,094	41,328	296,045

**TABLE 5**

<b>FHWA STATEWIDE - MULTIPLE APPROVAL</b> (in thousand dollars)					
FFY	2012	2013	2014	2015	TOTAL
FHWA	2,916	2,877	2,685	3,139	11,617
STATE	120	80	0	80	280
LOCAL	1,145	1,202	1,263	1,326	4,936
TOTAL	4,181	4,159	3,948	4,545	16,833

The projects listed in this TIP are funded from reasonably expected public resources.

- ▶ The federal funds identified in the regional TIP represent 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's MPO TIPs and the rural regions of the State, the total equals the expected federal authorization to the State of Connecticut. CONNDOT and SCCOG have concurred in the use of these federal funds for the projects listed in this 4-year STIP. A detailed description of this process is provided in the STIP.
- ▶ The majority of the federal funds indicated in this 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 in 1983 by the State Legislature to finance the State's share of the Transportation Infrastructure Renewal program. This fund is required to pay the operating expenses of the Connecticut Department of Transportation, 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 source 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 the TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program over the past several decades. All available 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 indicated in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

The TIP 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 re-allocated to reflect total statewide and regional program needs.

#### **IV. TITLE VI COMPLIANCE: NONDISCRIMINATION AND ENVIRONMENTAL JUSTICE**

It has been the Federal Highway Administration's (FHWA's) longstanding policy to actively ensure nondiscrimination under Title VI of the 1964 Civil Rights Act in Federally funded activities. Under Title VI and related statutes, each Federal agency is required to ensure that no person is excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving Federal financial assistance on the basis of race, color, national origin, age, sex, disability, or religion.

As the MPO, it is SCCOG's responsibility to ensure that minorities and low income individuals have equal opportunity to participate in the transportation planning process, that the benefits of the funds made

available for transportation are equitably distributed, and that adverse impacts of projects are not disproportionately distributed to low income and minority individuals or neighborhoods.

SCCOG's strategies to ensure compliance with Title VI include the following:

A. Public Involvement

Since 1973, SCCOG and its predecessor, the Southeastern Connecticut Regional Planning Agency (SCRPA), have been responsible for regional transportation planning. This responsibility resulted when the Governor officially designated the agency as the Metropolitan Planning Organization (MPO). Over this time period, numerous strategies have been developed to ensure that all population and demographic segments of the region have equal opportunity to participate in the planning process and that no segment absorbs a disproportionate burden. These population segments include the elderly, disabled, minority, low income and others either directly or indirectly affected by proposed expenditures of public funds. Over this time period, the five public involvement techniques that have proven most successful are as follows:

1. Regular meetings. The SCCOG holds regular meetings which are open to the public. These meetings are advertised and the public is welcome to attend and participate in discussions related to transportation and land use. In addition, when the COG acts as the MPO, such actions are widely advertized through distribution of agendas enumerating the actions to be taken.
2. Distribution of printed material. As part of SCCOG's Affirmative Action/EEO Employment provisions, an extensive linkage of organizations dealing with special demographic sectors has been developed. Draft copies of reports are regularly distributed throughout this network accompanied by a request to respond.
3. Formal public hearings. Annually, SCCOG conducts formal public hearings on the following:
  - a. Proposed work program for the upcoming fiscal year.
  - b. Proposed update of the long range Regional Transportation Plan.
  - c. Proposed update of the Regional Transportation Improvement Program.
  - d. Proposed update of the State Transportation Improvement Program.
  - e. Proposed update of the Air Quality Conformity Statement.
  - f. Proposed significant modifications to any of the above at various times during the year.
4. Website. SCCOG has a website ([www.seccog.org](http://www.seccog.org)) which is regularly updated. The website contains meeting notices, minutes of meetings, documents and other pertinent information important to the region.

