DRAFT Housatonic Valley Metropolitan Planning Organization 2025-2028 Transportation Improvement Program

Disclaimer:

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Prepared by:

Western Connecticut Council of Governments

1 Riverside Road

Sandy Hook, CT 06482

475-323-2060

http://www.westcog.org

For language assistance or other accommodations, contact Western Connecticut Council of Governments at help@westcog.org. Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con WestCOG al help@westcog.org. Para obter assistência língua ou outras acomodações, entre em contato com WestCOG em help@westcog.org.

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Nicole Sullivan,

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Kevin Mahoney,

Senior Project Manager

Charles Vidich.

Senior Project Manager

Betsy Paynter,

Project Manger

Nicholas Trabka,

Senior Data Scientist

Tucker Beckett,

Data Scientist

Contents

| Overview | 6 |
|---|----|
| Introduction | 6 |
| Overview of HVMPO | 6 |
| Consistency with the Metropolitan Transportation Plan (MTP) | 7 |
| Project Listing | 8 |
| Financial Plan | 24 |
| Air Quality Conformity | 31 |
| Overview | 31 |
| Maps and Charts | 32 |
| Air Quality Conformity- Ozone | 35 |
| Air Quality Conformity- PM 2.5 | 35 |
| Performance-Based Planning and Programming | 36 |
| Performance-Based Planning and the MPO Planning Process | |
| Highway Safety | 38 |
| Highway Asset Management | |
| System Performance | 41 |
| Freight Movement | 43 |
| On-Road Mobile Source Emissions | 44 |
| Transit Asset Management | 45 |
| Transit Safety | 48 |
| Public Involvement | 50 |
| Title VI, Limited English Proficiency (LEP), Environmental Justice (EJ) | 51 |
| Title VI and LEP | 51 |
| Environmental Justice | 52 |
| Analysis | 53 |
| Resolutions | 55 |
| Appendix A – Funding Source Summaries | 55 |
| Appendix B- List of TIP Acronyms | 62 |

| Table 1. HVMPO 2025-2028 Transportation Improvement Program (TIP) Draft Project Listing | 8 |
|---|----------|
| Table 2. FHWA and FTA Funding | |
| Table 3. Highway Safety Performance Measures | 39 |
| Table 4. 2018-2021 Pavement Performance Measures | 40 |
| Table 5. 2022-2025 Pavement Performance Measures | 40 |
| Table 6. 2018-2021 Bridge Performance Targets | 41 |
| Table 7. 2022-2025 Bridge Performance Targets | |
| Table 8. 2018-2021 Reliability Performance Targets | 41 |
| Table 9. 2022-2025 Reliability Performance Targets | 41 |
| Table 10. 2022-2025 Peak Hour Excessive Delay Performance Targets | 42 |
| Table 11. 2022-2025 Non-SOV Performance Targets | |
| Table 12. 2018-2021 TTTR Performance Targets | 43 |
| Table 13. 2022-2025 TTTR Performance Targets | |
| Table 14. 2018-2021 On-Road Mobile Source Emissions Performance Targets | |
| Table 15. 2022-2025 On-Road Mobile Source Emissions Performance Targets | |
| Table 16. TAM Performance Targets - Tier 1 | |
| Table 17. TAM Performance Targets - Tier 2 Housatonic Area Regional Transit | 47 |
| Table 18. TAM Performance Targets – Tier 2 Norwalk Transit District | |
| Table 19. SWRMPO Safety Performance Targets 2021 | 49 |
| Table 20. SWRMPO Safety Performance Targets 2023 | 50 |
| Table 21. HVMPO Safety Performance Targets 2021-2023* | |
| | |
| Figure 1. HVMPO TIP 2025-2028 | 23 |
| Figure 2. TIP Funding Sources | 23 24 |
| Figure 3. FHWA Funding by Year | 25 25 |
| Figure 4. FTA Funding by Year | |
| Figure 5. NOx Emissions for the Greater CT Moderate Ozone Area | |
| Figure 6. VOC Emissions for the Greater CT Moderate Ozone Area | |
| Figure 7. NOx Emissions for the NY/NJ/LI Moderate Ozone Area | |
| Figure 8. VOC Emissions for the NY/NJ/LI Moderate Ozone Area | |
| Figure 9. Direct PM 2.5 Emissions | |
| Figure 10. Direct NOx Emissions | |
| Figure 11. Connecticut Ozone Non-attainment Areas | |
| Figure 12. Connecticut PM2.5 Attainment/Maintenance Area | |
| Figure 13. Performance-Based Planning Process (Source: FHWA, Performance-Based Planning and | |
| Programming Guidebook, page 14) | 36 |

Overview

Introduction

The 2025-2028 Housatonic Valley Metropolitan Planning Organization (HVMPO) Transportation Improvement Program, commonly referred to as the TIP, is a financially-constrained listing of all federally funded transportation projects in the HVMPO. The projects in the TIP are expected to receive federal transportation funds or require federal approval within the next four years. The TIP is a living document, amended as needed to adjust for project changes. The HVMPO TIP comprised as part of a larger Statewide TIP (STIP), which is administered by the Connecticut Department of Transportation (CTDOT) and is the amalgamation of all regional TIP's in the state.

The TIP has been developed in accordance with federal regulations, the terms and provisions of the Infrastructure Investment and Jobs Act (IIJA), and the Clean Air Act Amendments of 1990. The TIP has been prepared through a collaborative planning process involving a variety of stakeholders, including CTDOT and public transit providers. Endorsement of a TIP is a multi-step process requiring public involvement, consistency with the MPO's Metropolitan Transportation Plan (MTP), and conformity with air quality regulations.

The TIP includes highway and transit projects in specific municipalities as well as larger projects of regional significance within the MPO. In addition to these MPO-specific projects, the TIP also includes statewide highway and transit projects. These projects, collectively with TIP projects from Connecticut's other MPOs, are part of CTDOT's STIP.

Overview of HVMPO

The HVMPO is a federally designated transportation planning and policy-making organization in the Housatonic Valley and is hosted by the Western Connecticut Council of Governments (WestCOG). MPOs were created in 1962 by the Federal-Aid Highway Act to ensure that existing and future expenditures of government funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive process, also known as "3-C" planning. MPOs are required in any urbanized area with a population greater than 50,000.

The law emphasizes the importance of input from local communities and other planning agencies to create a shared goal and vision for the planning area. As host to the Housatonic Valley Metropolitan Planning Organization (HVMPO) and the South Western Region Metropolitan Planning Organization (SWRMPO), WestCOG has extensive coordination with transportation partners including the Connecticut Department of Transportation (CTDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), public transportation providers, neighboring MPOs, local municipalities, stakeholders, and members of the public. The MPOs meet with CTDOT on a monthly basis to discuss transportation planning and programming topics. HVMPO and SWRMPO are part of the Bridgeport-Stamford Urbanized Area; WestCOG regularly meets with and coordinates on transportation planning projects and programming with the other MPOs in the Bridgeport-Stamford UZA.

The HVMPO and SWRMPO Boards and the Technical Advisory Group (TAG) convene monthly; these meetings are open to the public and provide opportunity for public comments. WestCOG is an actively engaged member of the Metropolitan Area Planning Forum (MAP Forum) which is a consortium of MPOs and councils of governments in Connecticut, New York, New Jersey and Pennsylvania. The MAP Forum meets regularly

throughout the year to coordinate and collaborate on transportation planning activities in the multi-state metropolitan area. HVMPO and SWRMPO are active members of the Association of Metropolitan Planning Organizations (AMPO), a collaborative network of MPOs across the nation that offers peer-exchange and knowledge building to support transportation planning and programming.

The HVMPO is comprised of the Chief Elected Officials from the Region's ten municipalities, Bethel, Bridgewater, Brookfield, Danbury, New Fairfield, New Milford, Newtown, Redding, Ridgefield, and Sherman, as well as a representative from the Housatonic Area Regional Transit District (HARTransit).

Consistency with the Metropolitan Transportation Plan (MTP)

In accordance with federal regulations, the STIP and TIP are drawn from a conforming Metropolitan Transportation Plan (MTP). The 2025-2028 TIP is consistent with the HVMPO 2023-2050 Metropolitan Transportation Plan, which was prepared in accordance with Section 450 of Title 23 of the Code of Federal Regulations, as amended by the Fixing America's Surface Transportation Act (FAST Act), authorized by the Infrastructure Investment and Jobs Act (IIJA), and related US Department of Transportation (USDOT) planning regulations. The MTP is a fiscally-constrained document that contains long- and short-range strategies that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of peoples and goods in addressing current and future transportation demand over a 25-year period. The projects in the TIP are consistent with the MTP and CTDOT's Statewide Long-Range Transportation Plan.

Project Listing

Table 1. HVMPO 2025-2028 Transportation Improvement Program (TIP) Draft Project Listing

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|--|--------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 2 | STPO | 0034- 0324 | | X7 | CT 53 | DANBURY | INTERSECTION IMPROVEMENTS AT COAL PIT HILL & TRIANGLE ST | CON | 2025 | 12,000 | 9,600 | 2,400 | 0 | HS | SR | FM |
| 2 | CMAQ | 0034- 0359 | | X8 | VARIOUS | DANBURY | TRAFFIC SIGNAL UPGRADES ON MAIN ST & GARAMELLA BLVD-OSBORNE ST CORRIDORS | CON | 2026 | 1,250 | 1,250 | 0 | 0 | AQ | SR | FM |
| 2 | NHPP | 0096- 0208 | | CC | I-84 | NEWTOWN | CLIMBING LANE EXTENSION & EXIT 9 ON-RAMP RECONFIGURATION | CON | 2025 | 6,411 | 5,770 | 641 | 0 | FM | SR | |
| 2 | STPR | 0116- 0135 | | Х6 | CT 53 | REDDING | REPLACE BR 01015 o/ SAUGATUCK RESERVOIR | CON | 2025 | 3,500 | 2,800 | 700 | 0 | НАМ | | |
| 70 | 5307C | 0170- 3403 | | Х6 | VARIOUS | STATEWIDE | TRANSIT CAPITAL PLANNING - FY 25 | OTH | 2025 | 500 | 400 | 100 | 0 | TAM | | |
| 70 | 5307C | 0170- 3403 | | Х6 | VARIOUS | STATEWIDE | TRANSIT CAPITAL PLANNING - FY 26 | OTH | 2026 | 450 | 360 | 90 | 0 | TAM | TS | |
| 70 | 5307C | 0170- 3403 | | Х6 | VARIOUS | STATEWIDE | TRANSIT CAPITAL PLANNING - FY 27 | OTH | 2027 | 450 | 360 | 90 | 0 | TAM | TS | |
| 70 | 5307C | 0170- 3403 | | Х6 | VARIOUS | STATEWIDE | TRANSIT CAPITAL PLANNING FY 28 | ОТН | 2028 | 500 | 400 | 100 | 0 | TAM | TS | |
| 70 | NHPP- BRX | 0170- 3588 | | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | НАМ | | |

¹ Air Quality Conformity Codes (AQCd): CC= Conformity Determination Complete, X6= Exempt under 40CFR 93.126, X7= Exempt under 40CFR 93.127, X8= Exempt under 40 CFR 93.128.

² Phase Legend: ACQ= Acquisition of capital equipment, ALL= All phases, CON= Construction, OTH= Other activities, PE= Design/Engineering, PL= Planning studies/pre-design activities.

³ Performance Measure Legend: AQ = Air Quality, FM= Freight Movement, HAM= Highway Asset Management, HS= Highway Safety, SR= System Reliability, TAM= Transit Asset Management, TS= Transit Safety.

