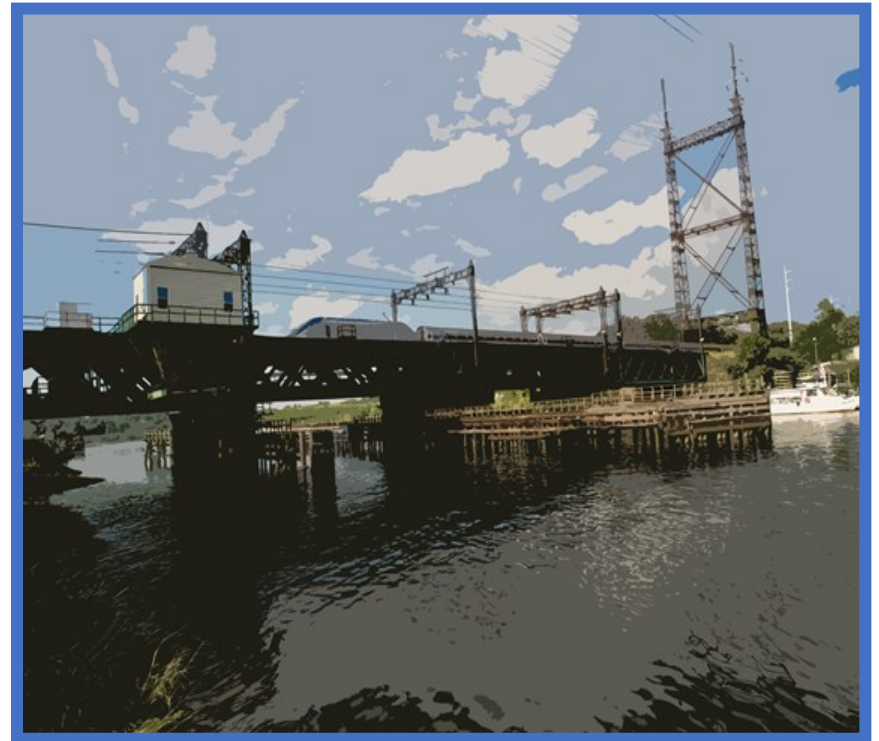


**South Western Region
Metropolitan Planning
Organization
2021-2024 Transportation
Improvement Program**



Adopted October 15, 2020



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SWRMPO Members

Jayme Stevenson, First Selectman, Town of Darien, *SWRMPO Chairman*

Fred Camillo, First Selectman, Town of Greenwich

Kevin Moynihan, First Selectman, Town of New Canaan,

Harry Rilling, Mayor, City of Norwalk

David Martin, Mayor, City of Stamford

Jim Marpe, First Selectman, Town of Westport, *SWRMPO Vice Chairman*

Chris Spaulding, First Selectman, Town of Weston

Lynne Vanderslice, First Selectman, Town of Wilton

Kimberlee Morton, Chief Executive Officer, Norwalk Transit District

WestCOG TIP Staff

Francis Pickering, Executive Director

Kristin Hadjstylianos, Principal Planner

Nicole Sullivan, Associate Planner

Prepared in cooperation with the US Department of Transportation and the Connecticut Department of Transportation. The opinions, findings, and conclusions expressed in this publication are those of the Western Connecticut Council of Governments and do not necessarily reflect the official policies of the US Department of Transportation or the Connecticut Department of Transportation

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Overview

Introduction

The 2021-2024 South Western Region Metropolitan Planning Organization (SWRMPO) Transportation Improvement Program, commonly referred to as the TIP, is a financially-constrained listing of all federally funded transportation projects in the SWRMPO. The projects in the TIP are expected to receive federal transportation funds or require federal approval within the next four years. The TIP is a living document, amended as needed to adjust for project changes. The SWRMPO TIP comprises part of a larger Statewide TIP (STIP), which is administered by the Connecticut Department of Transportation (CTDOT) and is the amalgamation of all regional TIP's in the state.

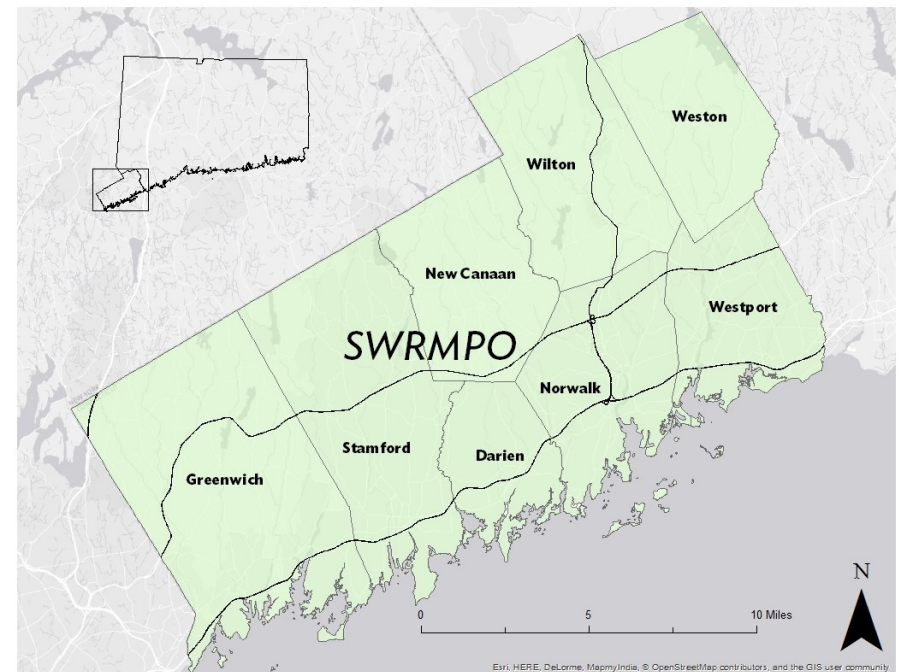
The projects included in the TIP have been developed through a collaborative planning process involving a variety of stakeholders, including CTDOT and public transit providers. Endorsement of a TIP is a multi-step process requiring public involvement, consistency with the Region's Long Range Transportation Plan (LRTP), and conformity with air quality regulations.

Overview of SWRMPO

The SWRMPO is a federally designated transportation planning and policy-making organization in southwestern Connecticut. MPO's were created in 1962 by the Federal-Aid Highway Act to ensure that existing and future expenditures of government funds for transportation projects and programs

are based on a continuing, cooperative, and comprehensive process, also known as "3-C" planning. MPO's are required in any urbanized area with a population greater than 50,000.

The SWRMPO is comprised of the chief elected officials from the Region's eight municipalities, Darien, Greenwich, New Canaan, Norwalk, Stamford, Weston, Westport, and Wilton, as well as a representative from the Norwalk Transit District.



Overview

Consistency with the Long-Range Transportation Plan (LRTP)

In accordance with the Fixing America's Surface Transportation (FAST) Act, the STIP and TIP are drawn from conforming LRTPs. The 2021-2024 TIP is consistent with the SWRMPO 2019-2045 Long-Range Transportation Plan, which was prepared in accordance with Public Law 114-94 (FAST Act). The plan considers various transportation modes and issues, covering a twenty-five (25) year period.

Funding Summary

Projects on the TIP utilize Federal, State and Local funds. The tables in the section below depict the amount contributed by Federal, State and local funding sources between 2021 and 2024.

2021-2024 SWRMPO TIP Funding Summary

Federal Highway Administration (FHWA) Contributions	\$708,913,000
Federal Transit Administration (FTA) Contributions	\$932,077,000
State Contributions	\$363,822,000
Local Contributions	\$3,218,000
Total	\$2,008,030,000

Projects in the TIP are categorized as highway projects which receive contributions from FHWA and transit projects which receive contributions from FTA. The tables below summarize the funding for these projects by year.

