Transportation Performance Management

State Biennial Performance Report
for Performance Period 2022-2025
(NEW TARGETS)

2022

Baseline Performance Period Report

Connecticut

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Summary of Performance Measures and Targets

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	68.6%	72.0%	70.0%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.3%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	37.9%	37.0%	35.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.8%	2.7%	3.5%
Percentage of NHS Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.2%	78.6%	78.6%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.0%	84.9%	84.9%
Truck Travel Time Reliability (TTTR) Index	1.56	1.95	2.02
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport--Stamford, CT--NY	12.6%	20.0	21.9
Annual Hours of Peak Hour Excessive Delay Per Capita: Hartford, CT	5.7%	9.8	9.8
Annual Hours of Peak Hour Excessive Delay Per Capita: New Haven, CT	7.5%	7.9	7.9
Annual Hours of Peak Hour Excessive Delay Per Capita: Norwich--New London, CT--RI	3.6%	4.0	4.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Springfield, MA--CT	6.2%	6.5	6.0
Annual Hours of Peak Hour Excessive Delay Per Capita: Worcester, MA--CT	6.8%	7.0	5.0
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Bridgeport--Stamford, CT--NY	30.4%	27.8%	27.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Hartford, CT	22.1%	19.8%	19.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: New Haven, CT	25.1%	23.5%	23.5%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Norwich--New London, CT--RI	22.3%	19.4%	18.5%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Springfield, MA--CT	21.5%	22.2%	22.2%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Worcester, MA--CT	23.4%	25.4%	26.1%
Total Emission Reductions: PM2.5	0.000	6.290	6.290
Total Emission Reductions: NOx	0.000	81.978	81.978
Total Emission Reductions: VOC	0.000	87.346	87.346
Total Emission Reductions: PM10	0.000	0.000	0.000
Total Emission Reductions: CO		0.000	0.000

Overview

OVERVIEW SECTION 1		
O1	Metropolitan Planning Organization (MPO) Coordination: Please provide a description of how the State DOT is coordinating with relevant MPOs in target selection. [23 CFR 490.105(e)(2)]	The Connecticut Department of Transportation (CTDOT) led coordination with relevant Metropolitan Planning Organizations (MPOs) throughout the target setting process. Prior to establishing and recommending targets, CTDOT identified MPOs that are relevant in the target setting activities, from involvement in a statewide performance measure, to measures required for individual urbanized areas (6). All MPOs in the state were notified of target setting activities through emails, meetings, and monthly coordination efforts between CTDOT and MPOs. The target setting process featured feedback from relevant MPOs prior to selecting the finalized targets for the upcoming target setting year. In addition, CTDOT presented to each MPO the statewide and urbanized measures (that affected the MPO) along with attending and addressing questions at MPO meetings virtually.
O2	Please use this space to provide any general comments that may assist FHWA in its review of your submission. You can use this space to provide greater context for your targets and baseline condition/performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The CTDOT has used its Transportation Asset Management Plan (TAMP) to develop infrastructure condition measure targets, as it faithfully reflects Department programs focused on these performance measures. Performance forecasts for the system reliability, freight movement, air quality, and congestion measure targets were developed by considering statewide initiatives focused on congestion and operational improvements, the Congestion Mitigation and Air Quality program, and its recently drafted and submitted Freight Plan, including bottleneck analysis and actions to support this target.
OVERVIEW SECTION 2		
O3	Who should FHWA contact with questions?	Edgardo D. Block, PE
O4	What is the phone number for this contact?	8605942495
O5	What is the email address for this contact?	edgardo.block@ct.gov

Pavement

Pavement Performance Overview	
P1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Ongoing trends and projections, including planned increases in pavement-preservation investment, are reflected in the performance projections over the performance period, so the change in condition over time is consistent with investments set out in the TAMP and carried out by the Department over this upcoming performance period. The pavement performance measure is highly dependent on the underlying pavement condition data and the ability of the data collection systems to detect distress. This has created a complication in the target-setting process. In 2021 the crack-detection system was upgraded to a system with increased image resolution, resulting in a higher number, length, and area of cracking, one of three components in the pavement performance measure. The Data Quality Management Plan (DQMP) developed has been followed through the migration, including the relevant standards and protocols, but nevertheless this has created a discontinuity in pavement-condition-data history, with the higher detection rate and resolution presenting a drop in condition.
Interstate System Pavement Performance Overview	
P2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Interstate System [23 CFR 490.105(c)(1)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for the pavements on the statewide Interstate System for the Performance Period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The Transportation Asset Management Plan (TAMP) outlines a strategy to achieve infrastructure condition goals in the required bridge, pavement, and other CTDOT assets. The CTDOT TAMP is comprehensive in scope, as it focuses on the entire network of infrastructure assets under the jurisdiction of the CTDOT (all state-maintained bridges and pavements) which encompass the vast majority of the NHS, and its planning horizon is 10 years, which is longer than the performance period. Individual management systems in bridges and pavements, used to project performance and develop targets as defined in the national measures, consider

		longer time horizons commensurate with expected individual asset life cycles. These systems optimize condition based on state-of-good-repair metrics and measures which provide the most impact on decision-making. The impact of these investments on the Interstate and non-Interstate National Highway System (NHS) is translated to the definitions and measures for the national TPM framework. The performance targets included in this report are the faithful reflection of our long-term strategy of optimizing the performance of the assets at a minimum lifecycle cost.
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Good Condition		
P3	Baseline: Statewide Percentage of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	68.6
P4	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	72.0
P5	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	70.0
P6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The targets are based on the investment strategy laid out in the Transportation Asset Management Plan and are the reflection of the quantitative impacts of each investment on the condition of the asset on which the investment is made, at the project level, in terms of this performance measure and its definition. A significant component of the actions in the early years of the plan is already in the Capital Plan and the year of completion is included in the development of condition projections through the performance period.
Statewide Performance Targets for the Percentage of Pavements of the Interstate System in Poor Condition		
P7	Baseline: Statewide Percentage of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]	0.2
P8	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Interstate in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	1.0
P9	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Interstate System in Poor	1.3

	Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	
P10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Interstate System in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	The targets are based on the investment strategy laid out in the Transportation Asset Management Plan and are the reflection of the quantitative impacts of each investment on the condition of the asset on which the investment is made, at the project level, in terms of this performance measure and its definition. A significant component of the actions in the early years of the plan is already in the Capital Plan and the year of completion is included in the development of condition projections through the performance period.
Non-Interstate NHS Pavement Performance Overview		
P11	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the pavements on the statewide Non-Interstate NHS [23 CFR 490.105(c)(2)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for the pavements on the statewide Non-Interstate NHS for the performance period support expectations documented in longer range plans, such as the State asset management plan required by 23 U.S.C. 119(e) and the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The Transportation Asset Management Plan (TAMP) outlines a strategy to achieve infrastructure condition goals in the required bridge, pavement, and other CTDOT assets. The CTDOT TAMP is comprehensive in scope, as it focuses on the entire network of infrastructue assets under the jurisdiction of the CTDOT (all state-maintained bridges and pavements) which encompass the vast majority of the NHS, and its planning horizon is 10 years, which is longer than the performance period. Individual management systems in bridges and pavements, used to project performance and develop targets as defined in the national measures, consider longer time horizons commensurate with expected individual asset life cycles. These systems optimize condition based on state-of-good-repair metrics and measures which provide the most impact on decisionmaking. The impact of these investments on the Interstate and non-Interstate National Highway System (NHS) is translated to the definitions and measures for the national TPM framework. The performance targets included in this report are the faithful reflection of our long-term strategy of optimizing the performance of the assets at a minimum lifecycle