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|---|--------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | NHPP- BRX | 0170- 3588 | | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION | OTH | 2025 | 2,000 | 1,600 | 400 | 0 | НАМ | | |
| 70 | NHPP- BRX | 0170- 3590 | | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY | OTH | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | NHPP- BRX | 0170- 3590 | | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION | ОТН | 2025 | 15,000 | 12,000 | 3,000 | 0 | HAM | | |
| 70 | NHPP | 0170- 3592 | | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | | | |
| 70 | NHPP | 0170- 3592 | | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION | ОТН | 2025 | 2,250 | 1,800 | 450 | 0 | | | |
| 70 | STPA | 0170- 3593 | | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY | OTH | 2025 | 0 | 0 | 0 | 0 | | | |
| 70 | STPA | 0170- 3593 | | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION | OTH | 2025 | 500 | 400 | 100 | 0 | | | |
| 70 | NHPP- BRX | 0170- 3609 | | X6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY | OTH | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | NHPP- BRX | 0170- 3609 | | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION | OTH | 2025 | 1,050 | 840 | 210 | 0 | HAM | | |
| 70 | STPA | 0170- 3639 | | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | SR | FM | |
| 70 | STPA | 0170- 3639 | | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION | ОТН | 2025 | 4,970 | 3,976 | 994 | 0 | SR | FM | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|---|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | STPA | 0170- 3639 | | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION | OTH | 2026 | 6,460 | 5,168 | 1,292 | 0 | SR | FM | |
| 70 | NHPP | 0170- 3640 | | X6 | I-95 & I- 395 | STATEWIDE | SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT | CON | 2025 | 3,750 | 3,750 | 0 | 0 | | | |
| 70 | STPA | 0170- 3649 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC ENTRY | CON | 2025 | 0 | 0 | 0 | 0 | НАМ | | |
| 70 | STPA | 0170- 3649 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC CONVERSION | CON | 2025 | 2,500 | 2,500 | 0 | 0 | HAM | | |
| 70 | STPA | 0170- 3650 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC ENTRY | CON | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | 0170- 3650 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC CONVERSION | CON | 2025 | 2,500 | 2,500 | 0 | 0 | HAM | | |
| 70 | STPA | 0170- 3651 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC ENTRY | CON | 2025 | 0 | 0 | 0 | 0 | НАМ | | |
| 70 | STPA | 0170- 3651 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC CONVERSION | CON | 2025 | 2,500 | 2,500 | 0 | 0 | HAM | | |
| 70 | STPA | 0170- 3652 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC ENTRY | CON | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | 0170- 3652 | | X6 | VARIOUS | STATEWIDE | PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC CONVERSION | CON | 2025 | 2,500 | 2,500 | 0 | 0 | HAM | | |
| 70 | TAPB | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | ТАРВ | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 106 | 106 | 0 | 0 | HS | AQ | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|---|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | TAPB | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 106 | 106 | 0 | 0 | HS | AQ | |
| 70 | TAPB | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 106 | 106 | 0 | 0 | HS | AQ | |
| 70 | TAP- Flex | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | TAP- Flex | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 301 | 301 | 0 | 0 | HS | AQ | |
| 70 | TAP- Flex | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 301 | 301 | 0 | 0 | HS | AQ | |
| 70 | TAP- Flex | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 301 | 301 | 0 | 0 | HS | AQ | |
| 70 | TAPH | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | TAPH | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 112 | 112 | 0 | 0 | HS | AQ | |
| 70 | TAPH | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 112 | 112 | 0 | 0 | HS | AQ | |
| 70 | TAPH | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING | PE | 2027 | 112 | 112 | 0 | 0 | HS | AQ | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|---|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| | | | | | | | ACTIVITIES - AC CONVERSION | | | | | | | | | |
| 70 | TAPNH | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | TAPNH | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 68 | 68 | 0 | 0 | HS | AQ | |
| 70 | TAPNH | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 68 | 68 | 0 | 0 | HS | AQ | |
| 70 | TAPNH | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 68 | 68 | 0 | 0 | HS | AQ | |
| 70 | TAPNL | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | TAPNL | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 23 | 23 | 0 | 0 | HS | AQ | |
| 70 | TAPNL | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 23 | 23 | 0 | 0 | HS | AQ | |
| 70 | TAPNL | 0170- 5032 | | Х6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 23 | 23 | 0 | 0 | HS | AQ | |
| 70 | TAPS | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|--|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | TAPS | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 11 | 11 | 0 | 0 | HS | AQ | |
| 70 | TAPS | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 11 | 11 | 0 | 0 | HS | AQ | |
| 70 | TAPS | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 11 | 11 | 0 | 0 | HS | AQ | |
| 70 | TAPW | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY | PE | 2025 | 0 | 0 | 0 | 0 | HS | AQ | |
| 70 | TAPW | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2025 | 3 | 3 | 0 | 0 | HS | AQ | |
| 70 | TAPW | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2026 | 3 | 3 | 0 | 0 | HS | AQ | |
| 70 | TAPW | 0170- 5032 | | X6 | | STATEWIDE | TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION | PE | 2027 | 3 | 3 | 0 | 0 | HS | AQ | |
| 70 | 5307C | 0170- XXXX | | Х6 | VARIOUS | VARIOUS | STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM | ALL | 2025 | 1,500 | 1,200 | 300 | 0 | TS | TAM | |
| 70 | 5307C | 0170- XXXX | | Х6 | VARIOUS | VARIOUS | STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM | ALL | 2026 | 1,500 | 1,200 | 300 | 0 | TS | TAM | |
| 70 | 5307C | 0170- XXXX | | Х6 | VARIOUS | VARIOUS | STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM | ALL | 2027 | 1,500 | 1,200 | 300 | 0 | TS | TAM | |
| 70 | 5307C | 0170- XXXX | | Х6 | VARIOUS | VARIOUS | STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM | ALL | 2028 | 1,500 | 1,200 | 300 | 0 | TS | TAM | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------------|---------|---------------|------------------------|-------|------------------|------------------------|---|--------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 2,5 | 5310E | 0170- XXXX | OTHR- URBN | X6 | VARIOUS BUS | OTHER URBAN AREA | SEC 5310 PRGRM- ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN | ОТН | 2025 | 986 | 788 | 0 | 197 | TAM | TS | |
| 2,5 | 5310E | 0170- XXXX | OTHR- URBN | X6 | VARIOUS BUS | OTHER URBAN AREA | SEC 5310 PRGRM- ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN | ОТН | 2026 | 1,001 | 801 | 0 | 200 | TAM | TS | |
| 2,5 | 5310E | 0170- XXXX | OTHR- URBN | X6 | VARIOUS BUS | OTHER URBAN AREA | SEC 5310 PRGRM- ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN | ОТН | 2027 | 1,001 | 801 | 0 | 200 | TAM | TS | |
| 2,5 | 5310E | 0170- XXXX | OTHR- URBN | X6 | VARIOUS BUS | OTHER URBAN AREA | SEC 5310 PRGRM- ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN | ОТН | 2028 | 1,001 | 801 | 0 | 200 | TAM | TS | |
| 2,3, 6,10 | STPA | 0174- 0459 | | X7 | VARIOUS | DISTRICT 4 | REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS | CON | 2025 | 6,433 | 6,433 | 0 | 0 | SR | FM | |
| 74 | STPA | 0174- 0466 | | Х6 | VARIOUS | DISTRICT 4 | REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C | CON | 2026 | 20,489 | 16,391 | 4,098 | 0 | HAM | | |
| 78 | 5337 | 0300- 0191 | | Х6 | NHL | VARIOUS | NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION) | CON | 2027 | 37,500 | 30,000 | 7,500 | 0 | TAM | | |
| 78 | 5337 | 0300- 0196 | | Х6 | NHL | VARIOUS | SCOUR REHABILITATION 4 NHL BRIDGES | CON | 2026 | 12,000 | 9,600 | 2,400 | 0 | TAM | | |
| 78 | 5337 | 0300- 0214 | | X6 | NHL | VARIOUS | NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING) | CON | 2026 | 25,000 | 20,000 | 5,000 | 0 | TAM | | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|-----------|---------|---------------|------------------------|-------|------------------|---------|---|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 78 | 5337 | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM | CON | 2025 | 9,150 | 7,320 | 1,830 | 0 | TAM | | |
| 78 | 5337 | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | ALL | 2026 | 8,974 | 7,179 | 1,795 | 0 | TAM | | |
| 78 | 5337 | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | CON | 2027 | 4,099 | 3,279 | 820 | 0 | TAM | | |
| 78 | 5337 | 0300- XXXX | | Х6 | NHL | VARIOUS | NHL - SIGNAL SYSTEM REPLACEMENT | ALL | 2027 | 37,500 | 30,000 | 7,500 | 0 | TAM | | |
| 78 | 5337 | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | CON | 2028 | 4,099 | 3,279 | 820 | 0 | TAM | | |
| 78 | 5307C | 0300- XXXX | | X6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM | CON | 2025 | 7,188 | 5,750 | 1,438 | 0 | TAM | | |
| 78 | 5307C | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | ALL | 2026 | 15,000 | 12,000 | 3,000 | 0 | TAM | | |
| 78 | 5307C | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | CON | 2027 | 27,500 | 22,000 | 5,500 | 0 | TAM | | |
| 78 | 5307C | 0300- XXXX | | Х6 | NHL | VARIOUS | NEW HAVEN LINE TRACK PROGRAM | CON | 2028 | 51,250 | 41,000 | 10,250 | 0 | TAM | | |
| 1,2, 5 | 5337 | 0302- 0023 | | Х6 | NHL | VARIOUS | DANBURY BRANCH - SLOPE AND TRACK STABLILIZATION | CON | 2026 | 12,500 | 10,000 | 2,500 | 0 | TAM | | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART -PARATRANSIT VEHICLES FY 25 | ACQ | 2025 | 975 | 780 | 195 | 0 | TAM | TS | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART ADMIN CAPITAL/MISC SUPPORT FY 25 | OTH | 2025 | 200 | 160 | 40 | 0 | TAM | - | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART -PARATRANSIT VEHICLES FY 26 | ACQ | 2026 | 1,040 | 832 | 208 | 0 | TAM | TS | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART ADMIN CAPITAL/MISC SUPPORT FY 26 | OTH | 2026 | 200 | 160 | 40 | 0 | TAM | | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART -PARATRANSIT VEHICLES FY 27 | ACQ | 2027 | 1,040 | 832 | 208 | 0 | TAM | TS | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART ADMIN CAPITAL/MISC SUPPORT FY 27 | OTH | 2027 | 200 | 160 | 40 | 0 | TAM | | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART - FACILITY IMPROVEMENTS FY 27 | ALL | 2027 | 1,000 | 800 | 200 | 0 | TAM | TS | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|--|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART -PARATRANSIT VEHICLES FY 28 | ACQ | 2028 | 500 | 400 | 100 | 0 | TAM | TS | |
| 2 | 5307C | 0416- XXXX | | X6 | HART | DANBURY | HART ADMIN CAPITAL/MISC SUPPORT FY 28 | OTH | 2028 | 350 | 280 | 70 | 0 | TAM | | |
| 2 | 5307C | 0416- XXXX | | Х6 | HART | DANBURY | HART - FACILITY IMPROVEMENTS FY 28 | ALL | 2028 | 750 | 600 | 150 | 0 | TAM | TS | |
| 2 | 5307O | 0416- XXXX | | Х6 | HART | DANBURY | HART OPERATING ASSISTANCE FY 25 | OTH | 2025 | 1,231 | 615 | 0 | 615 | TAM | | |
| 2 | 5307O | 0416- XXXX | | Х6 | HART | DANBURY | HART OPERATING ASSISTANCE FY 26 | ОТН | 2026 | 1,231 | 615 | 0 | 615 | TAM | | |
| 2 | 5307O | 0416- XXXX | | Х6 | HART | DANBURY | HART OPERATING ASSISTANCE FY 27 | OTH | 2027 | 1,231 | 615 | 0 | 615 | TAM | | |
| 2 | 5307O | 0416- XXXX | | Х6 | HART | DANBURY | HART OPERATING ASSISTANCE FY 28 | ОТН | 2028 | 1,231 | 615 | 0 | 615 | TAM | | |
| 70 | NHPP- BRX | 170C- ENHS | 170C- ENHS | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY | OTH | 2026 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | NHPP- BRX | 170C- ENHS | 170C- ENHS | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION | OTH | 2026 | 15,000 | 12,000 | 3,000 | 0 | HAM | | |
| 70 | NHPP- BRX | 170C- ENHS | 170C- ENHS | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION | OTH | 2027 | 15,000 | 12,000 | 3,000 | 0 | HAM | | |
| 70 | NHPP- BRX | 170C- ENHS | 170C- ENHS | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION | OTH | 2028 | 15,000 | 12,000 | 3,000 | 0 | HAM | | |
| 70 | NHPP- BRX | 170C- ENHS | 170C- ENHS | Х6 | VARIOUS | STATEWIDE | CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION | OTH | FYI | 30,000 | 24,000 | 6,000 | 0 | HAM | | |
| 70 | NHPP- BRX | 170S- FNHS | 170S- FNHS | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY | OTH | 2026 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | NHPP- BRX | 170S- FNHS | 170S- FNHS | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION | OTH | 2026 | 2,000 | 1,600 | 400 | 0 | НАМ | | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|--|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | NHPP- BRX | 170S- FNHS | 170S- FNHS | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION | OTH | 2027 | 2,000 | 1,600 | 400 | 0 | НАМ | | |
| 70 | NHPP- BRX | 170S- FNHS | 170S- FNHS | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION | OTH | 2028 | 2,000 | 1,600 | 400 | 0 | НАМ | | |
| 70 | NHPP- BRX | 170S- FNHS | 170S- FNHS | Х6 | VARIOUS | STATEWIDE | SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION | ОТН | FYI | 4,000 | 3,200 | 800 | 0 | HAM | | |
| 70 | NHPP | 170S- SNHS | 170S- SNHS | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY | ОТН | 2026 | 0 | 0 | 0 | 0 | | | |
| 70 | NHPP | 170S- SNHS | 170S- SNHS | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION | ОТН | 2026 | 2,250 | 1,800 | 450 | 0 | | | |
| 70 | NHPP | 170S- SNHS | 170S- SNHS | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION | OTH | 2027 | 2,250 | 1,800 | 450 | 0 | | | |
| 70 | NHPP | 170S- SNHS | 170S- SNHS | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION | ОТН | 2028 | 2,250 | 1,800 | 450 | 0 | | | |
| 70 | NHPP | 170S- SNHS | 170S- SNHS | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION | OTH | FYI | 4,500 | 3,600 | 900 | 0 | | | |
| 70 | STPA | 170S- SNON | 170S- SNON | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY | ОТН | 2026 | 0 | 0 | 0 | 0 | | | |
| 70 | STPA | 170S- SNON | 170S- SNON | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION | ОТН | 2026 | 500 | 400 | 100 | 0 | | | |
| 70 | STPA | 170S- SNON | 170S- SNON | X6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION | ОТН | 2027 | 500 | 400 | 100 | 0 | | | |
| 70 | STPA | 170S- SNON | 170S- SNON | X6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION | OTH | 2028 | 500 | 400 | 100 | 0 | | | |

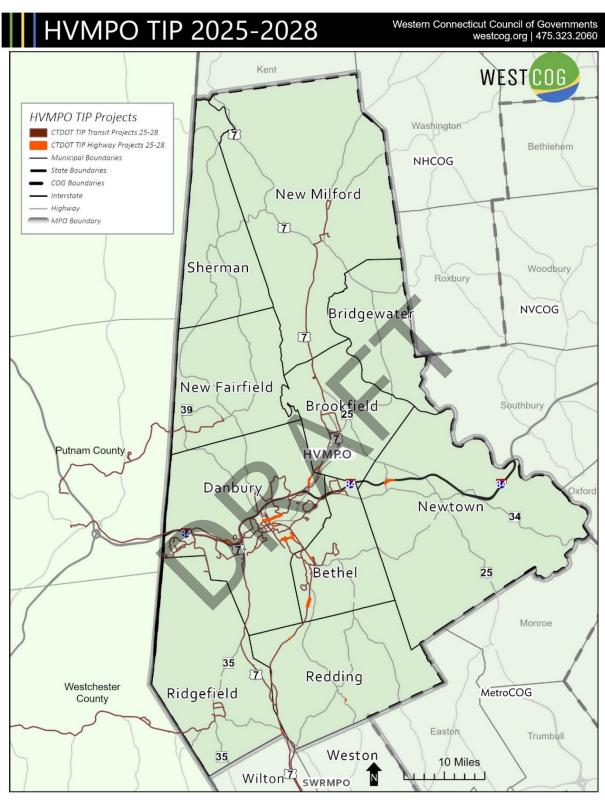
| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|--------------|---------------|------------------------|-------|------------------|-----------|--|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | STPA | 170S- SNON | 170S- SNON | Х6 | VARIOUS | STATEWIDE | CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION | OTH | FYI | 1,000 | 800 | 200 | 0 | | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC ENTRY | PL | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC CONVERSION | PL | 2025 | 1,586 | 1,268 | 317 | 0 | HAM | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC CONVERSION | PL | 2026 | 1,586 | 1,268 | 317 | 0 | HAM | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC CONVERSION | PL | 2027 | 1,586 | 1,268 | 317 | 0 | HAM | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC CONVERSION | PL | 2028 | 1,586 | 1,268 | 317 | 0 | HAM | | |
| 70 | STPA | ASST- MGMT | ASST- MGMT | Х6 | | STATEWIDE | ASSET MANAGEMENT GROUP - AC CONVERSION | PL | FYI | 1,586 | 1,268 | 317 | 0 | HAM | | |
| 70 | NHPP- BRX | BRDG- LRNH | BRDG- LRNH | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION | OTH | 2026 | 1,050 | 840 | 210 | 0 | HAM | | |
| 70 | NHPP- BRX | BRDG- LRNH | BRDG- LRNH | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY | ОТН | 2026 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | NHPP- BRX | BRDG- LRNH | BRDG- LRNH | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION | OTH | 2027 | 1,050 | 840 | 210 | 0 | НАМ | | |
| 70 | NHPP- BRX | BRDG- LRNH | BRDG- LRNH | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION | OTH | 2028 | 1,050 | 840 | 210 | 0 | HAM | | |
| 70 | NHPP- BRX | BRDG- LRNH | BRDG- LRNH | Х6 | VARIOUS | STATEWIDE | LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION | OTH | FYI | 2,100 | 1,680 | 420 | 0 | НАМ | | |
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC ENTRY | PL | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC CONVERSION | PL | 2025 | 1,200 | 960 | 240 | 0 | HAM | | |
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC CONVERSION | PL | 2026 | 1,200 | 960 | 240 | 0 | HAM | | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|---|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC CONVERSION | PL | 2027 | 1,200 | 960 | 240 | 0 | | | |
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC CONVERSION | PL | 2028 | 1,200 | 960 | 240 | 0 | HAM | | |
| 70 | STPA | BRDG- MGMT | BRDG- MGMT | Х6 | | STATEWIDE | BRIDGE MANAGEMENT GROUP - AC CONVERSION | PL | FYI | 1,200 | 960 | 240 | 0 | НАМ | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | HS | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC CONVERSION | НТО | 2025 | 5,084 | 4,575 | 0 | 508 | HS | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC CONVERSION | ОТН | 2026 | 5,084 | 4,575 | 0 | 508 | HS | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC CONVERSION | ОТН | 2027 | 5,084 | 4,575 | 0 | 508 | HS | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC CONVERSION | ОТН | 2028 | 5,084 | 4,575 | 0 | 508 | HS | | |
| 70 | SIPH | CHMP- XXXX | CHMP- XXXX | Х6 | VARIOUS | STATEWIDE | CHAMP SAFETY SERVICE PATROL - AC CONVERSION | OTH | FYI | 10,167 | 9,150 | 0 | 1,017 | HS | | |
| 70 | STPA | CTSS- OIPX | CTSS- OIPX | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC ENTRY | OTH | 2027 | 0 | 0 | 0 | 0 | SR | FM | |
| 70 | STPA | CTSS- OIPX | CTSS- OIPX | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2027 | 6,460 | 5,168 | 1,292 | 0 | SR | FM | |
| 70 | STPA | CTSS- OIPX | CTSS- OIPX | X8 | VARIOUS | STATEWIDE | COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2028 | 6,460 | 5,168 | 1,292 | 0 | SR | FM | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|--|--------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | | | |
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION | OTH | 2025 | 700 | 560 | 140 | 0 | | | |
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION | OTH | 2026 | 700 | 560 | 140 | 0 | | | |
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION | ОТН | 2027 | 700 | 560 | 140 | 0 | | | |
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION | OTH | 2028 | 700 | 560 | 140 | 0 | | | |
| 70 | STPA | MASP- INSP | MASP- INSP | Х6 | VARIOUS | STATEWIDE | MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION | ОТН | FYI | 700 | 560 | 140 | 0 | | | |
| 70 | STPA | PVMT- MARK | PVMT- MARK | Х6 | VARIOUS | STATEWIDE | TAM PAVEMENT MARKINGS PROGRAM - AC ENTRY | CON | 2026 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | PVMT- MARK | PVMT- MARK | Х6 | VARIOUS | STATEWIDE | TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION | CON | 2026 | 10,000 | 10,000 | 0 | 0 | HAM | | |
| 70 | STPA | PVMT- MARK | PVMT- MARK | Х6 | VARIOUS | STATEWIDE | TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION | CON | 2027 | 10,000 | 10,000 | 0 | 0 | HAM | | |
| 70 | STPA | PVMT- MARK | PVMT- MARK | Х6 | VARIOUS | STATEWIDE | TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION | CON | 2028 | 10,000 | 10,000 | 0 | 0 | HAM | | |
| 70 | STPA | PVMT- MARK | PVMT- MARK | Х6 | VARIOUS | STATEWIDE | TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION | CON | FYI | 10,000 | 10,000 | 0 | 0 | НАМ | | |
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | Х6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC ENTRY | PL | 2025 | 0 | 0 | 0 | 0 | HAM | | |
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | Х6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC CONVERSION | PL | 2025 | 1,210 | 968 | 242 | 0 | HAM | | |