B. Monitoring

Ongoing monitoring of benefits and burdens occurs at two levels: a) regional, b) local. At the regional level, it is SCCOG staff's primary responsibility to monitor benefits and burdens of major large scale projects. At the local level, this responsibility is primarily vested in the individual local elected officials who serve as the

voting members of the Metropolitan Planning Organization (MPO). These individuals represent the “first line” with respect to the interests of their constituents. Additionally, local projects which emerge from the long range transportation planning to the TIP are also subject to (local) hearings as details emerge.

Over the past several years, SCCOG has, and continues to participate in a planning, technical and policy advisory role for the Jobs Access and Reverse Commute project. This effort is multi-regional and focuses on linking people getting off welfare with transportation to jobs.

### C. Supporting Demographic Documentation

SCCOG is the designated census repository for the region. Like its predecessor, SCRPA, it has prepared a detailed analysis, on a block group basis, of the socio-economic profile of the region’s 20 towns. In the mid-1970’s, this became an essential tool in developing a regional bus system to serve the area. Data on low vehicle ownership guided the need for public transportation in the urban areas and provided the basis for the development of the transit routes. SCCOG continues this analytical process as new data becomes available.

## V. TIP PROJECTS

Table 6 and 7 present TIP projects that are proposed for implementation through FY 2012-2015. Regional projects are listed in Table 6. Statewide-multiple region projects are shown in Table 7. Both Tables 6 and 7 are structured to aggregate costs by year and by project type/funding category. Transit projects shown at the head of the list followed by highway projects.

To aid in the understanding of the column headings, the following descriptions are provided.

1. **Region:** Southeastern Connecticut is Region 13. (STIP projects are designated 70 through 75)
2. **FACode:** Federal Act funding source for the project.
3. **Proj#:** A State identification number for the project.
4. **TempP#:** Temporary project number.
5. **Rte/Sys:** General Route to be improved.
6. **Town:** Location of project. (TIP projects are either Statewide, District 2 or various)
7. **Description:** General description of project improvement.
8. **Phase:** Portion of the project to be completed.
9. **Year:** The year funds will be obligated for project phase.
10. **Tot\$(000):** Total cost of each phase of the project in thousands.
11. **Fed\$(000):** Federal share of the total project cost in thousands.
12. **Sta\$(000):** State share of the total project cost in thousands.
13. **Loc\$(000):** Local share of the total project cost in thousands.