FHWA Funding Summary (in \$1,000s)

	2021	2022	2023	2024	FYI	Total
Federal	162,349	175,952	189,966	154,045	26,600	708,913
State	32,515	27,474	29,015	25,101	6,650	120,756
Local	454	454	454	454	0	1,815
Total	195,318	203,880	219,435	179,600	33,250	831,483

FTA Funding Summary (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	521,913	168,715	135,483	105,966	932,077
State	141,593	41,834	33,515	26,125	243,067
Local	335	345	356	366	1,403
Total	663,842	210,894	169,354	132,457	1,176,547

Financial Plan

BRX - Bridge On System Program (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	40,000	40,000	40,000	40,000	160,000
State	10,000	10,000	10,000	10,000	40,000
Local	0	0	0	0	0
Total	50,000	50,000	50,000	50,000	200,000

NFRP- National Highway Freight Program (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	10,000	45,649	18,550	18,550	92,748
State	1,111	5,072	2,061	2,061	10,305
Local	0	0	0	0	0
Total	11,111	50,721	20,611	20,611	103,053

NHPP – National Highway Performance Program (in \$1,000s)

	2021	2022	2023	2024	FYI	Total
Federal	39,800	24,300	63,553	38,052	1,800	167,505
State	9,950	2,950	7,311	4,478	450	25,139
Local	0	0	0	0	0	0
Total	49,750	27,250	70,865	42,530	2,250	192,645

NHPP-BRX – National Highway Preservation Program – Bridge On System Program (in \$1,000s)

	2021	2022	2023	2024	FYI	Total
Federal	15,200	24,200	15,200	15,200	15,200	85,000
State	3,800	4,800	3,800	3,800	3,800	20,000
Local	0	0	0	0	0	0
Total	19,000	29,000	19,000	19,000	19,000	105,000

SIPH - Highway Safety Improvement Program (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	24,083	24,083	35,063	24,083	107,313
State	2,222	2,222	3,442	2,222	10,109
Local	454	454	454	454	1,815
Total	26,759	26,759	38,959	26,759	119,237

STPA - Surface Transportation Program Anywhere (in \$1,000s)

	2021	2022	2023	2024	FYI	Total
Federal	12,946	8,520	8,400	8,960	400	39,226
State	352	130	100	240	100	922
Local	0	0	0	0	0	0
Total	13,298	8,650	8,500	9,200	500	40,148

STPA-BRX - Surface Transportation Program Bridge On System Program (in \$1,000s)

	2021	2022	2023	2024	FYI	Total
Federal	9,200	9,200	9,200	9,200	9,200	46,000
State	2,300	2,300	2,300	2,300	2,300	11,500
Local	0	0	0	0	0	0
Total	11,500	11,500	11,500	11,500	11,500	57,500

STPB – Surface Transportation Program – Bridgeport/Stamford Program (in \$1,000s)

	2021	Total
Federal	11,120	11,120
State	2,780	2,780
Local	0	0
Total	13,900	13,900

Financial Plan

5337 (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	110,500	91,000	71,000	52,000	324,500
State	27,625	22,750	17,750	13,000	81,125
Local	0	0	0	0	0
Total	138,125	113,750	88,750	65,000	405,625

5307P (in \$1,000s)

	2021	Total
Federal	258,650	258,650
State	64,663	64,663
Local	0	0
Total	323,313	323,313

5339 (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	4,682	4,700	4,700	4,700	18,782
State	1,171	1,175	1,175	1,175	4,696
Local	0	0	0	0	0
Total	5,853	5,875	5,875	5,875	23,478

5310E (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	1,341	1,381	1,423	1,466	5,611
State	0	0	0	0	0
Local	335	345	356	366	1,403
Total	1,677	1,727	1,779	1,832	7,014

5307C (in \$1,000s)

	2021	2022	2023	2024	Total
Federal	83,980	71,634	58,360	47,800	261,774
State	20,995	17,909	14,590	11,950	65,444
Local	0	0	0	0	0
Total	104,975	89,543	72,950	59,750	327,218

Air Quality Conformity

Overview

The Clean Air Act of 1970, as amended in 1990, requires the U.S. Environmental Protection Agency (EPA) to establish National Ambient Air Quality Standards (NAAQS), which seek to improve air quality and reduce transportation-related emissions by outlining a path towards attainment. The path towards attainment with NAAQS is known as the State Implementation Plan (SIP), which establishes a “budget” that pollutant emissions may not exceed.

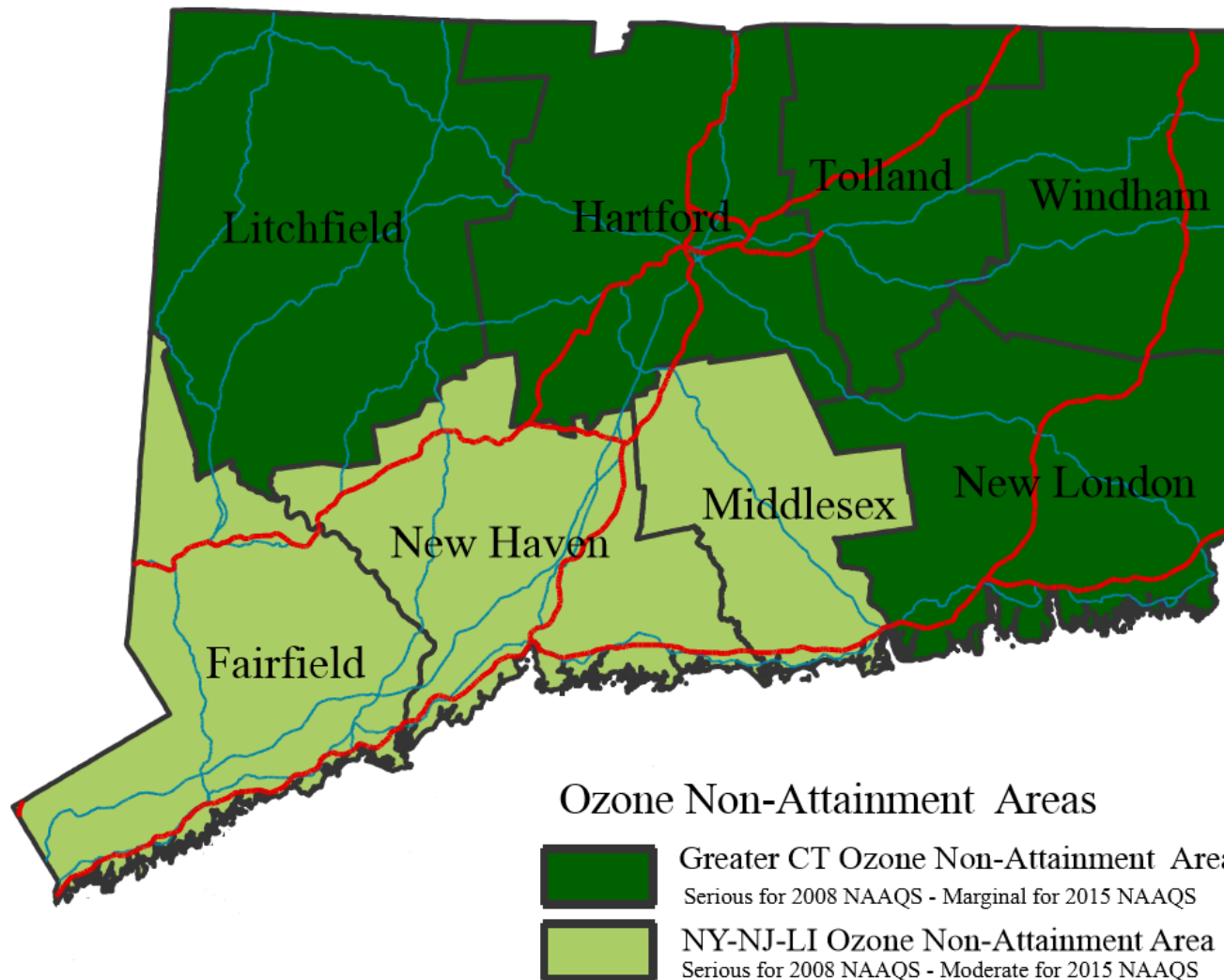
The South Western Region MPO is currently included within the New York-New Jersey-Connecticut Attainment/Maintenance Area for PM_{2.5} and the New York/New Jersey/Connecticut Moderate Ozone Area. As a result of these designations, SWRMPO TIP projects must demonstrate conformity with NAAQS standards and goals for the area. To demonstrate conformity, project emissions from the TIP should be at or less than the SIP for each respective pollutant. As seen in the charts on the next page, and according to CTDOT, the expected emissions from the action scenarios are within the emissions budget for each pollutant.

