

**TRANSPORTATION  
IMPROVEMENT  
PROGRAM**

**F.Y. 2007 - 2011**

**Adopted: July 19, 2006**

**SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS**

# **TRANSPORTATION IMPROVEMENT PROGRAM**

**F.Y. 2007 - 2011**

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: July 19, 2006**

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# SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360  
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## RESOLUTION NO. 06-9

### ADOPTING THE FFY 2007-2011 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 2007-2011 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 2007-2011 Transportation Improvement Program describes all projects which are programmed to receive federal transportation assistance over the next five federal fiscal years and is financially constrained; and,

WHEREAS, the public notification and review of the draft FFY 2007-2011 Transportation Improvement Program followed the procedures set forth in the MPO's Statement of Public Involvement Process for Transportation Planning, as amended 8/99, a public hearing was held on July 17, 2006, at which the public was invited to comment on the draft FFY 2007-2011 Transportation Improvement Program; and,

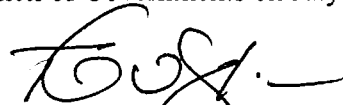
WHEREAS, that by agreement between the State and the Metropolitan Planning Organization, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of the Statewide Transportation Improvement Program (STIP)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

NOW, THEREFORE BE IT RESOLVED, that the Southeastern Connecticut Council of Governments hereby endorses the FFY 2007-2011 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 July 19, 2006.

Date: 07/19/2006

By:   
Thomas Sparkman, Secretary

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## RESOLUTION NO. 06-10 AIR QUALITY CONFORMITY STATEMENT

**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 criteria of 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**, new emissions budgets for the year 2007 framed by the Connecticut Department of Environmental Protection required the Connecticut Department of Transportation to prepare an "Ozone Air Quality Conformity Determination, June 2006, of the 2007-2011 Transportation Improvement Program and Long Range Transportation Plans, of 2004;" and

**WHEREAS**, the State of Connecticut has elected to assess conformity in serious ozone non-attainment portions of the state of which this region is a part with respect to the whole of the non-attainment area and, accordingly, the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in serious ozone non-attainment portions of Connecticut "Ozone Air Quality Conformity Determination, June 2006, of the 2007-2011 Transportation Improvement Program and Long Range Transportation Plans, of 2004" and

**WHEREAS**, capacity and service improvements reflected in the Connecticut Department of Transportation's "Ozone Air Quality Conformity Determination, June 2006, of the 2007-2011 Transportation Improvement Program and Long Range Transportation Plans, of 2004" are generally consistent with the adopted Regional Transportation Plan FY 2005-2006, as amended, and with the region's Fiscal Year 2007-2011 Transportation Improvement Program, as amended; and

**WHEREAS**, it is the opinion of the Southeastern Connecticut Council of Governments that the Regional Transportation Plan FY 2005-2006 and the region's Fiscal Year 2007-2011 Transportation Improvement Program conform to the requirements of Section 7506(3)(A) as interpreted by EPA (40 CFR 51 and 93); and

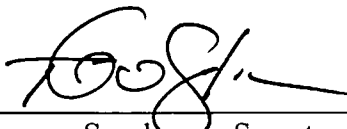
**WHEREAS**, the Department's "Ozone Air Quality Conformity Determination, June 2006," (above) has found that plans and programs jointly meet mobile source emissions guidelines advanced by EPA pursuant to Section 7506(3)(A).

**NOW, THEREFORE**, be it Resolved by the Southeastern Connecticut Council of Governments, that the Council's amended Regional Transportation Plan for FY 2005-2006 and amended Transportation Improvement Program for Fiscal Year 2007-2011 conform to the ozone 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).

**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 July 19, 2006.

Date: 07/19/2006

By:   
Thomas Sparkman, Secretary

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## RESOLUTION 06-11 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 2006 was adopted on May 24, 2006; the Long-Range Regional Transportation Plan was adopted on December 21, 2005; and the Transportation Improvement Program for FFY 2007-2011, was adopted on July 19, 2006.

### 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 July 19, 2006.

Date: 07/19/2006

By: 

Thomas Sparkman, Secretary

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Member Municipalities:

Bozrah \* Colchester \* East Lyme \* Franklin \* Griswold \* City of Groton \* Town of Groton \* Ledyard \* Lisbon \* Montville \* New London \* North Stonington \* Norwich \* Preston \* Salem \* Sprague \* Stonington \* Stonington Borough \* Voluntown \* Waterford

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## I. INTRODUCTION

The Transportation Improvement Program, or TIP, is a schedule of selected transportation projects to be implemented during a five-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 usually be found in the adopted Long Range Regional Transportation Plan (LRTP).