**TABLE 6  
Proposed 2012-2015 TIP**

Region	FACode	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
13	5307C	0414-		X6	SEAT	NORWICH	SEAT- PARATRANSIT VEHICLES REPLACEMENT FY 12	OTH	2012	68	54	14	0
13	5307C	0414-		X6	SEAT	NORWICH	SEAT-ADMINISTRATIVE CAPITAL & SCV REPLACEMENT - FY 2012	OTH	2012	100	80	20	0
13	5307O	0414-0055		X6	SEAT	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2012	OTH	2012	153	0	153	0
13	5307O	0414-0054		X6	SEAT	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2012	OTH	2012	3,170	0	3,170	0
13	5307P	0414-TXXX		X6	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM FY 10	OTH	2012	100	80	20	0
13	5307P	0414-0039	0414-T037	X6	SEAT	NORWICH	SEAT - REPLACE PARATRANSIT VEHICLES PROGRAM FY 10	ACQ	2012	350	280	70	0
										<b>3,941</b>	<b>494</b>	<b>3,447</b>	<b>0</b>
13	HPP	0058-0283				GROTON	MYSTIC STRRETSCAPE EXT. (PHASE III)	CON	2012	1,319	1,055	0	264
13	HPPS	0058-0308			THOMAS	GROTON	BIKE/PED FACILITY ALONG THOMAS RD	CON	2012	1,024	819	0	205
										<b>2,343</b>	<b>1,874</b>	<b>0</b>	<b>469</b>
13	STPA	0085-0138			CT 163	MONTVILLE	REHAB BR 02728 o/ FOX BROOK	ROW	2012	25	20	5	0
13	STPA	0085-0139			CT 163	MONTVILLE	REHAB BR 02729 o/ FOX BROOK	ROW	2012	25	20	5	0
13	STPA	0152-0149			US 1	WATERFORD	REPLACE BR 01904 o/ JORDAN BROOK	ROW	2012	25	20	5	0
13	STPO	0094-0246	0094-XX02	X6	MONTAUK	NEW LONDON	PAVEMT REHAB OF MONTAUK AVENUE - PHASE 2 AC CONV.	CON	2012	875	700	0	175
13	STPT	0058-0308			THOMAS	GROTON	BIKE/PED FACILITY ALONG THOMAS RD	CON	2012	465	372	0	93
										<b>1,415</b>	<b>1,132</b>	<b>15</b>	<b>268</b>
13	5307C	0414-		X6	SEAT	NORWICH	SEAT-ADMINISTRATIVE CAPITAL & SCV REPLACEMENT - FY 2013	OTH	2013	150	120	30	0
13	5307O	0414-0055		X6	SEAT	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2013	OTH	2013	168	0	168	0
13	5307O	0414-0054		X6	SEAT	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2013	OTH	2013	3,487	0	3,487	0
										<b>3,806</b>	<b>120</b>	<b>3,686</b>	<b>0</b>
13	I-M	0172-0387		X6	I-395	DISTRICT 2	UPDATE SIGNING FROM I-95 TO EXIT 88	CON	2013	3,658	3,292	366	0
13	I-M	0172-0388		X6	I-395	DISTRICT 2	UPDATE SIGNING FROM EXIT 88 TO MA LINE	CON	2013	3,658	3,292	366	0
13	STPO	0133-0095		X6	CT 97	SPRAGUE	SAFETY & SIDEWALK IMPROVEMENT FROM CT 138 TO WALL STREET.	CON	2013	560	448	46	66