| Region | FA Code | Project # | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|--|--------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | X6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC CONVERSION | PL | 2026 | 1,210 | 968 | 242 | 0 | HAM | | |
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | X6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC CONVERSION | PL | 2027 | 1,210 | 968 | 242 | 0 | HAM | | |
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | X6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC CONVERSION | PL | 2028 | 1,210 | 968 | 242 | 0 | НАМ | | |
| 70 | STPA | PVMT- MGMT | PVMT- MGMT | X6 | | STATEWIDE | PAVEMENT MANAGEMENT GROUP - AC CONVERSION | PL | FYI | 1,210 | 968 | 242 | 0 | НАМ | | |
| 76 | CMAQ | TDMX- CTXX | TDMX- CTXX | Х6 | | STATEWIDE | STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY | ОТН | 2025 | 0 | 0 | 0 | 0 | AQ | SR | |
| 76 | CMAQ | TDMX- CTXX | TDMX- CTXX | Х6 | | STATEWIDE | STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2025 | 2,000 | 1,600 | 400 | 0 | AQ | SR | |
| 76 | CMAQ | TDMX- CTXX | TDMX- CTXX | Х6 | | STATEWIDE | STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2026 | 2,000 | 1,600 | 400 | 0 | AQ | SR | |
| 76 | CMAQ | TDMX- CTXX | TDMX- CTXX | Х6 | | STATEWIDE | STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2027 | 2,000 | 1,600 | 400 | 0 | AQ | SR | |
| 76 | CMAQ | TDMX- CTXX | TDMX- CTXX | Х6 | | STATEWIDE | STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2028 | 2,000 | 1,600 | 400 | 0 | AQ | SR | |
| 75 | CMAQ | TDMX- NYNJ | TDMX- NYNJ | Х6 | | STATEWIDE | STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY | OTH | 2025 | 0 | 0 | 0 | 0 | AQ | SR | |
| 75 | CMAQ | TDMX- NYNJ | TDMX- NYNJ | X6 | | STATEWIDE | STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2025 | 3,000 | 2,400 | 600 | 0 | AQ | SR | |
| 75 | CMAQ | TDMX- NYNJ | TDMX- NYNJ | X6 | | STATEWIDE | STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE | OTH | 2026 | 3,000 | 2,400 | 600 | 0 | AQ | SR | |

| Region | FA Code | Project# | Temporary Project # | AQCd1 | Route/ System | Town | Description | Phase ² | Year | Total (000)\$ | Federal (000)\$ | State (000)\$ | Local (000)\$ | Performance Measure 1 ³ | Performance Measure 2 | Performance Measure 3 |
|--------|---------|---------------|------------------------|-------|------------------|-----------|--|--------------------|------|------------------|--------------------|------------------|------------------|---------------------------------------|--------------------------|--------------------------|
| | | | | | | | PLACEHOLDER) - AC CONVERSION | | | | | | | | | |
| 75 | CMAQ | TDMX- NYNJ | TDMX- NYNJ | X6 | | STATEWIDE | STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | OTH | 2027 | 3,000 | 2,400 | 600 | 0 | AQ | SR | |
| 75 | CMAQ | TDMX- NYNJ | TDMX- NYNJ | X6 | | STATEWIDE | STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION | ОТН | 2028 | 3,000 | 2,400 | 600 | 0 | AQ | SR | |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT BUS REPLACEMENTS | ACQ | 2025 | 6,250 | 5,000 | 1,250 | 0 | TAM | TS | |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES | ALL | 2025 | 23,000 | 18,400 | 4,600 | 0 | TAM | TS | AQ |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES | ALL | 2026 | 6,250 | 5,000 | 1,250 | 0 | TAM | TS | AQ |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT BUS REPLACEMENTS | ACQ | 2027 | 12,000 | 9,600 | 2,400 | 0 | TAM | TS | |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES | ALL | 2027 | 10,000 | 8,000 | 2,000 | 0 | TAM | TS | AQ |
| 70 | 5307C | VARIOUS | | Х6 | VARIOUS | VARIOUS | TRANSIT DISTRICT BUS REPLACEMENTS | ACQ | 2028 | 20,000 | 16,000 | 4,000 | 0 | TAM | TS | |
| 70 | 5307C | VARIOUS | | X6 | VARIOUS | VARIOUS | TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES | ALL | 2028 | 25,000 | 20,000 | 5,000 | 0 | TAM | TS | AQ |



Source: U.S. Census, American Community Survey 2021 ACSDT5Y2021.C17002, ACSST5Y2021.S0601 CTDOT 2025-2028 STIP

Figure 1. HVMPO TIP 2025-2028

Financial Plan

This section focuses on the financial details and funding that will be used to implement the projects in the FY2025-2028 TIP. HVMPO's TIP for FY2025-2028 is financially constrained to the congressionally authorized amounts for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs.

Over the next four years, the TIP is expected to require approximately \$706,159,179 to implement. As shown in *Figure 2*, \$579,802,866 will be provided from federal funding sources (82%), \$120,047,341 from state funding sources (17%), and \$6,308,972 from local funding sources (1%). Non-federal matching funds for projects will be provided by the State of Connecticut and the municipalities in the MPO. This level of funding also includes projects of regional and statewide significance. Approximately \$328,833,940 (47%) of funding will be required to implement highway projects through funding from FHWA, and approximately \$377,325,239 (53%) will be required to implement transit projects through FTA (*Table 2*).

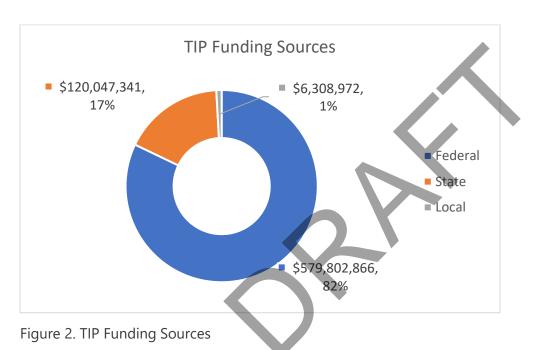


Table 2. FHWA and FTA Funding

| | Federal | State | Local | Total Authorized | Programmed in TIP |
|---------|-------------------|-------------------|-----------------|---------------------|-------------------|
| Highway | \$ 279,419,400 | \$ 46,364,392 | \$ 3,050,148 | \$ 328,833,940 | \$ 328,833,940 |
| Transit | \$ 300,383,466 | \$ 73,682,949 | \$ 3,258,824 | \$ 377,325,239 | \$ 377,325,239 |
| Total | \$ 579,802,866 | \$ 120,047,341 | \$ 6,308,972 | \$ 706,159,179 | \$ 706,159,179 |

The projects in the TIP are financially constrained and can reasonably be implemented based on projections of available resources:

- Federal Funding is estimated as constant values based on Infrastructure Investment and Jobs Act (IIJA) authorization levels.
- State Funding from Connecticut is provided through the state's Special Transportation Fund (STF) which is funded through motor fuel tax and motor vehicle receipts.
- Local Project sponsors or municipalities in which the project is located commit to providing the local match.

Appendix A includes a comprehensive list of funding sources.

Some examples of major projects the HVMPO TIP include:

- Danbury Branch Slope and Track Stabilization (0302-0023)
- Climbing Lane Extension & Exit 9 On-Ramp Reconfiguration (0096-0208)
- Transit vehicle fleet and transit facility upgrades
- New Haven Line Program

Highway Funding

The 2025-2028 TIP includes \$328,833,940 for highway projects; \$279,419,400 will be provided from federal sources, \$46,364,392 from state funding sources, and \$3,050,148 will be provided from local funding sources. *Figure 3* provides a breakdown of highway funding by each year and funding source. Future Year Investments (FYI) projects are included in the TIP for illustrative purposes.

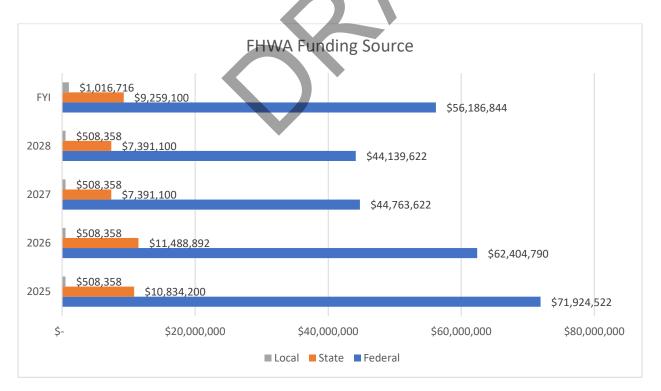


Figure 3. FHWA Funding by Year

A brief description of some common funding programs that are anticipated to be used to implement the projects in the TIP can be found in Appendix A. The tables below provide a breakdown of funding source by year for each FHWA program in the TIP.

CMAQ – Congestion Mitigation and Air Quality Program (in \$1,000s)

| | 2025 | 2026 | 2027 | 2028 | Total |
|---------|-------|-------|-------|-------|--------|
| Federal | 4,000 | 5,250 | 4,000 | 4,000 | 17,250 |
| State | 1,000 | 1,000 | 1,000 | 1,000 | 4,000 |
| Local | 0 | 0 | 0 | 0 | 0 |
| Total | 5,000 | 6,250 | 5,000 | 5,000 | 21,250 |

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

| | 2025 | 2026 | 2027 | 2028 | FYI | Total |
|---------|--------|-------|-------|-------|-------|--------|
| Federal | 11,320 | 1,800 | 1,800 | 1,800 | 3,600 | 20,320 |
| State | 1,091 | 450 | 450 | 450 | 900 | 3,341 |
| Local | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 12,411 | 2,250 | 2,250 | 2,250 | 4,500 | 23,661 |

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

| | 2025 | 2026 | 2027 | 2028 | FYI | Total |
|---------|--------|--------|--------|--------|--------|---------|
| Federal | 14,440 | 14,440 | 14,440 | 14,440 | 28,880 | 86,640 |
| State | 3,610 | 3,610 | 3,610 | 3,610 | 7,220 | 21,660 |
| Local | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 18,050 | 18,050 | 18,050 | 18,050 | 36,100 | 108,300 |

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

| | 2025 | 2026 | 2027 | 2028 | FYI | Total |
|---------|-------|-------|-------|-------|--------|--------|
| Federal | 4,575 | 4,575 | 4,575 | 4,575 | 9,150 | 27,451 |
| State | 0 | 0 | 0 | 0 | 0 | 0 |
| Local | 508 | 508 | 508 | 508 | 1,017 | 3,050 |
| Total | 5,084 | 5,084 | 5,084 | 5,084 | 10,167 | 30,501 |

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

| | 2025 | 2026 | 2027 | 2028 | FYI | Total |
|---------|--------|--------|--------|--------|--------|---------|
| Federal | 24,565 | 35,716 | 19,324 | 19,324 | 14,556 | 113,486 |
| State | 2,033 | 6,429 | 2,331 | 2,331 | 1,139 | 14,263 |
| Local | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 26,599 | 42,144 | 21,656 | 21,656 | 15,696 | 127,749 |

STPO - Surface Transportation Program Other Urban Program (in \$1,000s)

| | 2025 | Total |
|---------|--------|--------|
| Federal | 9,600 | 9,600 |
| State | 2,400 | 2,400 |
| Local | 0 | 0 |
| Total | 12,000 | 12,000 |

STPR – Surface Transportation Program Rural (in \$1,000s)

| | 2025 | Total |
|---------|-------|-------|
| Federal | 2,800 | 2,800 |
| State | 700 | 700 |
| Local | 0 | 0 |
| Total | 3,500 | 3,500 |

TAPB - Transportation Alternative Program - Bridgeport/Stamford (in \$1,000s)

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 106 | 106 | 106 | 319 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 106 | 106 | 106 | 319 |

TAP-Flex – Transportation Alternative Program – Anywhere/Flex (in \$1,000s)

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 301 | 301 | 301 | 902 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 301 | 301 | 301 | 902 |

TAPH – Transportation Alternative Program – Hartford (in \$1,000s)*

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 112 | 112 | 112 | 336 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 112 | 112 | 112 | 336 |

TAPNH - Transportation Alternative Program - New Haven (in \$1,000s)*

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 68 | 68 | 68 | 204 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 68 | 68 | 68 | 204 |

TAPNL – Transportation Alternative Program – Norwich/New London (in \$1,000s)*

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 23 | 23 | 23 | 68 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 23 | 23 | 23 | 68 |

TAPS – Transportation Alternative Program – Springfield (in \$1,000s)*

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 11 | 11 | 11 | 33 |

| State | 0 | 0 | 0 | 0 |
|-------|----|----|----|----|
| Local | 0 | 0 | 0 | 0 |
| Total | 11 | 11 | 11 | 33 |

TAPW – Transportation Alternative Program – Worcester (in \$1,000s)*

| | 2025 | 2026 | 2027 | Total |
|---------|------|------|------|-------|
| Federal | 3 | 3 | 3 | 10 |
| State | 0 | 0 | 0 | 0 |
| Local | 0 | 0 | 0 | 0 |
| Total | 3 | 3 | 3 | 10 |

^{*}Included in this TIP as part of a statewide program.