The TIP is adopted for a five 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 25-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 2007-2011 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 5-year TIP. Table 1 summarizes the value of transit highway and high priority projects that fall exclusively within the southeast region whereas Table 2 summarizes the cost of transit and highway projects that are multi-regional (statewide) in nature. 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 \$.8 million in federal funds over the 5-year period which will be matched by \$5.7 million in state funds for a total investment of \$6.5 million. Within Federal Highway Administration programs, a total of \$38.31 million in federal funds will be matched by \$11.12 million in State funds and \$.03 million in local funds for a total of \$56 million total investment in the region over the 5-year period. Additionally, there is a total of \$6.5 million in High Priority Funding committed for the next 5 years.

**TABLE 1**

<b>FTA REGIONAL (in thousands)</b>						
<b>FFY</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>TOTAL</b>
FTA	160			320	320	800
STATE	1,873	1,833	1,833	80	80	5,699
LOCAL						
<b>TOTAL</b>	<b>2,033</b>	<b>1,833</b>	<b>1,833</b>	<b>400</b>	<b>400</b>	<b>6,499</b>

<b>FHWA REGIONAL (in thousands)</b>						
<b>FFY</b>	<b>2007</b>	<b>2008</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>TOTAL</b>
FHWA	22,612	2,605	8,206	4,706	180	38,309
STATE	9,389	609	876	248		11,122
LOCAL	30					30
<b>TOTAL</b>	<b>32,031</b>	<b>3,214</b>	<b>9,082</b>	<b>4,954</b>	<b>180</b>	<b>49,461</b>

Table 1 - Continued

<b>HPP REGIONAL (in thousands)</b>						
FFY	2007	2008	2009	2010	2011	TOTAL
FHWA	3,911	1,272				5,183
STATE	400					400
LOCAL	577	368				945
TOTAL	4,888	1,640				6,528

Table 2 provides a financial summary of statewide projects in which portions thereof may benefit southeastern Connecticut.

**TABLE 2**

<b>FTA STATEWIDE - MULTIPLE APPROVAL (in thousands)</b>						
FFY	2007	2008	2009	2010	2011	TOTAL
FTA	1,998	2,112	2,253	548	548	7,459
STATE	390	419	454	70	70	1,403
LOCAL	268	268	268	268	268	1,340
TOTAL	2,656	2,799	2,975	886	886	10,202

<b>FHWA STATEWIDE - MULTIPLE APPROVAL (in thousands)</b>						
FFY	2007	2008	2009	2010	2011	TOTAL
FHWA	36,080	36,972	21,235	18,321	27,578	140,186
STATE	12,277	10,105	9,138	8,538	8,970	49,028
LOCAL	516	473	479	350	356	2,174
TOTAL	48,873	47,550	30,852	27,209	36,904	191,388

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 5-year TIP. A detailed description of this process is provided in the TIP.
- ▶ 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. Newsletter. SCCOG publishes a bi-monthly newsletter in which articles regularly appear on matters related to transportation. Typically, these articles are picked up by the news media.
2. Regular meetings. Both the SCCOG and the Regional Planning Commission (RPC), hold 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 advertised through distribution of agendas enumerating the actions to be taken.
3. 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.
4. Formal public hearings. Annually, SCCOG conducts formal public hearings on the following:
  - a. Proposed work program for the upcoming fiscal year.
  - b. Proposed annual 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.
5. Website. SCCOG has a website ([seccog.org](http://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.

State legislation enacted in FY 2002 resulted in the creation of five transportation planning regions organized around the major transportation corridors serving the State of Connecticut. These organizations, called "Transportation Investment Areas" (TIAs) have diverse membership requirements. These membership requirements have brought many new people to the transportation planning process and have resulted in a noticeable reordering of priorities for the State. The SCCOG is located in two TIAs: the Southeast Corridor TIA and the I-395 Corridor TIA.