		cost.
Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Good Condition		
P12	Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	37.9
P13	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	37.0
P14	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	35.0
P15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The targets are based on the investment strategy laid out in the Transportation Asset Management Plan and are the reflection of the quqntitative impacts of each investment on the condition of the asset on which the investment is made, at the project level, in terms of this performance measure and its definition. A significant component of the actions in the early years of the plan is already in the Capital Plan and the year of completion is included in the development of condition projections through the performance period.
Statewide Performance Targets for the Percentage of Pavements of the Non-Interstate NHS in Poor Condition		
P16	Baseline: Statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)]	1.8
P17	2-year Target: Provide the 2-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	2.7
P18	4-year Target: Provide the 4-year target for the statewide Percentage of Pavements of the Non-Interstate NHS in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	3.5
P19	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentages of Pavements of the Non-Interstate NHS in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The targets are based on the investment strategy laid out in the Transportation Asset Management Plan and are the reflection of the quqntitative impacts of each investment on the condition of the asset on which the investment is made, at the project level, in terms of this performance measure and its definition. A significant component of the actions in the early years of the plan is already in the Capital Plan and the year of completion is included in the

		development of condition projections through the performance period.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Pavement Performance Target #1 [23 CFR 490.105(e)(3)]		
P20	Additional Target: Which measure are you establishing an optional additional target? Percentage of Pavements on the: (Optional)	
P21	Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).	
P22	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).	
P23	Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]	
P24	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
P25	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
P26	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Bridge

Bridge Performance Overview		
B1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	Ongoing trends and projections, including planned increases in bridge-preservation investment, are reflected in the performance projections over the performance period, so the change in condition over time is consistent with investments set out in the TAMP and carried out by the Department over this upcoming performance period.
B2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Bridges on the NHS [23 CFR 490.105(c)(3)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national infrastructure condition performance goal of maintaining the highway infrastructure asset system in a state of good repair identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]	The Transportation Asset Management Plan (TAMP) outlines a strategy to achieve infrastructure condition goals in the required bridge, pavement, and other CTDOT assets. The CTDOT TAMP is comprehensive in scope, as it focuses on the entire network of infrastructue assets under the jurisdiction of the CTDOT (all state-maintained bridges and pavements) which encompass the vast majority of the NHS, and its planning horizon is 10 years, which is longer than the performance period. For this performance period the TAMP reflects increased investment in bridges, including bridge preservation. Individual management systems in bridges and pavements, used to project performance and develop targets as defined in the national measures, consider longer time horizons commensurate with expected individual asset life cycles. These systems optimize condition based on state-of-good-repair metrics and measures which provide the most impact on decisionmaking. The impact of these investments on the Interstate and non-Interstate National Highway System (NHS) is translated to the definitions and measures for the national TPM framework. The performance targets included in this report are the faithful reflection of our long-term strategy of optimizing the performance of the assets at a minimum lifecycle cost.
Statewide Performance Targets for Bridges on the NHS Classified as in Good Condition		
B3	Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(B)]	14.1

B4	2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	14.2
B5	4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS classified as in Good Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	14.5
B6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Good Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The Transportation Asset Management Plan (TAMP) outlines a strategy to achieve infrastructure condition goals in the required bridge, pavement, and other CTDOT assets. The CTDOT TAMP is comprehensive in scope, as it focuses on the entire network of infrastructue assets under the jurisdiction of the CTDOT (all state-maintained bridges and pavements) which encompass the vast majority of the NHS, and its planning horizon is 10 years, which is longer than the performance period. For this performance period the TAMP reflects increased investment in bridges, including bridge preservation. Individual management systems in bridges and pavements, used to project performance and develop targets as defined in the national measures, consider longer time horizons commensurate with expected individual asset life cycles. These systems optimize condition based on state-of-good-repair metrics and measures which provide the most impact on decisionmaking. The impact of these investments on the Interstate and non-Interstate National Highway System (NHS) is translated to the definitions and measures for the national TPM framework. The performance targets included in this report are the faithful reflection of our long-term strategy of optimizing the performance of the assets at a minimum lifecycle cost.
Statewide Performance Targets for Bridges on the NHS Classified as in Poor Condition		
B7	Baseline: Statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this condition value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)	7.7

B8	2-year Target: Provide the 2-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	6.2
B9	4-year Target: Provide the 4-year target for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	6.0
B10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percentage of deck area of Bridges on the NHS Classified as in Poor Condition. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The Transportation Asset Management Plan (TAMP) outlines a strategy to achieve infrastructure condition goals in the required bridge, pavement, and other CTDOT assets. The CTDOT TAMP is comprehensive in scope, as it focuses on the entire network of infrastructue assets under the jurisdiction of the CTDOT (all state-maintained bridges and pavements) which encompass the vast majority of the NHS, and its planning horizon is 10 years, which is longer than the performance period. For this performance period the TAMP reflects increased investment in bridges, including bridge preservation. Individual management systems in bridges and pavements, used to project performance and develop targets as defined in the national measures, consider longer time horizons commensurate with expected individual asset life cycles. These systems optimize condition based on state-of-good-repair metrics and measures which provide the most impact on decisionmaking. The impact of these investments on the Interstate and non-Interstate National Highway System (NHS) is translated to the definitions and measures for the national TPM framework. The performance targets included in this report are the faithful reflection of our long-term strategy of optimizing the performance of the assets at a minimum lifecycle cost.
**The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Bridge Performance Target #1 [23 CFR 490.105(e)(3)]**	
B11	Additional Target: Which measure are you establishing an optional additional target? Percentage of deck area of Bridges on the NHS classified as in:	
B12	Area(s) for Target: Please indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area).	

B13	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).	
B14	Baseline: Provide the baseline condition for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)]	
B15	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2023.	
B16	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected condition by the end of 2025.	
B17	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	

Reliability

	Travel Time Reliability Performance Overview	
R1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The baseline year system reliability performance reflects ongoing changes to travel patterns caused by the COVID-19 pandemic, some of which are expected to be permanent in nature (such as reduced commuting traffic volumes due to remote work) but uncertain in magnitude, as this secular change in how we work and move plays out over time; other resulting trends have uncertain or negative effect (such as rail transit ridership, bus ridership, e-commerce trends, and shared mobility changes.) There is not an established causal relationship between these transit trends and vehicle registrations in Connecticut, but the latter have continued to increase and vehicle miles traveled on our highways have largely recovered to pre-pandemic levels. This generates a high degree of uncertainty in forecasts, since traditional relationships between overall volume and travel time are experiencing changes (with somewhat lower volumes measured during certain peak hours at some locations.) The CTDOT approach to considering data gathered during 2020 and 2021 has been to exclude it, since although the later periods suggest a return to previous trends to some degree, this is not a straightforward return to status quo ante.
R2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Travel Time Reliability [23 CFR 490.105(c)(4)], which indicates the near-term direction or trend, support both the long-term national system reliability performance goal of improving the efficiency of the surface transportation system identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision making through performance-based planning and programming. [23 U.S.C. 150(a)] Include how the established targets for the statewide Travel Time Reliability for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Travel patterns are reflected as a component of the congestion aspects of the long-range transportation plan for both state DOTs and the relevant MPOs. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, travel time reliability as a specific objective is not the focus of these plans of programs since the reliability perspective on mobility is newer than traditional methods (volumes, capacity, and throughput) used to develop our

