DRAFT 2027-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

DRAFT 2027-2030 STIP

MARCH 2026

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STATEWIDE TRANSPORTATION
IMPROVEMENT PROGRAM (2027 STIP)

PREPARED BY
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION
AND
FEDERAL TRANSIT ADMINISTRATION AND
THE METROPOLITAN PLANNING ORGANIZATIONS
MARCH 2026

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Introduction

What is a STIP?

A Statewide Transportation Improvement Program (STIP) is a four - year financial document that lists all projects expected to be funded in those four years with Federal participation. This document, the 2027 STIP, covers federal fiscal years 2027, 2028, 2029, 2030, and FYI which represents the Department's anticipated future year investments (for illustrative purposes). The 2027 STIP will be updated periodically throughout its life. The Connecticut Department of Transportation (Department), Bureau of Planning, Technology, and Innovation, develops this document in cooperation and consultation with the eight Metropolitan Planning Organizations (MPOs) and the two Rural Council of Governments (Rural COGs). See Figure 1 for Planning Region map.

The 2027 STIP has been developed in accordance with the terms and provisions of the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto. According to these regulations, a STIP:

1. Must be developed once every four years;

2. Must cover a minimum of four years;

3. Must list projects in order by year;

4. Must be financially constrained by year;

5. Must include a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources;

6. Must include all significant projects that could affect air quality;

7. Must come from conforming State Long Range Plans and Metropolitan Transportation Plans;

8. Must be found in conformity with the State Implementation Plan (SIP); and

9. Individual project entries must contain the following information:

- Project description, including sufficient detail to identify the project phase and, in non- attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.

- Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
- Identification of the Americans with Disabilities Act implementation project elements.

10. Must include a discussion of the anticipated effect of the STIP toward achieving the performance targets identified by the State in the Statewide Transportation Plan or other State performance-based plan(s), linking investment priorities to those performance targets

The 2027 STIP fulfills these requirements.

A STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle/pedestrian facilities. A STIP is the means of implementing the goals and objectives identified in the State Long-Range and Metropolitan Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without STIP inclusion, a project is ineligible for federal funding.

A STIP is required, by the Clean Air Act section 176(c), to meet Transportation Conformity to ensure that the included highway and transit projects are consistent with air quality goals.

In Connecticut, there are two ozone non-attainment areas and one PM2.5 attainment/maintenance area:

- The Connecticut portion of the New York-Northern New Jersey-Long Island eight-hour ozone non-attainment area includes Fairfield, New Haven, and Middlesex counties.
- The Greater Connecticut eight-hour ozone non-attainment area includes Hartford, Litchfield, New London, Tolland, and Windham counties.
- The Connecticut portion of the New York-Northern New Jersey-Long Island PM2.5 attainment/maintenance area includes Fairfield and New Haven counties.

These areas are shown in Figures 2 and 3.

Based upon EPA approved techniques, the program has been reviewed to determine if the plans and programs contained in the 2027 STIP, as proposed, conform to the State Implementation Plan (SIP) and that the emissions of volatile organic compounds, oxides of nitrogen, and fine particulate matter from the projects are

consistent with air quality goals and progress is being made towards achieving and maintaining Federal air quality standards. The analysis must demonstrate that emissions that result from an area's transportation system are within limits outlined in state air quality implementation plans.

The State of Connecticut certifies that the transportation planning process implemented in the preparation of the 2027 STIP is in accordance with all Federal and State requirements as listed in Appendix G.

STIP DEVELOPMENT

How is a STIP Developed?

A STIP must be developed according to Title 23 of the United States Code:
23 USC 135: Statewide and nonmetropolitan transportation planning (house.gov)

Below is the Process that the Department uses to develop a new STIP.

1. The Statewide Transportation Improvement Program Unit (STIP Unit) in the Bureau of Policy and Planning requests the assistance of the Bureau of Finance and Administration (F&A) in the preparation of the STIP. A draft schedule for the development of the STIP is developed and shared with F&A.

2. The STIP Unit requests that the Bureau of Finance and Administration send an updated FHWA/FTA funding category and authorization level for the draft STIP being developed.

3. The Bureau of Finance and Administration coordinates with the Bureau of Public Transportation to prepare a draft list of transit projects to be initiated in the next four-year period. The draft listing is forwarded to the STIP Unit.

4. The Bureau of Finance and Administration coordinates with the Bureaus of Engineering and Construction and Highway Operations and prepares a draft list of highway and active transportation projects to be initiated in the next four-year period. This list is generated from the Department's current Five-year Capital Program which is fiscally constrained to the estimated Federal Authorization level. The draft list is forwarded to the STIP Unit.

5. The STIP Unit combines both lists to develop the list of Projects that the department anticipates funding in the next four years. This list includes statewide projects, district-wide projects and other multi-regional projects.

6. This list of projects is sorted by MPO and Rural COG. Each region's list of projects is transmitted to them to be considered when developing their draft Transportation Improvement Program (TIP).

7. The MPO/Rural COG reviews the list of projects sent by the Department. They will prepare comments and edit the sent list. At this time, any differences in proposed projects between the MPO/Rural COG and the Department are addressed and resolved, making sure the list is fiscally constrained.

8. Each MPO/Rural COG transmits their revised and mutually agreed (Draft TIP) list back to the Department.

9. The list of Projects received from the MPO/Rural COG are compiled into a report and forwarded to the Travel Demand/Air Quality (TD/AQ) Modeling Unit to determine if the projects are exempt or non-exempt from Regional Transportation Conformity.

10. This list of Projects is reviewed, and an Air Quality (AQ) Code is assigned to each project on the list.

11. The list of Projects and the Air Quality planning assumptions are sent by email to all members of the Interagency Consultation Group, including CTDEEP, EPA, FHWA, FTA and all MPO/Rural COGs for their review.

12. An Interagency Consultation Meeting is held to review and agree upon the projects Air Quality Code and planning assumptions to be employed in the modeling phase of the analysis.

13. The Interagency Consultation Group will provide comments (if any) on all listed projects for Air Quality.

14. On completion of the Interagency Consultation process, each MPO/Rural COG will submit a signed and dated concurrence form to the TD/AQ Modeling unit.

15. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.

a. If an EBA has been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the Regions for their approval.

b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration with a note stating that the CMAQ project require an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the Region for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.

16. The Final List of Projects with assigned AQ Codes is reviewed by the STIP Unit to ensure accuracy.

17. The reviewed Final List of Projects is transmitted to the eGIS Unit for upload to the ProjectTracker software.

18. STIP Unit reviews and validates uploaded data in ProjectTracker to ensure accuracy with final list of projects provided to the eGIS Unit.

19. MPO/Rural COGs are requested to create a draft plan cycle and plan revision for their list of projects in ProjectTracker.

20. The STIP Unit will provide final list of projects electronically through the ProjectTracker software to the appropriate region draft plan cycle.

21. The TD/AQ Modeling unit will prepare the Air Quality Conformity Determination analysis and narrative report based on projects in the regional Transportation Improvement Programs. The Air Quality Conformity analysis includes implementing the necessary network changes in CTDOT's Statewide Travel Demand Model for all appropriate analysis network years. The resultant datasets are then utilized, along with additional data from CTDEEP, in EPA's required air quality emissions simulation model (MOVES) to prepare county level inventories of criteria pollutant emissions.

22. The TD/AQ Modeling unit will forward the AQ Conformity Determination Report to EPA, CTDEEP, FHWA, FTA, the MPOs/Rural COGs and the STIP Unit for a thirty-day public review and comment period.

23. The STIP Unit produces a DRAFT STIP by combining the entire MPO/Rural COG's Draft TIP Projects list. Fiscal Constraint will be re-evaluated by the STIP unit. The generated

Draft STIP is incorporated into the STIP Narrative to produce a complete document, printed and published ready for the Public Involvement Process.

24. Each MPO/Rural COG will start and complete their respective Public Involvement outreach, by making available their Draft MPO/Rural COG's TIP, STIP and Conformity Reports for public review and comment at their designated locations, thereby satisfying the Title VI requirement for the Region.

25. The Draft STIP is made available by CTDOT to the public for a minimum period of 30 days for their review and comment. This document is available at the Department's Public Informational meeting, STIP website, and at the Connecticut Department of Transportation Statewide Transportation Improvement Program (STIP) Unit, Room 2338, 2800 Berlin Turnpike, Newington, Connecticut 06111. The Air Quality Conformity documents are available at the CTDOT Air Quality website.

26. MPO/Rural COGs address all comments provided by the public concerning the regional TIP and Conformity Reports.

27. CTDOT addresses all comments provided by the public concerning the STIP and Conformity Reports.

28. MPO technical committees meet to discuss the draft TIP and Conformity Reports and make recommendations to MPO boards.

29. MPO policy boards review draft TIP, Conformity Report(s) and the recommendations of the technical committee. The MPO policy board takes action to endorse TIP and Conformity Reports through a required resolution.

30. MPOs submit endorsed TIP, resolution, and self-certification to CTDOT STIP Unit for processing.

31. MPO's submit resolution(s) endorsing the appropriate Air Quality Conformity Analysis to CTDOT TD/AQ Modeling Unit for processing.

32. Air Quality Conformity documents, MPO resolutions and all comments received during the thirty-day public review and comment period are forwarded to FHWA/FTA for their review and approval.

33. FHWA/FTA approves Air Quality Conformity analysis and transmits approval to EPA.

34. EPA reviews Air Quality Conformity documents and resolutions and provides a memo to FHWA/FTA/CTDOT approving the analysis.

35. EPA reviews MPOs' TIPs for AQ conformity compliance and provides comments via letter to FHWA.

36. STIP Unit reviews endorsed TIPs against agreed to list of projects. If in agreement, uses all MPOs/Rural COGs' TIP to develop the final STIP and fiscal constraint tables. Fiscal Constraint will be re-evaluated by the STIP Unit.

37. The State certifies that the transportation planning process is being carried out in accordance with all applicable requirements.

38. Commissioner endorses STIP.

39. STIP Unit transmits to FHWA and FTA (EPA through FHWA), final STIP, copies of each MPO endorsed TIP and self-certification that the transportation planning process is being carried out in accordance with all applicable Federal requirements, to the FHWA and FTA for joint review and approval.

40. STIP Unit publishes final STIP.

41. STIP Unit distributes a copy of the final STIP to interested parties.

42. STIP Unit updates the Department STIP webpage with the approved STIP.

How is the STIP Maintained?

Below is the Process that the Department uses to implement the STIP Amendment, Action, and Notification updates to the STIP list of projects.

1. The Bureau of Finance and Administration coordinates with the Bureaus of Engineering and Construction, Highway Operations and Public Transportation to determine if new projects need to be added or changes need to occur to projects already included in the STIP.

2. The list of identified new projects or changes to be applied to the existing STIP is sent to the STIP Unit through ProjectTracker on a regular basis for processing through the MPO/Rural COG/federal approval process.

3. Capital Services creates and/or edits projects in ProjectTracker and moves the projects to the "holding folder" for STIP Unit review.

4. The STIP Unit reviews these projects in the "holding folder" to determine whether it requires a Notification, an Action, or an Amendment. Appropriate CTDOT STIP Unit plan revisions are created within the ProjectTracker software.

5. All amendments and administrative actions received will be incorporated into a working STIP (before sending out to MPOs/Rural COGs) to determine if fiscal constraint will be an issue. Any issues found will be discussed with Capital Services staff for modification.

6. Notifications are sent directly to the MPOs/Rural COGs' through ProjectTracker in their monthly

Notification plan revision for their information (No Air Quality or review is required).

7. With each Notification sent to the MPO/Rural COG, the STIP/TIP project list and Financial Reports are updated and sent to FHWA through ProjectTracker.

8. If the requested change is an Action, it will be sent directly to the MPOs/Rural COGs' through ProjectTracker in their monthly Action plan revision for their administrative approval (It will not require Air Quality review).

9. If the requested change is an Amendment requiring an addition of FD, ROW, or CON phase to an already existing STIP project or a new project is being added to the STIP, the project will be moved to the Air Quality folder in ProjectTracker.