## 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 3 and 4 present TIP projects that are proposed for implementation through FY 2007-2011. Regional projects are listed in Table 3. Statewide-multiple region projects are shown in Table 4. Both Tables 3 and 4 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. (TIP 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 3**

2007 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM  
SOUTHEASTERN CONNECTICUT REGIONAL PROJECTS

Region	FACode	Proj#	TempP#	AQCD	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
13	5307C	0000-0000		X2	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL - PROGRAM.	OTH	2007	200	160	40	0
13	HPP	0058-0283		X2	MYSTIC	GROTON	MYSTIC STREETScape IMPROVEMENTS.	CON	2007	2,297	1,837	0	459
13	STPA	0058-0283		X2	MYSTIC	GROTON	MYSTIC STREETScape IMPROVEMENTS.	CON	2007	150	120	0	30
13	TCSP	0058-0294		X2	US 1	GROTON	PHASE 2 OF GROTON/MYSTIC STREETScape PROJECT	CON	2007	873	873	0	0
13	I-M	0058-H039		X2	I-95	GROTON	SAFETY IMPROVEMTS ON I-95 FROM GOLD STAR BRIDGE IN GROTON TO RI STATE LINE.	PE	2007	2,200	1,560	220	0
13	HPP	0085-H00X		M	MOHEGAN BRDG	MONTVILLE/PRESTON	MAKE IMPROVEMENTS TO MOHEGAN BRIDGE HPP #2281.	ALL	2007	2,000	1,600	400	0
13	FBD	0094-H018		X2	WATER STREET	NEW LONDON	PEDESTRIAN SAFETY & AESTHETIC ENHANCEMENTS TO THE NEW LONDON TRANSPORTATION FACILITY.	CON	2007	3,000	2,400	600	0
13	STPO	0094-H018		X2	WATER STREET	NEW LONDON	PEDESTRIAN SAFETY & AESTHETIC ENHANCEMENTS TO THE NEW LONDON TRANSPORTATION FACILITY.	CON	2007	3,500	2,800	700	0
13	CMAQ	0094-TX02		X2	NEW LONDON	NEW LONDON	NEW LONDON TDM OFFICE.	OTH	2007	162	162	0	0
13	STPA	0101-0109		X2	CT 216	NORTH STONINGTON	REPLACE N RIDGE # 05457 OVER SPAULDING BROOK.	CON	2007	330	264	66	0
13	STPA	0103-0255		N	CT 82	NORWICH	REALIGNMENT & RECONSTRUCTION OF I-395 NB RAMPS TO CT 82 & REALIGN MAPLEWOOD, CT	CON	2007	6,000	1,360	4,640	0
13	NHS	0120-0079		X3	CT 85	SALEM	IMPROVEMTS TO CT 82 & CT 85 INCLUDING ADDING SHOULDERS & LEFT TURN LANES.	CON	2007	9,945	7,956	1,989	0
13	NHS	0120-0082		X3	CT 85	SALEM	SPOT SAFETY IMPROVEMTS ON CT 85 IN THE VICINITY OF CT 82 & ON CT 85 AT SULLIVAN RD.	CON	2007	4,700	3,760	940	0
13	HPP	0137-0147		X2	MYSTIC	STONINGTON	GREENMANVILLE AVENUE STREETScape.	CON	2007	592	474	0	118
13	STPA	0172-H151		X2	VARIOUS	DISTRICT 2	UPGRADE GUIDERAIL ON NON-NHS HIGHWAYS IN DIST 2.	CON	2007	1,172	937	234	0
