

**CTDOT CAPITAL PLAN FFY2023-2027
MPO COG COMMENTS (CRCOG)**

Item #	MPO COG	Project/Program/General	Comment	CTDOT lead for response	CTDOT response
1	CRCOG	IIJA	It's likely that Connecticut will benefit significantly from future IIJA discretionary funding awards. Therefore, it may be helpful to identify a significant number of additional projects, either beyond fiscal constraint within each year or for inclusion in the "overprogramming" category, to backfill for programmed projects that successfully compete for discretionary funds. If the identification of significant additional programming is warranted, CRCOG studies are a source of municipally supported projects which should be referenced for Capital Plan consideration. Additionally, municipalities may have other projects in need of funding, and CRCOG could facilitate municipal/CTDOT coordination in efforts to identify these for Capital Plan consideration.		
2	CRCOG	FTA/State funds	CRCOG is excited to see three Hartford Line Double Track projects returning into the programmed portion of the Capital Plan, as two years ago the double tracking had been relegated to "overprogramming". We are hopeful that in future years the remaining proposed Hartford Line stations can similarly move from "overprogramming" into a programmed year. However, it seems that the Hartford Line Windsor Station, which was listed as "overprogramming" in the 22-26 plan, has been eliminated from the 23-27 plan. CRCOG requests that this project be returned to the plan, especially since Windsor was recently assured by CTDOT that the station would appear as such in similar discussions during the recent Statewide Rail Plan update efforts.		
3	CRCOG	T.A. Set-Aside	CRCOG is excited to see placeholders for "Future COG Project Awards for TAP" within the Capital Plan's fiscally constrained years. CRCOG anticipates that all projects it identified in the 2022 update to the 2019 Transportation Alternative Set-Aside solicitation will soon be advanced individually into Capital Plan programmed years.		
4	CRCOG	General	CRCOG appreciates CTDOT's efforts in initiating a 2022 LEAN process that included focusing on improving the processes that identifies lists of Metropolitan Transportation Plan projects that eventually are considered for 5-year Capital Plan inclusion. CRCOG looks forward to participating in these new processes and is confident that it can result in meaningful MPO involvement in project selection and programming of federal funds. In anticipation of that process, we'd like to highlight CRCOG studies as a source of municipally supported projects which should be referenced for Capital Plan consideration. Similarly, there are a number of CRCOG studies approaching completion that will be available for reference (including the Transit Priority Corridors Study in Hartford and East Hartford, a Regionwide Roundabout Screening Study, and the Farmington Connectivity Study). Also, there are many unfunded mandates facing municipalities (such as ADA Transition Plans) that could benefit from state funding, possibly via Capital Plan inclusion.		
5	CRCOG	General	As we strive to implement a Performance-Based Planning and Programming approach towards transportation capital investments, projects entering the TIP and STIP (via the 5-year Capital Plan) will need to aim to achieve performance targets. To that end, it would be desirable if there were additional columns in the Capital Plan that give more of an indication of what issues (performance measure categories, travel modes, etc.) each project addresses. CRCOG remains interested in working with CTDOT to evaluate methodologies that further link investments to performance and to develop an appropriate project prioritization process. As we move forward, it will be important to determine how best to utilize performance measures as a means of justification for project selection.		

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6	CRCOG	General	In addition to using federally mandated performance measures, there is also a need to consider equity and environmental impacts, as well as economic analysis, when selecting and prioritizing projects for funding. CRCOG plans to soon initiate equity analysis efforts that address FHWA and FTA comments received in our most recent Federal Certification Review. CTDOT and CRCOG collaboration on these issues could help ensure similar methodologies are employed across our agencies and plans.		