

WestCOG Technical Advisory Group (TAG)

Tuesday, February 10, 2026 at 11:00 am

Zoom Link: <https://uso2web.zoom.us/j/89531093509>

Meeting ID: 895 3109 3509

Agenda

1) MEETING CALL TO ORDER

- a. WestCOG Transportation Director Kristin Hadjstylianou

2) PUBLIC PARTICIPATION *limited to topics on this agenda and to 2 minutes per speaker.*

3) INFORMATIONAL ITEMS

- a. 2026 Active Transportation Microgrants ProgramAttachment 3a, p.1
- b. 2027-2055 Metropolitan Transportation Plan Project Solicitation
- c. Transportation Funding Programs.....Attachment 3c, pp. 2-4
- d. Transit Safety Performance Targets.....Attachment 3d, pp. 5-10
- e. ADA Transition Plan Assistance Project
- f. Traffic Calming and Complete Streets Best Practices Toolbox

4) ACTION ITEMS

- a. Approval of the January 2026 meeting minutes.....Attachment 4a, pp. 11-13
- b. FY25-FY28 Transportation Improvement Program.....Attachment 4b, pp. 14-17
 - i. SWRMPO - #0173-0560, Various; #0499-2024BS, Various
 - ii. HVMPO - #0096-0212, Newtown; #0499-2024UR, Various
- c. New LOTCIP Projects.....Attachment 4c, p. 18
- d. LOTCIP Adjustments.....Attachment 4d, pp. 19-21

5) OTHER BUSINESS

6) UPCOMING MEETINGS

- a. MPO/COG Thursday, February 19th, 2026 @ 12:00 p.m.
- b. TAG Meeting Tuesday, March 10th, 2026 @ 11:00 a.m.

7) ADJOURNMENT

ENGLISH: 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. ESPAÑOL: Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con WestCOG por lo menos cinco días hábiles antes de la reunión al help@westcog.org. PORTUGUÊS: Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em help@westcog.org.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: TAG Representatives
 FROM: Kristin Floberg, Senior Planner
 DATE: February 2, 2026
 RE: 2026 CTDOT's Active Transportation Microgrant Program

Background

The Connecticut Department of Transportation, in coordination with the Councils of Governments, provide grants for non-infrastructure projects up to \$5,000 that support walking, biking, and rolling in Connecticut. The goal of the Active Transportation Microgrant Program is to provide equitable, safe, accessible, and sustainable access to transportation by making conditions safer for people of all ages to walk, bike and roll, thereby encouraging more people to use these healthy and environmentally sustainable modes of travel. The program is contingent upon available funding and applications will be accepted on a quarterly basis. The program does not require a match from the eligible entity.

Eligible Entities:

- Public or Private Schools (K-12)
- School Districts
- Municipalities
- Health Districts
- Non-Profit Organizations (501c3)

Eligible Activities:

- Bicycle Helmets
- Bicycle Locks
- Bicycle Lights
- Bicycle Maintenance Training and Materials (non- infrastructure only)
- Rental of Bicycle Fleets and/or Purchase of Bicycles Including Adaptive Bicycles
- League Cycling Instructor Training (LCI)
- Materials for Pedestrian and Bicycle Safety Education
- Safety Vests or high visibility attire/gear
- Scooters (non- e-assist)
- Bicycle and Scooter Racks (rack only)
- Bike Repair Kits or Stations (not including cost of construction or installation of kit)
- Reflective Stickers, Cones, Bike Wheel Spoke Reflectors

Next steps

Please share with any eligible entities who may be interested. Complete applications are to be sent to Kristin Floberg at kfloberg@westcog.org by the following deadlines:

- Quarter 1: March 13, 2026
- Quarter 2: June 12, 2026
- Quarter 3: September 11, 2026
- Quarter 4: December 4, 2026

2026 Program guidelines and blank applications can be found on CTDOT's Safe Routes to School Program [webpage](#).

Transportation Funding

Metropolitan Planning Organizations (MPOs) play a critical role in directing federal transportation funds toward projects that improve mobility, safety, environmental sustainability, and quality of life within urbanized areas. Key funding sources include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program, the Transportation Alternatives Program (TAP), and the Carbon Reduction Program (CRP). Together, these programs support strategic investments that advance federal, state, and regional transportation goals.

Congestion Mitigation and Air Quality Improvement (CMAQ)

Overview: The CMAQ Program focuses on projects that reduce traffic congestion and improve air quality in areas that do not meet, or are at risk of not meeting, National Ambient Air Quality Standards. Eligible investments commonly include transit enhancements, traffic flow improvements, bicycle and pedestrian facilities, and programs that reduce vehicle emissions. MPOs prioritize CMAQ funds to ensure projects deliver measurable emissions reductions while supporting efficient system performance.