10. The TD/AQ Modeling Unit will be notified that there is a need for Air Quality review, and an Air Quality Code (AQ Code) is assigned. The projects with AQ codes are returned to the STIP Unit.

11. The STIP Unit will place the requests into the appropriate CTDOT STIP Unit plan revision.

12. For project phases assigned an AQ code of X6, X7, X8, MOD, or CC, these project phases can be sent to the MPOs/Rural COGs' through ProjectTracker in their monthly Amendment plan revision for their approval.

13. For project phases assigned an AQ code of NM, NRS or RS, these project phases are returned to the F&A "holding folder" with a note stating that these projects need more extensive AQ modeling and will need to be added to the next AQ Conformity. F&A will need to inform the project manager that their project is not going forward at this time.

14. For project phases receiving an AQ code of NM, only the PE/PD phase can be sent to the MPOs/Rural COGs' for their approval, but the project as a whole requires a Regional Transportation Air Quality Conformity Analysis and future phases cannot be added to the STIP until AQ conformity is complete. Only the PE/PD phase can be sent to the MPO/RCOG with an AQ Code PD.

15. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.

a. If an EBA has been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the MPO/Rural COG for their approval.

b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration "holding folder" with a note stating that the CMAQ project requires an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the MPO/Rural COG for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.

16. TIP Actions are reviewed by MPO/Rural COG staff for approval. Upon approval, the MPO/Rural COG will go to the CTDOT STIP Unit plan revision in ProjectTracker and add an approval date and upload an approval document.

17. MPOs technical committees meet to discuss TIP amendments and make recommendations to MPO policy boards.

18. MPO policy boards review TIP Amendments and technical committee recommendations. MPO takes action to endorse TIP amendment.

19. MPOs submit endorsed TIP amendments and resolution to CTDOT STIP Unit plan revision(s) for processing.

20. CTDOT Federal plan revisions are created for Notifications, Actions, and/or Amendments.

21. Prior sent Notifications, administratively approved Actions, and board approved Amendments are moved from CTDOT STIP Unit plan revisions to Federal plan revisions for anticipated FHWA and/or FTA Federal packages.

22. A STIP Amendment Letter to FHWA and/or FTA requesting their approval is respectively prepared and signed by the designated CTDOT official after reviewing and agreeing with the requested Amendment.

23. STIP Unit transmits to affected federal agency (FHWA or FTA) all MPOs and Rural COGs approved TIP amendments for their respective review and approval.

24. For an Action only approval package, sending it to FHWA and/or FTA automatically validates the action.

25. Each Amendment is transmitted to FHWA requires the list of amended projects, Financial Report, and a signed STIP Amendment Letter to FHWA. FTA requires the list of amended projects, updated list of STIP Projects, Fiscal Constraint Financial Reports, MPOs submitted endorsed TIP amendments and resolutions, multi-regional Matrix Approval file, and a signed STIP Amendment Letter to FTA. If fiscal constraint is compromised due to outstanding TIP request approvals, FHWA and/or FTA will be informed in the transmittal email.

26. Every Amendment package sent to FHWA and /or FTA will not be official until approval from affected federal agency (FHWA and/or FTA) is received.

27. When Federal approval is obtained, Federal approval date is entered in the CTDOT Federal plan revision and FHWA and/or FTA approval letter uploaded.

28. Projects within affected Federal plan revision are then accepted in ProjectTracker by the STIP Unit.

29. The Department's STIP website will be updated with the current approved STIP Projects list, and the received approval letter from FHWA and/or FTA.

30. All internal and external stakeholders will be notified of the availability of the most recently approved STIP posted online.

31. On a quarterly basis, the STIP unit will request that Capital Services review the STIP fiscal tables to ensure the authorization levels are accurate and that any new funding categories are included.

FUNDING SOURCES FOR THE STIP

There are three sources of funds for this program:

1. Federal transportation appropriations,
2. The State Special Transportation Fund (primarily in the form of bond authorizations) and
3. A small amount of local funds.

FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

Explanations of eligible uses of each category of funding, limitations, and availability are provided below:

Federal Highway Administration Program

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program.

National Highway Performance Program (NHPP)

The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. Bridge projects under $5 million Federal dollars on NHS roadways are programmed using NHPP funds on the Bridge Report, which is updated monthly and included on the STIP website for public review.

National Highway Freight Program (NFRP)

The purpose of this program is to improve the 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.

Surface Transportation Program / Surface Transportation Block Grant Program (STP)
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 programmed using STP/STBG- Flex (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.

Transportation Alternatives Program (TAP)

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.

Highway Safety Improvement Program (HSIP)(SIPH) / High Risk Rural Road (SIPR) / Vulnerable Road User (VRUS) / Section 154 (Sect 154)

The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses 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 factors, 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.

Railway-Highway Crossings Program (STPX)

The purpose of this program is to provide funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The program is funded via a set-aside from the HSIP. 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.

Repurposed Earmark Program (REP)

Appropriations Acts occasionally allow States to repurpose certain funds originally earmarked for specific projects; more specifically, any earmark that was designated more than 10 fiscal years prior to the current fiscal year and less than 10% obligated or final vouchered and closed. These earmark funds could be repurposed to a new or existing STP/STBG eligible project in the State within a certain distance of the original earmark designation.

Highway Bridge OFF System Program (BRZ)

The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid Road

system, therefore bridges on roads functionally classified as local roads or Rural minor collectors. CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid Road system, they are not qualified for this program. Therefore, the majority of the funded projects are municipal bridges. Bridge projects funded under this program are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

Congestion Mitigation and Air Quality Program (CMAQ)

The purpose of this program is to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM2.5), an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 designated area.

CTDOT has set aside $12 million of CMAQ funds for the solicitation of project proposals from the MPOs/Rural COGs. This amount will be reviewed annually based on funds provided and projects programmed.

Carbon Reduction Program (CRP)

The purpose of this program is to provide funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions, from on-road highway sources. Funds are suballocated under the CRP, similar to how funds are suballocated under the STBG and TA Programs, except that there are individual subcategories for areas with populations not less than 50,000 and not more than 200,000.

The following are the subcategories of the CRP:

CRPA – Flex/Anywhere
CRPB – Bridgeport/Stamford
CRPD - Danbury
CRPH – Hartford
CRPNH – New Haven
CRPNL – Norwich/New London
CRPNY – New York (funds apportioned prior to FY24)
CRPS – Springfield
CRPWA - Waterbury
CRPWO – Worcester
CRPSU – "Small Urban" 5,000-49,999 population
CRPR – Rural <5,000 population

Bridge Formula Program (BRFP & BRFZ)

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 Federal dollars 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

PROTECT Program (PRFP)(PRPL)

The purpose of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program is to help make surface transportation more resilient to natural hazards, including sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

PRFP – flexible funds

PRPL – set aside funds for specified types of resilience-related planning activities

National Electric Vehicle Infrastructure Formula Program (NEVI)(EVFP)

The purpose of this program is to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Ferry Boat Program (FBP)

The purpose of this program is to fund the construction of ferry boats and ferry terminal facilities. Funds are distributed among eligible entities based on a statutory formula.

Highway Infrastructure Program (HIP)

Appropriations Acts occasionally allocate funds to be used for bridge and highway projects, with specific eligibility identified as part of the allocation process. Sometimes these funds are suballocated similar to STBG/STP. In order to prepare/account for any future funds that may be received, the following funding sources are being identified.

HIBA – Bridge Replacement and Rehabilitation
HIPA – Anywhere/Flex
HIPH – Hartford
HIPB – Bridgeport/Stamford
HIPNH – New Haven
HIPS – Springfield
HIPW – Worcester
HIPO – Other Urban
HIPSU – Small Urban
HIPR – Rural

Community Project Funding / Congressionally Directed Spending (CPCDH)

Appropriations Acts occasionally allocate funds "earmarked" for specific projects identified by Congress. This program/funding is similar to the discontinued High Priority Projects (HPP) program. It is possible that future Appropriations Acts may also include CPCDH projects.

Discretionary Grant Funding (DIGR)

The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities under IIJA/BIL. The DIGR (Discretionary Grants) funding source has been established to encompass all current and future grants applied for and obtained by CTDOT or the COGs. This includes both Highway and Transit projects and initiatives. Different grants will be applied for and obtained, but all of them collectively will be categorized under the program DIGR. Projects associated with a specific grant will be identified by naming the specific grant in their descriptions.

Rural Transportation Assistance Program (RTAP)

FHWA has supported local and rural road agencies across the US by providing training, technical assistance and technology transfer services to help them manage and maintain their roadway systems. FHWA RTAP falls under the planning and research program and is normally STIP exempt. However, there can be planning and research projects that are not STIP exempt and will require individual STIP entries. The Federal Highway Administration (FHWA) State Transportation Innovation Council (STIC) Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to $100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency (STA) or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation (CAI).

Carry-over Funds from Pre-BIL Programs

This section gives a brief explanation on discontinued programs that are not receiving new apportionments under the BIL, but either have carry-over funds that can still be programmed or have small amounts of funds that become available for reprogramming due to milestone reductions and/or completion of previously funded projects.

National Highway System (NHS)

NHS funds can be used for various types of improvements (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials".

Interstate Maintenance (IM)

IM funds can be used to rehabilitate, restore, and resurface the Interstate highway system. This program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways.

Highway Bridge On System Program (BRX)

"On System" Bridge Program funds can be used to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road functionally classified as a Rural major collector or higher. That is, it must be "on" the Federal-Aid Road system. CTDOT has a program of regularly inspecting and rating the condition of bridges.

STP Hazard Elimination (STPZ)

STPZ funds can be used for highway safety improvement projects on all public roadways to correct hazards to motorized and non-motorized users. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

STP Optional Safety (STPY)

STPY funds can be used for either railway-highway crossings or hazard elimination activities. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

Safe Routes to School (SRSI/SRSN)

This program was designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

Transportation Enhancement (STPT)

The Transportation Enhancement Program offered a potential source of funds for making areas more attractive. The program was administered by the State of Connecticut Department of Transportation. Upon the federal government making funding available, the Department solicited projects from the councils of

governments, which set the priorities among their member towns. CTDOT set aside 50% of the TE funds for these COG projects. The remaining 50% were selected by CTDOT for projects of Regional and Statewide significance. Streetscape-type projects that address the beautification of streets in the area were eligible for funding under the Transportation Enhancement Program.

Section 330, 115,117, 112, 120, 125 & 378

This program is dedicated for those projects established by congressional designation.

High Priority Projects (HPP)

This program provides funds for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

Federal Transit Administration (FTA Programs)

Congress establishes the funding for FTA programs through Authorization bills (currently IIJA) which amends Chapter 53 of Title 49 of the U.S. Code.

Congress passed the Infrastructure Investment and Jobs Act (IIJA) in November 2021, which funds the transportation program for five years (FFY22-26) subject to annual appropriations. The IIJA provides Connecticut with approximately $5.38 billion in federal transportation funding over the five years, which is an increase of $1.6 billion over the levels authorized in the previous federal legislation, the FAST Act. The FFY22 combined Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program increased approximately 38% over FFY21 levels, and the funding level at the end of the five years (FFY26) is projected to be an increase of approximately 49% over the FFY21 levels. Despite this increase in federal funding, high levels of inflation, labor shortages, and supply chain disruptions are resulting in significant cost increases to perform the same level of work. The IIJA maintains the FAST Act highway program while providing a focus on safety, bridges, climate change, resiliency, and project delivery. The IIJA also creates more than a dozen new highway programs, including reducing carbon emissions, increasing resiliency, reconnecting communities, and rehabilitating bridges in critical need of repair. For FTA, the IIJA provides new and increased funding for State of Good Repair and Low or No Emission Grants, while continuing the existing structure for FTA programs with significant

funding increases. FTA has established four priorities for implementation of the IIJA: Safety, Modernization, Climate, and Equity.

