

**TRANSPORTATION
IMPROVEMENT
PROGRAM**

F.Y. 2010 - 2013

Adopted: October 21, 2009

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

TRANSPORTATION IMPROVEMENT PROGRAM

F.Y. 2010 - 2013

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 21, 2009

SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

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SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

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RESOLUTION NO. 09-8 ADOPTING THE FFY 2010 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 2010 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 2010 Transportation Improvement Program describes all projects which are programmed to receive federal transportation assistance over the next fiscal year and is financially constrained; and,

WHEREAS, the public notification and review of the draft FFY 2010 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 19, 2009, at which the public was invited to comment on the draft FFY 2010 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 2010 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 October 21, 2009.

Date: 10/22/09

By: *Daniel Steward*
Daniel Steward, Secretary

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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RESOLUTION NO. 09-9
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, October 21, 2009 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 2009); 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 2010-2013 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 2009 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 October 21, 2009.

Date: 10/22/09

By: *Daniel Steward*
Daniel Steward, Secretary

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RESOLUTION 09-10
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 was adopted on May 28, 2008; the Long-Range Regional Transportation Plan was adopted on April 18, 2007; and the Transportation Improvement Program for FFY 2010, was adopted on October 21, 2009.

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 October 21, 2009.

Date: 10/22/09

By: *Daniel Steward*
Daniel Steward, Secretary

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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 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 2010-2013 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 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 \$.760 million in federal funds over the 4-year period which will be matched by \$.190 million in state funds for a total investment of \$.950 million. Within Federal Highway Administration programs, a total of \$7.117 million in federal funds will be matched by \$.240 million in State funds and \$.147 million in local funds for a total of \$7.504 million total investment in the region over the 4-year period. Additionally, there is a total of \$4.112 million in High Priority Funding committed for the next 4 years for the southeast region.

TABLE 1

FTA REGIONAL (in thousands)					
FFY	2010	2011	2012	2013	TOTAL
FTA	360	80	160	160	760
STATE	90	20	40	40	190
LOCAL	0	0	0	0	0
TOTAL	450	100	200	200	950

FHWA REGIONAL (in thousands)					
FFY	2010	2011	2012	2013	TOTAL
FHWA	6,745	372	0	0	7,117
STATE	147	93	0	0	240
LOCAL	147	0	0	0	147
TOTAL	7,039	465	0	0	7,504

Table 1 - Continued

HPP REGIONAL (in thousands)					
FFY	2010	2011	2012	2013	TOTAL
FHWA	2,471	819	0	0	3,290
STATE	617	205	0	0	822
LOCAL	0	0	0	0	0
TOTAL	3,088	1,024	0	0	4,112

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

TABLE 2

FTA STATEWIDE - MULTIPLE APPROVAL (in thousands)					
FFY	2010	2011	2012	2013	TOTAL
FTA	2,596	2,714	2,835	730	8,875
STATE	70	70	70	0	210
LOCAL	1,010	1,062	1,113	730	3,915
TOTAL	3,676	3,846	4,018	1,460	13,000

FHWA STATEWIDE - MULTIPLE APPROVAL (in thousands)					
FFY	2010	2011	2012	2013	TOTAL
FHWA	38,539	36,583	68,950	63,410	207,482
STATE	7,455	7,196	15,569	13,889	44,109
LOCAL	685	492	211	505	1,893
TOTAL	46,679	44,271	84,730	77,804	253,484

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. 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 (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 3 and 4 present TIP projects that are proposed for implementation through FY 2010-2013. 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.

DOT Table 1 (Attachment #1)

DOT Table 2 (Attachment #2)

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).
- 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.
- TEA-21** Transportation Equity Act for the 21st Century. TEA-21 is the 1998 umbrella Federal Transportation Act which is the legal mechanism through which Federal transportation funds are received by states.

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.