Eligible projects: The core goal of the CMAQ program is to reduce mobile on-road emissions to help attain or maintain a National Ambient Air Quality Standard (NAAQS). The following categories of projects have been found to be potentially beneficial and therefore are eligible for CMAQ funding:

- Diesel Engine Retrofits & Other Advanced Truck Technologies
- Transportation Control Measures (TCMs)
- Extreme Low-Temperature Cold Start Programs
- Transit Improvements
- Transportation Management Associations
- Carpooling and Vanpooling
- Carsharing
- Training
- Congestion Reduction & Traffic Flow Improvements
- Travel Demand Management
- Pedestrian and Bicycle Facilities and Programs
- Public Education and Outreach Activities
- Freight/Intermodal
- Idle Reduction
- Inspection/Maintenance (I&M) Programs
- Innovative Projects
- Alternative fuel and vehicles

Carbon Reduction Program (CRP)

Overview: CRP is designed to reduce transportation-related greenhouse gas emissions through strategic investments in planning, infrastructure, and operational improvements. In addition to funding eligible projects, the Carbon Reduction Program requires each state to coordinate with municipal planning organizations (MPOs) to develop a carbon reduction strategy (CRS). The CRS will identify projects and strategies that will reduce transportation emissions. CTDOT published the Carbon Reduction Strategy in 2023 which can be viewed here: [ctdot-carbon-reduction-strategy-2023.pdf](https://www.ctdot.gov/CarbonReductionStrategy2023.pdf).

Eligible projects: Funding through the Carbon Reduction Program covers many different activities. Example projects and programs include:

- On- and off-road trail facilities for pedestrians and bicyclists.
- Shared micromobility and electric bike infrastructure.
- Public transportation investments, such as construction or improvement of bus rapid transit (BRT) corridors and dedicated bus lanes.
- Deployment of zero-emission vehicles
- Electric vehicle (EV) charging infrastructure
- Port electrification systems
- Traffic monitoring, management, and control systems
- Advanced transportation and congestion management technologies
- Diesel engine retrofits and replacements
- Traffic signal upgrades and energy-efficient street lighting

Transportation Alternatives Set-Aside Program (TAP)

Overview: TAP provides funding for smaller-scale, community-oriented projects that expand transportation choice and enhance local connectivity. TAP supports bicycle and pedestrian infrastructure, Safe Routes to School initiatives, trails, and other projects that improve non-motorized access and livability. MPOs play a central role in soliciting, evaluating, and selecting TAP projects in urbanized areas, ensuring alignment with regional transportation plans.

Eligible projects:

- Construction, planning and design of on-road and off-road trail facilities for pedestrians, bicyclists, and other nonmotorized forms of transportation.

- Construction, planning, and design of infrastructure-related projects and systems that will provide safe routes for non-drivers, including children, older adults, and individuals with disabilities to access daily needs.
- Conversion and use of abandoned railroad corridors for trails for pedestrians, bicyclists, or other nonmotorized transportation users.
- Construction of turnouts, overlooks and viewing areas.
- Community improvements activities including:
- Inventory, control, or removal of outdoor advertising;
- Historic preservation and rehabilitation of historic transportation facilities;
- Planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former Interstate System routes or other divided highways.

Next Steps

WestCOG will advise MPO and TAG members when project solicitations for these programs become available. In the meantime, municipalities should consider projects that may be good candidates for funding. While these programs have different goals and requirements, projects that demonstrate clear regional benefits are likely to be stronger candidates.

WestCOG staff are happy to meet with MPO and TAG members to discuss ideas for future transportation projects and what funding sources are a good fit.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: TAG members
FROM: Todd Fontanella
DATE: February 3, 2026
RE: **Transit Safety Performance Measures**

Action Requested: review of updated HVMPO and SWRMPO transit safety performance targets.

Background: 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.¹

In 2020, transit authorities and regional transit authorities were 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.

On April 9, 2024, FTA published an updated version of the National Public Transportation Agency Safety Plan (NPTASP). This update included a list of seven additional safety measures required in the Bipartisan Infrastructure Law (BIL). Figure 1 on the next page provides the complete list of measures as of 2026.