Transit Funding

The 2025-2028 TIP includes \$377,325,239 for transit projects; \$300,383,466 will be provided from federal sources, \$73,682,949 from state funding sources, and \$3,258,824 will be provided from local funding sources. *Figure 4* provides a breakdown of transit funding by each year and funding source.

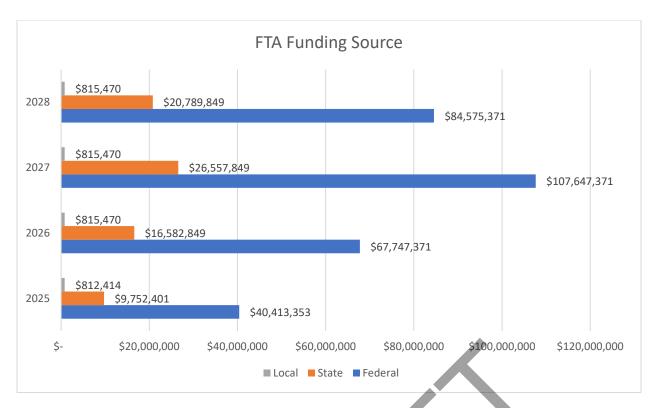


Figure 4. FTA Funding by Year

A brief description of some common FTA funding programs that are anticipated to be used to implement the projects in the TIP can be found in Appendix A. The tables below provide a breakdown of funding source by year for each FTA program in the TIP.

5337 - State of Good Repair (in \$1,000s)

| | 2025 | 2026 | 2027 | 2028 | Total |
|---------|-------|--------|--------|-------|---------|
| Federal | 7,320 | 46,779 | 63,279 | 3,279 | 120,658 |
| State | 1,830 | 11,695 | 15,820 | 820 | 30,164 |
| Local | 0 | 0 | 0 | 0 | 0 |
| Total | 9,150 | 58,474 | 79,099 | 4,099 | 150,822 |

5307C – Capital Program (in \$1,000s)

| | 2025 | 2026 | 2027 | 2028 | Total |
|---------|--------|--------|--------|--------|---------|
| Federal | 31,690 | 19,552 | 42,952 | 79,880 | 174,074 |
| State | 7,923 | 4,888 | 10,738 | 19,970 | 43,519 |
| Local | 0 | 0 | 0 | 0 | 0 |

| 23/232 | Total | 39,613 | 24,440 | 53,690 | 99,850 | 217,593 |
|--------|-------|--------|--------|--------|--------|---------|
|--------|-------|--------|--------|--------|--------|---------|

5307O – Operating Subsidy Program (in \$1,000s)

| | 2025 | 2026 | 2027 | 2028 | Total |
|---------|-------|-------|-------|-------|-------|
| Federal | 615 | 615 | 615 | 615 | 2,461 |
| State | 0 | 0 | 0 | 0 | 0 |
| Local | 615 | 615 | 615 | 615 | 2,461 |
| Total | 1,231 | 1,231 | 1,231 | 1,231 | 4,922 |

5310E – Program Enhanced Mobility (in \$1,000s)

| | 2025 | 2026 | 2027 | 2028 | Total |
|---------|------|-------|-------|-------|-------|
| Federal | 788 | 801 | 801 | 801 | 3,190 |
| State | 0 | 0 | 0 | 0 | 0 |
| Local | 197 | 200 | 200 | 200 | 798 |
| Total | 986 | 1,001 | 1,001 | 1,001 | 3,988 |

Air Quality Conformity

Overview

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

The Housatonic Valley MPO is currently included within the Attainment and Attainment/Maintenance Area for PM2.5. For Ozone, HVMPO is in the *New York - Northern New Jersey - Long Island* (NY-NJ-LI) Moderate Ozone Area and the *Greater CT* Moderate Ozone Non-Attainment Areas. As a result of these designations, HVMPO TIP projects must demonstrate conformity with NAAQS standards and goals for the area. To demonstrate conformity, project emissions from the TIP should be at or less than the SIP for each respective pollutant. As seen in the charts on the next page, and according to CTDOT, the expected emissions from the action scenarios are within the emissions budget for each pollutant.

In Connecticut, the Connecticut Department of Transportation (CTDOT) is responsible for conducting detailed transportation and air quality modeling, issuing conformity determinations relative to NAAQS and the SIP. CTDOT has determined that the 2025-2028 TIP is in compliance with applicable air quality requirements. For

the complete report, please visit the air quality conformity page on the Connecticut Department of Transportation's website.

Maps and Charts

The charts on the following page depict emissions estimates and budgets of fine particulate matter (PM2.5), volatile organic compounds (VOC), and nitrogen oxide (NOx) in the Ozone and PM2.5 areas of which HVMPO is a part.

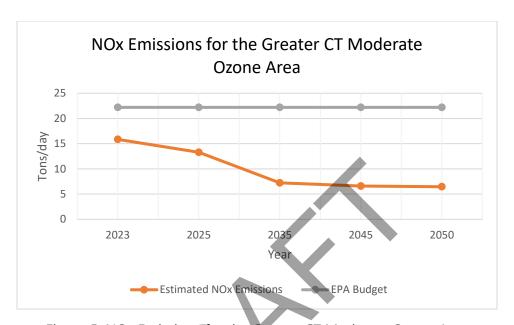


Figure 5. NOx Emissions for the Greater CT Moderate Ozone Area

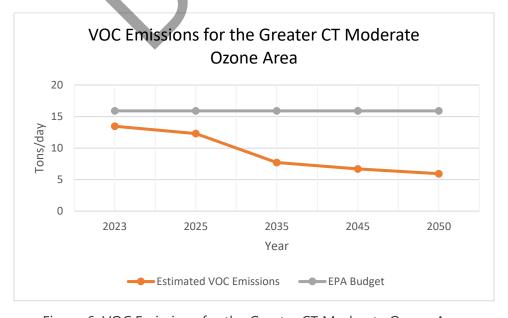


Figure 6. VOC Emissions for the Greater CT Moderate Ozone Area

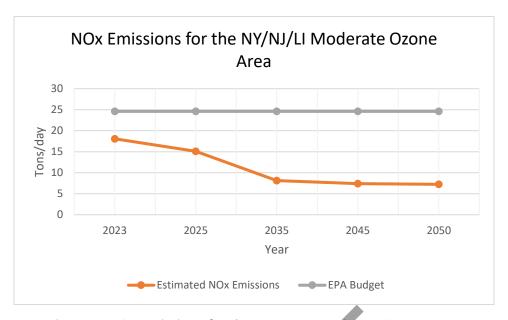


Figure 7. NOx Emissions for the NY/NJ/LI Moderate Ozone Area

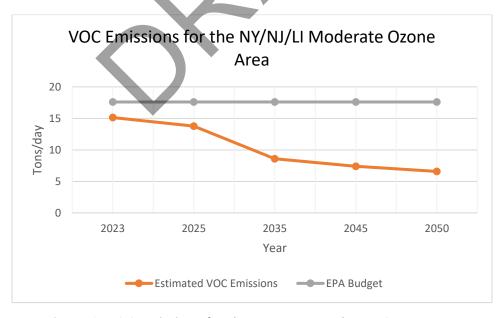


Figure 8. VOC Emissions for the NY/NJ/LI Moderate Ozone Area

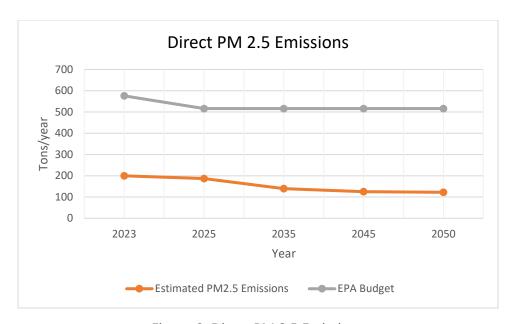


Figure 9. Direct PM 2.5 Emissions

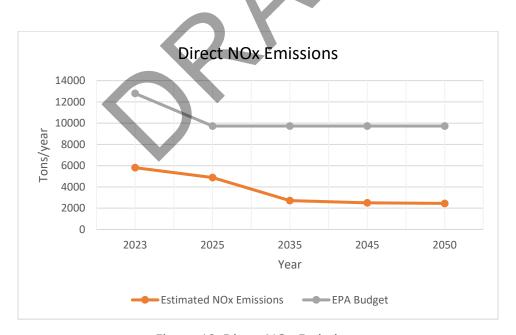


Figure 10. Direct NOx Emissions

Air Quality Conformity- Ozone

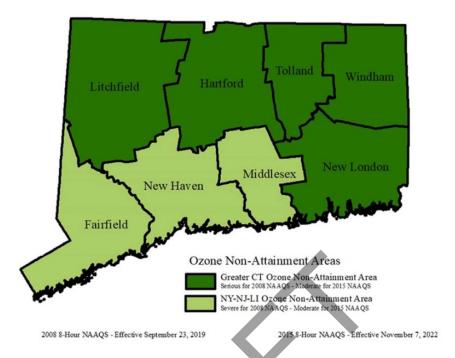


Figure 11. Connecticut Ozone Non-attainment Areas

Air Quality Conformity- PM 2.5

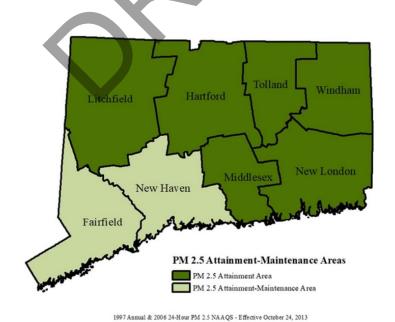


Figure 12. Connecticut PM2.5 Attainment/Maintenance Area

Performance-Based Planning and Programming

In accordance with federal requirements, "The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decision-making to support the national goals...".

The Final Rule on Statewide and Metropolitan Transportation Planning established new requirements for MPOs to coordinate with transit providers, set performance targets, and integrate those targets into the planning process. The MPOs are responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the SWRMPO and HVMPO region. In May 2018, HVMPO and SWRMPO amended their respective Unified Planning Work Programs to include a Statement of Cooperation with CTDOT outlining the MPO's role and responsibilities in performance-based planning and programming.

Performance Measures use system information to support investment and policy decisions that help achieve these goals. Federal law requires a performance-driven and outcome-based approach for transportation planning and programming as per 23 USC § 134(c)(1); 49 USC § 5303(c)(1). Performance Measures support 3C planning and facilitates quantitative planning approaches. The Federal Highway Administration and Federal Transit Administration regulations governing federal transportation assistance require MPOs to integrate data-driven performance targets into their planning documents. As per 23 CFR 450.324 and 23 CFR 450.326, MPO's are required to incorporate performance targets and performance-based plans into their Transportation Improvement Programs (TIPs) and Metropolitan Transportation Plans.

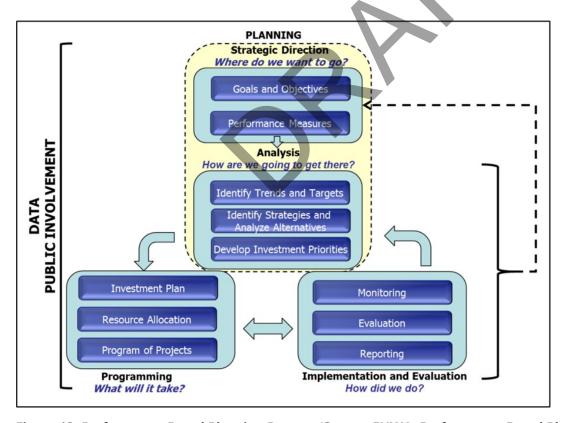


Figure 13. Performance-Based Planning Process (Source: FHWA, Performance-Based Planning and Programming Guidebook, page 14)

Performance-Based Planning and the MPO Planning Process

Performance Management Areas:

Highway Safety

Highway Asset Management

System Performance

Freight Movement

On-Road Mobile Source Emissions

Transit Asset Management

Transit Safety

Per the federal requirements performance measures and the setting of targets are established in a collaborative process. The MPO collaborates with CTDOT and transit providers regarding target setting methodology and reporting.

WestCOG also hosts the South Western Region Metropolitan Planning Organization (SWRMPO) and strongly believes in inter-regional and MPO coordination, including between SWRMPO and HVMPO. To that end, information on performance measures are provided for both SWRMPO and HVMPO in this section; references to SWRMPO are included for reference-purposes. Following the establishment of targets by CTDOT or a transit provider, the MPOs have 180 days to develop their own targets or support the established targets.

To facilitate this process, staff provide an overview of the performance measure area targets to the Technical Advisory Group (TAG). Members of the TAG review this information and provide a recommendation to the MPO Policy Boards to either support the targets or establish different targets for the MPOs.

The following section provides an overview of the performance management areas, progress made towards achieving targets that were referenced in the 2021-2024 TIP report, and the current targets the MPOs have endorsed as of the writing of this report.

The projects included in the 2025-2028 TIP provide a multitude of benefits for the transportation system. The full project listing (provided above) includes performance measure categories highlighting up to three performance measures that a project may support. As demonstrated in the project listing, many of the highway and transit projects support more than one performance measure. For example, projects that support System Performance (Level of Travel Time Reliability, Peak Hour Excessive Delay, Percent Non-SOV travel), may also support Freight Movement, Pavement Conditions, or Highway Safety.

Highway Safety

Federal Highway Administration published a Final Rule to establish Safety Performance Measures for State Department of Transportation to carry out the Highway Safety Improvement Program (HSIP). The HSIP is a federal-aid program which seeks to reduce traffic fatalities and serious injuries on all public roads. The FHWA Safety Metrics are safety-related and included the following categories:

- Number of Fatalities
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT)
- Number of Serious Injuries
- Rate of Serious Injuries per 100 million VMT
- Number of Non-Motorized Fatalities and Serious Injuries

Highway safety data is evaluated on an annual basis and new targets are established each year by CTDOT and reviewed by the MPOs. Table 3 references the 2020 safety targets that were endorsed by HVMPO and SWRMPO and referenced in the 2021-2024 TIP report as well as the actual performance of that reporting period. Based on CTDOT's reporting for the 2020 targets, progress was made on decreasing the number and rate of serious injuries, however the targets related to fatalities and non-motorized users increased.