13	5307O	0414-0026		X2	SEAT	NEW LONDON	SOUTHEAST AREA - FIXED RTE. - FFY 2007.	OTH	2007	1,833	0	1,833	0
13	CMAQ	0094-TX03		X2	NEW LONDON	NEW LONDON	NEW LONDON TDM OFFICE	OTH	2008	166	166	0	0
13	STPA	0137-0143		X2	US 1	STONINGTON	REHABILITATION OF BR# 01898 US 1 OVER STONY BROOK TOWN OF STONINGTON	CON	2008	977	782	195	0
13	STPA	0137-0144		X2	US 1	STONINGTON	REHABILITATION OF BR# 01900 US 1 OVER QUANADUCK COVE TOWN OF STONINGTON	CON	2008	921	737	184	0
13	HPP	0137-0146		X2	US 1	STONINGTON	PAWCATUCK STREETScape IMPROVEMENTS.	CON	2008	1,640	1,272	0	368
13	STPO	0137-0149		X3	US 1/CT 2	STONINGTON	IMPROVE INTERSECTION AT CT 2 & MECHANICS ST.	CON	2008	350	280	70	0
13	STPA	0147-0058		X3	CT 138	VOLUNTOWN	RECONFIGURE 2 INTERSECTIONS @ RT 138/165 OVL@RT49& INSTALL SIGNAL,** UP SHETUCKET@RT138	CON	2008	800	640	160	0
13	5307O	0414-0026		X2	SEAT	NEW LONDON	SOUTHEAST AREA - FIXED RTE. - FFY 2008.	OTH	2008	1,833	0	1,833	0
13	I-M	0058-H039		X2	I-95	GROTON	SAFETY IMPROVEMTS ON I-95 FROM GOLD STAR BRIDGE IN GROTON TO RI STATE LINE.	CON	2009	8,496	7,646	850	0
13	CMAQ	0094-TX04		X2	NEW LONDON	NEW LONDON	NEW LONDON TDM OFFICE.	OTH	2009	170	170	0	0
13	I-M	0101-H010		X2	I-95	NORTH STONINGTON	NEW REST AREA BUILDING, SITE IMPROVEMENTS & DEMOLITION OF EXISTING BUILDING ON I-95.	PE	2009	250	224	26	0
13	I-M	0172-H136		X2	I-95	GROTON TO N. STONINGTON	UPDATE SIGNS ON I-95 FROM EXIT 85 IN GROTON TO EXIT 93 IN NO STONINGTON	PE	2009	166	166	0	0
13	5307O	0414-0026		X2	SEAT	NEW LONDON	SOUTHEAST AREA - FIXED RTE. - FFY 2009.	OTH	2009	1,833	0	1,833	0
13	CMAQ	0094-TX01		X2	NEW LONDON	NEW LONDON	NEW LONDON TDM OFFICE.	OTH	2010	175	175	0	0
13	I-M	0101-H010		X2	I-95	NORTH STONINGTON	NEW REST AREA BUILDING, SITE IMPROVEMENTS & DEMOLITION OF EXISTING BUILDING ON I-95.	CON	2010	2,479	2,231	248	0
13	I-M	0172-H136		X2	I-95	GROTON TO N. STONINGTON	UPDATE SIGNS ON I-95 FROM EXIT 85 IN GROTON TO EXIT 93 IN NO STONINGTON	CON	2010	2,300	2,300	0	0
13	5307C	0414-T037		X2	SEAT	NORWICH	SEAT - REPLACE PARATRANSIT VEHICLES PROGRAM	ACQ	2010	300	240	60	0
13	5307C	0414-TXXX		X2	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM.	OTH	2010	100	80	20	0
13	CMAQ	0094-TX01		X2	NEW LONDON	NEW LONDON	NEW LONDON TDM OFFICE.	OTH	2011	180	180	0	0
13	5307C	0414-T037		X2	SEAT	NORWICH	SEAT - REPLACE PARATRANSIT VEHICLES PROGRAM.	ACQ	2011	300	240	60	0
13	5307C	0414-TXXX		X2	SEAT	NORWICH	SEAT - ADMINISTRATIVE CAPITAL PROGRAM.	OTH	2011	100	80	20	0