13	STPO	0103-0259	0103-H002	X6	SHERMA	NORWICH	REHABILITATION OF BRIDGE #4047 AND #3797 OVER YANTIC RIVER	CON	2013	3,560	2,848	356	356
08,13,15	I-M	0170-2875			VARIOUS	VARIOUS	REHAB 5 CULVERTS, I-95 GUILFORD, I-395 MONTVILLE & THOMPSON	CON	2013	4,600	4,140	460	0
10,13	NHS	0172-0392			VARIOUS	VARIOUS	REHAB 5 CULVERTS, CT 2 IN MARLBOROUGH, COLCHESTER & PRESTON	CON	2013	2,000	1,600	400	0
										<b>18,036</b>	<b>15,620</b>	<b>1,994</b>	<b>422</b>
13	5307C	0414-TXXX		X6	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM FY 14	OTH	2014	100	80	20	0
13	5307O	0414-0055		X6	SEAT	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2014	OTH	2014	185	0	185	0
13	5307O	0414-0054		X6	SEAT	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2014	OTH	2014	3,836	0	3,836	0
										<b>4,121</b>	<b>80</b>	<b>4,041</b>	<b>0</b>
13	HPPS	0120-0084			CT 11	SALEM	PED/BIKE PATH FROM SALEM TO WATERFORD	ROW	2014	4,800	3,840	960	0
13	I-M	0172-0342		X6	I-95	DISTRICT 2	UPDATE SIGNING VIC. EX.85 TO EX.93	CON	2014	2,700	2,700	0	0
13	STPA	0085-0138			CT 163	MONTVILLE	REHAB BR 02728 o/ FOX BROOK	CON	2014	570	456	114	0
13	STPA	0085-0139			CT 163	MONTVILLE	REHAB BR 02729 o/ FOX BROOK	CON	2014	750	600	150	0
										<b>4,020</b>	<b>3,756</b>	<b>264</b>	<b>0</b>
13	5307C	0414-TXXX		X6	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM FY 15	OTH	2015	150	120	30	0
13	5307C	0414-TXXX		X6	SEAT	NORWICH	SEAT - REPLACE 3 2003 35-FT & 2 2003 40-FT BUSES FY 15	OTH	2015	2,197	1,758	439	0
13	5307O	0414-0055		X6	SEAT	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FY2015	OTH	2015	204	0	204	0
13	5307O	0414-0054		X6	SEAT	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FY2015	OTH	2015	4,220	0	4,220	0
										<b>6,770</b>	<b>1,878</b>	<b>4,893</b>	<b>0</b>
13	STPA	0152-0149			US 1	WATERFORD	REPLACE BR 01904 o/ JORDAN BROOK	CON	2015	3,000	2,400	600	0
13	5307C	0414-		X6	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM	OTH	FYI	100	80	20	0
13	5307C	0414-		X6	SEAT	NORWICH	SEAT - REPLACE 2 2004 30-FT BUSES	OTH	FYI	841	673	168	0
13	5307O	0414-0055		X6	SEAT	NORWICH	SOUTHEAST AREA TD - ADA OPERATING - FYI	OTH	FYI	224	0	224	0
13	5307O	0414-0054		X6	SEAT	NORWICH	SOUTHEAST AREA TD - FIXED ROUTE - FYI	OTH	FYI	4,642	0	4,642	0