In February 2024, HVMPO and SWRMPO reviewed and endorsed a resolution supporting CTDOT's established targets for 2024 (as reflected in the last column in Table 3). According to CTDOT's analysis, data has indicated crashes involving fatalities and non-motorized users has been increasing while crashes involving serious injuries have slightly decreased. CTDOT has established more aggressive safety targets to reflect their commitment to improving safety for all roadway users.

Guidance from FHWA recommends that states must set realistic targets otherwise penalties can be issued to specific highway safety funding. Although the need for attainable short-term targets is understood, zero fatalities and serious injuries remain the long-term vision of HVMPO and SWRMPO. WestCOG works to promote safety by:

- Evaluating and prioritizing projects that address safety issues in transportation programs such as LOTCIP and TAP.
- Supporting countermeasures from the Regional Transportation Safety Plan, which identifies high crash locations and determines if infrastructure, behavioral education and/or enforcement improvements are needed.
- Participating in the development of the CTDOT Strategic Highway Safety Plan and membership on its committee.
- Active membership on the Safety Circuit Rider Advisory Committee, Connecticut Training and Technical Assistance Center (T2 Center).
- Evaluating safety as part of ongoing transportation planning projects and corridor studies.
- Applying to transportation grant programs, such as Safe Streets and Roads for All, to implement systemic
 safety treatments across HVMPO and SWRMPO municipalities. In December 2023, USDOT awarded
 WestCOG's SS4A application which will fund safety improvements at approximately 90 locations across the
 region; these improvements were identified as recommendations in WestCOG's Regional Transportation
 Safety Plan.

As of the writing of this document, there are 35 projects proposed in the 25-28 TIP that will support highway safety and work towards achieving the targets endorsed by HVMPO.

As of the writing of this document, there are 55 projects proposed in the 25-28 TIP that will support highway safety and work towards achieving the targets endorsed by SWRMPO.

Table 3. Highway Safety Performance Measures

| Performance Measure | 2020 Targets | 2020 Actual Performance | 2024 Targets |
|--|--------------|-------------------------|--------------|
| Number of Fatalities | 277 | 284.4 | 270 |
| Rate of Fatalities per 100 million VMT | 0.883 | 0.912 | 0.850 |
| Number of Serious Injuries | 1,574 | 1,467.8 | 1,300 |
| Rate of Serious Injuries per 100 million VMT | 4.931 | 4.696 | 4.300 |
| Number of Non-motorized Serious Injuries and | 307.2 | 322.2 | 280 |
| Fatalities | | | |

Highway Asset Management

Pavement Conditions

Federal guidance focuses the Pavement Condition Performance Measures on the National Highway System (NHS) Infrastructure Management on the network of strategic highways, including interstates and other roads that serve major airports, rail or truck terminals, and other strategic transport facilities. The Performance Measure tracks the percent of the Interstate and National Highway System (NHS) in "Good" and "Poor" condition. Pavement condition is determined by measuring roughness, cracking, rutting, and faulting.

The MPOs endorsed resolutions supporting the Pavement Condition Measures targets established by CTDOT on November 15, 2018 as reflected in Table 4. In December 2022, CTDOT established new targets for the next performance period (2022-2025) which can be found in Table 5. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

Pavement conditions across the state have improved since the 2018-2021 performance period (Table 4). For both interstates and non-interstate NHS roadways, the percent in good and poor condition exceeded the targets established by CTDOT. Both MPOs continue to support CTDOT in achieving these targets by endorsing funding for pavement preservation projects. At the local level, WestCOG facilitated coordination with the Connecticut Advanced Pavement Laboratory (CAP Lab) to host a roundtable discussion with municipalities concerning longevity of pavement projects and best practices. Core samples were collected throughout the region and tested by the CAP Lab. Results of this analysis were shared with the municipalities and recommendations were provided to assist with future paving projects.

Table 4. 2018-2021 Pavement Performance Measures

| | 2018 Baseline Conditions | | 2-year targets (2019) | | 4-year targets (2021) | |
|-----------------------------|-----------------------------|--------|-----------------------|--------|-----------------------|-------|
| | Good % | Poor % | Good % | Poor % | Good % | Poor% |
| Interstate Pavement | 66.2 | 2.2 | 65.5 | 2.0 | 64.4 | 2.6 |
| Non-Interstate NHS Pavement | 37.9 | 8.6 | 36.0 | 6.8 | 31.9 | 7.6 |

Table 5. 2022-2025 Pavement Performance Measures

| | 2018-2021 Actual Performance | | 2-year targets (2023) | | 4-year targets (2025) | |
|-----------------------------|---------------------------------|--------|--------------------------|--------|--------------------------|-------|
| | Good % | Poor % | Good % | Poor % | Good % | Poor% |
| Interstate Pavement | 68.6 | 0.2 | 72.0 | 1.0 | 70.0 | 1.3 |
| Non-Interstate NHS Pavement | 37.9 | 1.8 | 37.0 | 2.7 | 35.0 | 3.5 |

Bridge Conditions

Federal Highway Administration published a Final Rule to establish Bridge Condition Performance Measures for the National Highway Performance Program. This target measures the percent of National Highway System (NHS) Infrastructure Management bridges in "Good" and "Poor" condition.

Bridge condition is calculated using National Bridge Inventory condition ratings for bridge decks, superstructures, substructures, and culverts. Bridges located on off -& on- ramps connected to the NHS are included in the rule.

The MPOs endorsed resolutions supporting the Bridge Condition Measures targets established by CTDOT on November 15, 2018 as reflected in Table 6. In December 2022, CTDOT established new targets for the next performance period (2022-2025) which can be found in Table 7. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

According to CTDOT, bridge conditions have not improved since the 2018-2021 performance period. This highlights the importance of continued investment for bridge upgrades and preservation projects. Over the next performance period, CTDOT projects a slight improvement in the percent of bridges in good condition.

As of the writing of this document, there are 53 projects proposed in the 25-28 TIP that will support highway asset management and work towards achieving the pavement and bridge condition targets endorsed by HVMPO.

As of the writing of this document, there are 63 projects proposed in the 25-28 TIP that will support highway asset management and work towards achieving the pavement and bridge condition targets endorsed by SWRMPO.

Table 6. 2018-2021 Bridge Performance Targets

| | Conditions | | 2-year targets (2019) | | 4-year targets (2021) | |
|----------------------|------------|--------|-----------------------|--------|-----------------------|-------|
| | Good % | Poor % | Good % | Poor % | Good % | Poor% |
| NHS Bridge Condition | 18.1 | 15.0 | 22.1 | 7.9 | 26.9 | 5.7 |

Table 7. 2022-2025 Bridge Performance Targets

| | 2018-2021 Actual | | 2-year targets (2023) | | 4-year targets (2025) | |
|----------------------|------------------|--------|-----------------------|--------|-----------------------|-------|
| | Performance | e | | | | |
| | Good % | Poor % | Good % | Poor % | Good % | Poor% |
| NHS Bridge Condition | 13.6 | 7.9 | 14.2 | 6.2 | 14.5 | 6.0 |

System Performance

Reliability

The performance of the NHS target measures the percent of Interstate and National Highway System (NHS) person-miles that are "reliable" for the National Highway Performance Program (NHPP). Reliability is defined as the ratio of the 80th percentile travel time of a reporting segment to the 50th percentile travel time.

The MPOs endorsed resolutions supporting the Performance of National Highway System targets established by CTDOT on November 15, 2018, as reflected in Table 8. In December 2022, CTDOT established new targets for the next performance period (2022-2025) which can be found in Table 9. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023. Reliability has improved since the 2018-2022 performance period, though some of this may be attributed to the dramatic changes in travel patterns experienced during the pandemic. CTDOT did not include 2020 and 2021 data when projecting future trends to establish targets for the next four years. CTDOT projects that reliability is going to worsen over the next four years, though the target is still an improvement from the 2018 baseline condition.

Table 8. 2018-2021 Reliability Performance Targets

| | 2018 Baseline Condition | 2-year targets (2019) | 4-year targets (2021) | |
|--------------------|-------------------------|-----------------------|-----------------------|--|
| | Reliable % | Reliable % | Reliable % | |
| Interstate | 78.3 | 75.2 | 72.1 | |
| Non-Interstate NHS | 83.6 | 80.0 | 76.4 | |

Table 9. 2022-2025 Reliability Performance Targets

| | 2018-2021 Actual Performance | 2-year targets (2023) | 4-year targets (2025) | |
|--------------------|------------------------------|-----------------------|-----------------------|--|
| | Reliable % | Reliable % | Reliable % | |
| Interstate | 86.2 | 78.6 | 78.6 | |
| Non-Interstate NHS | 90.0 | 84.9 | 84.9 | |

Peak Hour Excessive Delay (PHED)

The PHED measure calculates the amount of person-time spent in excessive delay. The calculation compares actual travel speed to the official speed limit, and excessive delay is defined as when the travel speed was below 60% of the speed limit or 20mph.

This is a new performance measure for urbanized areas with populations over 200,000. CTDOT established targets for the Bridgeport-Stamford UZA for the second performance period beginning in 2022. These targets, shown in Table 10 were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

Table 10. 2022-2025 Peak Hour Excessive Delay Performance Targets

| | 2018-2022 Performance Period | 2-year targets (2023) | 4-year targets (2025) | | |
|---|------------------------------------|-----------------------------|-----------------------------|--|--|
| Annual | ** | 20.0 | 21.9 | | |
| PHED per | | | | | |
| capita | | | | | |
| **This measure was not applicable for the Bridgeport- | | | | | |

**This measure was not applicable for the Bridgeport-Stamford UZA in the 2018-2022 first performance period.

Non-Single Occupancy Vehicle (Non-SOV) Travel

The Non-SOV measure is calculated to assess the use of other transportation modes besides single occupancy vehicle travel. Other modes include transit, working from home, bicycle, or pedestrian travel.

This is a new performance measure for urbanized areas with populations over 200,000. CTDOT established targets for the Bridgeport-Stamford UZA for the second performance period beginning in 2022 and these targets were endorsed by SWRMPO in May 2023 (Table 11).

HVMPO and SWRMPO support CTDOT in working towards progress on reliability, peak hour excessive delay, and non-SOV travel by investing in projects that will improve efficiency, expand and enhance transit service, and improve bicycle and pedestrian facilities.

As of the writing of this document, there are 20 projects proposed in the 25-28 TIP that will support system reliability and work towards achieving the reliability, PHED, and non-SOV targets endorsed by HVMPO.

As of the writing of this document, there are 23 projects proposed in the 25-28 TIP that will support system reliability and work towards achieving the reliability, PHED, and non-SOV targets endorsed by SWRMPO.

Table 11. 2022-2025 Non-SOV Performance Targets

| | 2018-2022 | 2-year | 4-year |
|---------|-------------|---------|---------|
| | Performance | targets | targets |
| | Period | (2023) | (2025) |
| Percent | ** | 27.8 | 27.8 |
| Non-SOV | | | |
| | | | |

^{**} This measure was not applicable for the Bridgeport-Stamford UZA in the 2018-2022 first performance period.

Freight Movement

The Freight Movement on the Interstate target for the National Highway Freight Program (NHFP) is measured using the truck travel time reliability index (TTTR) along the Interstate system. TTTR is measured as the ratio between the worst congestion experienced along a segment (95th percentile) and the average congestion along that segment (50th percentile).

This target is measured using the truck travel time reliability index (TTTR) along the Interstate system.

TTTR is measured as the ratio between the worst congestion experienced along a segment (95th percentile) and the average congestion along that segment (50th percentile). As defined by FHWA, TTTR is considered reliable if the index is less than 1.5.

The MPOs endorsed resolutions supporting the Freight Movement on the Interstate System targets established by CTDOT on November 15, 2018, as reflected in Table 12. In December 2022, CTDOT established new targets for the next performance period (2022-2025) which can be found in Table 13. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

Since the last performance period, TTTR has improved and exceeded the targets established by CTDOT for the previous performance period in 2018. This is likely a reflection of the reduced congestion noted during the pandemic and may not be permanent trend. When evaluating trends and establishing targets for the new performance period, CTDOT did not include 2020 and 2021 data. CTDOT projects that the TTTR index is expected to increase over the next four years, this may be a result of a return to normal traffic volumes.

As of the writing of this document, there are 10 projects proposed in the 25-28 TIP that will support freight movement and work towards achieving the targets endorsed by SWRMPO.

As of the writing of this document, there are 15 projects proposed in the 25-28 TIP that will support freight movement and work towards achieving the targets endorsed by SWRMPO.

Table 12. 2018-2021 TTTR Performance Targets

| | 2018 Baseline Condition | 2-year targets (2019) | 4-year targets (2021) |
|------------|-------------------------------|-----------------------------|-----------------------------|
| Interstate | 1.75 | 1.79 | 1.83 |
| TTTR | | | |

Table 13. 2022-2025 TTTR Performance Targets

| | 2018-2021 | 2-year | 4-year | |
|------------|-------------|---------|---------|--|
| | Performance | targets | targets | |
| | Period | (2023) | (2025) | |
| Interstate | 1.56 | 1.95 | 2.02 | |
| TTTR | | | | |

On-Road Mobile Source Emissions

The Congestion Mitigation & Air Quality Improvement Program, or the On Road Mobile Source Emissions target, is measured by cumulative emissions of pollutants per day. This measure consists of the cumulative 2-year and 4-year Emissions Reductions (kg/day) for CMAQ-funded projects. The current and future targets reflect the rate of reduction in emissions. It covers the following pollutants: Nitrogen Dioxide (NOx), Carbon Monoxide (CO), Particulate Matter (PM10 and PM2.5), Ozone (O3), and Volatile Organic Compounds (VOCs). The contribution of a given project towards emissions reduction are only counted in the project's initial year.

This measure consists of the cumulative 2-year and 4-year Emissions Reductions (kg/day) for CMAQ-funded projects. The current and future targets reflect the rate of reduction in emissions. This performance management area covers the following pollutants: Nitrogen Dioxide (NOx), Carbon Monoxide (CO), Particulate Matter (PM10 and PM2.5), Ozone (O3), and Volatile Organic Compounds (VOCs).

The contribution of a given project towards emissions reduction are only counted in the project's initial year.

The MPOs endorsed resolutions supporting the Congestion Mitigation and Air Quality (CMAQ) Program Measures- On-Road Mobile Source Emissions targets established by CTDOT on November 15, 2018 (Table 14). In December 2022, CTDOT established new targets the next performance period (2022-2025) which can be found in Table 15. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023. HVMPO and SWRMPO support CTDOT in improving air quality and working towards progress on these targets. Specific funding programs like CMAQ have funded projects in HVMPO and SWRMPO that have reduced emissions.

As of the writing of this document, there are 43 projects proposed in the 25-28 TIP that will support air quality and work towards achieving the On-Road Mobile Source Emissions targets endorsed by HVMPO.

As of the writing of this document, there are 44 projects proposed in the 25-28 TIP that will support air quality and work towards achieving the On-Road Mobile Source Emissions targets endorsed by HVMPO.