¹[Safety Performance Targets Guide | FTA \(dot.gov\)](https://wwwFTA.gov/safety-performance-targets-guide)

Figure 1

Safety Performance Measures for All Agencies Subject to PTASP Regulation ⁸		
1	Measure 1a:	Major Events
2	Measure 1b:	Major Event Rate
3	Measure 1.1:	Collision Rate (new)
4	Measure 1.1.1:	Pedestrian Collision Rate (new)
5	Measure 1.1.2:	Vehicular Collision Rate (new)
6	Measure 2a:	Fatalities
7	Measure 2b:	Fatality Rate
8	Measure 2.1:	Transit Worker Fatality Rate (new)
9	Measure 3a:	Injuries
10	Measure 3b:	Injury Rate
11	Measure 3.1:	Transit Worker Injury Rate (new)
12	Measure 4a:	Assaults on Transit Workers (new)
13	Measure 4b:	Rate of Assaults on Transit Workers (new)
14	Measure 5:	System Reliability

Role of MPOs in Establishing Transit Performance Measures: It is each MPO's responsibility to endorse regional transit targets in consultation with the transit operators in its region. For the HVMPO region, WestCOG staff consulted with HARTtransit. For the SWRMPO region, staff consulted with both CTDOT (on behalf of CTtransit) and the Norwalk Transit District (NTD). Note that CTDOT/CTtransit and NTD each submitted individual targets. Several years ago, CTtransit provided safety performance targets for services operated from Stamford Garage; for this update, targets provided by CTDOT in its PTASP are for all Divisions. 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.

Timeline for MPOs to Establish Transit Performance Targets: the MPOs must adopt the latest safety targets no more than one hundred eighty (180) days after receipt of Public Transit Agency Safety Plans from their public transportation providers.

- CTDOT transmitted the updated CTtransit PTASP to the MPOs on September 8, 2025.
- HARTtransit's Board approved an updated PTASP, effective January 15, 2026.
- NTD provided an updated PTASP to the SWRMPO on September 18, 2025.

Action: for this meeting, the staff is asking the HVMPO and SWRMPO members to review the following:

- 1) The HVMPO, to review Table 1: Public Transit Agency Safety Performance Targets, which were formally adopted by HARTransit as part of their Transit Agency Safety Plan on September 16, 2020 and carried forward – and, Table 2 with the updated targets:

Table 1: HVMPO Safety Performance Targets – HARTransit (2023)							
Mode of Transit Service	Fatalities		Injuries		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	7	.6	5	.5	25,800
DR	0	0	3	.6	3	.6	10,775

MB = Motorbus, e.g. fixed-route service

DR = Demand Response, e.g. paratransit services

Table 2: HVMPO Safety Performance Targets – HARTransit (2026)		
	Motorbus (MB)	Demand Response (DR)
Major Events	4	2
Major Event Rate	0.4	0.4
Collisions+	14	10
Collision Rate*	1.47	2.94
Pedestrian Collision Rate*	0	0
Vehicular Collision Rate*	1.41	2.1
Fatalities	0	0
Fatalities Rate	0	0
Fatalities Transit Worker*	0	0
Injuries	5	2
Injury Rate	0.5	0.4
Transit Worker Injury Rate*	0.3	0.2
Assault on Transit Worker*	20	30
Assault on Transit Worker Rate*	0.1	0.2
System Reliability (MDBF)	25,800	25,000

*New, NPTASP (2024)

+Tracked by HARTransit in PTASP; not officially included in federal requirements

Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

- 2) The SWRMPO, to review Table 3, which were the previous Public Transit Agency Safety Performance Targets covering CTtransit and Norwalk Transit District operations, and Tables 4-6 which are the new targets separated by operator:

Table 3: SWRMPO Safety Performance Targets – CTtransit Stamford Division (2023)							
Mode of Transit Service	Fatalities		Injuries		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	45	3.0	22,044

MB = Motorbus, e.g. fixed-route service

Table 4: SWRMPO Safety Performance Targets – CTtransit (Hartford, New Haven, Stamford Divisions – 2025)	
Motorbus (MB)	
Major Events	64
Major Event Rate	.433
Collision Rate*	4.6
Pedestrian Collision Rate*	.051
Vehicular Collision Rate*	2.92
Fatalities	0
Fatalities Rate	0
Fatalities Transit Worker*	0
Injuries	73
Injury Rate	.50
Transit Worker Injury Rate*	.297
Assault on Transit Worker*	31
Assault on Transit Worker Rate*	.21
System Reliability (MDBF)	37,102

*New, NPTASP (2024)

Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

Table 5: SWRMPO Safety Performance Targets – Norwalk Transit District (2023)							
Mode of Transit Service	Fatalities		Injuries		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	45	3.0	22,044
DR-DO	0	0	N/A	0.75	N/A	0.2	125,000
DR-PT	0	0	0	0	N/A	0.3	55,000