FTA Section 5307 Capital and Subsidy (Operating) Program

The FTA Section 5307 funds are primarily for capital projects, such as the purchase of new buses and for the construction of transit facilities. However, a limited amount of Section 5307 funds are utilized for transit operating services.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses and construct facility improvements, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. Once the priority bus projects have been programmed, the remaining 5307 funds are programmed for New Haven Line priority capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

All specific provisions of FTA Circular 9030.1E, Chapter III-3, Section 5, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program

This program (49 U.S.C. 5310) provides formula funding to states and designated recipients, and State or local governmental authorities that operate a public transportation service to improve mobility for seniors and individuals with disabilities. This program provides funds for projects to meet the needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate or unavailable. This program provides apportionments specifically for large UZAs, small UZAs, and rural areas via a formula. Consistent with the type of projects eligible under the former New Freedom program, eligible activities include operating expenses and

capital investments. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation.

FTA Section 5311 Capital/Operating/RTAP/ADMIN/Planning

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

FTA SEC 5312 LoNo Discretionary Program

This section is to advance public transportation through; research, Innovation and Development, Demonstration, deployment and Evaluation, Low or No Emission Vehicle Component Testing (Low-No Testing), and Transit Cooperative Research Program (TCRP).

The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

FTA SEC 5339 & 5339D Bus and Bus Facilities Formula and Discretionary

This program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the Bus and Bus Facilities Competitive Program and the Low or No Emissions Bus Vehicle Program.

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct 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.

FTA SEC 5337 State of Good Repair – FGW

The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.

FTA BUILD (Better Utilizing Investments to Leverage Development)

This grant program provides funds for surface transportation infrastructure projects with significant local or regional impact. The eligibility requirements of BUILD allow project sponsors, including state and local governments, counties, Tribal governments, transit agencies, and port authorities, to pursue multi-modal and multi-jurisdictional projects that are more difficult to fund through other grant programs.

The BUILD program, previously known as the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) and Transportation Investment Generating Economic Recovery (TIGER) discretionary grants, was established under the American Recovery and Reinvestment Act of 2009 and operated under annual appropriations acts until authorized in November 2021.

FTA ASAP (All Stations Accessibility Program)

The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use. Eligible activities are capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of title II of the Americans with Disabilities Act of 1990 (42U.S.C. 12131).

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.

FINANCIAL PLAN

The STIP for FFY 2027-2030 contains 386 projects in 30 federal funding categories. It programs $4.5 billion in federal funds, which will be matched by $932,656 million in state funds and $44,918 million in local funds, for a total program cost of $5.5 billion. Of the $932,656 million in state funds, $13,769 million is programmed for public transportation operating assistance. Within the transportation modes, a total of $3.385 billion (75.63%) will be used for highway and bridge capital programs and a total of $1.091 billion (29.33%) will be used for transit (rail, bus, and rideshare) capital and operating costs. Examples of major projects included in the STIP:

- I-95 Gold Star Bridge Pedestrian Improvements in New London/Groton
- I-95 NB Gold Star Bridge Rehabilitation (Phases 1B & 2) in New London
- Route 3 Putnam Bridge Rehabilitation in Glastonbury
- I-95 Baldwin Bridge Rehabilitation in Old Saybrook
- Removal of Traffic Signals on Route 9 in Middletown
- SR 745 Br 03612 Replacement in West Haven
- CT 82 Safety Improvements in Norwich
- CT 2A Rehabilitation of Br 03426 o/ Thames River, NEC RR and P&W RR in Montville/Preston
- US 1 BR 01872 Replacement in Greenwich
- US 7/15 Interchange in Norwalk
- CT 15 Interchange 46/Route 69 Improvements in New Haven/Woodbridge
- I-84 Pavement Rehabilitation and Reconstruction in Danbury from NY State Line

- I-95 Auxiliary Lane Construction and Bridge Replacements in West Haven
- I-91/I-691/CT 15 Interchange improvements in Meriden/Middletown
- Walk Moveable Bridge
- New Haven Line Track Program
- New Haven Union Station Platform Replacement
- New Haven State Street Station Improvements
- Stamford Yard Catenary Leads and Car Wash Facility
- Transit Facility Upgrades
- Transit Vehicle Fleet Replacements
- MOVE New Haven BRT

Federal authorizations for FFY 2027-2030 are estimated as constant values based on IIJA authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

The STIP is financially constrained, and the spending plan is based on reasonable projections of available resources. Tables 1-4 provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the four years of this STIP. These tables also demonstrate that the program is financially constrained by showing the balance of each funding category (Authorization vs. STIP programmed amount).

OPERATION AND MAINTENANCE

IIJA regulations require that the STIP demonstrate that appropriate funds are available to adequately operate and maintain the transportation system as a whole. The majority of funds used to pay operating and maintenance costs are State funds.

Operating and maintaining transportation systems are costly. Connecticut has many systems and processes that are required to monitor, analyze, and disseminate roadway/infrastructure data for operational, maintenance, and managerial uses as reflected in the Department's estimated budget.

Connecticut also uses Intelligent Transportation System (ITS) to assist in managing roadway maintenance efforts and to enhance safety on the transportation system. Relative to operations and maintenance, ITS focuses on integrating management of maintenance fleets, identifying when specialized service vehicles are required, determining when hazardous road conditions require remediation, and improving work zone mobility and safety.

This is demonstrated in the "Estimated DOT Operating Budget" located in Table 5.

AIR QUALITY CONFORMITY FINDING

In response to the Clean Air Act (CAA) of 1970, the U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) for various pollutants, including Ozone and its precursors, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx); Particulate Matter (PM); and Carbon Monoxide (CO). The Conformity process ensures that transportation projects contained in Metropolitan Transportation Plans (MTP) and Transportation Improvement Plans (TIPs) meet the goals of the NAAQS by means of each state's Statewide Implementation Plan (SIP).

EPA has designated certain areas of the country where the NAAQS have been exceeded. These are called 'non-attainment' areas. Connecticut is presently in non-attainment for Ozone and in maintenance for PM2.5, thus necessitating conformity analysis for these pollutants in their respective areas.

Ozone:
On March 20, 2017, EPA notified CTDEEP that EPA had determined the 2017 Motor Vehicle Emission Budgets (MVEBs) for the Greater Connecticut ozone non-attainment area, submitted as a SIP revision by CTDEEP to EPA on January 17, 2017, to be adequate for transportation conformity purposes. On May 31, 2017, EPA published its adequacy finding in the Federal Register (82 FR 24859) and the MVEBs became effective on June 15, 2017, for transportation conformity purposes.

On June 4, 2018, EPA published a final rule that designated new non-attainment areas for the 2015 Ozone NAAQS, effective August 3, 2018 (83 FR 25776). Greater Connecticut was initially designated Marginal non-attainment and Southwest Connecticut designated Moderate non-attainment.

Meanwhile, both Southwest Connecticut and Greater Connecticut failed to meet the attainment date for the 2008 NAAQS and were reclassified to Moderate non-attainment on April 11, 2016.

In January 2017, CTDEEP submitted a state implementation plan (SIP) indicating that Greater Connecticut attained the 2008 NAAQS.1 Southwest Connecticut did not attain the 2008 NAAQS as required and was therefore reclassified to Serious non-attainment on September 23, 2019. However, Southwest Connecticut again failed to timely attain

the NAAQS and was reclassified to Severe non-attainment effective November 7, 2022, with a new attainment date of July 20, 2027.

Failing to meet the attainment deadline for the 2015 NAAQS, Greater Connecticut was reclassified to Moderate non-attainment, effective November 7, 2022 (83 FR 62998). Since Southwest Connecticut was already designated Moderate non-attainment, the entire state was required to attain the 2015 NAAQS by August 3, 2024.

On June 13, 2024, Connecticut requested under CAA section 181(b)(3) to reclassify Southwest Connecticut to Serious non-attainment and made a conditional request to reclassify the Greater Connecticut non-attainment area to Serious non-attainment for the 2015 Ozone NAAQS.2 The conditions to avoid reclassification outlined in CTDEEP's June 13, 2024, letter to EPA were not met prior to the attainment date and EPA reclassified the Southwest Connecticut non-attainment area and the Greater Connecticut non-attainment area to Serious non-attainment on July 25, 2024,3 and July 29, 2024,4 respectively.

[1] 85 FR 41924, July 13, 2020, Clean Data Determination acknowledging that Greater Connecticut had been measuring attainment with the 2008 NAAQS since 2016.

[2] See: https://portal.ct.gov/-/media/deep/air/ozone/ozoneplanningefforts/connecticutozonereclassificationrequest6132024.pdf

[3] 89 FR 60314

[4] 89 FR 80827

PM2.5:

CTDEEP initially submitted a re-designation request and maintenance plan for the Connecticut portion of the NY-NJ-LI area on June 22, 2012. The submittal demonstrated that Fairfield and New Haven County's air quality met both the 1997 annual and the 2006 24-hour PM2.5 NAAQS as a result of national, regional, and local emissions control measures, and also included a maintenance plan that ensures continued attainment through 2025. EPA approved the redesignation request and maintenance plan, effective October 24, 2013, redesignating the Connecticut portion of the NY-NJ-LI area to attainment/maintenance for these standards. On February 20, 2013, EPA found the associated 2017 and 2025 MVEBs adequate and effective for transportation conformity purposes.

Consistent with CAA section 175A(a), the initial maintenance plan was required to demonstrate continued attainment for at least 10 years after redesignation. To meet the statutory requirement for a second maintenance period, CTDEEP submitted a second 10-year limited maintenance plan for the Connecticut portion of the NY-NJ-LI area on May 9, 2023, with supplemental information provided on February 21, 2024. EPA approved this plan on November 14, 2025, extending the maintenance period through 2033, in accordance with CAA requirements.

In addition to maintenance planning under older standards, EPA promulgated a revised annual PM2.5 NAAQS on February 7, 2024, strengthening the level of the standard from 12.0 ug/m3 to 9.0 ug/m3 (effective May 6, 2024). CTDEEP formally submitted a request on February 7, 2025, to designate the entire state as attainment/unclassifiable for the 2024 annual PM2.5 standard and is currently awaiting approval from EPA.

CO:

Connecticut completed its last maintenance period for CO, effective May 10, 2019.

Conformity determinations for Ozone and PM2.5 are found in the document entitled "Connecticut Department of Transportation Conformity Determination Report– March 2026".

The Program and Plan were found to be in conformance.

TITLE VI, LIMITED ENGLISH PROFICIENCY, AND ENVIRONMENTAL JUSTICE

Public Involvement, Review and Process

The 2027 Draft Statewide Transportation Improvement Program (STIP) document will go through a public outreach process. This process will be documented in the Final version of the STIP narrative.

Public Involvement will include:

- A Display Advertisement will be placed in the all major Connecticut newspapers
- A 30-day public comment period will be held from May 13 - June 12, 2026
- Two hybrid public informational meetings will be held June 3, 2026 at 1:00 p.m. and 7:00 p.m.
- Brochures detailing the availability of the Draft 2027 STIP and announcement of the Hybrid Public Informational Meetings will be sent to members of the public and businesses who have expressed interest in the past in the Transportation planning process, all Connecticut Legislators, Connecticut Congressional Delegates, and CT Agency Heads. These names were compiled to satisfy Title VI, LEP and Environmental Justice requirements.

- CTDOT will utilize the MPO's required public information process as an avenue to reach constituents represented by the MPOs. CTDOT requests that each of the MPO's include the public review of the Draft 2027 STIP along with their respective Draft TIP. As a result, the state's eight MPOs will include in their public announcements that a copy of the Draft STIP and their Draft TIP will be available to interested parties for public review and comment upon request. A link to the online Draft STIP for public review and comment is also provided. This announcement will state the beginning and ending period of the state's Draft STIP public review and comment period. CTDOT staff will attend all MPO informational meetings on the Draft TIP/STIP and will be available to receive comments and address questions. The two Rural Council of Governments should also include the availability of the Draft STIP for public review and comment on their monthly agenda.