		investments. Nevertheless, travel time reliability is closely (though not directly or linearly) related to congestion, so there is an expectation that the projects, guided by the long-range transportation plan in general terms, will have positive impacts on travel time reliability at the locations where these improvements are made.
Statewide Performance Target for the Percent of the Person-Miles Traveled on the Interstate That Are Reliable		
R3	Baseline: Statewide Percent of Person-Miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest tenth of a percent.	86.2
R4	2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023 Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.6
R5	4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Interstate That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) & 23 CFR 490.513(b)] Enter 86.5% as 86.5.	78.6
R6	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Percent of the Person-miles Traveled on the Interstate That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	The 2-year and 4-year targets for travel time reliability on the Interstate were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand

		the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability) given that a) planned levels of transportation investment targeted at congestion mitigation in general but not specifically to travel time reliability as an objective, b) 2020-21 and 2021-22 have been abnormally mild in terms of snow precipitation, which greatly increases travel time during these events, and c) the travel time on the Interstate system was the first in the state highway network to exhibit the impact of returning to higher travel volumes, as measured in continuous-count stations and in other AADT and VMT measurements.
Statewide Performance Targets for the Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable		
R7	Baseline: Statewide Percent of Person-Miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest tenth of a percent.	90.0
R8	2-year Target: Provide the 2-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(b)] Enter 86.5% as 86.5.	84.9
R9	4-year Target: Provide the 4-year target for the statewide Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513(c)] Enter 86.5% as 86.5.	84.9
R10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance	The 2-year and 4-year targets for travel time reliability on the non-

	Period for the statewide Percent of the Person-miles Traveled on the Non-Interstate NHS That Are Reliable. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	Interstate NHS were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability) given that a) planned levels of transportation investment targeted at congestion mitigation in general but not specifically to travel time reliability as an objective, and b) 2020-21 and 2021-22 have been abnormally mild in terms of snow precipitation, which greatly increases travel time during these events.
**The line above marks the end of the required reporting. Everything below this line is related to optional targets. Optional Additional Reliability Performance Target #1 - Reliable Travel Times [23 CFR 490.105(e)(3)]**	
R11	Additional Target: Which measure are you establishing optional additional targets? Percentage of Person-miles Traveled on the: (Optional)	
R12	Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
R13	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all	

		UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas).	
		Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786).	
		For a group of UZAs, please separate them with a semi-colon. For example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
R14	Baseline: Provide the baseline performance for the selected measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
R15	2-year Target: Provide the 2-year target for the selected measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
R16	4-year Target: Provide the 4-year target for the selected measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR490.101 (Target definition) and 23 CFR 490.513] Enter 86.5% as 86.5.	
R17	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	

Freight

	Freight Reliability (Movement) Performance Overview
F1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)

The Freight reliability performance and target were developed informed by our work on the statewide Freight Plan which was used to carry out bottleneck analysis, following FHWA guidance on the topic, and inform our strategic investments in freight movement. One of the bottleneck analysis findings was that the top bottlenecks are related to congestion as opposed to geometric or highway-physical-characteristics causes. Consequently, our performance targets for this area have a similar basis to those for the travel-time reliability of the entire vehicle fleet, both in passenger cars as well as trucks.

The baseline year system reliability performance reflects ongoing changes to travel patterns caused by the COVID-19 pandemic, some of which are expected to be permanent in nature (such as reduced commuting traffic volumes due to remote work) but uncertain in magnitude, as this secular change in how we work and move plays out over time; other resulting trends have uncertain or negative effect (such as rail transit ridership, bus ridership, e-commerce trends, and shared mobility changes.) There is not an established causal relationship between these transit trends and vehicle registrations in Connecticut, but the latter have continued to increase and vehicle miles traveled on our highways have largely recovered to pre-pandemic levels. This generates a high degree of uncertainty in forecasts, since traditional relationships between overall volume and travel time are experiencing changes (with somewhat lower volumes measured during certain peak hours at some locations.) The CTDOT approach to considering data gathered during 2020 and 2021 has been to exclude it, since although the later periods suggest a return to previous trends to

		some degree, this is not a direct return to previous condition.
F2	Truck Freight Bottlenecks: Attach a PDF document listing locations of truck freight bottlenecks within the State, including those identified in the National Freight Strategic Plan. If the State DOT has prepared a State Freight Plan under 49 U.S.C. 70202, within the last 2 years, then it may serve as the basis for identifying truck freight bottlenecks. [23 CFR 490.107(b)(1)(ii)(E)] Note: Please upload the document meeting the truck freight bottleneck PDF requirements in the "Attachment" tab.	
F3	If the required document was not included in this biennial reporting, please explain.	
F4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Freight Reliability (movement) on the Interstate System [23 CFR 490.105(c)(6), which indicates the near-term direction or trend, support both the long-term national freight movement and economic vitality performance goal of improving the National Highway Freight Network, strengthening the ability of rural communities to access national and international trade markets, and supporting regional economic development identified in 23 U.S.C. §150(b) and the goal of improving project and investment decision-making through performance-based planning and programming. [23 U.S.C. 150(a)] Include how the established targets for the statewide freight movement on the Interstate System for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	The 2-year and 4-year targets for travel time reliability on the Interstate were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability) given that a) planned levels of transportation investment targeted at congestion mitigation in general but not specifically to travel time reliability as an objective, b) 2020-21 and 2021-22 have been abnormally mild in terms of snow precipitation, which greatly increases travel time during these events, and c) the travel time on the Interstate system was the first

		in the state highway network to exhibit the impact of returning to higher travel volumes, as measured in continuous-count stations and in other AADT and VMT measurements. The freight-movement analyses and projections conducted on the national-measure target-setting process inform the freight-plan performance component.
Statewide Performance Targets for the Truck Travel Time Reliability (TTTR) Index		
F5	Baseline: Statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii) The data must be reported to the nearest hundredth of a percent.	1.56
F6	2-Year Target: Provide the 2-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)] For example, enter 2.54.	1.95
F7	4-Year Target: Provide the 4-year target for the statewide Truck Travel Time Reliability Index established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	2.02
F8	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the statewide Truck Travel Time Reliability Index. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The 2-year and 4-year targets forfreight movement on the Interstate system were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. The freight movement expected performance was developed in parallel with the development of a statewide freight plan including bottleneck analysis. Based on the expected project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on

		removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability) given that the freight bottlenecks and travel times have been found to be a function of overall highway congestion as opposed to physical infrastructure constraints, and a) planned levels of transportation investment targeted at congestion mitigation in general but not specifically to travel time reliability as an objective, b) 2020-21 and 2021-22 have been abnormally mild in terms of snow precipitation, which greatly increases travel time during these events, c) the level of e-commerce and delivery of goods via truck to consumers is expected to impact this measure in the negative direction, and d) the travel time on the Interstate system was the first in the state highway network to exhibit the impact of returning to higher travel volumes, as measured in continuous-count stations and in other AADT and VMT measurements.