MB = Motorbus

DR-DO = Demand Response, Directly Operated e.g. paratransit services

DR-PT = Demand Response, Purchased Transportation

Table 6: SWRMPO Safety Performance Targets – Norwalk Transit District (2026)			
	Motorbus (MB)	Demand Response (DR)- Directly Operated	Demand Response (DR) - Purchased Transportation
Major Events	5	0	0
Major Event Rate	0.64	0	0
Collision Rate*	3.5	2	0.75
Pedestrian Collision Rate*	0	0	0
Vehicular Collision Rate*	3.5	2	.75
Fatalities	0	0	0
Fatalities Rate	0	0	0
Fatalities Transit Worker*	0	0	0
Injuries	8	0	0
Injury Rate	1	0	0
Transit Worker Injury Rate*	0.1	0.5	0
Assault on Transit Worker*	0	0	0
Assault on Transit Worker Rate*	0	0	0
System Reliability (MDBF)	20,000	20,000	20,000

*New, NPTASP (2024)

Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

Next Steps:

- 1) A memorandum will be shared as an informational item on this topic with the MPOs at their February meeting. The TAG will then be asked to recommend adoption of targets to HVMPO and SWRMPO in March. Each MPO will then be asked to sign a resolution documenting endorsement of the targets at their March meetings.
- 2) The HVMPO and SWRMPO are both required to reference Safety Performance Targets in their Transportation Improvement Programs and Metropolitan (Long-Range) Transportation Plans updated or amended after July 20, 2021. Accordingly, the WestCOG staff is preparing to accomplish this in the upcoming TIP and MTP development cycles.
- 3) The MPOs staff will review performance trends using data provided by the transit operators in upcoming documents, i.e. MTP as required.

Please let us know if you have any questions.

Western Connecticut

COUNCIL OF GOVERNMENTS



https://westcog.org/wp-content/uploads/2025/10/2025_10-07_TAG-Meeting-Agenda.pdf

Disclaimer: These interim minutes of the Technical Advisory Group (“TAG”) of the Western Connecticut Council of Governments (“WestCOG” or “COG”) are released and “available for public inspection” and “posted” on WestCOG’s website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the TAG members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the TAG.

INTERIM MINUTES OF 1/13/2026

Technical Advisory Group Meeting (TAG)

1 Riverside Rd, Sandy Hook, CT 06482 475-323-2070 via Zoom:

<https://uso2web.zoom.us/j/89531093509>

- | | |
|----------------------------------|--|
| • Bethel | Absent |
| • Bridgewater | Absent |
| • Brookfield | Community Development Specialist Greg Dembowski |
| • Danbury | Absent |
| • Darien | Director of Planning and Zoning Jeremy Ginsberg |
| • Greenwich | Chief Engineer Gabriella Circosta-Cohee |
| • New Canaan | Town Engineer Maria Coplit |
| • New Fairfield | Absent |
| • New Milford | Director of Public Works Jack Healy |
| • Newtown | Absent |
| • Norwalk | Dir. of Transportation, Mobility and Parking Jim Travers |
| • Redding | Absent |
| • Ridgefield | Absent |
| • Sherman | Public Works Supervisor Kris Fazzone |
| • Stamford | Transportation Planner Luke Buttenwieser |
| • Weston | Absent |
| • Westport | Deputy Town Engineer Matthew Niski |
| • Wilton | Director of Public Works/Town Engineer Frank Smeriglio |
| • Transit Representative SWR NTD | Director of Service Planning Rick Schreiner |
| • Transit Representative HV | HARTTransit CEO Bob Yastremski |

Others Attending: Stamford Traffic Engineer Jianhong Wang, and Norwalk Transit District Data and Planning Analyst Besim Krasniqi.

WestCOG Staff Members: Kristin Hadjstylianatos, Kevin Mahoney, Amal Malik, and Cricket Carpenter.

MEETING CALL TO ORDER: WestCOG Transportation Director Kristin Hadjstylianatos called the meeting to order at 11:04 a.m.

PUBLIC PARTICIPATION

No member of the public spoke when asked to do so.

INFORMATIONAL ITEMS

LOTCIP Proposals – Staff Recommendations

WestCOG Program Director Kevin Mahoney provided an overview.

ACTION ITEMS

Approval of the December 2025 meeting minutes

After review and on a motion made by New Milford Director of Public Works Jack Healy and seconded by Brookfield Community Development Specialist Greg Dembowski the minutes of the December 2025 meeting were unanimously approved.

2026 TAG Meeting Schedule Change

WestCOG Transportation Director Kristin Hadjstylianatos provided an overview. After review and on a motion made by New Milford Director of Public Works Jack Healy and seconded by New Canaan Town Engineer Maria Coplit the 2026 TAG Meeting Schedule Change was unanimously approved.