**TABLE 7**  
**Proposed 2012-2015 STIP/Multi-region approval**

Region	FACode	Proj#	TempP#	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
70	5307P	0170-T708		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 08	OTH	2012	250	200	50	0
70	5307P	0170-TXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 11	OTH	2012	350	280	70	0
70	5310C	0SXT-0110		VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	ACQ	2012	2,151	1,721	0	430
70	5316G	0170-T798	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2012	751	375	0	375
70	5317J	0170-TNF4	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2012	679	340	0	340
									<b>4,181</b>	<b>2,916</b>	<b>120</b>	<b>1,145</b>
70	5307C	0170-TXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2013	400	320	80	0
70	5310C	0SXT-0110		VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	ACQ	2013	2,258	1,807	0	452
70	5316G	0170-T798	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2013	788	394	0	394
70	5317J	0170-TNF4	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2013	713	357	0	357
									<b>4,160</b>	<b>2,877</b>	<b>80</b>	<b>1,202</b>
70	5310C	0SXT-0110		VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	ACQ	2014	2,371	1,897	0	474
70	5316G	0170-T798	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2014	828	414	0	414
70	5317J	0170-TNF4	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2014	749	374	0	374
									<b>3,948</b>	<b>2,685</b>	<b>0</b>	<b>1,263</b>
70	5307C	0170-TXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 15	OTH	2015	400	320	80	0
70	5310C	0SXT-0110		VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	ACQ	2015	2,490	1,992	0	498
70	5316G	0170-T798	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2015	869	435	0	435
70	5317J	0170-TNF4	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2015	786	393	0	393
									<b>4,545</b>	<b>3,139</b>	<b>80</b>	<b>1,326</b>
70	5307C	0170-TXXX		VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING	OTH	FY1	450	360	90	0
70	5310C	0SXT-0110		VARIOUS BUS	STATEWIDE	PURCHASE ACCESSIBLE VANS/BUSES-SECT 5310 PROGRAM.	OTH	FY1	2,614	2,091	0	523
70	5316G	0170-T798	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	FY1	913	456	0	456
70	5317J	0170-TNF4	0THR-URBN	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	FY1	826	413	0	413
70	BRX	0170-3063		VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	2012	1,000	800	200	0
70	BRXZ	0170-2993		VARIOUS	STATEWIDE	BR INSP ON/OFF FAHS BY STAFF	OTH	2012	6,600	5,280	1,320	0
70	BRXZ	0170-3013		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	2012	10,778	8,622	2,156	0
70	BRXZ	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2012	65,558	52,446	13,112	0
76	CMAQ	0170-3096	0170-3030	VARIOUS	STATEWIDE	FY12: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	OTH	2012	252	202	50	0
76	CMAQ	0170-3098	0170-3032	VARIOUS	STATEWIDE	FY12: STATEWIDE MARKETING (GREATER CT MODERATE).	OTH	2012	422	338	84	0
76	CMAQ	0170-3092	0170-3019	VARIOUS	STATEWIDE	FY12: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	OTH	2012	1,057	846	0	211
76	CMAQ	0170-3094	0170-3029	VARIOUS	STATEWIDE	FY12: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	OTH	2012	1,825	1,460	365	0
76	CMAQ	0170-3099	0170-TX08	VARIOUS	GREATER CT MODERATE	FY12: ADVANCED TECH BUSES	OTH	2012	3,798	3,038	760	0
70	HSIP	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2012	11,667	10,500	1,167	0
70	NHS	0170-3068		VARIOUS	STATEWIDE	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS (CN FY13)	PE	2012	75	60	15	0
70	NHS	0170-3067		VARIOUS	STATEWIDE	INSTALLATION OF RUMBLESTRIPS - NHS EXPRESSWAYS (CN FY12)	CON	2012	500	400	100	0
70	NHS	0170-3014		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	OTH	2012	1,875	1,500	375	0
70	NHS	0170-2773		VARIOUS	STATEWIDE	REPAIR/REPLACE OVERHEAD SIGN SUPPORTS	CON	2012	2,050	1,600	450	0
70	RT	0170-RT10		VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2012	1,436	1,149	0	287
70	STPA	0170-3009		VARIOUS	STATEWIDE	LED RELAMPING, TRAFFIC SIGNALS (PHASE 2)	CON	2012	4,571	3,657	914	0
70	STPO	0170-2999		URBAN PROGRAM	VARIOUS	DESIGN ACTIVITIES: STPO: URBAN PROGRAM - AC CONVERSION	PL	2012	167	133	34	0
									<b>113,631</b>	<b>92,031</b>	<b>21,102</b>	<b>498</b>
70	BRX	0170-3063		VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	2013	1,000	800	200	0
70	BRX	0170-3013		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	PE	2013	5,903	4,722	1,181	0
70	BRXZ	0170-INSP		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	2013	0	0	0	0
70	BRXZ	0170-INSP		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	2013	10,000	8,000	2,000	0
70	BRXZ	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2013	56,970	45,576	11,394	0
76	CMAQ	0170-3105	0170-3030	VARIOUS	STATEWIDE	FY13: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	OTH	2013	260	208	52	0
76	CMAQ	0170-3107	0170-3032	VARIOUS	STATEWIDE	FY13: STATEWIDE MARKETING (GREATER CT MODERATE).	OTH	2013	434	347	87	0
76	CMAQ	0170-3101	0170-3019	VARIOUS	STATEWIDE	FY13: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	OTH	2013	1,089	871	0	218