Table 14. 2018-2021 On-Road Mobile Source Emissions Performance Targets

| | 2018 Baseline Con | dition | 2-year targets (2019) | 4-year targets (2021) |
|---------------------------|-------------------|-------------------|--------------------------|-----------------------|
| | 2-year cumulative | 4-year cumulative | 2-year | 4-year |
| | kg/day | kg/day | cumulative | cumulative |
| | <u> </u> | | kg/day | kg/day |
| Volatile Organic | 10.820 | 263.890 | 19.320 | 30.140 |
| Compounds (VOC) | | | | |
| Nitrogen oxide (NOx) | 34.680 | 462.490 | 67.690 | 102.370 |
| Particulate Matter(PM2.5) | 1.040 | 12.950 | 1.632 | 2.674 |

Table 15. 2022-2025 On-Road Mobile Source Emissions Performance Targets

| | Baseline | 2-year targets (2023) | 4-year targets (2025) | |
|---------------------------|-------------------|-----------------------|-----------------------|--|
| | 4-year cumulative | 2-year cumulative | 4-year cumulative | |
| | reduction kg/day | reduction kg/day | reduction kg/day | |
| Volatile Organic | 0.0 | 87.346 | 87.346 | |
| Compounds (VOC) | | | | |
| Nitrogen oxide (NOx) | 0.0 | 81.978 | 81.978 | |
| Particulate Matter(PM2.5) | 0.0 | 6.290 | 6.290 | |

Transit Asset Management

FTA's Transit Asset Management (TAM) Performance Measure set performance targets for achieving a State of Good Repair (SGR). TAM applies to recipients and sub-recipients who own, operate, or manage public transportation capital assets. CTDOT's Public Transportation Transit Asset Management Plan (PT-TAMP) and Transit Asset Management Group Plan (Group-TAMP) outline strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and budgets to achieve state of good repair (SGR) goals. In HVMPO and SWRMPO, this includes: Metro-North Railroad (Tier 1), CTtransit Stamford (Tier 1), Norwalk Transit District (Tier 2), and Housatonic Area Regional Transit (Tier 2). Target setting is coordinated with CTDOT and transit operators. The MPOs will continue to actively coordinate with these entities.

FTA's Transit Asset Management Final Rule (TAM) Performance Measures set performance targets for achieving a state of good repair for the following four asset categories:

- Rolling Stock: The percentage of revenue vehicles (by type) that exceed the useful life benchmark (ULB).
- **Equipment:** The percentage of non-revenue service vehicles (by type) that exceed the ULB.
- **Facilities:** The percentage of facilities (by group) that are rated less than 3.0 on the Transit Economic Requirements Model (TERM) Scale.
- **Guideway Infrastructure:** The percentage of track segments (by mode) that have performance restrictions. Track segments are measured to the nearest 0.01 of a mile.

HVMPO and SWMRPO endorsed resolutions supporting the initial State of Good Repair (SGR) Performance Targets set by CTDOT for 2018-2021 to comply with the FTA Transit Asset Management Final Rule on June 15, 2017. CTDOT has established new targets for the next performance period, 2022-2025, as reflected in Table 16, Table 17, and Table 18. These targets were reviewed and endorsed by HVMPO and SWRMPO in February 2023. The most recently available Transit Asset Management Performance Targets for services operating in HVMPO and SWRMPO are shown in Table 16, Table 17, and Table 18.

Most of the 2018-2021 and 2022-2025 targets are unchanged. In general, when comparing Tier 1 FY21 actual performance numbers with Tier 1 targets, revenue vehicle SGR showed increased investment, while increased investment in service vehicles is needed. The exception to this is in cutaway vehicles, for which investment is needed. It is WestCOG's understanding that supply chains for all vehicles, particularly for transit vehicles, underwent stress (and delays) during the past four years and consequently this had a negative impact upon the transit agencies.

Table 16. TAM Performance Targets - Tier 1

| Tier 1 | Asset | Connecticut ULB | 2018 – 2021 Targets | FY 21 Actual Performance | 2022 – 2025 Targets | FY23 Actual Performance | |
|---|--------------------------------------|--------------------|---------------------------|-----------------------------|---------------------------|----------------------------|--|
| Rail Revenue Vehicles | Commuter rail locomotive (MNCW) | 35 years | 13% | 37% | 13% | 0% | |
| | Commuter rail coach (MNCW) | 35 years | 13% | 38% | 13% | 40.43% | |
| | Commuter rail self- propelled car | 35 years | 13% | 0% | 13% | 0% | |
| Rail Service Vehicles | Rubber Tire Vehicle (Truck) | 14 years | 7% | 37% | 7% | n/a | |
| | Automobiles | 5 years | 17% | 100% | 17% | n/a | |
| | SUVs | 5 years | 17% | 72% | 17% | n/a | |
| | Vans | 5 years | 17% | 100% | 17% | n/a | |
| | Steel Wheel Vehicle | 25 years | 0% | 100% | 0% | 100% | |
| Bus Revenue Vehicles CTtransit | Bus | 12 years | 14% | 22% | 14% | 100% | |
| | Articulated Bus | 12 years | 14% | 49% | 14% | 100% | |
| | Over-the-road Bus | 12 years | 14% | 49% | 14% | 100% | |
| | Cutaway | 5 years | 17% | 100% | 17% | N/A | |
| Bus Service Vehicles CTtransit | Rubber Tire Vehicle (Truck) | 14 years | 7% | 37% | 7% | 50% | |
| | Automobiles | 5 years | 17% | 100% | 17% | 100% | |
| | Vans | 5 years | 17% | 38% | 17% | N/A | |
| | SUVs | 5 years | 17% | 100% | 17% | 57.14% | |
| Tier 1 | Asset | FTA TERM Scale | 2018- 2021 Targets | FY21 Actual Performance | 2022- 2025 Targets | FY23 Actual Performance | |
| Bus Facilities CTtransit | Passenger | TERM 1- 5 | 0% below 3 | 58% | 0% below 3 | 0% below 3 | |
| | Administrative/Maintenance | TERM 1- 5 | 0% below 3 | 0% | 0% below 3 | 16.70% | |
| | | | | | | | |

| Tier 1 | Asset | Current Performance | 2018- 2021 Targets | FY21 Actual Performance | 2022- 2025 Targets | FY23 Actual Performance |
|----------------|--|------------------------|--------------------------|----------------------------|--------------------------|----------------------------|
| Rail (MNCW) | Percentage of track segments with performance restrictions | 3% | 2% | 3% | 4% | 2.42% |
| | | | | | | |

Table 17. TAM Performance Targets - Tier 2 Housatonic Area Regional Transit

| Tier 2 | Asset | Connecticut ULB | 2018- 2021 Targets | FY21 Actual Performance | 2022- 2025 Targets | FY23 Actual Performance |
|----------------------------|----------------------------|--------------------|--------------------------|----------------------------|--------------------------|----------------------------|
| Bus Revenue Vehicles | Bus | 12 years | 14% | 0% | 14% | 0% |
| | Cutaway | 5 years | 17% | 51% | 17% | 52.94% |
| | Mini van | 5 years | 17% | 0% | N/A | N/A |
| Bus Service Vehicles | Trucks | 14 years | 7% | 100% | 7% | N/A |
| | Automobiles | 5 years | 17% | 71% | 17% | N/A |
| | Vans | 5 years | 17% | 100% | 17% | 100% |
| | SUVs | 5 years | 17% | 20% | 17% | 100% |
| | | | | | | |
| Tier 2 | Asset | FTA TERM Scale | 2018- 2021 Targets | FY21 Actual Performance | 2022- 2025 Targets | FY23 Actual Performance |
| Bus Facilities | Passenger | TERM 1- 5 | 0% below 3 | 0% | 0% below 3 | 0% |
| | Administrative/Maintenance | TERM 1- 5 | 0% below 3 | 10% | 0% below 3 | 0% |

Table 18. TAM Performance Targets – Tier 2 Norwalk Transit District

| Tier 2 | Asset | Connecticut ULB | 2018- 2021 | FY21 Actual Performance | 2022- 2025 | FY23 Actual Performance |
|-------------------------|-------------|--------------------|---------------|-------------------------|---------------|-------------------------|
| | | | Targets | | Targets | |
| Bus Revenue | Bus | 12 years | 14% | 5% | 14% | 11.43% |
| Vehicles | | | | | | |
| | Cutaway | 5 years | 17% | 57% | 17% | 100% |
| | Mini van | 5 years | 17% | 100% | 17% | N/A |
| Bus Service Vehicles | Trucks | 14 years | 7% | 22% | 7% | N/A |
| | Automobiles | 5 years | 17% | 100% | 17% | N/A |
| | Vans | 5 years | 17% | 71% | 17% | N/A |

| SUVs | | 5 years 17 | | 81% | 17% | 100% |
|------------|----------------------------|------------|---------|-------------|---------|-------------|
| | | | | | | |
| Tier 2 | Asset | FTA TERM | 2018- | FY21 Actual | 2022- | FY23 Actual |
| | | Scale | 2021 | Performance | 2025 | Performance |
| | | | Targets | | Targets | |
| Bus | Passenger | TERM 1- 5 | 0% | 6% | 0% | 0% |
| Facilities | | | below 3 | | below 3 | |
| | Administrative/Maintenance | TERM 1- 5 | 0% | 6% | 0% | 0% |
| | | | below 3 | | below 3 | |

As shown in the tables above, Tier II revenue vehicles are performing well in general; some investment in vans are needed. Tier II passenger facilities are in a comparatively good SGR and improvements to Tier I passenger facilities have been made in the past few years.

HARTransit's fixed-route bus fleet is relatively young – accordingly, its performance was wholly above the 2023 target. Vans and SUVs will require replacement. Plans are underway to replace its paratransit (cutaway) buses. This TIP contains \$3,150,000 for these replacements. HARTransit's passenger and administrative/maintenance facilities remain in SOGR; HARTransit has invested in capital improvements to the interior of its existing operations facility. A fuel tank replacement project will be undertaken during the effective period of this TIP, as well as facility upgrades to accommodate battery electric buses.

Metro-North Railroad: very good State of Good Repair (SOGR) for locomotives and self-propelled coaches. Some investment is needed in trailer coaches and admin/maintenance facilities; much investment is needed in steel-wheel vehicles. MNCW has successfully prevented meeting or exceeding its target for slow zones on its system. Within the HVMPO region, no MNCW capital infrastructure projects are known to be planned by CTDOT except for the Danbury Yard Diesel Tank installation, which is programmed for FY 2025 (\$10 million). Any rolling stock procurements, if deployed on the Danbury Branch, will bolster SOGR. It is unclear whether any such vehicles will be put into service during the effective period of this TIP.

As of the writing of this document, there are 46 projects proposed in the 25-28 TIP that will support Transit Asset Management and work towards achieving targets endorsed by HVMPO.

As of the writing of this document, there are 62 projects proposed in the 25-28 TIP that will support Transit Asset Management and work towards achieving targets endorsed by SWRMPO.

Transit Safety

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers, State Departments of Transportation (DOT) and MPOs to establish transit Safety Performance Targets to address Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets. Transit providers may also choose to establish additional targets for the purpose of safety performance monitoring and measurement.

Transit authorities and regional transit authorities are required to establish a total of seven targets pertaining to the following four safety performance management measures:

- **Fatalities:** Total number of fatalities reported to the National Transit Database and rate per total Vehicle Revenue Miles (VRM) by mode.
- **Injuries:** Total number of injuries reported to the National Transit Database and rate per total VRM by mode.
- **Safety Events**: Total number of safety events reported to the National Transit Database and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode.

It is each MPO's responsibility to establish its own regional transit safety performance targets in consultation with the transit operators in its region. For the HVMPO region, WestCOG staff consulted with HARTransit. For the SWRMPO region, staff consulted with both CTDOT (on behalf of CTtransit Stamford) and the Norwalk Transit District (NTD). Note that CTDOT/CTtransit and NTD each submitted individual targets for the modes that they operate in the SWRMPO region. In addition, CTtransit subsequently provided safety performance targets for services operated from its Stamford garage. Taken together, the Safety Performance Targets adopted by the transit agencies are intended to guide each MPO's development of transit performance targets (23 CFR § 450.306(d)(3) of the FTA/FHWA joint planning rule); each MPO can choose to adopt a transit authority's targets or set its own. MPOs must establish their initial safety targets no more than 180 days after receipt of the Agency Safety Plan from public transportation providers. HVMPO and SWRMPO subsequently endorsed their initial transit 2021 Safety Performance Targets on September 16, 2020 and November 10, 2020, respectively. Table 19, Table 20, and Table 21. reflect the initial 2021 targets as well as the new targets that were reviewed and endorsed in February 2023.

SWRMPO region's transit providers maintained their targets for fatalities and reduced the target number for injuries and MB/DR-DO Safety Events. Significant progress was also made in increasing the targets for Mean Distances Between (Vehicle) Failures. HVMPO region's transit provider maintained their targets for fatalities, injuries, safety events and system reliability.

As of the writing of this document, there are 24 projects proposed in the 25-28 TIP that will support Transit Safety and work towards achieving targets endorsed by HVMPO.

As of the writing of this document, there are 43 projects proposed in the 25-28 TIP that will support Transit Safety and work towards achieving targets endorsed by SWRMPO.

Table 19. SWRMPO Safety Performance Targets 2021

| Mode of Transit Service | Fatalit | ies | Injuries | 5 | Safety Events | | System Reliability – Mean Distance Between Failures |
|-------------------------------|---------|-----------------------|----------|-----------------------|---------------|-----------------------|--|
| | Total | Per 100,000 VRM | Total | Per 100,000 VRM | Total | Per 100,000 VRM | VRM/Mechanical Failures |
| MB | 0 | 0 | 15 | 0.46 | 76 | 3.8 | 13,700 |
| DR-DO | 0 | 0 | 13 | 1.62 | 4 | .50 | 22,300 |
| DR-PT | 0 | 0 | 0 | 0.00 | 1 | 0.12 | 50,744 |

Table 20. SWRMPO Safety Performance Targets 2023

| Mode of Transit Service | Fatalit | ies | Injuries | 5 | Safety Events | | System Reliability – Mean Distance Between Failures |
|-------------------------------|---------|-----------------------|----------|-----------------------|---------------|-----------------------|--|
| | Total | Per 100,000 VRM | Total | Per 100,000 VRM | Total | Per 100,000 VRM | VRM/Mechanical Failures |
| MB | 0 | 0 | 12 | 0.8 | 49 | 3.0 | 22,044 |
| DR-DO | 0 | 0 | 4 | .59 | 2 | .2 | 125,000 |
| DR-PT | 0 | 0 | 0 | .19 | 3 | .3 | 55,000 |

MB: Motorbus, e.g. fixed-route service; DR-DO: Demand Response, e.g. paratransit services; DR-PT: Demand Response, Purchased Transportation, e.g. paratransit services

Table 21. HVMPO Safety Performance Targets 2021-2023*

| Mode of Transit Service | Fatalitie | es | Injuries | njuries | | vents | System Reliability – Mean Distance Between Failures |
|----------------------------|-----------|----------------|----------|----------------|-------|----------------|---|
| | Total | Per 100,000 | Total | Per 100,000 | Total | Per 100,000 | VRM/Mechanical Failures |
| | | VRM | | VRM | | VRM | |
| MB | 0 | 0 | 7 | .6 | 5 | .5 | 25,800 |
| DR | 0 | 0 | 3 | .6 | 3 | .6 | 10,775 |

MB: Motorbus, e.g. fixed-route service; DR-DO: Demand Response, e.g. paratransit services *per HARTransit, the 2023 targets are unchanged from 2021.