In Connecticut, the Connecticut Department of Transportation (CTDOT) is responsible for conducting detailed transportation and air quality modeling, issuing conformity determinations relative to NAAQS and the SIP. CTDOT has determined that the 2021-2024 TIP is in compliance with applicable air quality requirements.

Maps and Charts

The charts on the following page depict emissions estimates and budgets of fine particulate matter (PM_{2.5}), particulate nitrogen oxides (NO_x PM_{2.5}), volatile organic compounds (VOC), and nitrogen oxide (NO_x) in the Ozone and PM_{2.5} areas of which SWRMPO is a part.

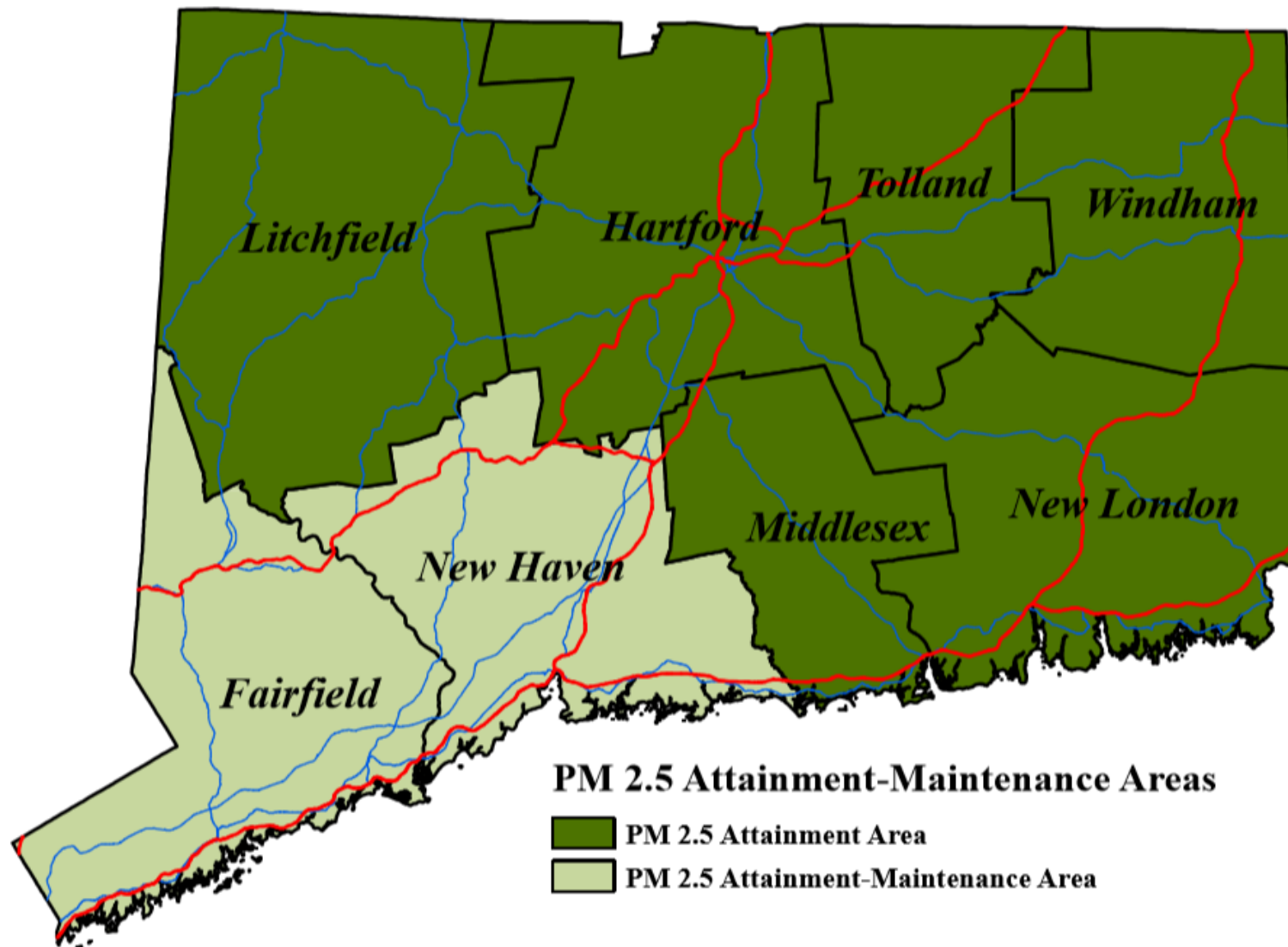
Air Quality Conformity- Ozone



2008 8-Hour NAAQS - Effective September 23, 2019

2015 8-Hour NAAQS - Effective August 3, 2018

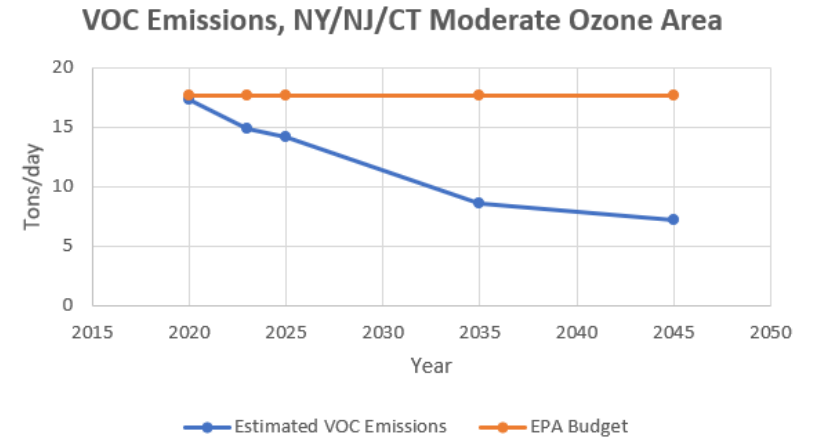
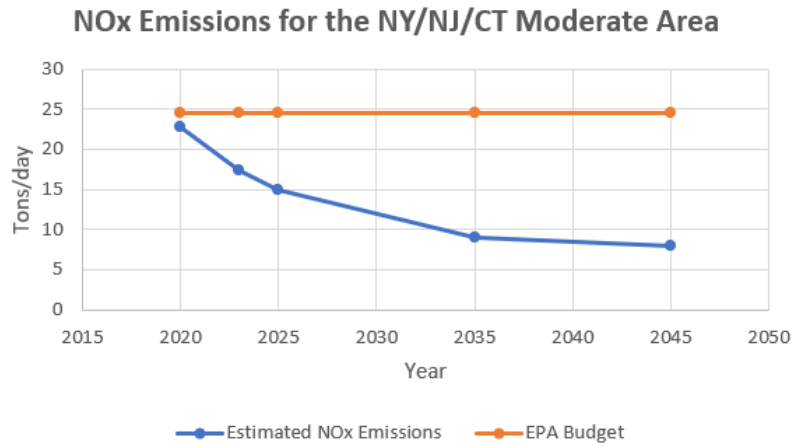
Air Quality Conformity- PM 2.5