**TABLE 7**  
**Proposed 2012-2015 STIP/Multi-region approval**

76	CMAQ	0170-3103	0170-3029	VARIOUS	STATEWIDE	FY13: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	OTH	2013	1,880	1,504	376	0
76	CMAQ	0170-3108	0170-TX08	VARIOUS	GREATER CT MODERATE	FY13: ADVANCED TECH BUSES	OTH	2013	3,912	3,130	782	0
70	HSIP	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2013	11,667	10,500	1,167	0
70	NHS	0170-3066		VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (CN IN FY14)	PE	2013	200	160	40	0
70	NHS	0170-3068		VARIOUS	STATEWIDE	INSTALLATION OF RUMBLE STRIPS ON NHS EXPRESSWAY	CON	2013	500	400	100	0
70	NHS	0170-3014		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	OTH	2013	742	594	148	0
70	NHS	0170-3065		VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES (FY13)	CON	2013	2,000	1,600	400	0
70	RT	0170-RT10		VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2013	1,436	1,149	0	287
									<b>97,993</b>	<b>79,561</b>	<b>17,926</b>	<b>505</b>
70	BRXZ	0170-3063		VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	2014	1,000	800	200	0
70	BRXZ	0170-INSP		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	2014	18,750	15,000	3,750	0
76	CMAQ	0170-3114		VARIOUS	STATEWIDE	FY14: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	OTH	2014	268	214	54	0
76	CMAQ	0170-3116		VARIOUS	STATEWIDE	FY14: STATEWIDE MARKETING (GREATER CT MODERATE).	OTH	2014	447	358	89	0
76	CMAQ	0170-3110		VARIOUS	STATEWIDE	FY14: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	OTH	2014	1,122	898	0	224
76	CMAQ	0170-3112		VARIOUS	STATEWIDE	FY14: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	OTH	2014	1,936	1,549	387	0
76	CMAQ	0170-3117		VARIOUS	GREATER CT MODERATE	FY14: ADVANCED TECH BUSES	OTH	2014	4,029	3,223	806	0
70	HSIP	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2014	11,667	10,500	1,167	0
70	NHS	0170-SIGN		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC ENTRY	OTH	2014	0	0	0	0
70	NHS	0170-SIGN		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	OTH	2014	1,875	1,500	375	0
70	NHS	0170-3066		VARIOUS	STATEWIDE	REPAIR OR REPLACE DETERIORATED OVERHEAD SIGN SUPPORTS ON NHS ROUTES	CON	2014	2,000	1,600	400	0
70	RT	0170-RT10		VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2014	0	0	0	0
									<b>43,094</b>	<b>35,642</b>	<b>7,228</b>	<b>224</b>
70	BRXZ	0170-3063		VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES	PD	2015	1,000	800	200	0
70	BRXZ	0170-INSP		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	2015	18,750	15,000	3,750	0
76	CMAQ	0170-3123		VARIOUS	STATEWIDE	FY15: TELECOMMUTING PARTNERSHIP (GREATER CT MODERATE)	OTH	2015	276	221	55	0
76	CMAQ	0170-3125		VARIOUS	STATEWIDE	FY15: STATEWIDE MARKETING (GREATER CT MODERATE).	OTH	2015	460	368	92	0
76	CMAQ	0170-3119		VARIOUS	STATEWIDE	FY15: CONNECTICUT CLEAN FUELS (GREATER CT MODERATE)	OTH	2015	1,156	925	0	231
76	CMAQ	0170-3121		VARIOUS	STATEWIDE	FY15: STATEWIDE TRANSPORTATION DEMAND MANAGEMENT (GREATER CT MODERATE)	OTH	2015	1,994	1,595	399	0
76	CMAQ	0170-3126		VARIOUS	GREATER CT MODERATE	FY15: ADVANCED TECH BUSES	OTH	2015	4,150	3,320	830	0
70	HSIP	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2015	11,667	10,500	1,167	0
70	NHS	0170-SIGN		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	OTH	2015	1,875	1,500	375	0
70	RT	0170-RT10		VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2015	0	0	0	0
									<b>41,328</b>	<b>34,229</b>	<b>6,868</b>	<b>231</b>
70	BRXZ	0170-3063		VARIOUS	STATEWIDE	HBP CE ENGINEERING SERVICES, LIST 22-24 BRIDGES - AC CONVERSION	PD	FYI	5,000	4,000	1,000	0
70	BRXZ	0170-INSP		VARIOUS	STATEWIDE	INSPECTION OF BRIDGES (ON/OFF SYSTEM) AC CONV.	OTH	FYI	18,750	15,000	3,750	0
70	BRXZ	0170-0BRX		VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	FYI	159,596	127,677	31,919	0
70	HSIP	0170-SFTY		VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	FYI	11,667	10,500	1,167	0
70	NHS	0170-SIGN		VARIOUS	STATEWIDE	SIGN SUPPORT INS BY CONSULT - AC CONVERSION	OTH	FYI	1,875	1,500	375	0
70	RT	0170-RT10		VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	FYI	1,436	1,149	0	287