Public Involvement

Opportunities for public involvement are a cornerstone of the federal transportation planning process. This includes providing opportunities for access and review of the HVMPO draft 2025-2028 TIP and related documents. A public comment period begins at noon March 1, 2024 and concludes at noon on April 1, 2024.

The public comment period is announced in accordance with HVMPO's Public Involvement Plan and legally noticed in the *Danbury News Times* and *La Tribuna*. Additional announcements are issued through media releases, social media, the WestCOG website and newsletter.

Also considered for endorsement are the CT Department of Transportation (CTDOT) draft Air Quality Conformity Determinations for Ozone and Particulates. The draft TIP and draft Air Quality Conformity

Determination documents are available for inspection at westcog.org beginning March 1, 2024. Persons with limited internet access may contact WestCOG by telephone: 475-323-2071, via email: plan@westcog.org or mail the WestCOG office (1 Riverside Road, Sandy Hook, CT 06482) for assistance. Comments on the draft TIP or draft air quality conformity may be made by mail to the WestCOG office, email: plan@westcog.org telephone: 475-323-2071 or at the following public information meetings:

HVMPO Public Information Meeting: Tuesday March 19, 2024 from 7pm-8pm at the Danbury Library- 170 Main Street, Danbury CT 06810

Virtual Public Information Meeting: Thursday March 14, 2024 from 12pm-1pm over Zoom. Please go to westcog.org to access the meeting link.

To register to make a comment at the public information meetings, please contact <u>plan@westcog.org</u> and provide your name as well as the subject matter you are commenting on. Comments will be addressed on a first-come, first-served basis. For language assistance or other accommodations, contact Western Connecticut Council of Governments at least five business days prior to the meeting at help@westcog.org

CTDOT's draft 2025-2028 Statewide Transportation Improvement Program (STIP) will be available for review for a 30-day public comment period from May 1-31, 2024. Comments from the public must be received on or before May 31, 2024. Comments should be emailed to DOT.STIPComments@ct.gov or mailed to Maribeth Wojenski, Bureau of Policy and Planning, Connecticut Department of Transportation, P.O. Box 317546, Newington, Connecticut 06131-7546.

The purpose of the public information meetings and comment period is to present and provide information regarding the process and program details, as well as to receive draft TIP comments. Comments received during the public comment period are documented as part of the public record. Upon receipt of public comments WestCOG acknowledges the correspondence by replying, "Thank you for submitting a comment for the draft 2025-2028 Transportation Improvement Program. Your public comment has been received." Comments received during this time period are recorded, reviewed, and incorporated into the updated TIP as appropriate. An inventory of public comments is provided to TAG and HVMPO members before their respective meetings. Summaries are presented and discussed at the meetings.

Title VI, Limited English Proficiency (LEP), Environmental Justice (EJ)

Title VI and LEP

Title VI, or more specifically 42 United States Code Section 2000d, was enacted as part of the landmark Civil Rights Act of 1964. It prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance. Supplementing the 1964 Civil Rights Act is a 1974 landmark case whereby the United States Supreme Court determined that one specific type of national origin discrimination is that based on a person's inability to speak, read, write, or understand English.

Executive Order 13166 (2000) mandates that persons with Limited English Proficiency (LEP) be provided meaningful access to federally funded programs and activities.

WestCOG receives federal funding for transportation planning and programming from the United States Department of Transportation (USDOT), who has issued policy guidance for their recipients. WestCOG follows USDOT guidance, detailed in WestCOG's *Title VI Compliance, Limited English Proficiency, & Environmental Justice Plan*. For the purposes of the TIP, WestCOG has determined it to be a vital document in the transportation planning process. Outreach has been conducted to Spanish and Portuguese LEP populations through translated legal notices. Public engagement and accessibility is a priority for WestCOG; translation and interpretation services are provided upon request. WestCOG strives to provide maximum opportunity for engagement during the transportation planning and programming process.

Environmental Justice

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

In order for HVMPO planning efforts to comply with EJ mandates, characteristics of the two MPO area populations are evaluated against two factors at the census tract level. Then the two factors are measured against the WestCOG population percentage thresholds. The two factors utilized for each MPO are:

- 1) Percent of minority population, defined as all persons except those identifying themselves as White, non-Hispanic. The percentage of minority population per census tract must be greater than one standard deviation above the mean for the WestCOG population percentage.
- 2) Percent of population below 150% of the poverty line, per census tract, must be greater than one standard deviation above the mean for the WestCOG population below 150% of the poverty line.

As the next step, if a census tract satisfies one threshold, then it is designated as an area for Environmental Justice evaluation.

Using the method described above, an analysis was conducted examining all census tracts in the HVMPO area, with the results as follows:

HVMPO ENVIRONMENTAL JUSTICE AREA DEFINED

The HVMPO regional factors to identify an Environmental Justice Area were as follows:

The percentage of minority population per census tract must be greater than one standard deviation above the mean for the WestCOG population percentage. Threshold: 45%

Percent of population below 150% of the poverty line, per census tract, must be greater than one standard deviation above the mean for the WestCOG population below 150% of the poverty line. Threshold: 22%

In order to meet the criteria as an Environmental Justice Area, a census tract's measurements had to exceed at least one factor's threshold. These conditions were met in 11 of the 51 census tracts in the HVMPO region.

This information is derived from the American Community Survey 2021 5-year estimates.

Source: WestCOG GIS

Analysis

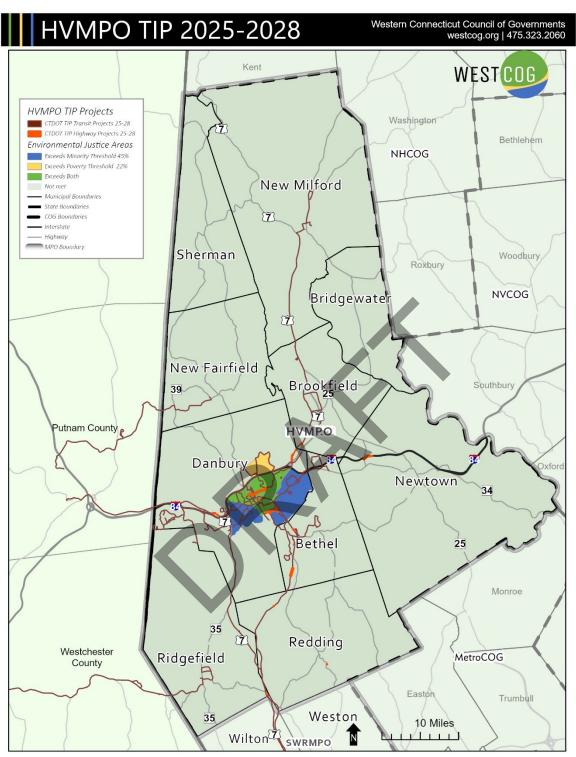
Some projects on the TIP are small-scale projects such as roadway resurfacing, intersection improvements, and signal upgrades. Short-term construction-related impacts associated with these projects are likely to be minimal and affect all users of the transportation system equally. The improvements proposed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

Given the potential projects and equitable distribution of short-term construction related impacts, environmental justice requirements are satisfied following the federally prescribed process consistent with the *Title VI Compliance, Limited English Proficiency, & Environmental Justice Plan*.

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

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

Maps displaying TIP projects and EJ Areas using the criteria can be found below:



Source: U.S. Census, American Community Survey 2021 ACSDT5Y2021.C17002, ACSST5Y2021.S0601 CTDOT 2025-2028 STIP

Resolutions

The draft TIP is being updated and will be considered for endorsement at the HVMPO meeting on April 18, 2024. If endorsed, resolutions signed by the HVMPO Chairman will be placed here.

Appendix A – Funding Source Summaries

Funding Sources

Below are brief descriptions of some common funding programs from various sources that may be used to implement projects in this program. Some programs apportion funding to urbanized areas by formula, while other are discretionary.

Federal Highway Administration (FHWA)

Below are some common funding programs that may be used to implement the highway projects noted in this program:

STP – Surface Transportation Program

The purpose of this program is to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Eligibility under this program is extremely broad, but the program does have a variety of subcategories defined below that limit where the funds can be programmed based on project location.

Bridge projects on Non-NHS roadways that are under \$5 million dollars programmed using STP/STBGFlex (STPA) funds are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

STP Urban

This is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula that is based on the area's relative share of the State's population. Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 include:

- STPH Hartford
- STPB Bridgeport/Stamford STPNH New Haven
- STPNL Norwich/New London (funds apportioned prior to FY24) STPW Worcester
- STPSP Springfield
- STPNY New York (funds apportioned prior to FY24)

Areas with population of not less than 50,000 and not more than 200,00 qualify for:

• STPO – Other Urban funds (BIL funds; however, funds apportioned prior to the BIL can be used in areas with population of not less than 5,000 and not more than 200,000)

Areas with population of not less than 5,000 and not more than 49,999 qualify for:

• STPSU – Small Urban funds (this is a new suballocation under the BIL)

STP-Flex/Anywhere (STPA)

These funds can be used for improvements to eligible roads anywhere in the State, regardless of Rural or Urban designation.

STP Rural (STPR)

These funds can be used for improvements to eligible roads in the Rural areas of the State, which are those areas with population of less than 5,000.

HSIP (or SIPH) - Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The BIL continues the overarching requirement that SIPH funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Projects under \$5 million that are funded with this program are listed on a separate report, the Safety Report. This report is updated at least once every month and included on the STIP website for public review. The largest and most flexible funding source under this program is SIPH, but the program also includes special rules/subcategories that apply depending on certain factor, including:

- SIPR This special rule applies if the fatality rate on rural roads increases over the most recent 2-year period for which data is available, in which case an amount equal to 200% of the State's FY 2009 high-risk rural roads set-aside must be obligated for high-risk rural roads.
- VRUS This special rule applies if vulnerable road user fatalities account for not less than 15% of all annual crash fatalities, in which case not less than 15% of HSIP funds for highway safety improvement projects must be used to address vulnerable road user safety.
- Sect 154 If a State is not in compliance with 23 U.S.C. 154 related to Open Container Laws, a 2.5% penalty is assessed, and funds reserved from its NHPP and/or STP program. A State can elect how these reserved funds will be split between NHTSA, for alcohol-impaired driving programs, and FHWA for HSIP eligible projects.

NFRP – National Highway Freight Program

The purpose of the NHFP is to improve efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and

advanced technology to improve NHFN safety, efficiency and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and Reducing the environmental impacts of freight movement on the NHFN. FHWA apportions funding as a lump sum for each State then divides that total among apportioned programs. Each State's NHFP apportionment is calculated based on a ratio specified in law.

NHPP – National Highway Performance Program

The NHPP is focused on the condition, performance, and resiliency of the National Highway System (NHS), a network of 222,000 system miles of roadways important to the Nation's economy, defense, and mobility which carries 55 percent of Vehicle Miles Travelled nationally. In addition to the Interstate System, the NHS includes the Strategic Highway Network (STRAHNET), major strategic highway network connectors and intermodal connectors, and both urban and rural principal arterials. NHPP funds may be obligated only for a project on an "eligible facility" that is a project, part of a program of projects, or an eligible activity supporting progress toward the purposes of the NHPP program. The purposes of the NHPP program are: 1. to provide support for the condition and performance of the National Highway System; 2. to provide support for the construction of new facilities on the National Highway System; 3. to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in an asset management plan of a State for the National Highway System; and 4. to provide support for activities to increase the resiliency of the National Highway System to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters.

BFP - Bridge Formula Program

The purpose of this program is to provide funds for projects to replace, rehabilitate, preserve, protect, and construct highway bridges. The program sets aside 15% of each State's BFP apportionment for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

Projects programmed in the BFP follow the same methodology for inclusion in the STIP or Bridge Report as bridge projects programmed under other funding sources. Bridge projects on the NHS and over \$5 million require an individual STIP entry. Bridge projects not on the NHS or on the NHS but under \$5 million are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

- BRFP funds for bridges on or off the Federal-aid system
- BRFZ set aside funds for off-system bridges only

TAP – Transportation Alternatives Set-Aside

The purpose of this program is to provide opportunities to fund smaller-scale multimodal transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. Similar to STP, a portion of TAP is suballocated based on population. The following are the subcategories of the TAP:

• TAP-Flex – Anywhere/Flex TAPH – Hartford

- TAPB Bridgeport/Stamford
- TAPNY New York (funds apportioned prior to FY24) TAPS Springfield
- TAPNL- Norwich/New London (funds apportioned prior to FY24)
- TAPNH New Haven TAPW Worcester TAPO Other Urban
- TAPR Rural
- TAPRT Recreational Trails TAPSU Small Urban

All TAP projects are required to be funded through a competitive process.

CMAQ - Congestion Mitigation and Air Quality Program

The Congestion Mitigation and Air Quality Improvement (CMAQ) program provides a funding source for State and local governments to fund transportation projects and programs to help meet the requirements of the Clean Air Act (CAA) and its amendments and is codified at 23 USC Sec 149. CMAQ funds support state- and locally selected transportation projects that reduce mobile source emissions in both current and former areas designated by the U.S. Environmental Protection Agency (EPA) to be in nonattainment or maintenance of the national ambient air quality standards for ozone, carbon monoxide, and/or particulate matter. Many types of projects are eligible under the CMAQ program including electric vehicles and charging stations, diesel engine replacements and retrofits, transit improvements, bicycle and pedestrian facilities, shared micromobility projects including shared scooter systems, and more. In addition to improving air quality and reducing congestion, CMAQ projects can improve equitable access to transportation services, improve safety, and promote application of new and emerging technologies.

Federal Transit Administration (FTA)

Below are brief descriptions of some common funding programs through FTA that may be used to implement the transit projects noted in this program:

Section 5307 – Urbanized Area Formula Funding Program

This program makes federal resources available to urbanized areas and to governors for transit capital and operating assistance in urbanized areas and for transportation-related planning. Funding is made available to public bodies with the legal authority to receive and dispense federal funds. Governors, responsible local officials and publicly owned operators of transit services designate a recipient to apply for, receive, and dispense funds for urbanized areas. Eligible activities include: planning, engineering, design and evaluation of transit projects and other technical transportation-related studies; capital investments in bus and bus-related activities such as replacement, overhaul and rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. In addition, associated transit improvements and certain expenses associated with mobility management programs are eligible under the program. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs.

Section 5337 - State of Good Repair Grants Program

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, State of Good Repair (SGR) grants are eligible for developing and implementing Transit Asset Management plans. Eligible recipients are state and local government authorities in urbanized areas with fixed guideway and high intensity motorbus systems in revenue service for at least seven years. SGR grant funds are available for capital projects that maintain a fixed guideway or a high intensity motorbus system in a state of good repair, including projects to replace and rehabilitate rolling stock, track, line equipment and structures, signals and communications, power equipment and substations, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, operational support equipment, including computer hardware and software.

Section 5339 - Grants for Buses and Bus Facilities Program

This program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles. Eligible recipients include entities that operate fixed route bus service or that allocate funding to fixed route bus operators; and State or local governmental entities that operate fixed route bus service that are eligible to receive direct grants under Sections 5307 and 5311.

Grantees may use up to 0.5 percent of their 5339 allocation on Workforce Development activities.