The line above marks the end of the required reporting. Everything below this line is related to optional targets.

Optional Additional Freight Reliability Performance Target (TTTR) #1 [23 CFR 490.105(e)(3)]

F9	Additional Target: Are you establishing optional targets for Freight Reliability Performance?	
F10	Area(s) for Target: Indicate what area(s) the State DOT is establishing this additional target for (UZA stands for Urbanized Area). For each measure, a State DOT can only establish one additional target for the non-UZA area within their State. They can establish additional targets for any number and combination of UZAs.	
F11	UZA(s): If this target is for a single UZA or group of UZAs, please indicate which UZA(s) are included in this target. This field is not applicable if the target is for the statewide urbanized area (all	

	UZAs) or the non-UZA area (Statewide Rural and Small Urban Areas). Please enter the UZA with its official name, state abbreviation, and 5- digit UZA code in parentheses. For example: BIRMINGHAM, AL (07786). For a group of UZAs, please separate them with a semi-colon. For Example: BIRMINGHAM, AL (07786); AUBURN, AL (04033).	
F12	Baseline: Provide the baseline performance for this measure in this target area. [23 CFR 490.107(b)(1)(ii)(B)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.	
F13	2-year Target: Provide the 2-year target for the measure in this target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2023. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) and 23 CFR 490.613(b)]. For example, enter 2.54.	
F14	4-year Target: Provide the 4-year target for the measure in the target area that the State DOT has established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] The target should reflect expected performance by the end of 2025. Target must be reported to the nearest hundredth. [23 CFR 490.101 (Target definition) & 23 CFR 490.613(b)] For example, enter 2.54.	
F15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the selected measure in the target area. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the target. [23 CFR 490.107(b)(1)(ii)(D)]	

Peak Hour Excess Delay (PHED)

	Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita Performance Overview	
D1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The Peak Hour Excessive Delay (PHED) per Capita is based on the same data set as the travel-time reliability. The baseline year PHED performance reflects ongoing changes to travel patterns caused by the COVID-19 pandemic, some of which are expected to be permanent in nature (such as reduced commuting traffic volumes due to remote work) but uncertain in magnitude, as this secular change in how we work and move interacts with other socioeconomic factors at play; other resulting trends have uncertain or negative effect (such as rail transit ridership, bus ridership, e-commerce trends, and shared mobility changes.) There is not an established causal relationship between these transit trends and vehicle registrations in Connecticut, but the latter have continued to increase and vehicle miles traveled on our highways have largely recovered to pre-pandemic levels. This generates a high degree of uncertainty in forecasts, since traditional relationships between overall volume and travel time are experiencing changes (with somewhat lower volumes measured during certain peak hours at some locations.) The CTDOT approach to considering data gathered during 2020 and 2021 has been to exclude it, since although the later periods suggest a return to previous trends to some degree, this is not a straightforward return to status quo ante.
D2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	6
	Urbanized Area Target #1 - Annual Hours of Peak Hour Excessive Delay Per Capita	
D3	Urbanized Area:	Bridgeport--Stamford, CT--NY
D4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have

		investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	an impact on performance. However, there is no specific major, transformative initiative targeted geographically on this urbanized area beyond these programs developed to meet the goals of the transportation plans. These targets reflect this through a continuation of existing statewide programs to relieve and address congestion.
D5	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the Peak Hour Excessive Delay (PHED) measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); Greater Bridgeport / Valley MPO; Housatonic Valley MPO; South Western MPO; South Central Region Council of Governments (SCRCOG); and Naugatuck Valley Council of Governments (NVCOG).
D6	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	12.6
D7	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	20.0
D8	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	21.9
D9	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The 2-year and 4-year targets were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an

		evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability particularly with uncertainty in future trends in this area, which has the highest PHED level of any within the state of Connecticut.)
	Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	
Urbanized Area Target #2 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D10	Urbanized Area:	Hartford, CT
D11	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there is no specific major, transformative initiative targeted geographically on this urbanized area beyond these programs developed to meet the goals of the transportation plans. These targets reflect this through a continuation of existing statewide programs to relieve and address congestion.
D12	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the Peak Hour Excessive Delay (PHED) measure

	All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); Capital Region Council of Governments (CRCOG); Lower Connecticut River Valley MPO; and Naugatuck Valley Council of Governments (NVCOG).
D13	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	5.7
D14	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	9.8
D15	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	9.8
D16	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The 2-year and 4-year targets were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the

		resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability particularly with the uncertainty in future trends in this area as described in this paragraph.)
Urbanized Area Target #3 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D17	Urbanized Area:	New Haven, CT
D18	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there is no specific major, transformative initiative targeted geographically on this urbanized area beyond these programs developed to meet the goals of the transportation plans. These targets reflect this through a continuation of existing statewide programs to relieve and address congestion.
D19	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the Peak Hour Excessive Delay (PHED) measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); South Central Regional COG (SCCOG); Lower Connecticut River Valley MPO; and Naugatuck Valley Council of Governments (NVCOG).
D20	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)]	7.5

	FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	
D21	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	7.9
D22	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	7.9
D23	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The 2-year and 4-year targets were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability particularly with the uncertainty in future trends in this area as described in this paragraph. In addition, for this urbanized area in particular,

		pre-pandemic trends reflected significant improvements resulting from the opening of the Hartford Line commuter rail service in 2018 and the completion of the I-91 and I-95 intersection multi-year project. While these improvements continnue to result in permanently-improved excessive delay conditions, they represent major one-time capital improvements for this particular location and there is not a project of that magnitude that was foreseen to be completed within the performance period, at the time of target-setting.)
Urbanized Area Target #4 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D24	Urbanized Area:	Norwich--New London, CT--RI
D25	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)] | Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there is no specific major, transformative initiative targeted geographically on this urbanized area beyond these programs developed to meet the goals of the transportation plans. These targets reflect this through a continuation of existing statewide programs to relieve and address congestion. |
| D26 | Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)

All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)] | A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the Peak Hour Excessive Delay (PHED) measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit, as the majority of the urbanized area geographically is within the CTDOT. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation; Rhode Island Department of Transportation (RIDOT); the Rhode Island Metropolitan Planning Organization (RIMPO); Southeastern Connecticut Council of Governments (SCCOG); and |

			the Lower Connecticut River Valley MPO.
D27	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.		3.6
D28	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.		4.0
D29	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.		4.0
D30	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]		The 2-year and 4-year targets were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high

		degree of reliability, and there is not a major congestion-relief initiative in this urbanized area, particularly given that the absolute levels of peak-hour excessive delay are low) given the planned levels of transportation investment targeted at congestion mitigation.
Urbanized Area Target #5 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D31	Urbanized Area:	Springfield, MA--CT
D32	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Taking account MassDOT's long-term goal of reducing peak hour excessive delay on all roadways, CTDOT collaborated with MassDOT to ensure the targets are relevant to the long-term goal. As part of MassDOT's ongoing development of its 2050 Statewide Long Range Transportation Plan (SLRTP), traffic congestion is continuing to emerge as an important theme during public outreach and other analyses. As such, congestion reduction will be articulated as one of MassDOT's priority areas through the SLRTP and progress toward decreasing congestion will be continually tracked. As part of SLRTP development and the federal Transportation Performance Management (TPM) process, MassDOT will identify the locations that are most in need of improvements in this area. Following on those analyses, the SLRTP, the State Transportation Improvement Program (STIP), and Transportation Improvement Programs (TIPs) will articulate strategies for program and project development that addresses these locations with the larger goal of reducing congestion. Additionally, the SLRTP will account for trends in the areas of telework, climate change, migration impacts, and technology, all of which will likely have an impact on congestion. Specifically, trends indicate increasing telework relative to pre-pandemic levels and congestion being spread out across the day rather than concentrated during peak periods. Given these trends, in conjunction with MassDOT's ongoing efforts to reduce congestion and improve reliability