## VI: ACRONYMS RELATING TO TRANSPORTATION

- CAAA** Clean Air Act Amendments of 1990. A law establishing new national ambient air quality standards (NAAQS) and a timetable for their achievement. The CAAA imposes different attainment requirements on different areas of the country depending on the degree of deviation from the standard. In Connecticut, the western portion of the state, which has the worst air pollution problem, is designated under the Act as “severe” while the remainder of the state, which has less of an air pollution problem, is only designated as “serious “. Under this complex administrative structure, transportation infrastructure projects that occur in New Britain, for example, affect us in southeastern Connecticut, and vice versa.
- COG or  
SCCOG** Southeastern Connecticut Council of Governments. A regional public organization created under the Connecticut General Statutes comprised of the chief elected officials of the twenty towns and boroughs in southeastern Connecticut.
- CONNDOT** Connecticut Department of Transportation. ConnDot is the primary planning, administrative and implementation arm of the State of Connecticut for all matters relating to transportation infrastructure, including public transit. The SCCOG regional transportation planning program is conducted in cooperation with ConnDot.
- EIS** Environmental Impact Statement. A requirement of the National Environmental Policy Act triggered by major infrastructure projects of both potentially high cost and high environmental and social impact.
- FAA** Federal Aviation Administration. The FAA is a branch of the Federal Department of Transportation responsible for the regulation, administration and, for certain purposes, funding of airport-related planning, construction, and operations.
- FHWA** Federal Highway Administration. The FHWA is a division of the Federal Department of Transportation. It is the main source of funding for the regional transportation planning program and for the implementation of highway infrastructure improvements.

- FTA** Federal Transit Administration. Like FHWA, the FTA is a division of the Federal Department of Transportation. It, too, is a source of funding for both planning and project implementation. However, the primary focus of FTA is public transit.
- MPO** Metropolitan Planning Organization. An MPO is a public body, designated by the Governor, which operates under federal regulations. It is empowered to carry out the regional transportation planning responsibilities as set forth in the ISTEA. In 1974, the Southeastern Connecticut Regional Planning Agency (SCRPA), the predecessor to SCCOG, was designated the MPO for southeastern Connecticut. In 1993, this designation was transferred to the Council of Governments.
- RTP** Regional Transportation Plan. The Regional Transportation Plan is a document which identifies highway, transit and other transportation needs over a twenty-year period. Its primary function is to act as the background document for the Transportation Improvement Program (TIP). Like the TIP, it is annually updated. New federal regulations restrict the inclusion of transportation projects included in the RTP to those for which there is reasonable probability that funding will be available (fiscal constraint). Regional transportation plans must not include any project that jeopardizes the state's ability to achieve conformity with the national ambient air quality standards under the State Implementation Plan (SIP).
- SAFTEA-LU** Safe, Accountable, Flexible, Efficient Transportation Equity Act, A Legacy for Users. SAFETEA-LU is the umbrella Federal Transportation Act which is the legal mechanism through which Federal transportation funds are received by states.
- SIP** State Implementation Plan. A state plan, prepared by the Connecticut Department of Environmental Protection, which depicts how the state will achieve the National Ambient Air Quality Standards (NAAQS).
- STIP** State Transportation Improvement Program. The STIP is a five-year implementation schedule of highway and transit improvement projects for the entire state for which funding has been earmarked. Federal regulations mandate that the STIP be annually updated and be consistent with the State Transportation Plan. STIP's must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.

**TIP**

Transportation Improvement Program. The TIP is a five-year implementation schedule of regional highway and transit improvement projects for which funding has been earmarked. Federal regulations mandate that the TIP be annually updated and be consistent with the regional transportation plan. TIP's must also be both fiscally constrained and be in conformance with the State Implementation Plan (SIP) for air quality.