1997 Annual & 2006 24-Hour PM 2.5 NAAQS - Effective October 24, 2013

NY/NJ/CT Moderate

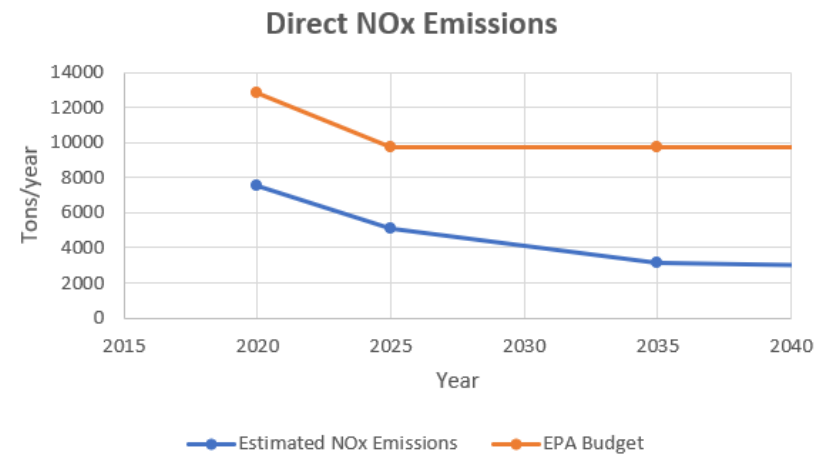
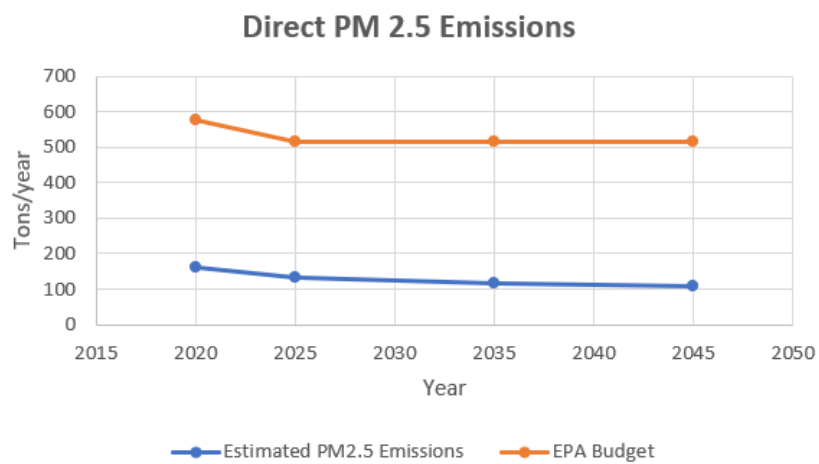
Ozone Area



NY/NJ/CT Attainment/

Maintenance Area

for PM_{2.5}



Public Involvement

Opportunities for public involvement are a cornerstone of the federal transportation planning process. This includes providing opportunities for access and review of the SWRMPO draft 2021-2024 TIP and related documents. A public comment period took place from August 24, 2020 to October 9, 2020 exceeding the minimum 30-day requirement and ensuring that community input was considered.

The public comment period was announced in accordance with SWRMPO's Public Participation Plan and legally noticed in the *Stamford Advocate*, *Norwalk Hour*, and *La Voz Hispana*. Additional announcements were issued through media releases, social media, the WestCOG website and newsletter.

A virtual public information meeting was held on September 22, 2020 from 8:00pm-9:00pm, with both COG and CTDOT technical staff present to assist members of the public. The presentation portion was posted on the WestCOG website prior to the meeting, with the availability of closed captioning and translations.

The purpose of the virtual public information meeting and comment period was to present and provide information regarding the process and program details, as well as to receive draft TIP comments. Comments received during the public comment period were documented as part of the public rec-

ord. Upon receipt of public comments WestCOG acknowledged the correspondence by replying, "Thank you for submitting a comment for the draft 2021-2024 Transportation Improvement Program. Your public comment has been received". An inventory of public comments were provided to TAG and SWRMPO members before their respective meetings. A summary was presented and discussed at the meetings.

WestCOG received 116 comments from the public regarding the SWRMPO TIP. All comments pertained to project 158-214: Rehabilitation/Replacement of Bridge 01349 over Saugatuck River in Westport. The majority of the comments received were in favor of removing the project from the TIP. Some comments received were in favor of keeping the funding for the project on the TIP. Appropriate acknowledgement and response was given to all comments.

Title VI, LEP, Environmental Justice

Title VI and Limited English Proficiency (LEP)

Title VI, or more specifically 42 United States Code Section 2000d, was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Supplementing the 1964 Civil Rights Act is a 1974 landmark case whereby the United States Supreme Court determined that one specific type of national origin discrimination is that based on a person's inability to speak, read, write, or understand English. Executive Order 13166 (2000) mandates that persons with Limited English Proficiency (LEP) be provided meaningful access to federally funded programs and activities. The criteria for Limited English Proficiency is as follows:

FEDERAL STANDARD FOR IDENTIFYING AREAS OF LIMITED ENGLISH PROFICIENCY: A language is considered an LEP language if the language group in a federally defined census tract constitutes 5% or more of total population and speaks English as federally defined "less than very well."

FEDERAL STANDARD FOR IDENTIFYING "SAFE HARBOR" SUBSET OF LIMITED ENGLISH PROFICIENCY: A language falls under the Safe Harbor provision if the language group in a federally defined census tract reaches the 5% threshold or 1000 individuals, whichever is less, and speaks English as federally defined "less than very well."

Environmental Justice

Executive Order No. 12898, issued February 11, 1994, requires that each federal agency incorporate Environmental Justice (EJ) into its mission. The objectives of EJ are to be accomplished "by identifying and addressing disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority and low-income populations." In cooperation with CTDOT and the United States Department of Transportation, the MPO works to ensure the full and fair participation by all potentially affected communities in the transportation decision-making process.

In order for SWRMPO planning efforts to comply with EJ mandates, characteristics of the area population are evaluated by three criteria at the census tract level:

1) *Percent of minority population, defined as all persons except those identifying themselves as White, non-Hispanic. The threshold for measurement is the MPO area percent of minority population. In the SWRMPO, 24.12% of the population identifies as a minority.*

2) *Per capita income. The threshold for measurement is the MPO area per capita income. The per capita income for the SWRMPO is \$70,940.*

3) *Percent of persons below the poverty level. The threshold for measurement to be the MPO area percent of person below the poverty level. In the SWRMPO, 7.35% of the population is under the poverty level.*

If a census tract satisfies one threshold, then it is designated as an area for Environmental Justice evaluation.

Title VI, LEP, Environmental Justice

Determination

Some projects on the TIP are small-scale projects such as roadway resurfacing, intersection improvements, and signal upgrades. Short-term construction-related impacts associated with these projects are likely to be minimal and affect all users of the transportation system equally. The improvements proposed in the TIP have the potential to create significant benefits for all populations by improving the transportation system.

Given the potential projects and equitable distribution of short-term construction related impacts, environmental justice requirements are satisfied following the federally prescribed process consistent with the *Title VI Civil Rights and Public Participation Plan*.

Larger-scale projects similarly aim to create significant benefit all users equally, though impacts, especially during construction, are generally larger. To reduce the negative impacts, Public Involvement Plans tailored to specific projects are developed and managed by CTDOT. Information and schedules are posted to project websites, as are the Public Involvement Plan and outreach materials.