		through its various federal and state programs, it is anticipated that peak hour excessive delay will be reduced relative to pre-pandemic levels and between the two-year and four-year performance periods in the Springfield urbanized area (UZA). Specifically, MassDOT's Intersection Improvements, Roadway Reconstruction, and Bicycle and Pedestrian Programs in the STIP contain several investments over the performance period in the Springfield UZA that are intended to reduce congestion. Additional programs such as MassDOT's Local Bottleneck Reductions Program also support reducing congestion.
D33	Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)]	A joint, unified set of 2- and 4-year targets was adopted for this measure by all agencies involved. The following agencies were consulted as part of the target setting process on the Peak Hour Excessive Delay (PHED) measure, led by Massachusetts Department of Transportation (MASSDOT) Office of Transportation (OTP); the Connecticut Department of Transportation (CTDOT) Performance Management Unit; Capitol Region Council of Governments; and the Pioneer Valley Planning Commission (PVPC).
D34	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	6.2
D35	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	6.5
D36	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025.	6.0

	The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	
D37	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita for the Springfield Urbanized Area are established using year-end HPMS reports as well as data on travel time and population. Prior to the pandemic, PHED for the Springfield UZA was declining. The pandemic resulted in a sharper decline in excessive delay. However, the delay increased after 2020. As there is no data for 2022, it is unclear whether excessive delay will continue to increase. Additionally, the excessive delay will also be affected by the increasing adoption of telework arrangements. Since the pandemic, the peak travel volume has continued to move towards pre-pandemic levels. At the same time the peak has become less pronounced and more spread out across times of day. Considering these factors, CTDOT and MASSDOT is establishing targets that represent improvements from the pre-pandemic excessive delay while leaving room for excessive delay to move towards pre-pandemic level in the near term. The targets consider the uncertainty of recent trends while setting a path towards lowering excessive delay.
Urbanized Area Target #6 - Annual Hours of Peak Hour Excessive Delay Per Capita		
D38	Urbanized Area:	Worcester, MA--CT
D39	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Taking account MassDOT's long-term goal is to reduce peak hour excessive delay on all roadways, CTDOT collaborated with MassDOT to ensure the targets are relevant to the long-term goal. As part of MassDOT's ongoing development of its 2050 Statewide Long Range Transportation Plan (SLRTP), traffic congestion is continuing to emerge as an important theme during public outreach and other analyses. As such, congestion reduction will be articulated as one of MassDOT's priority areas through the SLRTP and progress toward decreasing congestion will be continually tracked. As part of SLRTP development and the

federal Transportation Performance Management (TPM) process, MassDOT will identify the locations that are most in need of improvements in this area. Following on those analyses, the SLRTP, the State Transportation Improvement Program (STIP), and Transportation Improvement Programs (TIPs) will articulate strategies for program and project development that addresses these locations with the larger goal of reducing congestion.

Additionally, the SLRTP will account for trends in the areas of telework, climate change, migration impacts, and technology, all of which will likely have an impact on congestion. Specifically, trends indicate increasing telework relative to pre-pandemic levels and congestion being spread out across the day rather than concentrated during peak periods. Given these trends, in conjunction with MassDOT's ongoing efforts to reduce congestion and improve reliability through its various federal and state programs, it is anticipated that peak hour excessive delay will be reduced relative to pre-pandemic levels and between the two-year and four-year performance periods in the Worcester urbanized area (UZA).

Specifically, MassDOT's Intersection Improvements, Roadway Reconstruction, and Bicycle and Pedestrian Programs in the STIP contain several investments over the performance period in the Worcester UZA that are intended to reduce congestion. Additional programs such as MassDOT's Local Bottleneck Reductions Program also support reducing congestion.

| D40 | Please report the agencies that established the unified Annual Hours of Peak Hour Excessive Delay Per Capita target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)

All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified target for this measure. [23 CFR 490.105(e)(8)(iii)(B)] and 23 CFR [490.105(f)(5)(iii)(B)] | A joint, unified set of 2- and 4-year targets was adopted by all agencies listed below for this urbanizaed area. The following agencies were consulted as part of the target setting process on the Peak Hour Excessive Delay (PHED) measure, led by MassDOT's Office of |

		Transportation Planning (OTP); the Connecticut Department of Transportation; Northeastern Connecticut Council of Governments; the Central Massachusetts MPO; the Montachusett MPO; and the Boston Region MPO.
D41	Baseline: Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(B)] FHWA calculated this performance value from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent.	6.8
D42	2-year Target: Provide the 2-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2023. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) & 23 CFR 490.713(b)] For example, enter 7.1.	7.0
D43	4-year Target: Provide the 4-year target for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA that was established for the 2022- 2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and 23 CFR [490.107(c)(3)(ii)(A)] The target should reflect expected performance by the end of 2025. The target must be reported to the nearest tenth. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(b)] For example, enter 7.1.	5.0
D44	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Annual Hours of Peak Hour Excessive Delay Per Capita in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita for the Worcester Urbanized Area are established using year-end HPMS Reports as well as data on travel time and population. Prior to the pandemic, PHED for the Worcester UZA was declining. The pandemic resulted in a sharper decline in PHED but the number has since increased. Without 2022 data, it is unclear whether excessive delay will continue to increase. Additionally, the excessive delay will also be affected by the increasing adoption of telework arrangements. Since the pandemic, the peak travel volume has continued to move towards pre-pandemic levels. At the same time the peak has become less pronounced and more spread out across time. Considering these factors, CTDOT in collaboration with MassDOT is establishing targets that represent improvements from the pre-pandemic PHED while leaving

		room for excessive delay to move towards pre-pandemic levels in the near term. The targets are set by considering of the uncertainty of recent trends while setting a path towards lowering excessive delay.