SEE APPENDIX E FOR RELATED DOCUMENTS

FIGURES

FIGURE I – CT MAP – 8 MPO and 2 Rural Council of Governments

FIGURE II - CT MAP – CT Ozone Non-Attainment and PM2.5 Attainment/Maintenance Areas

FIGURE III - CT MAP - CT PM2.5 Attainment/Maintenance Areas

The boundaries of the Connecticut Ozone Non-attainment and PM2.5 Attainment/Maintenance areas are shown below in Figure 2 and 3. The NY/NJ/LI Ozone Non-Attainment area includes Fairfield, New Haven, and Middlesex counties while the Greater CT Ozone Non-Attainment area includes Litchfield, Hartford, Tolland, Windham, and New London counties. The PM2.5 Attainment / Maintenance area includes Fairfield and New Haven counties.

FIGURE I

CT MAP – 8 Metropolitan Planning Organizations And 2 Rural Council of Governments

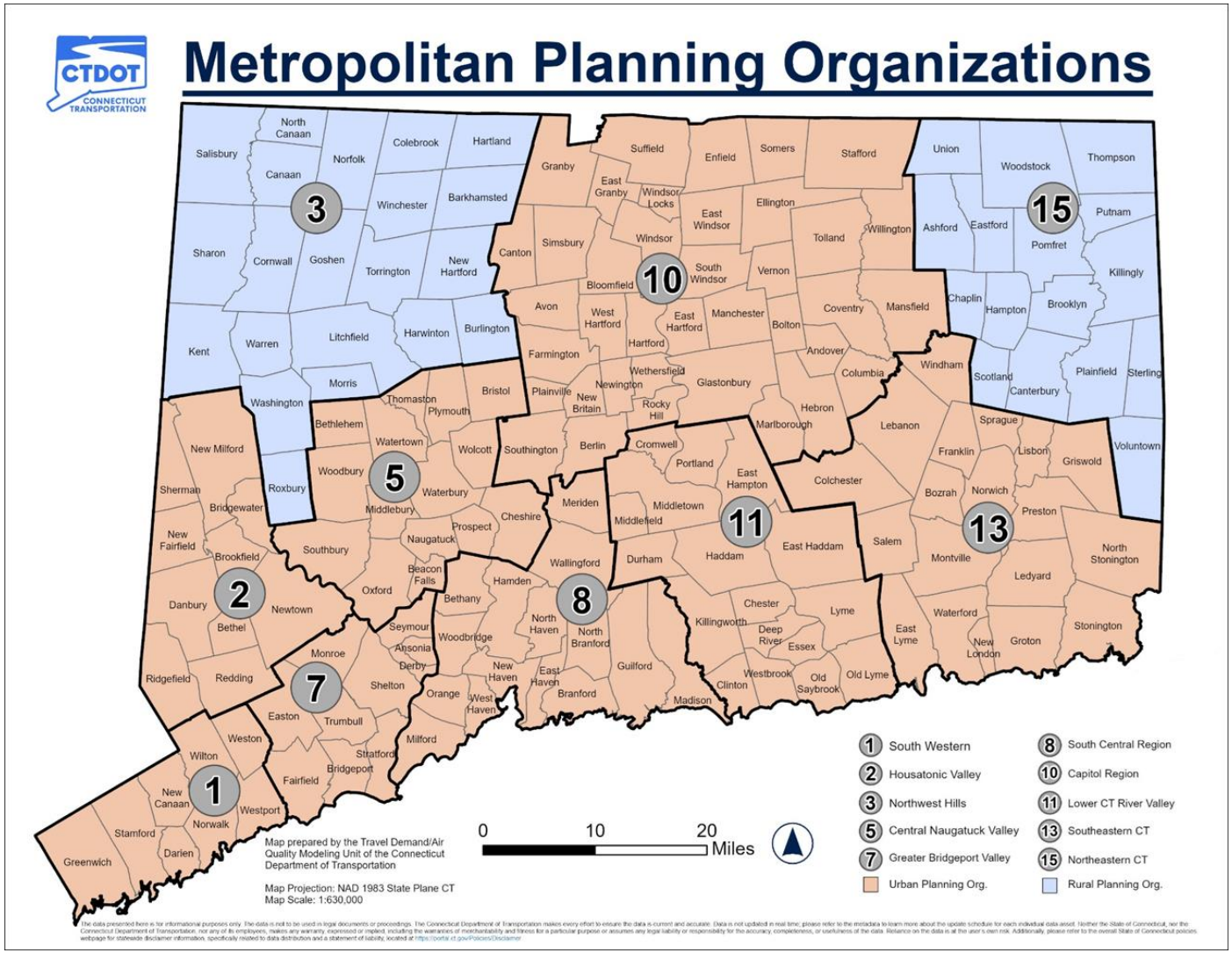


FIGURE II

CONNECTICUT OZONE NON-ATTAINMENT

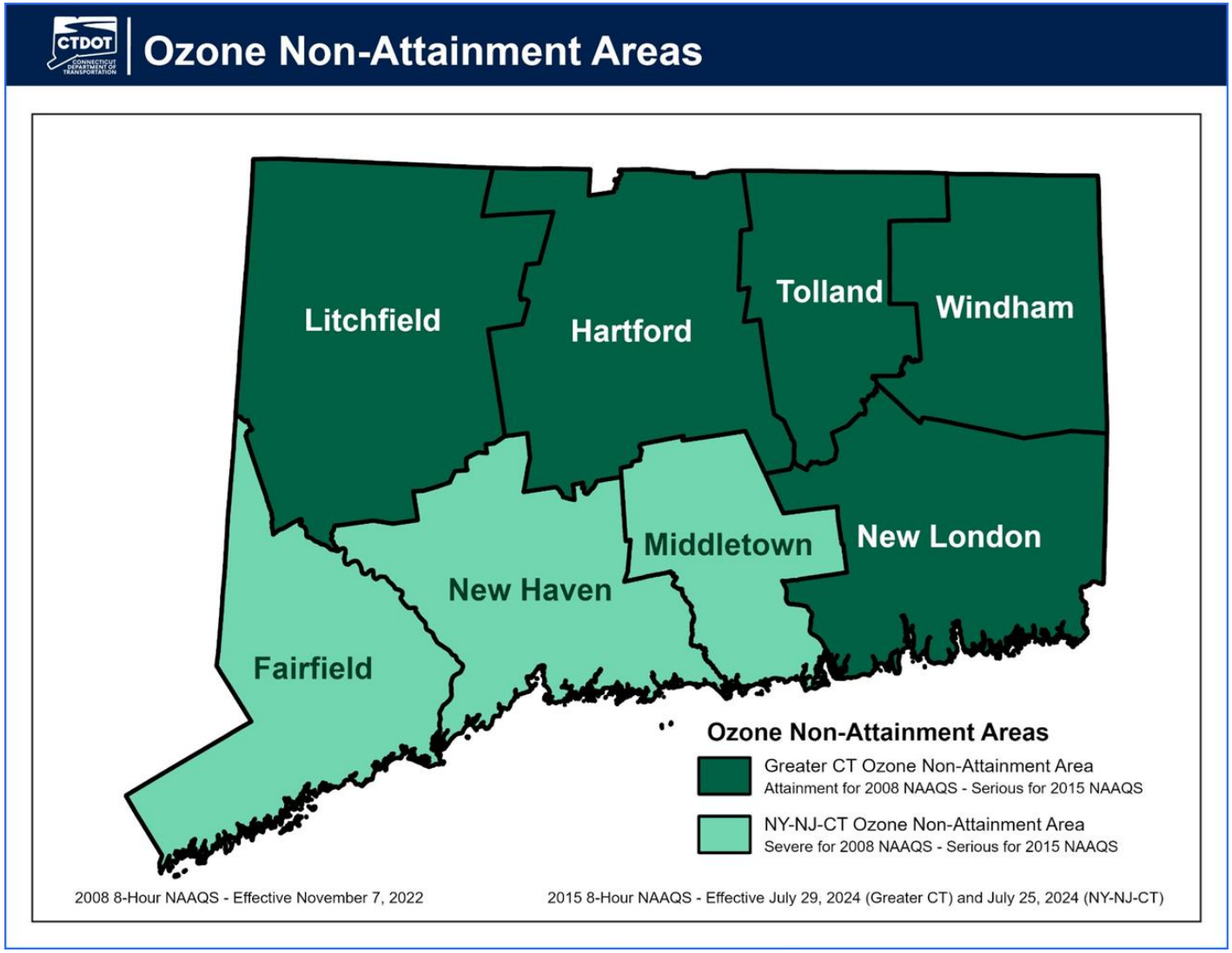
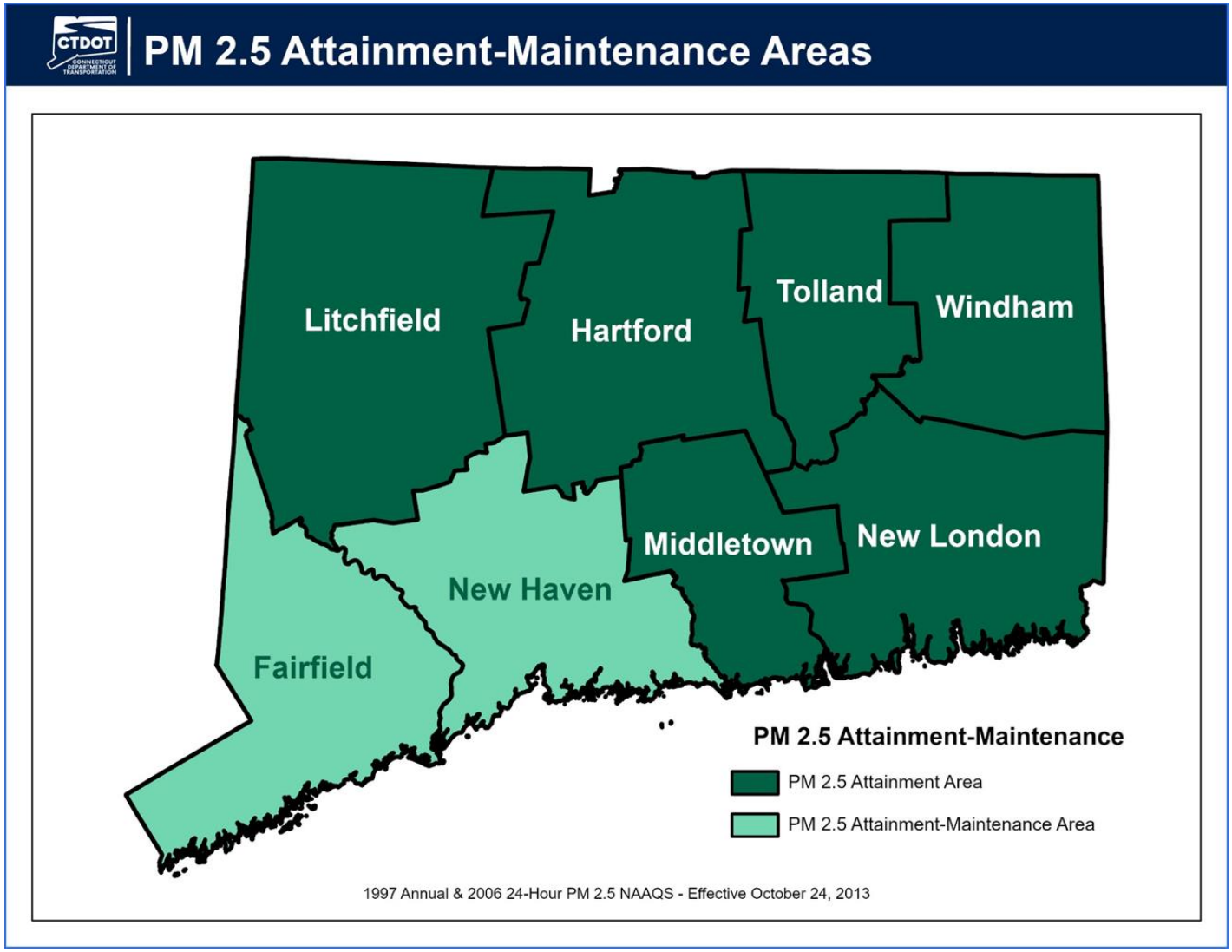