**TABLE 4**

2007 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM  
MULTIPLE APPROVAL PROJECTS

Region	FACode	Proj#	Temp#	AQCD	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
70	5317J	0170-TNF4	OTHR-URB	X2	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2007	536	268	0	268
70	5317J	0170-TNF4	OTHR-URB	X2	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2008	536	268	0	268
70	5317J	0170-TNF4	OTHR-URB	X2	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2009	536	268	0	268
70	5317J	0170-TNF4	OTHR-URB	X2	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2010	536	268	0	268
70	5317J	0170-TNF4	OTHR-URB	X2	VARIOUS BUS	OTHER URBAN AREA	NEW FREEDOM - OTHER URBAN AREA	OTH	2011	536	268	0	268
70	CMAQ	0170-TX05		X2	VARIOUS	STATEWIDE	GLOBAL POSITIONING SYSTEMS (GPS)	OTH	2011	2,027	1,621	406	0
70	CMAQ	0170-TX22		X2	VARIOUS	STATEWIDE	GLOBAL POSITIONING SYSTEMS (GPS)	OTH	2007	1,802	1,442	360	0
70	CMAQ	0170-TX23		X2	VARIOUS	STATEWIDE	GLOBAL POSITIONING SYSTEMS (GPS)	OTH	2008	1,855	1,455	371	0
70	CMAQ	0170-TX24		X2	VARIOUS	STATEWIDE	GLOBAL POSITIONING SYSTEMS (GPS)	OTH	2009	1,911	1,529	382	0
70	CMAQ	0170-TX41		X2	VARIOUS	STATEWIDE	VANPOOL FINANCING PROGRAM	OTH	2008	7,500	7,500	0	0
70	CMAQ	0170-TX41		X2	VARIOUS	STATEWIDE	VANPOOL FINANCING PROGRAM	OTH	2011	7,500	7,500	0	0
70	5311R	0170-TXXX		X2	Section 5311	VARIOUS	SECTION 5311 PROGRAM, TRANSFER FROM FY 2006, SECTION 5310 TO FY 2007.	OTH	2007	300	240	60	0
70	5311R	0170-TXXX		X2	Section 5311	VARIOUS	SECTION 5311 PROGRAM, TRANSFER FROM FY 2007, SECTION 5310 TO FY 2008.	OTH	2008	300	240	60	0
70	5311R	0170-TXXX		X2	Section 5311	VARIOUS	SECTION 5311 PROGRAM, TRANSFER FROM FY 2008, SECTION 5310 TO FY 2009.	OTH	2009	300	240	60	0
70	5307C	0170-TXXX		X2	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2010	350	280	70	0
70	5307C	0170-TXXX		X2	NHL-ML	STATEWIDE	TRANSIT CAPITAL PLANNING	OTH	2011	350	280	70	0
70	5311T	0170-XXXX		X2	SECTION 5311	VARIOUS	SECTION 5311 PROGRAM ADJUST TO ACTUAL APPR & RTAP PROGRAM - FFY 2007.	OTH	2007	170	170	0	0
70	5311T	0170-XXXX		X2	SECTION 5311	VARIOUS	SECTION 5311 PROGRAM ADJUST TO ACTUAL APPR & RTAP PROGRAM - FFY 2008.	OTH	2008	170	170	0	0
70	5311T	0170-XXXX		X2	SECTION 5311	VARIOUS	SECTION 5311 PROGRAM ADJUST TO ACTUAL APPR & RTAP PROGRAM - FFY 2009.	OTH	2009	170	170	0	0
72	I-M	0104-0164		X2	I-95	OLD LYME/NEW LONDON	RESURFACE, SAFETY & BRIDGE IMPRVMTS, BALDWIN BRDG TO N/O WATERFORD/NEW LONDON TL	CON	2008	6,000	5,400	600	0
72	STPA	0172-0335		X3	VARIOUS	DISTRICT 2	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DIST 2.	CON	2007	1,009	807	202	0
72	STPA	0172-H156		X3	VARIOUS	DISTRICT 2	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT 2	CON	2008	1,354	1,083	135	135