Percent of Non-SOV Travel

	Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel Performance Overview	
T1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The CTDOT elected to use the American Community Survey data to measure and project non-SOV percentage. The baseline year non-SOV share reflects ongoing changes to travel patterns caused by the COVID-19 pandemic, some of which are expected to be permanent in nature (such as reduced commuting traffic volumes due to remote work) but uncertain in magnitude, as this secular change in how we work and move interacts with other socioeconomic factors at play; other resulting trends have uncertain or negative effect (such as rail transit ridership, bus ridership, e-commerce trends, and shared mobility changes.) There is not an established causal relationship between these transit trends and vehicle registrations in Connecticut, but the latter have continued to increase and vehicle miles traveled on our highways have largely recovered to pre-pandemic levels. This generates a high degree of uncertainty in forecasts, since traditional relationships between overall volume and travel time are experiencing changes (with somewhat lower volumes measured during certain peak hours at some locations,) as are the modes used for the journey to work, where telework is expected to be an increasing share. The CTDOT approach to considering data gathered during 2020 and 2021 has been to exclude it, since although the later periods suggest a return to previous trends to some degree, this is not a foregone conclusion and the actual new patterns may differ from those before the pandemic.
T2	The total number of applicable UZA(s) required to establish targets and report progress for the Traffic Congestion Measures in your State are:	6
	Urbanized Area Targets #1 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	
T3	Urbanized Area:	Bridgeport--Stamford, CT--NY
T4	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in

	direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there are also substantial changes, particularly in remote work patterns, that may remain as a feature of our journey to work in the future well beyond the recent pandemic, for example.
T5	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the non-SOV measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); Greater Bridgeport / Valley MPO; Housatonic Valley MPO; South Western MPO; South Central Region Council of Governments (SCRCOG); and Naugatuck Valley Council of Governments (NVCOG).
T6	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T6a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T7	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	30.4
T8	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	27.8
T9	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR	27.8

	490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	
T10	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Percentage of Non-Single Occupancy Vehicle travel for the Bridgeport –Stamford Urbanized Area are established by utilizing the American Community Survey (ACS) five-year estimates on means of transportation to work. A linear regression model was created to project trends for the two and four-year targets, utilizing ACS data from 2015 to 2019. Non-SOV data from 2020 was excluded due to the Pandemic, as the percent was an anomaly. In addition, CTDOT analyzed trends in vehicle registrations and gas price fluctuations to identify correlations in percent of people traveling to work alone. CTDOT is taking a conservative approach, through selecting a number on the low range of the observed trends prior to the Pandemic in the ACS data. The linear regression model has a low confidence in the projections (high p-value) and based on the commuting trends, people will be utilizing their vehicles as VMT and PHED will be increasing.
Urbanized Area Targets #2 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T11	Urbanized Area:	Hartford, CT
T12	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there are also substantial changes, particularly in remote work patterns, that may remain as a feature of our journey to work in the future well beyond the recent pandemic, for example.
T13	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure.	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process for the non-SOV measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation

		(CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); Capital Region Council of Governments (CRCOG); Lower Connecticut River Valley MPO; and Naugatuck Valley Council of Governments (NVCOG).
T14	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T14a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T15	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	22.1
T16	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	19.8
T17	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	19.8
T18	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Percentage of Non-Single Occupancy Vehicle travel for the Hartford Urbanized Area are established by utilizing the American Community Survey (ACS) five-year estimates on means of transportation to work. A linear regression model was created to project trends for the two and four-year targets, utilizing ACS data from 2015 to 2019. Non-SOV data from 2020 was excluded due to the Pandemic, as the percent was an anomaly. In

[23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]

		addition, CTDOT analyzed trends in vehicle registrations and gas price fluctuations to identify correlations in percent of people traveling to work alone. CTDOT is taking a conservative approach, through selecting a number on the low range of the observed trends prior to the Pandemic in the ACS data and use a flat (zero) slope for the two and four-year targets. The linear regression model has a high confidence in the p-value (low value) and the coefficient is less than 0.1.
Urbanized Area Targets #3 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T19	Urbanized Area:	New Haven, CT
T20	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Congestion reduction is a component of the long-range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there are also substantial changes, particularly in remote work patterns, that may remain as a feature of our journey to work in the future well beyond the recent pandemic, for example.
T21	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	A single, joint, unified set of 2- and 4-year targets has been selected by the target setting process on the non-SOV measure for this urbanized area. The data analytics was led by Connecticut Department of Transportation (CTDOT) Performance Management Unit. The list of agencies deciding to set this single set of targets are Connecticut Department of Transportation (CTDOT); South Central Regional COG (SCCOG); Lower Connecticut River Valley MPO; and Naugatuck Valley Council of Governments (NVCOG).
T22	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T22a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T23	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR	25.1

	490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	
T24	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	23.5
T25	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	23.5
T26	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Percentage of Non-Single Occupancy Vehicle travel for the New Haven Urbanized Area are established by utilizing the American Community Survey (ACS) five-year estimates on means of transportation to work. A linear regression model was created to project trends for the two and four-year targets, utilizing ACS data from 2015 to 2019. Non-SOV data from 2020 was excluded due to the Pandemic, as the percent was an anomaly. In addition, CTDOT analyzed trends in vehicle registrations and gas price fluctuations to identify correlations in percent of people traveling to work alone. CTDOT is taking a conservative approach, through selecting a number on the low range of the observed trends prior to the Pandemic in the ACS data and use a flat (zero) slope for the two and four-year targets. Based on the commuting trends, people will be utilizing their vehicles as VMT and PHED will be increasing.
Urbanized Area Targets #4 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T27	Urbanized Area:	Norwich--New London, CT--RI
T28	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23	Commuting travel patterns are reflected as a component of the congestion aspects of the long-

	CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)] | range transportation plan for both state DOTs and the relevant MPOs in this urbanized area. These are statewide or region-wide plans and there are ongoing programs aligned with these plans that have an impact on performance. However, there is no specific major, transformative initiative planned for the performance period, although there was a bus fare holiday for part of 2022 that may have a temporary impact on commutes with reliable and accessible bus service.   Statewide programs are not specifically targeted to this urbanized area beyond these programs developed to meet the goals of the transportation plans. These targets reflect this through a continuation of existing statewide programs to relieve and address congestion, including commute to work. |
| T29 | Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional)

All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)] | The following agencies were consulted as part of the target setting process on the Non-SOV Percentage measure, led by Connecticut Department of Transportation (CTDOT) Performance Management Unit; Rhode Island Department of Transportation (RIDOT); Southeastern Connecticut Council of Governments (SCCOG); and the Rhode Island Metropolitan Planning Organization (RIMPO). |
| T30 | Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)] | Method A - American Community Survey |
| T30a | Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)] | |
| T31 | Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)]

The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)]

The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.

If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here. | 22.3 |

T32	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	19.4
T33	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	18.5
T34	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The 2-year and 4-year targets for non-SOV percentage were established based on a) a review of the level of project activity expected during the performance period relative to current and recent levels, b) an evaluation of recent disruptions to normal travel patterns, including the COVID-19 pandemic, and whether they will produce permanent effects on performance; and c) other factors influencing performance. Based on a generally stable project activity level and the conclusion that travel disruptions due to the pandemic were close to returning to pre-pandemic levels in 2022, the targets have been based on removing 2020 and 2021 data when projecting trends, applying linear regression to understand the trends, considering the coefficient of determination of the resulting coefficients, and considering other covariates in setting targets for this urbanized area. These factors included changes in travel patterns (telework in particular), data such as vehicle registration, and the relationship between fuel prices and travel demand. Finally, the target adoption taken was conservative (there is a desire to achieve the target with a high degree of reliability, and there is not a major congestion-relief initiative in this urbanized area, particularly given that the absolute levels of peak-hour excessive delay are low) given the planned levels of transportation investment targeted at congestion mitigation in general and commutes to work in particular.