FIGURE III

CONNECTICUT PM2.5 ATTAINMENT/MAINTENANCE AREA



TABLES

Table 1 - FINAL IIJA 2027-2030 AUTHORIZED VERSUS STIP (000's) HIGHWAY PROGRAMS

FUNDING CATEGORY	AUTHORIZATION *FFY 2027*	STIP *FFY 2027*	BALANCE TO PROGRAM *FFY 2027*	AUTHORIZATION *FFY 2028*	STIP *FFY 2028*	BALANCE TO PROGRAM *FFY 2028*	AUTHORIZATION *FFY 2029*	STIP *FFY 2029*	BALANCE TO PROGRAM *FFY 2029*
Federal Highway Administration									
BRIDGE OFF-SYSTEM (BRZ)	38,551	0	38,551	38,551	0	38,551	38,551	0	38,551
BRIDGE ON -SYSTEM (BRX)	0	0	0	0	0	0	0	0	0
BRIDGE INVESTMENT DISCRETIONARY GRANT (BIDG)	0	0	0	0	0	0	0	0	0
BUILD DISCRETIONARY	24,604	24,604	0	0	0	0	0	0	0
CARBON REDUCTION PROGRAM (CRP)	20,728	4,464	16,264	20,728	8,000	12,728	20,728	0	20,728
COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING (CPCDH)	1,320	1,320	0	0	0	0	0	0	0
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	39,406	38,552	853	39,406	16,932	22,474	39,406	3,532	35,874
CONGRESSIONAL EARMARK, FFY 2021 (EM21)	0	0	0	0	0	0	0	0	0
DISCRETIONARY GRANT FUNDING (DIGR)	0	0	0	0	0	0	0	0	0
FERRY BOAT DISCRETIONARY (FBD)	0	0	0	1,545	1,545	0	0	0	0
FERRY BOAT PROGRAM (FBP)	200	200	0	200	200	0	0	0	0
HIGHWAY SAFETY IMPROVEMENT PROGRAM/HIGH RISK RURAL ROAD (HSIP/SIPH/SIPR/154/VRUS)	57,900	26,215	31,685	57,900	19,734	38,166	57,900	14,012	43,888
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0	0	0	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (HPP)	0	0	0	0	0	0	0	0	0
IIJA Bridge Formula Program - Flex/Anywhere (BRFP)	136,625	118,650	17,975	136,625	94,000	42,625	136,625	89,792	46,833
IIJA Bridge Formula Program - Off-System (BRFZ)	26,152	0	26,152	26,152	0	26,152	26,152	0	26,152
INTERSTATE MAINTENANCE (IM)	0	0	0	0	0	0	0	0	0
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (EVFP)(NEVI)	11,183	0	11,183	11,183	0	11,183	11,183	0	11,183
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	18,477	18,115	362	18,477	18,115	362	18,477	18,115	362
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	369,484	254,637	114,847	334,484	308,576	25,908	349,484	190,834	158,650
NATIONAL HIGHWAY SYSTEM (NHS)	0	0	0	0	0	0	0	0	0
PROTECT PROGRAM (PRFP)	12,612	9,953	2,659	12,612	432	12,180	12,612	10,880	1,732
PROTECT PROGRAM (PRPL)	466	0	466	466	0	466	466	0	466
REPURPOSING FUNDS FOR EARMARKS (REP)	0	0	0	0	0	0	0	0	0
SAFE ROUTES INFASTRUCTURE (SRSI)	0	0	0	0	0	0	0	0	0
SAFE STREETS AND ROADS FOR ALL (SS4A)	0	0	0	0	0	0	0	0	0
SAFE ROUTES NON INFASTRUCTURE (SRSNI)	0	0	0	0	0	0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	229,331	93,862	135,469	264,331	171,453	92,877	249,331	115,593	133,738
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	21,599	19,646	1,953	21,599	23,419	-1,819	21,599	3,723	17,877
FHWA SUB TOTAL	**1,008,638**	**610,219**	**398,419**	**984,259**	**662,405**	**321,854**	**982,514**	**446,481**	**536,033**
MINUS SET-ASIDE FOR PROJECT MODIFICATION	75,000	75,000	0	75,000	75,000	0	75,000	75,000	0
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	75,000	75,000	0	75,000	75,000	0	75,000	75,000	0
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT	35,000	35,000	0	35,000	35,000	0	35,000	35,000	0
FHWA TOTALS:	**1,193,638**	**795,219**	**398,419**	**1,169,259**	**847,405**	**321,854**	**1,167,514**	**631,481**	**536,033**

Table 2 - FINAL IIJA 2027-2030 AUTHORIZED VERSUS STIP (000's) HIGHWAY PROGRAMS

FUNDING CATEGORY	AUTHORIZATION *FFY 2030*	STIP *FFY 2030*	BALANCE TO PROGRAM *FFY 2030*	AUTHORIZATION *FFY FYI*	STIP *FFY FYI*	BALANCE TO PROGRAM *FFY FYI*
Federal Highway Administration						
BRIDGE OFF-SYSTEM (BRZ)	38,551	0	38,551	38,551	0	38,551
BRIDGE ON -SYSTEM (BRX)	0	0	0	0	0	0
BRIDGE INVESTMENT DISCRETIONARY GRANT (BIDG)	0	0	0	0	0	0
BUILD DISCRETIONARY	0	0	0	0	0	0
CARBON REDUCTION PROGRAM (CRP)	20,728	0	20,728	20,728	0	20,728
COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING (CPCDH)	0	0	0		0	0
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	39,406	3,532	35,874	39,406	3,532	35,874
CONGRESSIONAL EARMARK, FFY 2021 (EM21)	0		0	0	0	0
DISCRETIONARY GRANT FUNDING (DIGR)	0		0	0	0	0
FERRY BOAT DISCRETIONARY (FBD)	0		0	0	0	0
FERRY BOAT PROGRAM (FBP)	0		0	0	0	0
HIGHWAY SAFETY IMPROVEMENT PROGRAM/HIGH RISK RURAL ROAD (HSIP/SIPH/SIPR/154/VRUS)	57,900	6,775	51,124	57,900	6,775	51,124
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0		0	0	0	0
HIGH PRIORITY PROJECTS (HPP)	0		0	0	0	0
IIJA Bridge Formula Program - Flex/Anywhere (BRFP)	136,625		136,625	136,625	0	136,625
IIJA Bridge Formula Program - Off-System (BRFZ)	26,152		26,152	26,152	0	26,152
INTERSTATE MAINTENANCE (IM)	0		0	0	0	0
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (EVFP) (NEVI)	11,183		11,183	11,183	0	11,183
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	18,477	16,556	1,921	18,477	16,556	1,921
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	349,484	175,280	174,204	349,484	175,280	174,204
NATIONAL HIGHWAY SYSTEM (NHS)	0		0	0	0	0
PROTECT PROGRAM (PRFP)	12,612	7,760	4,852	12,612	7,760	4,852
PROTECT PROGRAM (PRPL)	466		466	466	0	466
REPURPOSING FUNDS FOR EARMARKS (REP)	0		0	0	0	0
SAFE ROUTES INFASTRUCTURE (SRSI)	0		0	0	0	0
SAFE ROUTES NON INFASTRUCTURE (SRSNI)	0		0	0	0	0
SAFE STREETS AND ROADS FOR ALL (SS4A)	0		0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	249,331	43,290	206,041	249,331	43,290	206,041
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	21,599	779	20,821	21,599	779	20,821
FHWA SUB TOTAL	982,514	253,973	728,542	982,514	253,973	728,542
MINUS SET-ASIDE FOR PROJECT MODIFICATION	75,000	75,000	0	75,000	75,000	0
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	75,000	75,000	0	75,000	75,000	0
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT	35,000	35,000	0	35,000	35,000	0
FHWA TOTALS:	1,167,514	438,973	728,542	1,167,514	438,973	728,542

Table 3 - FINAL IIJA 2027-2030 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

FUNDING CATEGORY	AUTHORIZATION *FFY 2027*	STIP *FFY 2027*	BALANCE TO PROGRAM *FFY 2027*	AUTHORIZATION *FFY 2028*	STIP *FFY 2028*	BALANCE TO PROGRAM *FFY 2028*	AUTHORIZATION *FFY 2029*	STIP *FFY 2029*	BALANCE TO PROGRAM *FFY 2029*
Federal Transit Administration									
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	143,200	143,200	0	143,200	143,200	0	143,200	143,200	0
FTA SECTION 5307O OPERATING	762	762	0	762	762	0	762	762	0
FTA SECTION 5307S FLEX FUNDS**	0	0	0	0	0	0	0	0	0
SECTION 5307 TOTALS:	**143,962**	**143,962**	**0**	**143,962**	**143,962**	**0**	**143,962**	**143,962**	**0**
FTA SECTION 5311 CAPTIAL/OPERATING/RTAP/ADMIN/PLANNING	125	0	125	125	0	125	125	0	125
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	600	600	0	2,156	2,156	0	2,031	340	1,691
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	3,294	3,294	0	1,738	1,738	1	3,555	3,555	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	500	500	0	500	500	0	500	500	0
SECTION 5311 TOTALS:	**4,519**	**4,394**	**125**	**4,519**	**4,394**	**126**	**6,211**	**4,395**	**1,816**
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	5,858	5,858	0	5,858	5,858	0	5,858	5,858	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR FGW	99,738	98,760	978	99,738	98,760	978	99,738	98,760	978
FTA SECTION 5337H STATE OF GOOD REPAIR FGW & HIGH INTENSITY HARTFORD	5,727	4,686	1,040	5,727	4,686	1,040	5,727	4,686	1,040
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	8,960	8,960	0	8,960	8,960	0	8,960	8,960	0
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY	0	0	0	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	**120,283**	**118,264**	**2,018**	**120,283**	**118,264**	**2,018**	**120,283**	**118,264**	**2,018**
FTA RAISE (REBUILDING AMERICAN INFRASTRUTURE W/ SUSTAINABILITY & EQUITY)	25,000	25,000	0	0	0	0	0	0	0
FTA ASAP (ALL STATIONS ACCESSIBILITY PROGRAMS)	0	0	0	0	0	0	0	0	0
FTA (BUILD DISCRETIONARY) HART/WESTCOG-REGIONAL VALUE CAPTURE-MECHANISM STUDY	0	0	0	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5310P PRGRM - ENHANCED MOBILITY OF SENIORS/INDIVIDUALS W/DISABILITIES-CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR - FGW CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5337Q STATE OF GOOD REPAIR - FGW HARTFORD CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5339Q BUS & BUS FACILITIES DISCRETIONARY CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION TOTAL	**25,000**	**25,000**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
FTA TOTALS:	**293,763**	**291,620**	**2,143**	**268,763**	**266,619**	**2,144**	**270,455**	**266,621**	**3,834**
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,487,402**	**1,086,839**	**400,563**	**1,438,022**	**1,106,025**	**331,998**	**1,437,969**	**898,102**	**539,868**
Less FTA Sec 5307S Flex Funds**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,487,402**	**1,086,839**	**400,563**	**1,438,022**	**1,106,025**	**331,998**	**1,437,969**	**898,102**	**539,868**

Table 4 - FINAL IIJA 2027-2030 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