FY25-FY28 Transportation Improvement Program

SWRMPO - #0173-0560, Various. HVMPO - #0096-0212, Newtown; 0170-3795.

WestCOG Associate Planner Amal Malik provided an overview. After review and on a motion made by New Canaan Town Engineer Maria Coplit and seconded by New Milford Director of Public Works Jack Healy the FY25-FY28 Transportation Improvement Program Amendments were unanimously approved.

LOTCIP Adjustments

WestCOG Program Director Kevin Mahoney provided an overview. After review and on a motion made by Brookfield Community Development Specialist Greg Dembowski and seconded by Norwalk Dir. of Transportation, Mobility and Parking Jim Travers the LOTCIP Adjustments were unanimously approved.

OTHER BUSINESS

UPCOMING MEETINGS

MPO/COG/Legislative Reception - Thursday, January 29th 2026 @ 12:00, Lunch @ 11:30

TAG Meeting Tuesday, February 10th, 2026

ADJOURNMENT: On a motion duly made, the meeting was unanimously adjourned at 11:31 a.m.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE TAG MEMBERS

Western Connecticut COUNCIL OF GOVERNMENTS



TO: MPO Members
DATE: February 2, 2026
SUBJECT: Amendments to the 2025-2028 Transportation Improvement Program

SWRMPO FFY 2025-2028 Transportation Improvement Program (TIP)

Background: The FFY2025-2028 South Western Region MPO TIP was endorsed by the MPO on April 18, 2024. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on August 5, 2024.

The following projects have proposed amendments:

1. 0173-0560 – Replace Traffic Control Signals at Various Locations
2. 0499-2024BS – Sec 5310 Program-Enhanced Mobility of Seniors/Individuals w/ Disabilities-Bridgeport/Stamford FY24

Details of these amendments can be viewed on the following pages.

Action Requested: MPO endorsement after review and support by TAG.

HVMPO FFY 2025-2028 Transportation Improvement Program (TIP)

Background: The FFY2025-2028 Housatonic Valley Region MPO TIP was endorsed by the MPO on April 18, 2024. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on August 5, 2024.

The following projects have proposed amendments:

1. 0499-2024UR – Sec 5310 Program-Enhanced Mobility of Seniors/Individuals w/ Disabilities/Other Urban FY24

Details of these amendments can be viewed on the following pages.

Action Requested: MPO endorsement after review and support by TAG.

0173-0560 - REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	1, 6, 7, 8
Town:	DISTRICT 3
Air Quality Status:	-
Total Cost:	\$3,346,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Design	STPA	\$0	\$0	\$2,474,000	\$0	\$0	\$0	\$2,474,000
Total Preliminary Design		\$0	\$0	\$2,474,000	\$0	\$0	\$0	\$2,474,000
Final Design	STPA	\$0	\$0	\$0	\$752,000	\$0	\$0	\$752,000
Total Final Design		\$0	\$0	\$0	\$752,000	\$0	\$0	\$752,000
Right of Way	STPA	\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000
Total Right of Way		\$0	\$0	\$0	\$120,000	\$0	\$0	\$120,000
Total Programmed		\$0	\$0	\$2,474,000	\$872,000	\$0	\$0	\$3,346,000

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,346,000
Total Project Cost:	Stays the same \$3,346,000
Air Quality Changes:	Air Quality has changed from None to X7

**0499-2024BS - SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-
BRDGPT/STMFD FY24**

SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMFD FY24

Lead Agency:	CTDOT
Project Type:	FTA
Region:	1, 7
Town:	BRPT/STFD URBAN AREA
Air Quality Status:	-
Total Cost:	\$1,541,955

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other Activities	5310P	\$0	\$0	\$1,113,920	\$0	\$0	\$0	\$1,113,920
Other Activities	Local Match	\$0	\$0	\$428,035	\$0	\$0	\$0	\$428,035
Total Other Activities		\$0	\$0	\$1,541,955	\$0	\$0	\$0	\$1,541,955
Total Programmed		\$0	\$0	\$1,541,955	\$0	\$0	\$0	\$1,541,955

Current Change Reason: Schedule / Funding / Scope- Update 01 - Move projects from one year in the STIP to another year in the STIP - 02 - Fiscal constraint issues - 04 - Adjust existing projects for revised cost estimates

Air Quality Changes: Air Quality has changed from None to X6

0499-2024UR - SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN FY24

SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN FY24

Lead Agency:	CTDOT
Project Type:	FTA
Region:	2, 5
Town:	OTHER URBAN AREA
Air Quality Status:	-
Total Cost:	\$1,980,464