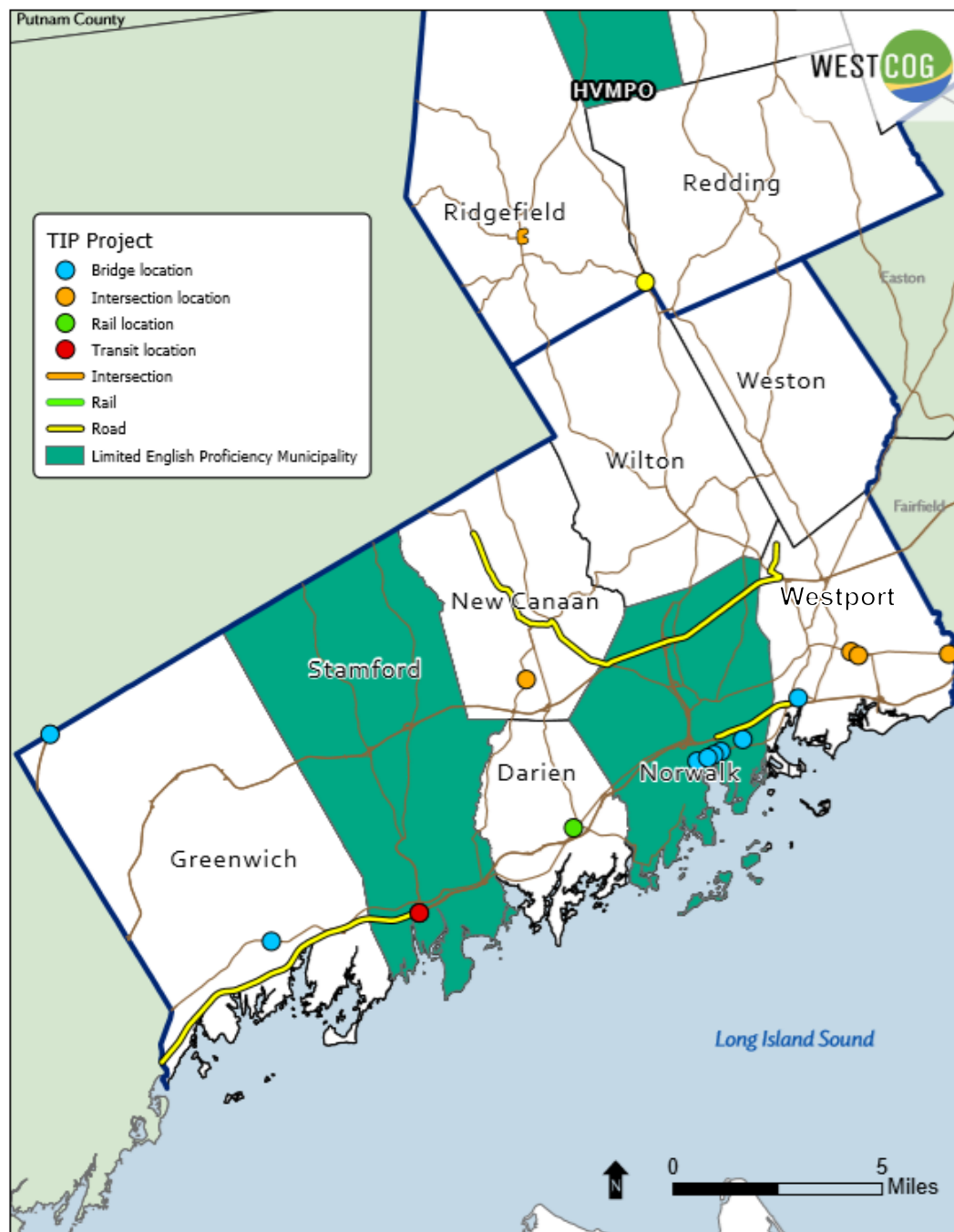
For each project on the TIP, public engagement, Title VI, LEP, EJ, and environmental considerations are conducted by CTDOT at a more localized scale.

Maps displaying TIP projects, EJ, and LEP populations using the criteria described above can be found on the following page.

SWRMPO LEP Map

SWRMPO 2021-2024 Transportation
Improvement Program (TIP)

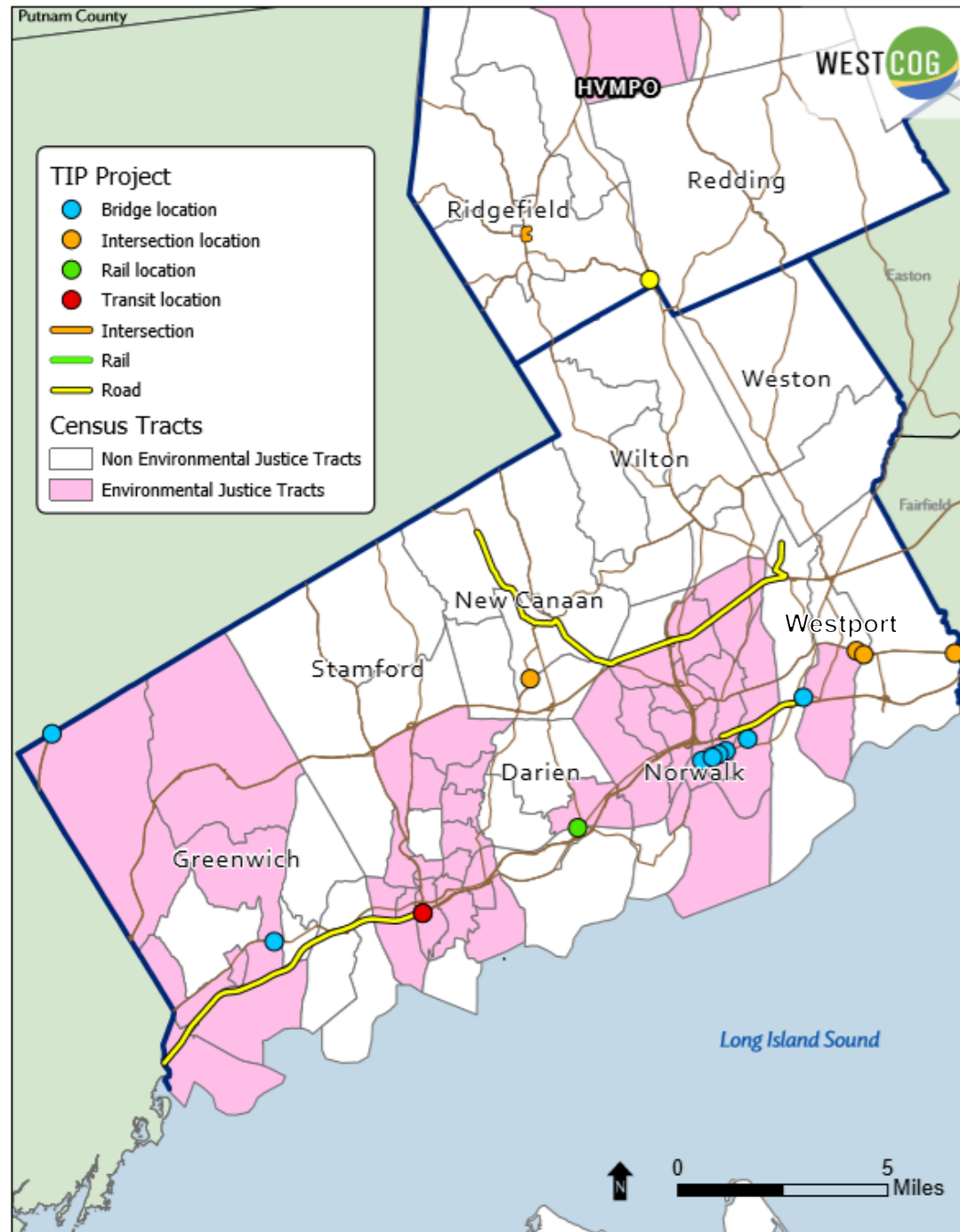
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SWRMPO EJ Map

SWRMPO 2021-2024 Transportation
Improvement Program (TIP)

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Performance-Based Planning and Programming

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), MPOs and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) to achievement of performance targets.