72	STPA	0172-H158		X3	VARIOUS	DISTRICT 2	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT 2.	ROW	2007	100	100	0	0
72	STPA	0172-H158		X3	VARIOUS	DISTRICT 2	INSTALLATION & REVISION OF STC TRAFFIC CONTROL SIGNALS IN DISTRICT 2.	CON	2009	1,354	1,083	135	135
73	I-M	0173-H160		X2	I-95	BRANFORD TO GROTON	UPDATE ALL SIGNS & SHEET SIGNS ON I-95 FROM MILEPOINT 46.60 TO MILEPOINT 64.64.	PE	2007	147	147	0	0
76	CMAQ	0170-TX03		X2	VARIOUS	STATEWIDE	Commuter Incentive (Greater CT Moderate)	OTH	2010	266	266	0	0
76	CMAQ	0170-TX03		X2	VARIOUS	STATEWIDE	Commuter Incentive (Greater CT Moderate)	OTH	2011	273	273	0	0
76	CMAQ	0170-TX04		X2	VARIOUS	STATEWIDE	Statewide Ridesharing Services (Greater CT Moderate)	OTH	2010	136	136	0	0
76	CMAQ	0170-TX04		X2	VARIOUS	STATEWIDE	Statewide Ridesharing Services (Greater CT Moderate)	OTH	2011	141	141	0	0
76	CMAQ	0170-TX06		X2	VARIOUS	STATEWIDE	Statewide Marketing (Greater CT Moderate)	OTH	2010	389	311	78	0
76	CMAQ	0170-TX06		X2	VARIOUS	STATEWIDE	Statewide Marketing (Greater CT Moderate)	OTH	2011	400	320	80	0
76	CMAQ	0170-TX07		X2	VARIOUS	STATEWIDE	Telecommuting Partnership (Greater CT Moderate)	OTH	2010	309	247	62	0
76	CMAQ	0170-TX07		X2	VARIOUS	STATEWIDE	Telecommuting Partnership (Greater CT Moderate)	OTH	2011	318	254	64	0
76	CMAQ	0170-TX08		X2	VARIOUS	STATEWIDE	Advanced Tech Buses	OTH	2010	3,580	2,864	716	0
76	CMAQ	0170-TX08		X2	VARIOUS	STATEWIDE	Advanced Tech Buses	OTH	2011	3,687	2,949	738	0
76	CMAQ	0170-TX09		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (Greater CT Moderate)	OTH	2010	997	797	0	200
76	CMAQ	0170-TX09		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (Greater CT Moderate)	OTH	2011	1,026	820	0	206
76	CMAQ	0170-TX14		X2	VARIOUS	STATEWIDE	Commuter Incentive(GREATER CT MODERATE)	OTH	2007	245	245	0	0
76	CMAQ	0170-TX15		X2	VARIOUS	STATEWIDE	Commuter & Deduct A Ride Incentive(GREATER CT MODERATE)	OTH	2008	252	252	0	0
76	CMAQ	0170-TX16		X2	VARIOUS	STATEWIDE	Commuter & Deduct A Ride Incentive(GREATER CT MODERATE)	OTH	2009	259	259	0	0
76	CMAQ	0170-TX18		X2	VARIOUS	STATEWIDE	Statewide Ridesharing Services (GREATER CT MODERATE)	OTH	2007	127	127	0	0
76	CMAQ	0170-TX19		X2	VARIOUS	STATEWIDE	Statewide Ridesharing Services (GREATER CT MODERATE)	OTH	2008	130	130	0	0
76	CMAQ	0170-TX20		X2	VARIOUS	STATEWIDE	Statewide Ridesharing Services (GREATER CT MODERATE)	OTH	2009	133	133	0	0
76	CMAQ	0170-TX26		X2	VARIOUS	STATEWIDE	Statewide Marketing (GREATER CT MODERATE)	OTH	2007	357	287	70	0
76	CMAQ	0170-TX27		X2	VARIOUS	STATEWIDE	Statewide Marketing (GREATER CT MODERATE)	OTH	2008	367	294	73	0
76	CMAQ	0170-TX28		X2	VARIOUS	STATEWIDE	Statewide Marketing (GREATER CT MODERATE)	OTH	2009	378	302	76	0
76	CMAQ	0170-TX34		X2	VARIOUS	STATEWIDE	Telecommuting Partnership (GREATER CT MODERATE)	OTH	2007	284	227	57	0