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Other Activities	5310P	\$0	\$0	\$1,461,743	\$0	\$0	\$0	\$1,461,743
Other Activities	Local Match	\$0	\$0	\$518,721	\$0	\$0	\$0	\$518,721
Total Other Activities		\$0	\$0	\$1,980,464	\$0	\$0	\$0	\$1,980,464
Total Programmed		\$0	\$0	\$1,980,464	\$0	\$0	\$0	\$1,980,464

Current Change Reason: Schedule / Funding / Scope- Update 01 - Move projects from one year in the STIP to another year in the STIP - 02 - Fiscal constraint issues - 04 - Adjust existing projects for revised cost estimates

Air Quality Changes: Air Quality has changed from None to X6

2025 LOTCIP Project Proposals

Attachment

WestCOG Staff Recommendations

Municipality	Short Description/Title	Estimated Total Cost	Requested LOTCIP funds	LOTCIP Funds Recommended	Suitability for COG Commitment
Brookfield	Town Hall Campus Master Plan - Phase 2	\$1,063,200	\$1,063,200	\$1,063,200	Recommended for funding - 1st priority
Greenwich	Replacement of the Fairfield Road Culvert No. 2 over Brother Brook	\$1,432,400	\$1,432,400	\$1,432,400	Recommended for funding - 1st priority
New Canaan	Route 106-Farm Road Intersection Improvement	\$1,420,000	\$1,420,000	\$1,420,000	Recommended for funding - 1st priority
Ridgefield	Ridgebury Road Pavement Restoration, Phase I	\$3,924,000	\$3,924,000	\$3,924,000	Recommended for funding - 1st priority
Stamford	Bull's Head Pedestrian Safety Improvements	\$8,309,018	\$4,000,000	\$4,000,000	Recommended for funding - 1st priority
Danbury	Citywide Pedestrian Safety & Traffic Controller Improvements	\$3,960,000	\$3,960,000		Suitable for initiation, subject to available funding
Weston	Old Hyde Road	\$1,273,200	\$1,273,200		Suitable for initiation, subject to available funding
Wilton	NRVT Ridge Route (length of 4,682 feet)	\$3,087,600	\$3,087,600		Suitable for initiation, subject to available funding
Wilton	NRVT Ridge Route (length of 1,550 feet)	\$706,800	\$706,800		Suitable but redundant to larger/longer project
Greenwich	Route 1-Bryan Road Traffic Control Signal	\$806,400	\$806,400		Refinement needed
Greenwich	Replacement of the River Road Bridge over Strickland Brook	\$6,876,000	\$4,000,000		Refinement needed
New Milford	Old Boardman Bridge Rehabilitation	\$4,000,000	\$4,000,000		Refinement needed
Norwalk	Ward Street Corridor Safety Improvement Project	\$3,867,093	\$3,867,093		Refinement needed
Stamford	Long Ridge Road Corridor Improvements	\$5,488,800	\$4,678,400		Refinement needed
TOTAL		\$31,585,418	\$37,512,293	\$11,839,600	