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at www.ct.gov/dot/performanceasures.

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities;

the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets are shown below:

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

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

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

Pavement and Bridge Condition

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition. The current Pavement and Bridge targets are shown below:

Performance-Based Planning and Programming

Performance	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	66.20%	65.50%	64.40%
Percentage of Pavements of the Interstate System in Poor Condition	2.20%	2.00%	2.60%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	42.90%	36.00%	31.90%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	17.00%	6.80%	7.60%
Percentage of NHS Bridges Classified as in Good Condition	15.20%	22.10%	26.90%
Percentage of NHS Bridges Classified as in Poor Condition	14.00%	7.90%	5.70%

The STIP will program projects to meet the targets set by the CTDOT using the Department's Pavement Management System and the Bridge Management System which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan. TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP 21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preserva-

tion, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP.

System Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events."¹ Travel-time reliability is a significant aspect of transportation system performance.

The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same SHRP-2 study, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure."² Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.60%	75.20%	72.10%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	83.60%	80.00%	76.40%

The STIP will program projects to meet the targets set by CTDOT by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

Freight Movement

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

Performance-Based Planning and Programming

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the November 2017, Statewide Freight Plan, and which was approved by FHWA. This is shown below:

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

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

Air Quality

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

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

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

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

Transit

CTDOT's Public Transportation Transit Asset Management Plan (PT-TAMP) and Transit Asset Management Group Plan (Group-TAMP) lay out strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and budgets to achieve state of good repair (SGR) goals. In accordance with 49 CFR 625.5, SGR is defined by Federal Transit Administration (FTA) as the condition in which a capital asset is able to operate at a full level of performance. Recipients and sub recipients of FTA funds set annual performance targets for federally established SGR measures. Performance targets are set annually for asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT has identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail.

Performance-Based Planning and Programming

The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones. Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.” As of October 2018, performance targets are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown below:

Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	20.00%	-3.00%	17.00%	5 years
Automobiles	17.00%	50.00%	-33.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	15.38%	-8.38%	7.00%	14 years

Tier II – Group-TAMP

Group Plan Participants: Greater Bridgeport Transit Authority, Norwalk Transit District, Housatonic Area Regional Transit, Northwestern CT Transit District, Northeastern CT Transit District, Windham Region Transit District, Southeast Area Transit District, Estuary Transit District, Middletown Area Transit, Milford Transit District, Valley Transit District

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

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	18.81%	-4.81%	14.00%	12 years
Cutaway	17.00%	28.51%	-11.51%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years

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

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

Connecticut Department of Transportation (CTDOT)

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

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

Performance-Based Planning and Programming

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 years
Commuter Rail Locomotive	17.00%	46.67%	-29.67%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Passenger Coach	17.00%	25.19%	-8.19%	17.00%	25 (SLE)/35 (MNR) years
Commuter Rail Self-Propelled Passenger Car	17.00%	0.00%	17.00%	17.00%	35 years
Steel Wheel Vehicles	0.00%	97.67%	-97.67%	0.00%	5 years

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

Condition Scale

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	TERM
Passenger / Parking	0.00%	51.16%	-51.16%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Performance-Based Planning and Programming

Performance Measure – Infrastructure - % of Track Segments with Performance Restrictions

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

CT Transit Stamford

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

Performance Measure	2019 Target	2019 Performance %	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	41.67%	-34.67%	7.00%	14 Years

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

Condition Scale

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

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT's PT-TAMP and Group-TAMP that were shared with the MPOs in October 2018. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

¹ SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies," September 2011, p. ES- 7, on the World Wide Web at <http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf> (accessed May 14, 2018)

² Ibid, p. 1-1.

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<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
1	NFRP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC ENTRY	CON	2022	0	0	0	0
1	NFRP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2022	50,721	45,649	5,072	0
1	NFRP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2023	20,611	18,550	2,061	0
1	NFRP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2024	20,611	18,550	2,061	0
1	NHPP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC ENTRY	CON	2022	0	0	0	0
1	NHPP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2022	25,000	22,500	2,500	0
1	NHPP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2023	47,778	43,000	4,778	0
1	NHPP	0056-0316	X6	I-95	GREENWICH/STAMFORD	I-95 IMPROVEMENTS FROM NEW YORK STATE LINE TO EXIT 7 - AC CONVERSION	CON	2024	40,280	36,252	4,028	0
1	NFRP	0102-0295	X6	I-95	NORWALK	NHS - MEDIAN BARRIER/RESURFACING - AC ENTRY	CON	2021	0	0	0	0
1	NFRP	0102-0295	X6	I-95	NORWALK	NHS - MEDIAN BARRIER/RESURFACING - AC CONVERSION	CON	2021	11,111	10,000	1,111	0
1	NHPP	0102-0295	X6	I-95	NORWALK	NHS - MEDIAN BARRIER/RESURFACING - AC ENTRY	CON	2021	0	0	0	0
1	NHPP	0102-0295	X6	I-95	NORWALK	NHS - MEDIAN BARRIER/RESURFACING - AC CONVERSION	CON	2023	20,837	18,753	2,084	0
1	NHPP	0102-0296	X6	CT 15	NORWALK	RESURFACING, BRIDGE & SAFETY IMPROVEMENTS, CT 124 TO NEWTON TURNPIKE - AC ENTRY	CON	2021	0	0	0	0
1	NHPP	0102-0296	X6	CT 15	NORWALK	RESURFACING, BRIDGE & SAFETY IMPROVEMENTS, CT 124 TO NEWTON TURNPIKE - AC CONVERSION	CON	2021	47,500	38,000	9,500	0
1	NHPP-BRX	0056-0319	X6	I-684	GREENWICH	NHS - REHAB/REPLACE BR 03514 o/ BYRAM RIVER	CON	2022	10,000	9,000	1,000	0

SWRMPO 2021-2024 Transportation Improvement Program

Region	FA Code	Project #	AQ Cd	Rte/Sys	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	State(000)\$	Local(000)\$
1	STPB	0056-0305	X6	US 1	GREENWICH	REPLACE BR 01872 o/ GREENWICH CREEK	CON	2021	7,400	5,920	1,480	0
1	STPB	0158-0215	X7	US 1	WESTPORT	VARIOUS INTERSECTION IMPROVEMENTS	CON	2021	6,500	5,200	1,300	0
70	BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2021	50,000	40,000	10,000	0
70	BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2022	50,000	40,000	10,000	0
70	BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2023	50,000	40,000	10,000	0
70	BRX	0170-0BRX	X6	VARIOUS	STATEWIDE	ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ (BRIDGE REPORT)	ALL	2024	50,000	40,000	10,000	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2021	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2022	15,000	12,000	3,000	0

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Region	EA Code	Project #	AQ Cd	Rte/Sys	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	State(000)\$	Local(000)\$
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2023	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2024	15,000	12,000	3,000	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION- NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2021	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2022	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2023	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2024	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0

Region	FA Code	Project #	AQ Cd	Rte/Sys	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	State(000)\$	Local(000)\$
70	SIPH	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2021	22,222	20,000	2,222	0
70	SIPH	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2022	22,222	20,000	2,222	0
70	SIPH	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2023	22,222	20,000	2,222	0
70	SIPH	0170-SFTY	X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP - RURAL & OTHER (SAFETY REPORT)	ALL	2024	22,222	20,000	2,222	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2021	0	0	0	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2021	4,537	4,083	0	454
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2022	4,537	4,083	0	454
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2023	4,537	4,083	0	454
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2024	4,537	4,083	0	454
70	STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2021	600	480	120	0
70	STPA	0170-3417	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2022	150	120	30	0
70	STPA	0170-3439	X6		STATEWIDE	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC ENTRY	PE	2021	0	0	0	0
70	STPA	0170-3439	X6		STATEWIDE	FEDERAL ELIGIBLE PE: TA PROGRAM PROJ DEV/SCOPING - AC CONVERSION	PE	2021	660	528	132	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0