Urbanized Area Targets #5 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T35	Urbanized Area:	Springfield, MA--CT
T36	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Taking account MassDOT's long-term goal is to reduce congestion and encourage non-SOV travel on all roadways, CTDOT collaborated with MassDOT to ensure the targets are relevant to the long-term goal. As part of MassDOT's ongoing development of its 2050 Statewide Long Range Transportation Plan (SLRTP), traffic congestion and mode shift are continuing to emerge as an important themes during public outreach and other analyses. As such, congestion reduction and options to encourage travelers to use modes besides SOVs will be articulated as two of MassDOT's priority areas through the SLRTP and progress toward these goal areas will be continually tracked. As part of SLRTP development and the federal Transportation Performance Management (TPM) process, MassDOT will identify the locations that are most in need of improvements in these areas. Following on those analyses, the SLRTP, the State Transportation Improvement Program (STIP), and Transportation Improvement Programs (TIPs) will articulate strategies for program and project development that addresses these locations with the larger goal of reducing congestion and encouraging the use of non-SOV travel. Additionally, the SLRTP will account for trends in the areas of telework, climate change, migration impacts, and technology, all of which will likely have an impact on congestion and non-SOV travel. Specifically, trends indicate increasing telework relative to pre-pandemic levels and congestion being spread out across the day rather than concentrated during peak periods. Given these trends, in conjunction with MassDOT's ongoing efforts to reduce congestion and encourage non-SOV travel through its various federal and state programs, it is anticipated that peak hour

		excessive delay will be reduced relative to pre-pandemic levels and between the two-year and four-year performance periods in the Springfield urbanized area (UZA). Specifically, MassDOT's Intersection Improvements, Roadway Reconstruction, and Bicycle and Pedestrian Programs in the STIP contain several investments over the performance period in the Springfield UZA that are intended to reduce congestion and encourage non-SOV travel. Additional programs such as MassDOT's Local Bottleneck Reductions Program also support reducing congestion.
T37	Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	A joint, unified set of 2- and 4-year targets was set by all agencies listed below. The following agencies were consulted as part of the target setting process on the Non- SOV Percentage measure, led by MassDOT's Office of Transportation Planning (OTP); the Connecticut Department of Transportation; Capitol Region Council of Governments; and the Pioneer Valley Planning Commission.
T38	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T38a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T39	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	21.5
T40	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023.	22.2

	Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	
T41	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	22.2
T42	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Percentage of Non-Single Occupancy Vehicle Travel for the Springfield Urbanized Area are established using ACS 5-year estimates on means of transportation to work. A rate of change is calculated using two non-overlapping 5-year ACS estimate, specifically 2010-2014 and 2015-2019. This is then used to create a trend line by projecting the 2016-2020 estimate. This trend line establishes the targets for 2024 and 2026. Since telework rates are expected to increase in the future, and due to MassDOT's ongoing efforts to encourage non-SOV travel and reduce congestion, the trend line is projected off from 2016-2020 estimate, a data point with a higher percentage of non-SOV travel due to the pandemic. CTDOT collaborated with MassDOT to ensure unified goals and target of the urbanized area.
Urbanized Area Targets #6 - Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel		
T43	Urbanized Area:	Worcester, MA--CT
T44	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the 2022-2025 Performance Period for Percent of Non-SOV Travel in this UZA [23 CFR 490.105(c)(7)], which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)] Include how the established targets for Percent of Non-SOV Travel in this UZA for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)]	Taking account MassDOT's long-term goal is to reduce congestion and encourage non-SOV travel on all roadways, CTDOT collaborated with MassDOT to ensure the targets are relevant to the long-term goal. As part of MassDOT's ongoing development of its 2050 Statewide Long Range Transportation Plan (SLRTP), traffic congestion and mode shift are continuing to emerge as an important themes during public outreach and other analyses. As such, congestion reduction and options to encourage travelers to use modes besides SOVs will be articulated as two of MassDOT's priority areas through the SLRTP and progress toward these goal areas will be continually tracked. As part of SLRTP development

and the federal Transportation Performance Management (TPM) process, MassDOT will identify the locations that are most in need of improvements in these areas. Following on those analyses, the SLRTP, the State Transportation Improvement Program (STIP), and Transportation Improvement Programs (TIPs) will articulate strategies for program and project development that addresses these locations with the larger goal of reducing congestion and encouraging the use of non-SOV travel.

Additionally, the SLRTP will account for trends in the areas of telework, climate change, migration impacts, and technology, all of which will likely have an impact on congestion and non-SOV travel. Specifically, trends indicate increasing telework relative to pre-pandemic levels and congestion being spread out across the day rather than concentrated during peak periods. Given these trends, in conjunction with MassDOT's ongoing efforts to reduce congestion and encourage non-SOV travel through its various federal and state programs, it is anticipated that peak hour excessive delay will be reduced relative to pre-pandemic levels and between the two-year and four-year performance periods in the Worcester urbanized area (UZA).

Specifically, MassDOT's Intersection Improvements, Roadway Reconstruction, and Bicycle and Pedestrian Programs in the STIP contain several investments over the performance period in the Worcester UZA that are intended to reduce congestion and encourage non-SOV travel. Additional programs such as MassDOT's Local Bottleneck Reductions Program also support reducing congestion.

| T45 | Please report the agencies that established the unified Non-SOV target for this urbanized area. Use a semicolon to separate multiple agencies. (Optional) | A joint, unified set of 2- and 4-year targets was adopted by all agencies listed below. The following agencies were consulted |

	All State DOTs and MPOs that contain, within their respective boundaries, any portion of the NHS network in this urbanized area shall agree on and report the same unified targets for this measure. [23 CFR 490.105(e)(8)(iii)(B) and 23 CFR 490.105(f)(5)(iii)(B)]	as part of the target setting process on the Non- SOV Percentage measure, led by MassDOT's Office of Transportation Planning (OTP); the Connecticut Department of Transportation; Northeastern Connecticut Council of Governments; the Central Massachusetts MPO; the Montachusett MPO; and the Boston Region MPO.
T46	Method: Please provide the data collection method for the Percent of Non-SOV Travel measure. [23 CFR 490.107(b)(1)(ii)(I)]	Method A - American Community Survey
T46a	Please provide a brief description of the method for the Percent of Non- SOV Travel measure if either Method B or Method C were used. [23 CFR 490.709 (f)(2)]	
T47	Baseline: Percent of Non-SOV Travel. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(C)] The data submitted must cover the performance derived from the latest data collected through the beginning date of the performance period specified in 23 CFR 490.105(e)(4)(i). [23 CFR 490.107(b)(1)(ii)] The data must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5. If you select Method A in T6, the baseline data will be Prepopulated based on American Community Survey (ACS) data. If you select Method B or Method C in T6, please provide the baseline performance calculated by the State DOT here.	23.4
T48	2-year Target: Provide the 2-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2023. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	25.4
T49	4-yr Target: Provide the 4-year target for the Percent of Non-SOV Travel established for the 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] Target should reflect expected performance by the end of 2025. Target must be reported to the nearest tenth of a percent. [23 CFR 490.101 (Target definition) and 23 CFR 490.713(d)] Enter 86.5% as 86.5.	26.1
T50	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the 2022-2025 Performance Period for the Percent of Non-SOV Travel in this UZA. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets. Include the source of the urbanized dataset used to establish the targets. [23 CFR 490.107(b)(1)(ii)(D)]	The targets for Percentage of Non-Single Occupancy Vehicle Travel for the Worcester Urbanized Area are established using ACS 5-year estimates on means of transportation to work. A rate of change is calculated using two non-overlapping 5-year ACS estimate, 2010-2014 and 2015-2019. This is then used to create a trend line by projecting the 2016-2020 estimate. This trend line establishes the targets for

		2024 and 2026. Since telework rates are expected to increase in the future, and due to MassDOT's ongoing efforts to encourage non-SOV travel and reduce congestion, the trend line is projected off from 2016-2020 estimate, a data point with a higher percentage of non-SOV travel due to the pandemic. CTDOT collaborated with MassDOT to ensure unified goals and target of the urbanized area.