WestCOG LOTCIP Program

02/18/2026 Adjustments

Municipality	Project	Amount	Cap (Maximum LOTCIP funds)	Status	Expiration Date *
Available funding (FY2014-2027), net of estimated administrative costs					
Bethel	TOD Pedestrian and Streetscape, Phase 1	(\$1,500,000)		3. CTF, in final design	4/1/2026
Bethel	Sidewalks, Phase 2	(\$2,000,000)		3. CTF, in final design	8/20/2026
Brookfield	US 202 Streetscape, Phase 1 (Four Corners)	(\$798,351)		5. Construction complete	N/A
Brookfield	US 202 Streetscape, Phase 3	(\$1,017,303)		5. Construction complete	N/A
Brookfield	Streetscape, Phases 5 and 7	(\$1,781,000)		3. CTF, in final design	8/20/2026
Brookfield	Streetscape, Phase 4	(\$2,390,000)		2. Application pending	8/20/2026
Brookfield	Town Hall Campus Master Plan - Phase 2	(\$1,063,200)	\$4,000,000	1. Pre-Application	2/19/2032
Danbury	White Street and Locust Avenue	(\$3,613,000)		4. Under construction	N/A
Danbury	Fiber Optic Trunk Cable, Phase 1	(\$6,900,000)	\$7,000,000	3. CTF, in final design	1/18/2029
Danbury	360 Degree Video Detection	(\$3,948,000)	\$4,000,000	3. CTF, in final design	2/14/2030
Danbury	Downtown Danbury Streetscape Renaissance Project	(\$4,000,000)	\$4,000,000	3. CTF, in final design	1/16/2031
Danbury	Tarrywile Park, Norwalk River Valley Trail	(\$712,000)		3. CTF, in final design	11/29/2028
Darien	Noroton Avenue-West Avenue Intersection	(\$973,000)		5. Construction complete	N/A
Darien	Noroton Avenue-Ledge Avenue Intersection	(\$1,650,000)		2. Application pending	3/20/2026
Greenwich	Sound Beach Avenue over Cider Mill Brook	(\$2,534,677)		5. Construction complete	N/A
Greenwich	Frontage Road and Delavan Avenue	(\$1,375,528)		5. Construction complete	N/A
Greenwich	Davis Avenue over Indian Harbor	(\$2,917,207)		5. Construction complete	N/A
Greenwich	Glenville Corridor Ped and Road Improvements	(\$2,143,000)		4. Under construction	N/A
Greenwich	Replacement of North Street Bridge over West Brothers Brook	(\$4,276,150)		3. CTF, in final design	4/20/2028
Greenwich	US 1 Sidewalk Connectivity & ADA Accessibility	(\$4,521,000)		3. CTF, in final design	4/26/2029
Greenwich	Replacement of the Fairfield Road Culvert No. 2 over Brother Brook	(\$1,432,400)	\$4,000,000	1. Pre-Application	2/19/2032
New Canaan	Park Street Sidewalks	(\$980,000)		3. CTF, in final design	10/1/2026
New Canaan	Talmadge Hill Railroad Station	(\$860,000)		3. CTF, in final design	10/1/2027
New Canaan	Route 106-Farm Road Intersection Improvement	(\$1,420,000)	\$4,000,000	1. Pre-Application	2/19/2032
New Fairfield	Route 39 and Saw Mill Road (Candlewood Corners Drainage)	(\$553,981)		5. Construction complete	N/A
New Fairfield	Downtown Sidewalk and Streetscape Improvements	(\$1,956,000)		3. CTF, in final design	8/20/2026
New Milford	Wellsville Avenue over East Aspetuck River	(\$1,148,534)		5. Construction complete	N/A
New Milford	Still River Drive and Pickett District Road Roundabout	(\$1,219,175)		5. Construction complete	N/A
New Milford	Pumpkin Hill Road-Still River Drive Intersection	(\$1,804,000)		3. CTF, in final design	6/24/2025
New Milford	Wellsville Avenue Road and Sidewalk Improvements	(\$3,243,000)		3. CTF, in final design	8/20/2026
New Milford	Intersection Improvements at Grove Street and Hine Hill Road	(\$532,000)	\$4,000,000	3. CTF, in final design	1/16/2031
New Milford	East Street-Elm Street Intersection	(\$657,000)		3. CTF, in final design	9/9/2026
Newtown	Toddy Hill Road over Curtis Pond Brook	(\$2,247,047)		5. Construction complete	N/A
Norwalk	East Wall St-Landmark Square Streetscape Improvements	(\$2,439,000)		4. Under construction	N/A
Norwalk	Wall Street Corridor	(\$7,000,000)	\$7,000,000	3. CTF, in final design	5/17/2029
Norwalk	Roundabout at Richard Avenue and West Cedar Street	(\$4,000,000)	\$4,000,000	2. Application pending	2/14/2030
Ridgefield	Ligi's Way Combined Use Path	(\$3,060,000)		5. Construction complete	N/A
Ridgefield	Norwalk Valley River Trail, Ridgefield Ramble	(\$3,062,000)		3. CTF, in final design	6/17/2027
Ridgefield	Ridgebury Road Drainage and Pavement Improvements	(\$4,000,000)	\$4,000,000	1. Pre-Application	1/16/2031
Ridgefield	Ridgebury Road Pavement Restoration, Phase I	(\$3,924,000)	\$4,000,000	1. Pre-Application	2/19/2032
Stamford	Fiber Optic Trunk Cable	(\$5,411,892)		5. Construction complete	N/A
Stamford	West Main Street (Route 1) and West Avenue	(\$1,987,496)		5. Construction complete	N/A
Stamford	Greenwich Avenue-Pulaski Street	(\$3,928,312)		4. Under construction	N/A
Stamford	360 Degree Video Detection	(\$2,790,000)		3. CTF, in final design	11/15/2025
Stamford	Atlantic Street-Main Street Intersection	(\$2,841,600)		3. CTF, in final design	4/30/2026
Stamford	Lower Atlantic Street Corridor Improvements	(\$6,955,000)	\$7,000,000	3. CTF, in final design	8/20/2026
Stamford	North State Street Multimodal Gateway	(\$4,600,200)		3. CTF, in final design	8/20/2026
Stamford	Strawberry Hill Avenue-Rock Spring Road Intersection Improvement	(\$1,820,000)		3. CTF, in final design	1/15/2027
Stamford	Shippensburg-Magee Roundabout	(\$2,830,000)		3. CTF, in final design	4/22/2027
Stamford	Bridge Street Corridor Multimodal Safety and Mobility	(\$4,128,000)		3. CTF, in final design	11/18/2027
Stamford	Glenbrook Rd-Church St Intersection and TOD Improvement	(\$4,321,000)		3. CTF, in final design	5/25/2028
Stamford	Citywide Pedestrian Signal Infrastructure and Safety Upgrades	(\$3,114,000)		3. CTF, in final design	11/29/2028
Stamford	Citywide Signal System Upgrade	(\$3,870,000)		3. CTF, in final design	11/29/2028
Stamford	Strawberry Hill/Newfield Ave Corridor Reconstruction	(\$4,284,000)		3. CTF, in final design	11/29/2028
Stamford	Third Street Corridor and Intersection Improvements	(\$5,772,000)		2. Application pending	1/18/2029
Stamford	Bull's Head Pedestrian Safety Improvements	(\$4,000,000)	\$4,000,000	1. Pre-Application	2/19/2032
Weston	Lyons Plain Road Pavement Rehabilitation	(\$2,715,000)		4. Under construction	N/A
Weston	Pedestrian Safety Improvements	(\$1,956,500)		4. Under construction	N/A
Weston	Valley Forge Road Pavement Rehabilitation, Phases 1 and 2	(\$5,357,000)		3. CTF, in final design	11/29/2028
Westport	Main Street (Route 57) and Compo Road North (Route 136)	(\$1,138,000)		5. Construction complete	N/A
Westport	Riverside Avenue Roadway and Sidewalk Improvements	(\$985,193)		5. Construction complete	N/A
Westport	Compo Road South (Route 136) Sidewalk Improvements	(\$2,040,000)		3. CTF, in final design	10/1/2025
Westport	Replacement of the Hillandale Road over Muddy Brook	(\$2,845,000)	\$4,000,000	3. CTF, in final design	2/14/2030
Westport	Easton Road Pedestrian Safety Improvements	(\$4,000,000)	\$4,000,000	3. CTF, in final design	1/16/2031