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<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	500	400	100	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION- NON-NHS ROADS - AC CONVERSION	OTH	2022	500	400	100	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	500	400	100	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	500	400	100	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	500	400	100	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS	OTH	2024	700	560	140	0
70	STPA	PVMT-MARK	X6		STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC ENTRY	CON	2021	0	0	0	0
70	STPA	PVMT-MARK	X6		STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2021	8,000	8,000	0	0
70	STPA	PVMT-MARK	X6		STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2022	8,000	8,000	0	0
70	STPA	PVMT-MARK	X6		STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2023	8,000	8,000	0	0
70	STPA	PVMT-MARK	X6		STATEWIDE	LINE STRIPING/PAVEMENT MARKINGS - AC CONVERSION	CON	2024	8,000	8,000	0	0
70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	8,000	6,400	1,600	0

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70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	8,000	6,400	1,600	0
70	STPA-BRX	170C-ENON	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	8,000	6,400	1,600	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2021	2,500	2,000	500	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2022	2,500	2,000	500	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2023	2,500	2,000	500	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2024	2,500	2,000	500	0
70	STPA-BRX	170S-FNON	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	2,500	2,000	500	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC ENTRY	OTH	2021	0	0	0	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2021	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2022	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2023	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	2024	1,000	800	200	0
70	STPA-BRX	BRDG-LRNO	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NON-NHS ROADS - AC CONVERSION	OTH	FYI	1,000	800	200	0
73(1,6,7,8)	SIPH	0173-0500	X7	VARIOUS	DISTRICT 3	TRAFFIC SIGNAL SAFETY IMPROVEMENTS (PROJ #1)	CON	2023	6,100	5,490	610	0

<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
73(1,6,7,8)	SIPH	0173-0501	X7	VARIOUS	DISTRICT 3	TRAFFIC SIGNAL SAFETY IMPROVEMENTS (PROJ #2)	CON	2023	6,100	5,490	610	0
1,7,8	STPA	0173-0486	X7	VARIOUS	DISTRICT 3	REPLACE TRAFFIC SIGNALS AT VARIOUS LOCATIONS	CON	2021	3,538	3,538	0	0
01	5337	0301-0176	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2021	50,000	40,000	10,000	0
01	5337	0301-0176	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2022	23,750	19,000	4,750	0
01	5337	0301-0176	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2023	22,500	18,000	4,500	0
01	5337	0301-0176	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2024	25,000	20,000	5,000	0
01	5337	0301-0507	X6	NHL-ML	STAMFORD	NHL - STATION IMPROVEMENT PROGRAM(STAMFORD PHASE 2) FY 23	CON	2023	31,250	25,000	6,250	0
01	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM FY 22	CON	2022	18,750	15,000	3,750	0
01	5307C	0301-0176	X6	NHL-ML	VARIOUS	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2023	28,750	23,000	5,750	0
01	5307C	0301-0507	X6	NHL-ML	STAMFORD	NHL - STATION IMPROVEMENT PROGRAM (STAMFORD)(PHASE 1)	CON	2021	40,000	32,000	8,000	0
01	5307C	0301-0507	X6	NHL-ML	STAMFORD	NHL - STATION IMPROVEMENT PROGRAM (STAMFORD PHASE 2) FY 23	CON	2023	35,000	28,000	7,000	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - PARATRANSIT VEHICLES (15) FY 21	ACQ	2021	1,650	1,320	330	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - ADMIN CAPITAL/MISC SUPPORT FY 21	OTH	2021	500	400	100	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD REPLACE 2010 BUSES (1 30ft/2 35ft/1 40 ft)FY 22	ACQ	2022	2,250	1,800	450	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - REPLACE PARATRANSIT VEHICLES (10) FY 22	ACQ	2022	1,100	880	220	0

<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - ADMIN CAPITAL/MISC SUPPORT FY 22	OTH	2022	625	500	125	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - ADMIN/CAPITAL SUPPORT FY 23	OTH	2023	625	500	125	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - PARATRANSIT VEHICLES FY 24	ACQ	2024	1,250	1,000	250	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - ADMIN CAPITAL/MISC SUPPORT FY 24	OTH	2024	500	400	100	0
01	5307C	0412-XXXX	X6	NORWALK TD	NORWALK	NORWALK TD - FACILITY STATE OF GOOD REPAIR - FY 24	ALL	2024	750	600	150	0
01	5307P	0301-0176	X6	NHL-ML	NORWALK	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2021	75,000	60,000	15,000	0
01	5307P	0301-0187	X6	NHL-ML	NORWALK	NHL - REPLACEMENT-EAST AVE BRIDGE, NORWALK/EAST NORWALK STATION.	CON	2021	60,000	48,000	12,000	0
01	5307P	0301-0195	X6	NHL-ML	DARIEN	NHL - STATION IMPROVEMENT PROGRAM(DARIEN)	CON	2021	25,000	20,000	5,000	0
01	5307P	0301-XXXX	X6	NHL-ML	NORWALK	NHL - OSBORNE AVE BRIDGE	CON	2021	15,000	12,000	3,000	0
01	5307P	0301-XXXX	X6	NHL-ML	NORWALK	NHL - FORT POINT STREET BRIDGE	CON	2021	50,000	40,000	10,000	0
01	5307P	0301-XXXX	X6	NHL-ML	NORWALK	NHL - CP243	CON	2021	20,000	16,000	4,000	0
01	5337P	0301-0176	X6	NHL-ML	NORWALK	NHL - WALK MOVEABLE BRIDGE PROGRAM	CON	2021	55,000	44,000	11,000	0
01	BUILD	0301-0507	X6	STAMFORD	STAMFORD	BUILD DISCRETIONARY GRANT - STAMFORD TRANSPORTATION CENTER IMPROVEMENTS(CARRYOVER)	CON	2021	22,900	9,160	13,740	0
70	5307C	0170-3403	X6	VARIOUS	VARIOUS	TRANSIT CAPITAL PLANNING. FY 21	OTH	2021	450	360	90	0
70	5307C	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 21	OTH	2021	1,500	1,200	300	0

SWRMPO 2021-2024 Transportation Improvement Program

<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
70	5307C	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS STOP SIGN PROGRAM -IMPLEMENTATION FY 21	OTH	2021	1,500	1,200	300	0
70	5307C	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 22	OTH	2022	450	360	90	0
70	5307C	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM FY 22	OTH	2022	1,500	1,200	300	0
70	5307C	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY 23	OTH	2023	450	360	90	0
70	5307C	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMNET PROGRAM FY 23	OTH	2023	1,500	1,200	300	0
70	5307P	0170-XXXX	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING	OTH	2021	450	360	90	0
70	5307P	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM.	OTH	2021	1,500	1,200	300	0
70	5307P	0170-XXXX	X6	STATEWIDE	VARIOUS	STATEWIDE BUS STOP SIGN PROGRAM-IMPLEMENTATION.	OTH	2021	500	400	100	0
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2021	694	555	0	139
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2022	715	572	0	143
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2023	736	589	0	147
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2024	759	607	0	152
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2021	13,125	10,500	2,625	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2021	12,500	10,000	2,500	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NETWORK INFRASTRUCTURE UPGRADE PHASE 4	CON	2021	25,000	20,000	5,000	0