FUNDING CATEGORY	AUTHORIZATION *FFY 2030*	STIP *FFY 2030*	BALANCE TO PROGRAM *FFY 2030*	AUTHORIZATION *FFY FYI*	STIP *FFY FYI*	BALANCE TO PROGRAM *FFY FYI*
Federal Transit Administration						
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	143,200	143,200	0	143,200	143,200	0
FTA SECTION 5307O OPERATING	762	762	0	762	762	0
FTA SECTION 5307S FLEX FUNDS**	0	0	0	0	0	0
SECTION 5307 TOTALS:	**143,962**	**143,962**	**0**	**143,962**	**143,962**	**0**
FTA SECTION 5311 CAPTIAL/OPERATING/RTAP/ADMIN/PLANNING	125	0	125	125	0	125
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	2,031	1,760	271	2,031	1,760	271
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	2,135	2,135	0	2,135	2,135	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	500	500	0	500	500	0
SECTION 5311 TOTALS:	**4,791**	**4,395**	**396**	**4,791**	**4,395**	**396**
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	5,858	5,858	0	5,858	5,858	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR FGW	99,738	98,000	1,738	99,738	98,000	1,738
FTA SECTION 5337H STATE OF GOOD REPAIR FGW & HIGH INTENSITY HARTFORD	5,727	4,686	1,040	5,727	4,686	1,040
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	8,960	8,960	0	8,960	8,960	0
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	**120,283**	**117,504**	**2,778**	**120,283**	**117,504**	**2,778**
FTA RAISE (REBUILDING AMERICAN INFRASTRUTURE W/ SUSTAINABILITY & EQUITY)	0	0	0	0	0	0
FTA ASAP (ALL STATIONS ACCESSIBILITY PROGRAMS)	0	0	0	0	0	0
FTA (BUILD DISCRETIONARY) HART/WESTCOG-REGIONAL VALUE CAPTURE-MECHANISM STUDY	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0
FTA SECTION 5310P PRGRM - ENHANCED MOBILITY OF SENIORS/INDIVIDUALS W/DISABILITIES-CARRYOVER	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR - FGW CARRYOVER	0	0	0	0	0	0
FTA SECTION 5337Q STATE OF GOOD REPAIR - FGW HARTFORD CARRYOVER	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0
FTA SECTION 5339Q BUS & BUS FACILITIES DISCRETIONARY CARRYOVER	0	0	0	0	0	0
FTA SECTION TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
FTA TOTALS:	**269,035**	**265,861**	**3,174**	**269,035**	**265,861**	**3,174**
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,436,549**	**704,833**	**731,716**	**1,436,549**	**704,833**	**731,716**
Less FTA Sec 5307S Flex Funds**	**0**	**0**	**0**	**0**	**0**	**0**
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,436,549**	**704,833**	**731,716**	**1,436,549**	**704,833**	**731,716**

Table 5 - ESTIMATED CTDOT OPERATING BUDGET

Personnel Summary 2027-2030	2025-2026 Authorized	2026-2027 Authorized	2027-2028 PROJECTED	2028-2029 PROJECTED	2029-2030 PROJECTED
Permanent Full-Time Positions					
Special Transportation Fund	3567	3567	3567	3567	3567
Financial Summary	2025-2026	2026-2027	2027-2028	2027-2029	2027-2030
Personal Services	236,076,271	236,076,271	242,739,070	250,694,076	259,620,298
Other Expenses	63,434,586	63,434,586	65,337,624	67,493,765	69,721,059
Capital Outlay					
Equipment	1,376,329	1,376,329	1,376,329	1,376,329	1,376,329
Minor Capital Projects	449,639	449,639	449,639	449,639	449,639
TOTAL - Capital Outlay	1,825,968	1,825,968	1,825,968	1,825,968	1,825,968
Other Current Expenses					
Highway Planning and Research	3,060,131	3,060,131	3,905,131	3,905,131	3,905,131
ADA Para-transit Program	51,982,687	51,982,687	56,037,337	57,886,569	59,796,825
Rail Operations	316,004,297	318,803,218	400,179,109	413,385,020	427,026,726
Bus Operations	296,608,656	301,407,448	331,324,518	342,258,227	353,552,748
Non-ADA Dial-A-Ride	576,361	576,361	576,361	576,361	576,361
Pay-As-You-Go Transportation Projects	18,054,208	18,054,208	18,500,000	18,900,000	19,300,000
Port Authority	-	-	-	-	-
Transportation to Work	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629
Transportation Asset Management	3,004,254	3,004,254	3,004,254	3,004,254	3,004,254
TOTAL - Other Current Expenses	691,661,223	699,258,936	815,897,339	842,286,190	869,532,674
Pmts to Local Governments					
Town Aid Road Grants	-	-	-	-	-
Non-functional					
Change to accruals	-	-	-	-	-
TOTAL - Special Transportation Fund	992,998,048	1,000,595,761	1,125,800,000	1,162,300,000	1,200,700,000
Cannabis Regulatory Fund					
Other Expenses	550,000	550,000	550,000	550,000	550,000
Total - Cannabis Regulatory Fund	550,000	550,000	550,000	550,000	550,000
TOTAL - ALL FUNDS	993,548,048	1,001,145,761	1,126,350,000	1,162,850,000	1,201,250,000

APPENDICES

APPENDIX A - GLOSSARY OF TERMS USED IN 2027 STIP

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 1
72	DISTRICTWIDE PROJECTS - DISTRICT 2
73	DISTRICTWIDE PROJECTS - DISTRICT 3
74	DISTRICTWIDE PROJECTS - DISTRICT 4
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

APPENDIX A - Cont.

FACodes - MAJOR FUNDING CATEGORIES: FEDERAL TRANSIT ADMINISTRATION

FEDERAL TRANSIT ADMINISTRATION

SECTION	5307C	Capital Funding Programs
SECTION	5307E	Transit Enhancements Funding Programs (Set-Aside)
SECTION	5307O	Operating Subsidy Funding Programs
SECTION	5307P	Carryover – Capital Funding Programs
SECTION	5307R	Carryover -Transit Enhancements Funding Programs
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	5311O	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
SECTION	5310	Enhanced Mobility of Seniors & Individuals w/ Disabilities
SECTION	5310E	Program Enhanced Mobility
SECTION	5312	Low/No Emission Discretionary Program
SECTION	5337	State of Good Repair FGW
SECTION	5337H	State of Good Repair – FGW & High Intensity Hartford
SECTION	5339D	Bus & Bus Facilities Discretionary
SECTION	5310P	Carryover of Enhanced Mobility of Seniors & Individuals w/
SECTION	5337P	Carryover of FGW
SECTION	5337Q	Carryover of FGW Hartford
SECTION	5339P	Carryover of Bus & Bus Facilities
SECTION	5339Q	Carryover of Bus & Bus Facilities Discretionary

SURFACE TRANSPORTATION PROGRAMS

STPA	STP Anywhere Programs
STPB	STP Bridgeport/Stamford Programs
STPH	STP Hartford Programs
STPNH	STP New Haven Programs
STPNL	STP New London
STPO	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

Transportation Alternative Program

TAP-FLEX	TAP Anywhere Programs
TAPB	TAP Bridgeport/Stamford Programs
TAPH	TAP Hartford Programs
TAPNH	TAP New Haven Programs
TAPNL	TAP New London Programs
TAPO	TAP Other Urban Programs 5K-200K
TAPR	TAP Rural Programs
TAPS	TAP Springfield Programs
TAPW	TAP 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

CRPA	CRP Flex Anywhere Programs
CRPB	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
FBD	Ferry Boat Discretionary
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
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)

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. (2027, 2028, 2029, 2030 & 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

APPENDIX B – ACRONYMS USED IN 2027 STIP

A

ACQ	Capital Acquisition Activities
ADA	Americans with Disabilities Act

B

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

E

EPA	United States Environmental Protection Agency

APPENDIX B - Cont.

F

Fast Act	Fixing America's Surface Transportation Act
FACode	Federal Authorization (Funding)
Fed$(000)	Federal Dollars in Thousands
FBD	Ferry Boat Discretionary Programs
FBP	Ferry Boar Program
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
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

M

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

P

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
RTAP	Rural Transportation Assistance Program

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
STIC	State Transportation Innovation Council
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
Sys	System

T

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

APPENDIX B - Cont.

U-Z

U.S.C.	United States Code
UZA	Urbanized Areas
VOC	Volatile Organic Contaminant (Particulate Matter)

APPENDIX C – DRAFT 2027 STIP

DRAFT 2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) BY FACODE

GO TO: https://portal.ct.gov/dot/STIP

APPENDIX D – DRAFT 2027 STIP – REQUIRED APPROVALS FOR STATEWIDE AND DISTRICTWIDE PROJECTS

GO TO: https://portal.ct.gov/dot/STIP

APPENDIX E - PUBLIC INVOLVEMENT, REVIEW AND ENVIRONMENTAL JUSTICE

Newspaper Advertisement

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION
NOTICE OF AVAILABILITY
DRAFT 2027-2030 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Infrastructure Investment and Jobs Act (IIJA); the Connecticut Department of Transportation (CTDOT) has prepared a draft Statewide Transportation Improvement Program (STIP).

The draft STIP compiles all highway and public transit projects that CTDOT intends to pursue over the next four years, utilizing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding. STIP documents can be found on the State Transportation Improvement Program website, at CTDOT Headquarters, and at all Councils of Government offices. It is suggested to schedule an appointment at these locations. To make an appointment at CTDOT, please call (860) 594-2040.

CTDOT is conducting two **hybrid** public informational meetings regarding the draft STIP on Wednesday, June 03, 2026, at 1:00 p.m. and 7:00 p.m. at CTDOT Headquarters, 2800 Berlin Turnpike in Newington. Both meetings will also be held on Zoom; registration is required. To register, please visit State Transportation Improvement Program.

CTDOT staff will be available 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

The draft STIP will be available for review for a 30-day public comment period from May 13 – June 12, 2026. Comments from the public must be received on or before June 12, 2026. Comments should be emailed to DOT.STIPComments@ct.gov, or mailed to Rose Etuka, Bureau of Planning Technology, and Innovation, Connecticut Department of Transportation, P.O. Box 317546, Newington, Connecticut 06131-7546.

CTDOT's Draft 2027-2030 Statewide Transportation Improvement Plan Open for Public Comment

Hybrid public information meetings scheduled for Wednesday, June 3, 2026, at 1:00 p.m. and 7:00 p.m.

The Connecticut Department of Transportation (CTDOT) has released the draft Statewide Transportation Improvement Program (STIP) for public comment. The draft STIP compiles all highway and public transit projects that CTDOT intends to pursue over the next four years, utilizing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding.

"The STIP maps out planned transportation investment across every corner of Connecticut. From highways and bridges to buses and rail lines, these projects are critical to safety, mobility, and economic development," said **Connecticut Department of Transportation Commissioner Garrett Eucalitto.** "We want to make sure the STIP reflects the needs of the people we serve and the only way to do that is to hear from the public directly. I encourage residents to review the draft plan and share their thoughts."

The draft STIP for fiscal year 2027-2030 contains:

- Over **380** projects statewide, programming **$4.5 billion** in federal funds matched by approximately **$932 million** in state funds and approximately **$45 million** in local funds, for a total program cost of approximately **$5.5 billion**
- **$13.8 million** for public transportation operating assistance
- **$3.4 billion** will be used for highway and bridge capital programs
- **$1.1 billion** will be used for transit (rail, bus, and rideshare) capital and operating costs

Some projects that will be funded through the STIP include:

- I-84 Pavement Rehabilitation and Reconstruction in Danbury from the New York State line
- I-91/I-691/CT 15 Interchange Improvements in Meriden & Middletown
- I-95 Gold Star Bridge Pedestrian Improvements in New London & Groton
- I-95 Northbound Gold Star Bridge Rehabilitation (Phases 1B & 2) in New London
- I-95 Baldwin Bridge Rehabilitation in Old Saybrook
- I-95 Auxiliary Lane Construction and Bridge Replacements in West Haven
- CT 2A Rehabilitation of Br 03426 over Thames River, Northeast Corridor Railroad and P&W Railroad in Montville & Preston
- CT 15 Interchange 46/Route 69 Improvements in New Haven & Woodbridge
- CT 82 Safety Improvements in Norwich
- Bridge No. 01872 Carrying US 1 Replacement in Greenwich
- US 7/15 Interchange in Norwalk
- SR 745 Carrying Bridge 03612 Replacement in West Haven
- MOVE New Haven Bus Rapid Transit
- New Haven Line Track Program
- New Haven Union Station Platform Replacement

- New Haven State Street Station Improvements
- Route 3 Putnam Bridge Rehabilitation in Glastonbury
- Removal of Traffic Signals on Route 9 in Middletown
- Stamford Yard Catenary Leads and Car Wash Facility
- Transit Facility Upgrades
- Transit Vehicle Fleet Replacements
- WALK Moveable Bridge

CTDOT is conducting two hybrid public informational meetings regarding the draft STIP on Wednesday, June 3, 2026, at 1:00 p.m. and 7:00 p.m. at CTDOT Headquarters, 2800 Berlin Turnpike in Newington. Both meetings will also be held on Zoom; registration is required. To register, please visit portal.ct.gov/STIP. CTDOT staff will be available in-person 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109 at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

STIP documents can be found at portal.ct.gov/STIP, at CTDOT Headquarters, and at all Councils of Government offices. It is suggested to schedule an appointment at these locations. To make an appointment at CTDOT, please call (860) 594-2040.