WestCOG LOTCIP Program 02/18/2026 Adjustments

Municipality	Project	Amount	Cap (Maximum LOTCIP funds)	Status	Expiration Date *
Wilton	Pedestrian Walkway, Wilton Train Station	(\$1,416,000)		5. Construction complete	N/A
Wilton	Preservation of Local Bridges (Nos. 4985, 4978, 4980, 4982)	(\$2,365,000)		3. CTF, in final design	8/20/2026
Wilton	Wilton Loop North, Norwalk River Valley Trail	(\$3,020,000)		3. CTF, in final design	11/18/2027
	Total COG-Endorsed Funds (including requested adjustments)	(\$186,142,746)			
	Remaining Balance	(\$25,655,646)			
	Endorsed/Allocated	116.0%			

* COG endorsement expires by this date if CT DOT has not issued Authorization to Advertise

- ① Reduced by \$134,697 from \$1,152,000
- ② New project added

TAG: To be considered 02/10/2026

COG: To be considered 02/18/2026

WestCOG LOTCIP Program 02/18/2026 Adjustments

Municipality	Project	Amount	Cap (Maximum LOTCIP funds)	Status	Expiration Date *
	Available funding (FY2014-2027), net of estimated administrative costs	\$160,487,100			
Brookfield	US 202 Streetscape, Phase 3	(\$1,017,303)		5. Construction complete	N/A
Brookfield	Town Hall Campus Master Plan - Phase 2	(\$1,063,200)	\$4,000,000	1. Pre-Application	2/19/2032
Greenwich	Replacement of the Fairfield Road Culvert No. 2 over Brother Brook	(\$1,432,400)	\$4,000,000	1. Pre-Application	2/19/2032
New Canaan	Route 106-Farm Road Intersection Improvement	(\$1,420,000)	\$4,000,000	1. Pre-Application	2/19/2032
Ridgefield	Ridgebury Road Pavement Restoration, Phase I	(\$3,924,000)	\$4,000,000	1. Pre-Application	2/19/2032
Stamford	Bull's Head Pedestrian Safety Improvements	(\$4,000,000)	\$4,000,000	1. Pre-Application	2/19/2032
	Total COG-Endorsed Funds (including requested adjustments)	(\$186,142,746)			
	Remaining Balance	(\$25,655,646)			
	Endorsed/Allocated	116.0%			

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TAG: To be considered 02/10/2026

COG: To be considered 02/18/2026

Net change in COG-endorsed funds

Increase **\$11,704,903**