SWRMPO 2021-2024 Transportation Improvement Program

<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	BRIDGE REPLACEMENT PROGRAM	CON	2022	25,000	20,000	5,000	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2022	15,000	12,000	3,000	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	BRIDGE REPLACEMENT PROGRAM	CON	2022	25,000	20,000	5,000	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2023	10,000	8,000	2,000	0
1,5,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2024	15,000	12,000	3,000	0
1,5,7,8	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NHL - STATION IMPROVEMENT PROGRAM	PE	2021	17,500	14,000	3,500	0
1,5,7,8	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NHL - STATION IMPROVEMENT PROGRAM FY 22	PE	2022	16,875	13,500	3,375	0
1,5,7,8	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM FY 22	CON	2022	8,125	6,500	1,625	0
1,5,7,8	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2023	5,625	4,500	1,125	0
1,5,7,8	5307P	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2021	16,000	12,800	3,200	0
1,5,7,8	5307P	0301-XXXX	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2021	45,313	36,250	9,063	0
1,5,7,8	5337P	0300-XXXX	X6	NHL-ML	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2021	12,000	9,600	2,400	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 21	ACQ	2021	1,875	1,500	375	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 21	ALL	2021	3,978	3,182	796	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 22	ACQ	2022	938	750	188	0

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1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 22	ALL	2022	4,938	3,950	988	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 23	ACQ	2023	4,938	3,950	988	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 23	ALL	2023	938	750	188	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 24	ACQ	2024	938	750	188	0
1,5,8,1 0,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 24	ALL	2024	4,938	3,950	988	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 21	OTH	2021	1,250	1,000	250	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT BUS REPLACEMENTS FY 21	OTH	2021	11,875	9,500	2,375	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 21	ALL	2021	28,750	23,000	5,750	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 22	OTH	2022	1,000	800	200	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT BUS REPLACEMENTS FY 22	ACQ	2022	10,000	8,000	2,000	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - FACILITY IMPROVEMENTS (HARTFORD/STAMFORD) FY 22	ALL	2022	11,368	9,094	2,274	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS/MISC ADMIN CAPITAL FY 23	OTH	2023	1,000	800	200	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS /MISC CAPITAL FY 24	OTH	2024	1,000	800	200	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - BUS REPLACEMENTS FY 24	ACQ	2024	21,250	17,000	4,250	0
1,5,8,1 0,11	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - FACILITY IMPROVEMENTS(HARTFORD/STAMFORD) FY 24	ALL	2024	35,000	28,000	7,000	0

<u>Region</u>	<u>FA Code</u>	<u>Project #</u>	<u>AQ Cd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Total(000)\$</u>	<u>Fed(000)\$</u>	<u>State(000)\$</u>	<u>Local(000)\$</u>
1,5,8,1 0,11	5307P	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT BUS REPLACEMENT	CON	2021	13,750	11,000	2,750	0
1,5,8,1 0,11	5307P	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENT/MISC. ADMIN CAPITAL	OTH	2021	800	640	160	0
1,7	5310E	0170-XXXX	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMFD	OTH	2021	982	786	0	196
1,7	5310E	0170-XXXX	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMFD	OTH	2022	1,012	809	0	202
1,7	5310E	0170-XXXX	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMFD	OTH	2023	1,042	834	0	208
1,7	5310E	0170-XXXX	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMFD	OTH	2024	1,073	859	0	215
1,7,8	5337	0300-XXXX	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2022	25,000	20,000	5,000	0
1,7,8	5337	0301-0154	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2021	37,500	30,000	7,500	0
1,7,8	5337	0301-0154	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2023	25,000	20,000	5,000	0
1,7,8	5337	0301-0154	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	CON	2024	25,000	20,000	5,000	0
1,7,8	5307C	0300-XXXX	X6	NHL-ML	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT FY 22	CON	2022	17,500	14,000	3,500	0

Western Connecticut COUNCIL OF GOVERNMENTS



SOUTH WESTERN REGION METROPOLITAN PLANNING ORGANIZATION DARIEN•GREENWICH•NEW CANAAN•NORWALK•STAMFORD•WESTON•WESTPORT•WILTON

RESOLUTION #2020-002 Resolution on Conformity with the Clean Air Act PM 2.5

WHEREAS,

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

WHEREAS,

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

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

WHEREAS,

It is the opinion of the SWRMPO that the plans and programs approved on October 15, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The Connecticut portion of the New York – Northern New Jersey – Long Island, NY - NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

WHEREAS,

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

WHEREAS,

The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2019-2045 MTP and the FFY 2021-2024 TIP and

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Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

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

CERTIFICATE

The undersigned duly qualified and acting Chairman of the SWRMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SWRMPO on October 15, 2020.

DATE: 10/21/2020

BY: Jayme Stevenson
Jayme Stevenson, Chairman

Western Connecticut COUNCIL OF GOVERNMENTS



SOUTH WESTERN REGION
METROPOLITAN PLANNING ORGANIZATION
DARIEN • GREENWICH • NEW CANAAN • NORWALK • STAMFORD • WESTON • WESTPORT • WILTON

RESOLUTION #2020-003 Resolution on Conformity with the Clean Air Act Ozone

WHEREAS,

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

WHEREAS,

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

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

WHEREAS,

it is the opinion of the SWRMPO that the plans and programs approved today, **October 15, 2020** and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); and

WHEREAS,

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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 SWRMPO

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

CERTIFICATE

The undersigned duly qualified and acting Chairman of the SWRMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SWRMPO on **October 15, 2020**.

DATE: 10/24/2020

BY: _____

A handwritten signature in blue ink, appearing to read "Jayme Stevenson".
Jayme Stevenson, Chairman

Western Connecticut Council of Governments

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SOUTH WESTERN REGION
METROPOLITAN PLANNING ORGANIZATION

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RESOLUTION #2020-004 Resolution to Endorse the South Western Region
Metropolitan Planning Organization (SWRMPO) FFY2021-
2024 Transportation Improvement Program

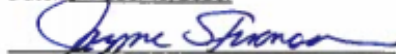
- WHEREAS: Present federal regulations governing federal transportation assistance in urban areas prescribe that a Transportation Improvement Program be structured for each urban area which realistically balances need and financial resources over a four year period; and
- WHEREAS: The *South Western Region FFY2021-2024 Transportation Improvement Program (TIP)* has been reviewed by the transportation technical and policy boards as well as the public.
- WHEREAS: The projects are consistent with the *South Western Region Long-Range Transportation Plan 2019-2045*, and are financially constrained.
- WHEREAS: The projects meet the conformity requirements of the Clean Air Act
- *Connecticut Department of Transportation Ozone Air Quality Conformity Determination; of the 2019 Regional Transportation Plans and the FFY 2021-2024 Transportation Improvement Programs for the Connecticut Portion of the New York - Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment Area, April 2020, and*
 - *Connecticut Department of Transportation PM 2.5 Air Quality Conformity Determination; of the 2019 Regional Transportation Plans and the FFY 2021-2024 Transportation Improvement Programs for the Connecticut Portion of the New York - Northern New Jersey-Long Island, NY-NJ-CT area PM_{2.5} Attainment/Maintenance Area, April 2020.*
- WHEREAS: The TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the State, MPO, and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49) U.S.C. app. 1607.

Now therefore, be it resolved, that the Metropolitan Planning Organization hereby:

Endorses the *SWRMPO FFY2021-2024 Transportation Improvement Program (TIP)*.

This resolution is effective October 15, 2020.

Date: October 15, 2020



Jayne Stevenson, Chairman

SOUTH WESTERN REGION
METROPOLITAN PLANNING ORGANIZATION
DARIEN • GREENWICH • NEW CANAAN • NORWALK • STAMFORD • WESTON • WESTPORT • WILTON

RESOLUTION #2020-001

Resolution of SWRMPO Planning Certification

WHEREAS, the South Western Region Metropolitan Planning Organization (SWRMPO) has been designated by the Governor of the State Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Western Connecticut Council of Governments (WestCOG); and

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

NOW THEREFORE BE IT RESOLVED, that the SWRMPO hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

This resolution is effective September 17, 2020.

Date: September 17, 2020.



Jayme Stevenson, Chairman