The draft STIP will be available for review for a 30-day public comment period from Wednesday, May 13, 2026, through Friday, June 12, 2026. Comments can be submitted to (860) 594-2020, DOT.STIPComments@ct.gov, or mailed to:

ATTN: Rose Etuka, 2800 Berlin Turnpike
P.O. Box 317546, Newington, CT 06131-7546

Please refer to the 2027-30 STIP in the correspondence.

Additional Opportunities for Public Review and Comment

Capital Region COG
Hartford, CT
860-522-2217
www.crcog.org

Connecticut Metropolitan COG
Bridgeport, CT
203-366-5405
www.ctmetro.org

Lower CT River Valley COG
Essex, CT
860-581-8554
www.rivercog.org

Naugatuck Valley COG
Waterbury, CT
203-757-0535
www.nvcogct.org

Northeastern CT COG
Dayville, CT
860-774-1253
www.neccog.org

Northwest Hills COG
Litchfield, CT
860-491-9884
www.nhcogct.gov

South Central Regional COG
North Haven, CT
203-234-7555
www.scrcog.org

Southeastern CT COG
Norwich, CT
860-889-2324
www.seccog.org

Western CT COG
Sandy Hook, CT
475-323-2060
www.westcog.org

Bureau of Planning, Technology, and Innovation
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546
Email: DOT.STIPComments@ct.gov

CONNECTICUT DEPARTMENT OF TRANSPORTATION
CTDOT

Public Informational Meeting

♦ 2027 Statewide Transportation Improvement Program (STIP)

PUBLIC INFORMATIONAL MEETINGS

CTDOT is conducting two **hybrid** public informational meetings regarding the STIP on Wednesday, June 3, 2026, at 1:00 p.m. and 7:00 p.m. at CTDOT Headquarters, 2800 Berlin Turnpike in Newington. Both meetings will also be held on Zoom; registration is required. To register, please visit https://www.ct.gov/dot/STIP

CTDOT staff will be available a 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunication Relay Service (TRS) and instruct the operator to contact (860) 594– 2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

2027 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM(STIP)

In accordance with the provisions of Title 23, section 135 of the United States code, as amended by Infrastructure Investment and Jobs Act (IIJA), enacted November 15, 2021, the Connecticut Department of Transportation (CTDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by federal funding category and by region, which are scheduled to occur over the next four years. It includes capital and operational improvements to the various modes, which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Metropolitan Transportation Plans and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations (MPO). For the rural regions of the State, the STIP is developed in cooperation with the Rural Council Of Government (COG).

REVIEW PROCEDURE

A copy of the Draft 2027 STIP will be available for review at specific locations for a thirty day public comment period between May 13, 2026 through June 12, 2026.

These documents are available for review at the CTDOT Administration Building in Newington and at each of the Council of Governments. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at CTDOT, please call (860)594-2040 or send request via email to: Rose.Etuka@ct.gov

To schedule an appointment at one of the Council of Governments , please call them directly.

The Draft 2027 STIP is available online at: https://www.ct.gov/dot/STIP

Comments….

Written comments must be received on or before June 12, 2026. Comments should be emailed to DOT.STIPComments@ct.gov, or mailed to Rose Etuka, Bureau of Planning, Technology, and Innovation , Connecticut Department of Transportation, P.O. Box 317546, Newington, Connecticut 06131-7546.

Please include your name, address and if applicable, the name of the company or organization you represent with your request.

APPENDIX F - PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-Based Planning and Programming

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

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

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

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

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

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets are shown below:

Performance Measures	Numeric Target for 2026
Fatalities	270.00
Fatality Rate	0.850 per 100 Million VMT
Serious Injuries	1300.0
Serious Injuries Rate	4.300 per 100 Million VMT
Non-Motorist Fatalities and Serious Injuries	280.00

Note: The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

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

1. Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speed and Aggressive Driving, Motorcycle Safety, Teen Driving grants, Preventing Roadside Deaths, and Driver and Officer Safety Education grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

2. Location-specific highway safety improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.

3. Programmatic or Systematic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.

4. Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high-risk roadway features that are correlated with particular severe crash types.

Pavement and Bridge Condition

The four (4) performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two (2) performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition. The current Pavement and Bridge targets are shown below:

Performance Measures	Baseline	2-Year Target	2-Year Perf.	2-Year Target Met?	4-Year Target	Adj. 4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	68.6%	72.0%	74.2%	Yes	70.0%	N/A
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	0.1%	Yes	1.3%	N/A
Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.9%	37.0%	42.8%	Yes	35.0%	N/A
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.8%	2.7%	1.8%	Yes	3.5%	N/A
Percentage of NHS Bridges Classified as in Good Condition	14.1%	14.2%	13.0%	No	14.5%	13.3%
Percentage of NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.6%	No	6.0%	8.0%

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

Transportation Asset Management Plan

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

of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

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

System Reliability

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

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

Performance Measures	Baseline	2-Year Target	2-Year Perf.	2-Year Target Met?	4-Year Target	Adj. 4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.2%	78.6%	81.5%	Yes	78.6%	71.3%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.0%	84.9%	88.6%	Yes	84.9%	N/A

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

[1]SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, September 2011, p. ES-1, on the World Wide Web at http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf (accessed November 10, 2025)

[2]SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, September 2011, p. ES-1, on the World Wide Web at http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf (accessed November 10, 2025)

Congestion Measures

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. Connecticut has six urbanized areas to report on, including collaboration on three urbanized areas that requires coordination with Rhode Island Department of Transportation and Massachusetts Department of Transportation. The applicably of the congestion measures are subject to change as determined by the Federal Highway Administration (FHWA).[3]

[3]FHWA CMAQ Applicability Tables on the World Wide Web at https://www.fhwa.dot.gov/environment/air_quality/cmaq/measures/cmaq_applicability (accessed November 10, 2025)

Performance Measure: Annual Hours of Peak Hour Excessive Delay Per Capita						
Urbanized Area	**Baseline**	**2-Year Target**	**2-Year Perf.**	**2-Year Target Met?**	**4-Year Target**	**Adj. 4-Year Target**
Bridgeport--Stamford, CT—NY	12.6	20.0	13.9	Yes	21.9	N/A
Hartford, CT	5.7	9.8	5.9	Yes	9.8	N/A
New Haven, CT	7.5	7.9	8.0	No	7.9	9.5
Norwich--New London, CT—RI*	3.6	4.0	4.3	No	4.0	5.5
Springfield, MA—CT**	6.2	6.5	5.8	Yes	6.0	N/A
Worcester, MA—CT**	6.8	7.0	7.0	Yes	5.0	N/A

Table Notes:

* Coordination with RIDOT

** Coordination with MassDOT as they had the lead on developing targets.

Performance Measure: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel						
Urbanized Area	**Baseline**	**2-Year Target**	**2-Year Perf.**	**2-Year Target Met?**	**4-Year Target**	**Adj. 4-Year Target**
Bridgeport--Stamford, CT—NY	30.4%	27.8%	32.9%	Yes	27.8%	N/A
Hartford, CT	22.1%	19.8%	24.5%	Yes	19.8%	N/A
New Haven, CT	25.1%	23.5%	26.7%	Yes	23.5%	N/A
Norwich--New London, CT—RI*	22.3%	19.4%	23.4%	Yes	18.5%	N/A
Springfield, MA—CT**	21.5%	22.2%	23.2%	Yes	22.2%	22.7%
Worcester, MA—CT**	23.4%	25.4%	25.7%	Yes	26.1%	29.6%

Table Notes:
* Coordination with RIDOT
** Coordination with MassDOT as they had the lead on developing targets.

Freight Movement

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

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

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the third reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that is done as part of the latest Statewide Freight Plan, expected to be completed in 2026. This is shown below:

Performance Measures	Baseline	2-Year Target	2-Year Perf.	2-Year Target Met?	4-Year Target	Adj. 4-Year Target
Truck Travel Time Reliability Index	1.56	1.95	1.67	Yes	2.02	N/A

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System.

Air Quality

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

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

Performance Measures	Baseline	2-Year Target	2-Year Perf.	2-Year Target Met?	4-Year Target	Adj. 4-Year Target
Total Emission Reductions: PM2.5	0.000 kg/day	6.290 kg/day	14.982 kg/day	Yes	6.290 kg/day	N/A
Total Emission Reductions: NOx	0.000 kg/day	81.978 kg/day	174.274 kg/day	Yes	81.978 kg/day	N/A
Total Emission Reductions: VOC	0.000 kg/day	87.346 kg/day	178.895 kg/day	Yes	87.346 kg/day	N/A
Total Emission Reductions: PM10	N/A	N/A	N/A	N/A	N/A	N/A
Total Emission Reductions: CO	N/A	N/A	N/A	N/A	N/A	N/A

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

Transit

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

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The

category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the percentage (%) of guideway with a performance restriction which is interpreted as slow zones.

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

Tier II – Group-TAMP

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

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Bus	22.90%	17.40%	5.50%	9.90%	12 years
Cutaway	61.40%	74.10%	-12.70%	46.70%	5 years
Minivan	100%	100%	0.00%	100%	5 years
Van	37.50%	14.20%	23.30%	14.30%	5 years
Automobiles	100%	66.70%	33.30%	66.70%	5 years

Trucks and Other Rubber Tire Vehicles	34.60%	78.10%	-43.50%	78.10%	5-14 years

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
Passenger / Parking	25%	33.33%	-8.33%	0.00%	3 or below
Administrative / Maintenance	0.00%	8.33%	-8.33%	17.00%	3 or below

Connecticut Department of Transportation (CTDOT)

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

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Over the Road Bus	45.45%	16.67%	28.78%	8.30%	12 years
Commuter Rail Locomotive	58.33%	64.29%	-5.96%	0.00%	25 (SLE)/35 (MNR) years
Commuter Rail Passenger Coach	65.43%	65.43%	0.00%	65.43%	25 (SLE)/35 (MNR) years
Commuter Rail Self-Propelled Passenger Car	0.00%	0.00%	0.00%	0.00%	35 years

Steel Wheel Vehicles	100.00%	100.00%	0.00%	100.00%	25 years

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

Performance Measure	2025 Target	2025 Performance	2025 Difference	2026 Target	TERM
Passenger / Parking	1.14%	1.10%	.04%	1.14%	3 or below
Administrative / Maintenance	23.08%	15.00%	8.08%	23.08%	3 or below

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

Performance Measure	2025 Target (%)	2025 Performance	2025 Difference	2026 target	Restrictions
CR – Commuter Rail	3.08%	1.57%	1.51%	1.94%	% Track Miles under Slow Zones

CT Transit Waterbury – NET

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
N/A					

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
N/A					

CT Transit New Britain – NBT

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

Performance Measure	2025 Target	2025 Performance	2025 Difference	2026 Target	Useful Life Benchmark
N/A					