Section 5310 Transportation Funding Program

This is a federal grant program for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Section 5310 supports transportation services planned, designed, and implemented to serve the special transportation needs of seniors and individuals with disabilities and provides funding for both traditional capital investment (vehicles and associated equipment) and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The Section 5310 grant program is open to private nonprofit organizations, states, or local government authorities, and operators of public transportation. Typical projects include the purchase of accessible vehicles, mobility management programs, travel voucher programs, and operating support of volunteer driver programs or demand response services.

USDOT Discretionary Grant Programs

In addition to formula programs, USDOT offers several discretionary grant programs to help fund transportation projects and programs. These programs are highly competitive, and grants are awarded to projects that demonstrate the strongest need and best meet the merit criteria of the program. Below are a few examples of these programs:

RAISE – Rebuilding American Infrastructure with Sustainability and Equity

This program awards grants for surface transportation infrastructure projects meant to improve safety, environmental sustainability, quality of life and community connectivity, economic competitiveness and opportunity, state of good repair, partnership and collaboration, and innovation. Grants are awarded for both planning and capital expenses. Eligible applicants include states, local governments, public agencies, special purpose districts with a transportation function (MPOs) and Indian Tribes. Capital grants can cover a wide variety of surface transportation projects including improvements to highways, bridges, roads, public transportation, passenger and freight rail, port infrastructure, and intermodal facilities. Eligible activities for planning grants include planning, feasibility studies, community engagement and design.

SS4A - Safe Streets and Roads for All

This funding program will support regional, local, and Tribal initiatives through grants to prevent roadway deaths and serious injuries. The SS4A program supports the Department's National Roadway Safety Strategy and a goal of zero deaths and serious injuries on our nation's roadways. Eligible applicants include Metropolitan Planning Organizations, counties, cities, towns, and other special districts that are subdivisions of a State, and Federally recognized Tribal governments. Eligible activities include "Comprehensive Safety Action Plans" (e.g., Vision Zero plans); planning, design, and development activities in support of an Action Plan; separated bicycle lanes and improved safety features for pedestrian crossings; low-cost safety treatments such as rumble strips, wider edge lines, flashing beacons and better signage along high-crash rural corridors; speed management projects such as traffic calming road design changes and setting appropriate speed limits for all road users; safety enhancements such as safer pedestrian crossings, sidewalks, and additional lighting for people walking, rolling, or using mobility assistive devices; and creating safe routes to school and public transit services through multiple activities that lead to people safely walking, biking, and rolling in underserved communities.

BIP - Bridge Investment Program

The Bridge Investment Program is a competitive, discretionary program that focuses on existing bridges to reduce the overall number of bridges in poor condition, or in fair condition at risk of falling into poor condition. Eligible applicants include States or groups of States, Metropolitan Planning Organizations that serve an urbanized area (as designated by the Bureau of the Census) with a population of over 200,000, Units of local government or groups of local governments, political subdivisions of a State or local government, Special purpose districts or public authorities with a transportation function, Tribal governments or consortia of Tribal governments, Multistate or multijurisdictional groups of entities described above. Projects eligible for funding under BIP include a project (or bundle of projects) to replace, rehabilitate, preserve, or protect a bridge on the National Bridge Inventory (NBI); and projects to replace or rehabilitate culverts on the NBI for the purpose of improving flood control and improved habitat connectivity for aquatic species.

State Funding

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation

Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 percent of the total fund revenue.

Local Funding

Limited projects included in the STIP require a local match to federal funds. The municipality in which these projects are located, are responsible for the local match if required. Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

Other Funding Opportunities

Innovative financing techniques should be explored for opportunities to implement highway and transit projects, these techniques include value capture and public-private partnerships.

Value Capture Mechanisms

It is largely understood that public investments, including transportation improvements, have positive, long-lasting effects on the value of surrounding land. Typically, these values are often only realized in the private real estate market. A value capture mechanism, such as a multijurisdictional, regional Tax Increment Financing (TIF) district, could capture some of the increased property value to pay for transportation improvements. A TIF district can also leverage other public and private funding to support the required improvements.

In 2020, WestCOG was awarded a grant from USDOT through the Better Utilizing Investments to Leverage Development (BUILD) program to fund the "Regional Value Capture Mechanism Study" along the Metro-North Danbury and New Canaan Branch Lines. The purpose of this study is to determine whether a regional value capture mechanism, such as a TIF district or comparable mechanism, can be used on a regional, multi-jurisdictional level to generate the funds required to support improvements on the two Branch Lines.

The study is focused on three core analyses: 1) Legal and governance analysis: Examination of potentially applicable regional or district financing mechanisms. The Study will determine the appropriate structure and host organization for the mechanism and how to overcome the logistical challenges associated with intergovernmental relationships. WestCOG will select the most preferable mechanism from this analysis and provide a plan to implement it. 2) Transit and economic analysis: Identification of desirable and realistic scenarios for improved service on the Danbury and New Canaan Branch lines, including a "no action" scenario. 3) Financial analysis: Quantification of estimated revenues generated by the development associated with each service scenario, including a "no action" scenario. The Study will propose a financial plan to implement the most feasible rail improvement scenarios, including all potential funding sources.

The goal of this project is to generate long-term benefits for both passenger and freight operations along the Danbury Branch Line and New Canaan Branch Lines that support affordable housing, jobs, and development in the region. The study is anticipated to begin in early 2023 and will conclude in late 2024.

Public Private Partnerships

This type of partnership presents an opportunity to access new funding sources for existing transportation facilities and assets or to deliver new transportation projects. Through a Public Private Partnership (PPP), a long-term agreement between a public agency and a private entity is established to design, build, finance, operate and maintain a project. There are numerous benefits to using PPP for delivering transportation projects, including accelerated implementation, incentivizing cost savings, transferring the risk to the private sector, drawing on private sector expertise, and encouraging the use of new technologies and practices.

Appendix B- List of TIP Acronyms

PLANNING ORGANIZATIONS:

- 1 SOUTH WESTERN REGION METROPOLITAN PLANNING ORGANIZATION
- 2 HOUSATONIC VALLEY METROPOLITAN PLANNING ORGANIZATION
- 3 NORTHWEST HILLS PLANNING REGION (RURAL)
- 5 CENTRAL NAUGATUCK VALLEY METROPOLITAN PLANNING ORGANIZATION
- 7 GREATER BRIDGEPORT/VALLEY METROPOLITAN PLANNING ORGANIZATION
- 8 SOUTH CENTRAL REGIONAL METROPOLITAN PLANNING ORGANIZATION
- 10 CAPITOL REGION METROPOLITAN PLANNING ORGANIZATION
- 11 LOWER CONNECTICUT RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION
- 13 SOUTHEASTERN CONNECTICUT METROPOLITAN PLANNING ORGANIZATION
- 15 NORTHEASTERN CONNECTICUT PLANNING REGION (RURAL)

MULTI-REGIONS

- **70** STATEWIDE PROJECTS
- 71 DISTRICTWIDE PROJECTS DISTRICT 01
- 72 DISTRICTWIDE PROJECTS DISTRICT 02
- 73 DISTRICTWIDE PROJECTS DISTRICT 03
- 74 DISTRICTWIDE PROJECTS DISTRICT 04
- **75** NY/NJ/LI NON-ATTAINMENT PROJECTS
- **76** GREATER CT NON-ATTAINMENT PROJECTS
- 77 NH LINE-MAINLINE PROJECTS
- **78** NH LINE SYSTEMWIDE PROJECTS
- **79** CT TRANSIT SYSTEMWIDE PROJECTS
- **80** SHORELINE EAST PROJECTS
- **81** WATERBURY BRANCH-RAIL PROJECTS
- **82** DANBURY BRANCH-RAIL PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

SECTION 5307C **Capital Funding Programs** SECTION 5307E Transit Enhancements Funding Programs (Set-Aside) SECTION 53070 **Operating Subsidy Funding Programs** SECTION 5307P Carryover – Capital Funding Programs Carryover -Transit Enhancements Funding Programs SECTION 5307R SECTION 5307S Flex Funds Programs SECTION 5310C Capital Funding Programs (Services to Elderly and Disabled) SECTION 5311C Capital for Non-Urbanized and Small Urban Areas **SECTION 53110** Operating Subsidy for Non-Urbanized Areas SECTION 5311P Carryover for Non-Urbanized Areas SECTION 5311T Rural Transportation Assistance Programs (RTAP) SECTION 5339 Bus and Bus Facilities SECTION 5311 Capital/Operating/RTAP/Admin/Planning Enhanced Mobility of Seniors & Individuals w/ Disabilities SECTION 5310 SECTION 5310E **Program Enhanced Mobility** SECTION 5312 Low/No Emission Discretionary Program

SECTION 5337 State of Good Repair FGW

State of Good Repair - FGW & High Intensity Hartford SECTION 5337H

SECTION 5339D Bus & Bus Facilities Discretionary

Carryover of Enhanced Mobility of Seniors & Individuals w/ Disabilities SECTION 5310P

SECTION 5337P Carryover of FGW

Carryover of FGW Hartford SECTION 5337Q

SECTION 5339P Carryover of Bus & Bus Facilities

Carryover of Bus & Bus Facilities Discretionary SECTION 5339Q

SURFACE TRANSPORTATION PROGRAMS

STPA STP Anywhere Programs

STP Anywhere- Bridge On System Program STPA-BRX

STP Bridgeport/Stamford Programs **STPB**

STPH STP Hartford Programs STPNH STP New Haven Programs

STPNL STP New London

STOP STP Other Urban Programs

STPR **STP Rural Programs**

STPSP STP Springfield Programs STPW STP Worcester Programs STPSU STP Small Urban Programs STPT STP Enhancement Program

STPX STP Railroad Highway Crossing Program

STPZ STP Hazard Elimination Program

STPNY STP New York Programs **STPY** STP Optional Safety Program

Transportation Alternative Program

TAP-FLEX TAP Anywhere Programs

TAPB TAP Bridgeport/Stamford Programs

TAPHTAP Hartford ProgramsTAPNHTAP New Haven ProgramsTAPNLTAP New London Programs

TAPO TAP Other Urban Programs 5K-200K

TAPRTAP Rural ProgramsTAPSTAP Springfield ProgramsTAPWTAP Worcester Programs

TAPRT TAP Recreational Trails Program

TAPNY TAP New York Programs **TAPSU** TAP Small Urban Programs

TAP-OTHERS TAP Other Programs

Carbon Reduction Program

CRP Flex Anywhere Programs
CRP Bridgeport/Stamford Programs

CRPH CRP Hartford Programs
CRPNH CRP New Haven Programs
CRPNL CRP New London Programs
CRPO CRP Other Urban Programs

CRPR CRP Rural Programs
CRPD CRP Danbury Programs
CRPS CRP Springfield Programs
CRPWA CRP Waterbury Programs
CRPWO CRP Worcester Programs
CRPNY CRP New York Programs
CRPSU CRP Small Urban Programs

ALL OTHER FHWA PROGRAMS

BUILD Better Utilizing Investments to Leverage Development

BRFP IIJA Bridge Formula Program – Flex/Anywhere
BRFZ IIJA Bridge Formula Program – Off-System
BIDG Bridge Investment Discretionary Grant

BRX Bridge On System Programs (SAFETEA-LU CARRYOVER)

BRZ Bridge Off System Programs

CMAQ Congestion Mitigation and Air Quality Programs

DIGR Discretionary Grant Funding

FBP Ferry Boat Program **HPP** High Priority Programs

HSIP Highway Safety Improvement Program

EVFP National Electric Vehicle Infrastructure Formula Program

NFRP National Highway Freight Program

NHPP National Highway Performance Program

NHPP-BRX NHPP Bridge On System Program

NHS National Highway System (SAFETEA-LU CARRYOVER)

NHTS National Highway Traffic Safety

PRFP Protect Program
PRPL Protect Planning

REP Repurposing Earmark Program

SRSI Safe Route to School Program (SAFETEA-LU CARRYOVER)

Acronyms A-Z

A

ACQ Capital Acquisition Activities
ADA Americans with Disabilities Act

В

BIL Bipartisan Infrastructure Law BRX Bridge On System Programs

BRZ Bridge Off System Bridge Replacement/Rehabilitation Program

C

CAAA Clean Air Act Amendment

CMAQ Congestion Mitigation and Air Quality Program

CON Construction CT Connecticut

CTDEEP Connecticut Department of Energy and Environmental Protection

CTDOT Connecticut Department of Transportation

D

DOT Department of Transportation

Ε

EPA United States Environmental Protection Agency

F

Fast Act Fixing America's Surface Transportation Act

FACode Federal Authorization (Funding)
Fed\$(000) Federal Dollars in Thousands
FBD Ferry Boat Discretionary Programs

FD Final Design FFY Federal Fiscal Year

FHWA Federal Highway Administration FTA Federal Transit Administration

G-K

Gov Government

HPP High Priority Programs

HSIP/SIPH Highway Safety Improvement Program

HOV High Occupancy Vehicles

ı

IIJA Infrastructure Investment and Jobs Act
IM Interstate Maintenance Programs

I-MD Interstate Maintenance Discretionary Programs

ITS Intelligent Transportation System

L

Loc\$(000) Other than State or Federal Dollars, typically Town Dollars in Thousands

LOCIP Local Capital Improvement Program

М

MAP-21 Moving Ahead for Progress in the 21st Century Act

MPO Metropolitan Planning Organizations
MVEB Motor Vehicle Emissions Budget

N-O

NAAQS National Ambient Air Quality Standards
NCPD National Corridor Planning Development
NHPP National Highway Performance Program

NHTS National Highway Traffic Safety

NJ New Jersey

NOx Carbon Monoxide

NY New York
OTH Other Activities

Ρ

PD Preliminary Design
PE Preliminary Engineering

PM2.5 Particulate matter smaller than 2.5 microns

Proj# CTDOT Assigned Project Number

PROTECT Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

R

REP Repurposing Earmarks Program

ROW Rights of Way

Rte Route

S

SAFETEA-LU Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act

SIP Statewide Implementation Plan SRSI Safe Routes to School Program Sta\$(000) State Dollars in Thousands STF Special Transportation Fund STIP Statewide Transportation Improvement Program

STP Surface Transportation Program

Sys System

Т

TAP Transportation Alternative Program TCM Transportation Control Measures

TCSP Transportation & Community & System Preservation Program TEA-21 Transportation Equity

Act for the Twenty First Century

TIP Transportation Improvement Program
TMA Transportation Management Area
Tot\$(000) Total Project Dollars in Thousands

U-Z

U.S.C. United States Code
UZA Urbanized Areas

VOC Volatile Organic Contaminant (Particulate Matter)

How to Read the TIP

Proj#: CTDOT Assigned Project Number

Rte/Sys: Route Number or Transit System where Project is located

Town: Town name or 'Statewide' indication

Description: Project Description

Phase: Identification of Project Phase

ACQ Capital Acquisition Activities

ALL All Phases
CON Construction
FD Final Design
OTH Other Activities

PE Preliminary Engineering
PD Preliminary Design

PL Planning

ROW Rights Of Way

Year: STIP Year - The Year the Project is expected to be Obligated. (2025, 2026, 2027, 2028 & FYI for

all Years outside of the STIP)

Tot\$(000): Total Project Dollars in Thousands

Fed\$(000): Federal Dollars in Thousands

Sta\$(000): State Dollars in Thousands

Loc\$(000): Other than State or Federal Dollars, typically Town Dollars in Thousands