**TABLE 4**

2007 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM  
MULTIPLE APPROVAL PROJECTS

Region	FA Code	Proj#	Temp#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)
70	NHS	0079-0089		X2	CT 2	MARLBOROUGH/COLCHES	RESURFACING, BRIDGE & SAFETY IMPROVEMENTS FROM LAKE RD TO CT 149 IN COLCHESTER - AC CONV.	CON	2007	10,000	8,000	2,000	0
70	BRXZ	0170-0BRX		X2	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2007	11,782	5,000	6,782	0
70	BRXZ	0170-0BRX		X2	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2008	11,782	5,000	6,782	0
70	BRXZ	0170-0BRX		X2	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2009	11,782	5,000	6,782	0
70	BRXZ	0170-0BRX		X2	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2010	11,782	5,000	6,782	0
70	BRXZ	0170-0BRX		X2	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.	ALL	2011	11,782	5,000	6,782	0
70	STPO	0170-2612	0170-E114	X2	VARIOUS	VARIOUS	URBAN PROGRAM, DESIGN ACTIVITIES - AC CONV.	PE	2007	350	280	70	0
70	STPT	0170-E127		X2	VARIOUS	STATEWIDE	STP ENHANCEMENT PROGRAM DESIGN ACTIVITIES - AC CONV.	PE	2007	600	480	120	0
70	NHS	0170-E130		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NHS ROADWAYS AC ENTRY	PE	2007	0	0	0	0
70	NHS	0170-E130		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NHS ROADWAYS AC CONV.	PE	2007	500	400	100	0
70	NHS	0170-E130		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NHS ROADWAYS AC CONV.	PE	2008	500	400	100	0
70	NHS	0170-E130		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NHS ROADWAYS AC CONV.	PE	2009	500	400	100	0
70	STPA	0170-E134		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NON-NHS ROADWAYS - AC CONV.	PE	2007	420	336	84	0
70	STPA	0170-E134		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NON-NHS ROADWAYS - AC ENTRY.	PE	2007	0	0	0	0
70	STPA	0170-E134		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NON-NHS ROADWAYS - AC CONV.	PE	2008	420	336	84	0
70	STPA	0170-E134		X2	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION FOR NON-NHS ROADWAYS - AC CONV.	PE	2009	420	336	84	0
70	STPA	0170-E149		X3	VARIOUS	STATEWIDE	VENDOR IN PLACE STPA (80-10-10) SIGNAL PROJECTS.	CON	2007	520	520	0	0
70	NHS	0170-E189		X2	VARIOUS	STATEWIDE	CE INSPECTION OF OVERHEAD SIGN SUPPORTS - AC CONV.	PE	2007	1,900	1,520	380	0
70	NHS	0170-E189		X2	VARIOUS	STATEWIDE	CE INSPECTION OF OVERHEAD SIGN SUPPORTS - AC CONV.	PE	2008	2,000	1,500	400	0
70	NHS	0170-E198		X2	VARIOUS	STATEWIDE	REPLACE & JOB REPAIR OVERHEAD SIGN SUPPORT STRUCTURES AT 20 LOCATIONS SW.	CON	2007	2,074	1,659	415	0
70	STPA	0170-E197		X2	VARIOUS	STATEWIDE	REPLACE TRAFFIC SIGNALS W/MAST ARM DEFICIENCIES.	CON	2007	834	667	167	0
70	NHS	0170-E198		X2	VARIOUS	STATEWIDE	REPLACE & JOB REPAIR OVERHEAD SIGN SUPPORT STRUCTURES AT 20 LOCATIONS SW.	PE	2007	110	88	22	0
70	NHS	0170-E205		X2	VARIOUS	STATEWIDE	INSTALL RUMBLE STRIP SHOULDERS OF FREEWAYS.	CON	2007	100	80	20	0
70	STPA	0170-H887		X3	VARIOUS	STATEWIDE	DESIGN OF STC TRAFFIC SIGNALS AC ENTRY	PE	2007	0	0	0	0
70	STPA	0170-H887		X3	VARIOUS	STATEWIDE	DESIGN OF STC TRAFFIC SIGNALS AC CONV	PE	2007	1,400	1,400	0	0
70	STPA	0170-H887		X3	VARIOUS	STATEWIDE	DESIGN OF STC TRAFFIC SIGNALS AC CONV	PE	2008	1,400	1,400	0	0
70	RT	0170-RT07		X2	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2007	750	600	0	150
70	RT	0170-RT08		X2	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2008	750	600	0	150
70	RT	0170-RT09		X2	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2009	750	600	0	150
70	RT	0170-RT10		X2	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2010	750	600	0	150
70	RT	0170-RT11		X2	VARIOUS	STATEWIDE	RECREATION TRAILS	OTH	2011	750	600	0	150
70	HSIP	0170-SFTY		X2	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2007	9,000	8,100	900	0
70	HSIP	0170-SFTY		X2	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2008	9,000	8,100	900	0
70	HSIP	0170-SFTY		X2	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2009	9,000	8,100	900	0
70	HSIP	0170-SFTY		X2	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2010	9,000	8,100	900	0
70	HSIP	0170-SFTY		X2	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER.	ALL	2011	9,000	8,100	900	0
70	5307C	0170-T707	0170-TXXX	X2	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2007	225	180	45	0
70	5307C	0170-T708	0170-TXXX	X2	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2008	250	200	50	0
70	5307C	0170-T709	0170-TXXX	X2	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING.	OTH	2009	350	280	70	0
70	5310C	0170-T711	05XT-0110	X2	VARIOUS BUS	STATEWIDE	PURCH ACCESSIBLE VANS/BUSES - SEC 16-PRGM FY 07.	ACQ	2007	1,425	1,140	285	0
70	5310C	0170-T712	05XT-0110	X2	VARIOUS BUS	STATEWIDE	PURCH ACCESSIBLE VANS/BUSES - SEC 16-PRGM FY 08.	ACQ	2008	1,543	1,234	309	0
70	5310C	0170-T713	05XT-0110	X2	VARIOUS BUS	STATEWIDE	PURCH ACCESSIBLE VANS/BUSES - SEC 16-PRGM FY 09.	ACQ	2009	1,619	1,295	324	0
70	5316G	0170-T798	OTHR-URBH	X2	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2007	558	279	0	279
70	5316G	0170-T798	OTHR-URBH	X2	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2008	558	279	0	279
70	5316G	0170-T798	OTHR-URBH	X2	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2009	558	279	0	279
70	5316G	0170-T798	OTHR-URBH	X2	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2010	558	279	0	279
70	5316G	0170-T798	OTHR-URBH	X2	VARIOUS BUS	OTHER URBAN AREA	JOB ACCESS AND REVERSE COMMUTE - OTHER URBAN AREA	OTH	2011	558	279	0	279