Emissions

Emissions Reduction Performance Overview		
E1	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline performance, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	The Congestion Mitigation and Air Quality (CMAQ) program is the basis for both the baseline performance and the projected trends. At CTDOT, the CMAQ program has shifted to a largely qualitative-benefits set of actions, following the findings of an FHWA program review on a cost-effectivess approach to air quality improvement actions. This led, beginning in 2016 and 2017 and continuing through this performance period, to a different set of projects than those traditionally selected. The composition of the program is not expected to be altered significantly. In addition, major improvements achieved through large programs spanning multiple years (in particular the Hartford Line new commuter rail service), are only accrued in the year of obligation of funds.
E2	Relationship to Other Performance Expectations: Discuss how the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for statewide Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors), which indicates the anticipated near-term direction or trend, support the achievement of both the long-term national congestion reduction performance goal to achieve a significant reduction in congestion on the NHS identified in 23 U.S.C. §150(b), and goal of improving project and investment decision making through performance-based planning and programming [23 U.S.C. 150(a)]

Include how the established targets for Total Emissions Reduction [23 CFR 490.105(c)(8)] (as measured by the individual pollutants and precursors) for the Performance Period support expectations documented in longer range plans, such as the long-range statewide transportation plan. [23 CFR 490.107(b)(1)(ii)(C)] | The CMAQ program funds many projects that, although cost-effective and aligned with a program review of best practices and maximum benefit, are only able to reflect qualitative benefits. This CMAQ program composition has been in place since 2017 and informs projections and targets. The composition of the program is not expected to be altered significantly. The targets were set based on projects expected to reflect the submittals to the Public Access Database and are subject to these projects actually being completed with no changes to program funding source, which is the major factor influencing performance in this area. |
E3	Does the State include any areas designated as nonattainment or maintenance for PM2.5?	Yes
E4	If the State includes any areas designated as nonattainment or maintenance for PM2.5, are NOx and/or VOC a significant contributor to PM2.5 emissions anywhere in the State?	Yes - NOx and VOC
E5	Does the State include any areas designated as nonattainment or maintenance for PM10?	Yes
E6	If the State includes any areas designated as nonattainment or maintenance for PM10, are NOx and/or VOC a significant contributor to PM10 emissions anywhere in the State?	No significant contributors

E7	Does the State include any areas designated as nonattainment or maintenance for CO?	No
E8	Does the State include any areas designated as nonattainment or maintenance for ozone?	Yes
Statewide Total Emission Reductions PM2.5 Target #1		
E12	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E13	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 establish for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	6.290
E14	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM2.5 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	6.290
E15	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM2.5. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The 2- and 4- year targets are based on the emissions reductions calculated for projects that include quantitative benefits, are submitted to the Public Access Database, and fall within the performance period in question.
Statewide Total Emission Reductions NOx Target #2		
E16	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E17	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target	81.978

	should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E18	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of NOx established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	81.978
E19	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of NOx. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The 2- and 4- year targets are based on the emissions reductions calculated for projects that include quantitative benefits, are submitted to the Public Access Database, and fall within the performance period in question.
Statewide Total Emission Reductions VOC Target #3		
E20	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E21	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	87.346
E22	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of VOC established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A)] and [23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR 490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	87.346
E23	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025	The 2- and 4- year targets are based on the emissions

	Performance Period for the statewide Total Emissions Reduction (daily kilograms) of VOC. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	reductions calculated for projects that include quantitative benefits, are submitted to the Public Access Database, and fall within the performance period in question.
Statewide Total Emission Reductions PM10 Target #4		
E24	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E25	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E26	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of PM10 established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E27	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of PM10. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(es) used to identify the targets.	The Connecticut DOT (CTDOT) did not set targets for this pollutant, and that is why these values are 0.000. The CTDOT has not collected data or analyzed emissions for this pollutant for a number of years. The CTDOT has previously informed the FHWA CT Division Office of this position.
Statewide Total Emission Reductions CO Target #5		
E28	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(B) and 23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period.	

	The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E29	2-year Target: Provide the 2-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E30	4-year Target: Provide the 4-year target statewide Total Emissions Reduction (daily kilograms) of CO established for the FY 2022-2025 Performance Period. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	0.000
E31	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period for the statewide Total Emissions Reduction (daily kilograms) of CO. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	The Connecticut DOT (CTDOT) did not set targets for this pollutant, and that is why these values are 0.000. The CTDOT has not collected data or analyzed emissions for this pollutant for a number of years. The CTDOT has previously informed the FHWA CT Division Office of this position.
The line above marks the end of the required reporting. Everything below this line is related to optional targets.Optional Additional Emission Reductions Target #1 [23 CFR 490.105(e)(9)(iv)]		
E32	General Comments: Please use this space to provide any general comments that may assist FHWA in its review of this part of the submission. You can use this space to provide greater context for your targets and baseline condition, provide additional background detail or clarification, note any assumptions, or discuss complications. (Optional)	
E33	What pollutant does this optional additional target apply?	
E34	Area(s) for Target: Please indicate what non-attainment and maintenance area or combination of areas that the State DOT is establishing this additional target. Please list the area name(s) as it appears in the EPA Green Book. [23 CFR 490.105(e)(9)(iv)] Separate multiple names using semicolons.	
E35	Baseline: Provide the baseline cumulative estimated emissions reductions (daily kilograms) of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(B)] and [23 CFR 490.107(c)(3)(ii)(D)] The baseline data for the performance period must include the cumulative statewide estimated emissions reductions (daily kilograms) for the previous 4 federal fiscal years before the start of the performance period. The data must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E36	2-year Target: Provide the 2-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant	

	for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2023. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E37	4-year Target: Provide the 4-year target for statewide Total Emissions Reduction (daily kilograms) of the applicable pollutant for the FY 2022-2025 Performance Period for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A) and 23 CFR 490.107(c)(3)(ii)(B)] Target should reflect expected performance by the end of Federal fiscal year 2025. The target must be reported to the nearest one thousandths. [23 CFR490.101 (Target definition) and 23 CFR 490.811(b)] For example, enter 86.512.	
E38	Basis for Targets: Provide a discussion of the basis for the 2-year and 4-year targets established for the FY 2022-2025 Performance Period of the pollutant for the selected non-attainment and maintenance area or combination of areas. [23 CFR 490.107(b)(1)(ii)(A)] This includes an explanation of the data, method(s), and/or process(s) used to identify the targets.	

Attachments

S.No	Section	Attachment Name
1	Freight	2022_CT_Freight_CT Freight Plan Truck Bottleneck Analysis.pdf
2	Freight	2022_CT_Freight_CT Freight Plan Update_Draft Final Plan_toFHWA_11-3-22.pdf