**TABLE 4**

2007 DRAFT TRANSPORTATION IMPROVEMENT PROGRAM  
MULTIPLE APPROVAL PROJECTS

Region	FA Code	Proj#	Temp/Pl	AQ Cd	Ref/Sys	Town	Description	Phase	Year	Est\$(000)	Est\$(000)	Est\$(000)	Stat\$(000)	Loc\$(000)
76	CMAQ	0170-TX35		X2	VARIOUS	STATEWIDE	Telecommuting Partnership (GREATER CT MODERATE)	OTH	2008	292	234	58		0
76	CMAQ	0170-TX36		X2	VARIOUS	STATEWIDE	Telecommuting Partnership (GREATER CT MODERATE)	OTH	2009	300	240	60		0
76	CMAQ	0170-TX38		X2	VARIOUS	STATEWIDE	Advanced Tech Buses	OTH	2007	3,277	2,622	655		0
76	CMAQ	0170-TX39		X2	VARIOUS	STATEWIDE	Advanced Tech Buses	OTH	2008	3,375	2,700	675		0
76	CMAQ	0170-TX40		X2	VARIOUS	STATEWIDE	Advanced Tech Buses	OTH	2009	3,476	2,781	695		0
76	CMAQ	0170-TX43		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (NY-NJ-CT MODERATE)	OTH	2007	913	730	0		183
76	CMAQ	0170-TX42		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (GREATER CT MODERATE)	OTH	2007	913	730	0		183
76	CMAQ	0170-TX33		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (GREATER CT MODERATE)	OTH	2008	940	752	0		188
76	CMAQ	0170-TX04		X2	VARIOUS	STATEWIDE	Connecticut Clean Fuels (GREATER CT MODERATE)	OTH	2009	968	774	0		194

## VI: ACRONYMS RELATING TO TRANSPORTATION

CAAA	<u>Clean Air Act Amendments of 1990</u> . 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	<u>Southeastern Connecticut Council of Governments</u> . 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	<u>Connecticut Department of Transportation</u> . 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	<u>Environmental Impact Statement</u> . 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	<u>Federal Aviation Administration</u> . 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	<u>Federal Highway Administration</u> . 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	<u>Federal Transit Administration</u> . 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	<u>Metropolitan Planning Organization</u> . 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.
RPC	<u>Regional Planning Commission</u> . The RPC is the subunit of the Council of Governments which is responsible for conducting the council’s planning program. However, final ratification of RPC proposals rests with the COG.
RTP	<u>Regional Transportation Plan</u> . 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).

- SAFETEA-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.
- TIA**              Transportation Investment Area. A new regional transportation planning organization created by the Connecticut Legislature in 2000-2001. The State is divided into five planning regions (TIA's) based on the five major interstate highway corridors that divide the state. Southeastern Connecticut is in two TIA's due to its location relative to I-95 and I-395.
- 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.
- TSB**              Transportation Strategy Board. A 15-member statewide transportation policy board which oversees transportation infrastructure investments. The TSB was created by the Connecticut Legislature in FY 2000-2001. One member of each TIA serves on the TSB in addition to the Commissioners of Transportation, Public Safety, Economic and Community Development, Environmental Protection and Motor Vehicles. Five additional members-at-large who are appointed by the Legislature also serve.