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
N/A					

CT Transit New Britain – DATTCO

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
N/A					

CT Transit Hartford

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Articulated Bus	0.00%	45.45%	-45.45%	27.27%	12 years
Over the Road Bus	21.40%	56.25%	-34.85%	47.36%	12 years
Bus	0.00%	0.00%	0.00%	0.00%	12 years
Automobiles	100%	100.00%	0.00%	100%	5 years
Trucks and Other Rubber Tire Vehicles	18.75%	40.62%	-21.88%	9.38%	5-14 years

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

Performance Measure	2025 Target	2025 Performance	2025 Difference	2026 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Haven

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Articulated Bus	100%	63.64%	36.36%	63.64%	12 years
Bus	0.00%	0.00%	0.00%	0.00%	12 years
Automobiles	100%	100%	0.00%	100%	5 years
Trucks and Other Rubber Tire Vehicles	22.00%	35.29%	-13.29%	35.29%	5-14 years

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit Stamford

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Articulated Bus	100.00%	100.00%	0.00%	100.00%	12 years
Bus	0.00%	8.00%	-8.00%	8.00%	12 years
Automobiles	100%	100.00%	0.00%	100.00%	5 years
Trucks and Other Rubber Tire Vehicles	33.00%	55.56%	-22.56%	33.33%	5-14 years

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Greater Hartford Transit District – GHTD

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

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Useful Life Benchmark
Cutaway	17.00%	34.19%	-17.19%	34.00%	5 Years

Automobile	20.00%	50.00%	-30.00%	13.00%	5 Years
Trucks and Other Rubber Tire Vehicles	7.00%	11.11%	4.11%	0.00%	14 Years
Van	17.00%	0.00%	17.00%	0.00%	5 years

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

Performance Measure	2025 Target	2025 Performance	2025 Difference	2026 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT's PT-TAMP and Group-TAMP. This list of projects will be updated every four years along with the Plans. These prioritized projects are developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT. The PT-TAMP and Group TAMP were initially shared with the MPOs in October 2018. Subpart E, 625.53 of the TAM Rule requires TAM plans, and annual performance targets to be available to MPO's for integration into their Regional Planning processes. The most recently updated TAMPs in 2022 are made available online to MPOs.

STIP PTASP Service Provider Information with Summary

Arrow

Arrow Line Acquisitions, LLC table below presents the numbers for each of the performance measures.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections****
	1 Major Events	0	0

Commuter Bus (CB)	2 Major Event Rate	0	0
	3 Collision Rate*	121,238.25	96,990
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	121,238.25	96,990
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	0	0
	10 Injury Rate	0	0
	11 Transit Worker Injury Rate*	0	0
	12 Assaults on Transit Workers*	0	0
	13 Assaults on Transit Workers Rate*	0	0
	14 System Reliability	121,238.25	96,990

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

**All VRM rate calculations are indicated as incidents per 100k miles. Total CB revenue miles for 2025: 484,953. The safety performance target projections provided above are representative of a 22% increase in mileage between all system reliability (mechanic failures and preventable accidents) compared to the previous year's data. This data is attributed to the increase in hiring of new drivers and aging fleet.

Collins

Collins Bus Service, Inc. table below presents the numbers for each of the performance measures.

Safety Performance Target			
Mode of Transit Service	**Measure**	**2025 Calendar Year (CY) Actuals**	**2026 Projections**
Commuter Bus (CB)	1 Major Events	10	9
	2 Major Event Rate *	2.44%	2.20%
	3 Collision Rate *	1.95%	1.71%
	4 Pedestrian Collision Rate *	0%	0%
	5 Vehicular Collision Rate *	1.71%	1.47%
	6 Fatalities	0	0
	7 Fatality Rate *	0%	0%
	8 Transit Worker Fatality Rate *	0%	0%
	9 Injuries	0	1
	10 Injury Rate *	0%	0.24%

	11 Transit Worker Injury Rate *	0%	0.24%
	12 Assaults on Transit Workers *	0	1
	13 Assaults on Transit Workers Rate *	0.0%	0.24%
	14 System Reliability	136,460	136,460

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

**All VRM rate calculations are indicated as incidents per 100k miles. All 2026 data sets indicate the following goals: 0% reduction in injuries, 10% reduction in safety events & 1% increase in service reliability mileage between breakdowns. These goals were established by reviewing past performance and the age of the vehicles.

Total Revenue Mileage Estimate for 2025 CB: 409,380.

DATTCO

DATTCO table below presents the numbers for each of the performance measures.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections****
Motorbus (MB)	**1 Major Events**	0	0
	2 Major Event Rate	0	0
	3 Collision Rate*	5	4
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	5	4
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	3	0
	10 Injury Rate	3	0
	11 Transit Worker Injury Rate*	0	0
	12 Assaults on Transit Workers*	0	0
	13 Assaults on Transit Workers Rate*	0	0
	14 System Reliability	6,306	8,247

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.
**Note: All rates calculated per 100 thousand VRM. Total MB revenue miles for 2025: 214,410.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections****
Commuter Bus (CB)	**1 Major Events**	0	0
	2 Major Event Rate	0	0
	3 Collision Rate*	4	3
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	4	3
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	3	0
	10 Injury Rate	3	0
	11 Transit Worker Injury Rate*	0	0
	12 Assaults on Transit Workers*	0	0
	13 Assaults on Transit Workers Rate*	0	0
	14 System Reliability	7,950	10,600

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

**Note: All rates calculated per 100 thousand VRM. Total CB revenue miles for 2025: 922,218.

HNS

Companywide SPTs are shown listed in the tables by transportation service mode below.

CTtransit Safety Performance Targets- Companywide HNS			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections *****
Motorbus (MB)	**1 Major Events**	66	63
	2 Major Event Rate	.434	.414
	3 Collision Rate*	4.85	4.61
	4 Pedestrian Collision Rate*	.053	.050
	5 Vehicular Collision Rate*	2.84	2.7
	6 Fatalities	2	0
	7 Fatality Rate	.013	0.00
	8 Transit Worker Fatality Rate*	0.00	0.00
	9 Injuries	82	78
	10 Injury Rate	.54	.51
	11 Transit Worker Injury Rate*	.24	.228

	12 Assaults on Transit Workers*	27	26
	13 Assaults on Transit Workers Rate*	.18	.178
	14 System Reliability	31,156	32,713

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total MB revenue miles for 2025: 15,204,156. The safety performance target projections provided above are representative of a 5% reduction for all rates with the exception of a 5% increase in mileage between mechanical failures as compared to the previous year's data.

CTtransit Safety Performance Targets- Companywide HNS			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections *** **
Bus Rapid Transit (BRT) ****Hartford RT101 Only**	**1 Major Events**	2	2
	2 Major Event Rate	.29	.29
	3 Collision Rate*	3.1	3.1
	4 Pedestrian Collision Rate*	.147	.147
	5 Vehicular Collision Rate*	.290	.290
	6 Fatalities	0	0
	7 Fatality Rate	0.00	0.00
	8 Transit Worker Fatality Rate*	0.00	0.00
	9 Injuries	2	2
	10 Injury Rate	.293	.293
	11 Transit Worker Injury Rate*	.147	.147
	12 Assaults on Transit Workers*	1	1
	13 Assaults on Transit Workers Rate*	.147	.147
	14 System Reliability	68,198	71,608

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total BRT revenue miles for 2025: 681,910. The safety performance target projections provided above are representative of a 5% reduction for all rates with the exception of a 5% increase in mileage between mechanical failures as compared to the previous year's data.

Companywide SPTs are shown in tables below listed by individual HNS divisions: Hartford, New Haven, and Stamford.

CTtransit Safety Performance Targets- Hartford Division			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections *****
Motorbus (MB)	**1 Major Events**	36	34
	2 Major Event Rate	.40	.38
	3 Collision Rate*	3.37	3.20
	4 Pedestrian Collision Rate*	.034	.032
	5 Vehicular Collision Rate*	2.09	1.99
	6 Fatalities	1	.95
	7 Fatality Rate	.01	.0095
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	40	38
	10 Injury Rate	.45	.43
	11 Transit Worker Injury Rate*	.22	.209
	12 Assaults on Transit Workers*	10	9
	13 Assaults on Transit Workers Rate*	.11	.105
	14 System Reliability	32,976	34,625

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total MB revenue miles for 2025 in Hartford: 8,903,473. The safety performance target projections provided above are representative of a 5% reduction for all rates with the exception of a 5% increase in mileage between mechanical failures as compared to the previous year's data.

CTtransit Safety Performance Targets- New Haven			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections *****
Motorbus (MB)	**1 Major Events**	20	19
	2 Major Event Rate	.43	.41
	3 Collision Rate*	6.13	5.82
	4 Pedestrian Collision Rate*	.043	.041
	5 Vehicular Collision Rate*	3.7	3.5
	6 Fatalities	1	0
	7 Fatality Rate	.021	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	32	30
	10 Injury Rate	.68	.65
	11 Transit Worker Injury Rate*	.34	.32
	12 Assaults on Transit Workers*	12	11
	13 Assaults on Transit Workers Rate*	.26	.25

	14 System Reliability	26,387	27,706

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total MB revenue miles for 2025 in New Haven: 4,696,942. The safety performance target projections provided above are representative of a 5% reduction for all rates with the exception of a 5% increase in mileage between mechanical failures as compared to the previous year's data.

CTtransit Safety Performance Targets- Stamford			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections *****
Motorbus (MB)	**1 Major Events**	10	9
	2 Major Event Rate	.62	0.59
	3 Collision Rate*	4.68	4.45
	4 Pedestrian Collision Rate*	.062	0.06
	5 Vehicular Collision Rate*	2.87	2.73
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	10	9.5
	10 Injury Rate	.62	0.59
	11 Transit Worker Injury Rate*	.37	0.35
	12 Assaults on Transit Workers*	5	4
	13 Assaults on Transit Workers Rate*	.31	0.29
	14 System Reliability	40,094	42,099

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total MB revenue miles for 2025 in Stamford: 1,603,741. The safety performance target projections provided above are representative of a 5% reduction for all rates with the exception of a 5% increase in mileage between mechanical failures as compared to the previous year's data.

NBT

NBT's table below presents the numbers for each of the performance measures.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections****
Motorbus (MB)	**1 Major Events**	3	3
	2 Major Event Rate	.249	.248
	3 Collision Rate*	.166	.165
	4 Pedestrian Collision Rate*	.083	.000
	5 Vehicular Collision Rate*	.166	.165
	6 Fatalities	0	0
	7 Fatality Rate	.000	.000
	8 Transit Worker Fatality Rate*	.000	.000
	9 Injuries	3	3
	10 Injury Rate	.248	.248
	11 Transit Worker Injury Rate*	.000	.000
	12 Assaults on Transit Workers*	2	1
	13 Assaults on Transit Workers Rate*	.165	.082
	14 System Reliability	24,075	26,777

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

**Note: All rates calculated per 100 thousand VRM. Total MB revenue miles for 2025: 1,203,756. Projected Total MB miles for 2026: 1,205,000.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections****
Commuter Bus (CB)	**1 Major Events**	0	1
	2 Major Event Rate	0	.523
	3 Collision Rate*	0	.523
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	0	.523
	6 Fatalities	0	0
	7 Fatality Rate	.000	.000
	8 Transit Worker Fatality Rate*	.000	.000
	9 Injuries	0	1
	10 Injury Rate	.000	.523
	11 Transit Worker Injury Rate*	.000	.000
	12 Assaults on Transit Workers*	0	1

	13 Assaults on Transit Workers Rate*	0	.523
	14 System Reliability	12,604	12,733

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

**Note: All rates calculated per 100 thousand VRM. Total CB revenue miles for 2025: 189,059. Projected Total CB miles for 2026: 191,000.

NETCO

North East Transportation Company, Inc. table below presents the numbers for each of the performance measures.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections*** **
Motorbus (MB)	**1 Major Events**	1	1
	2 Major Event Rate	.06	.06
	3 Collision Rate*	.26	.18
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	.26	.18
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	6	5
	10 Injury Rate	.39	.30
	11 Transit Worker Injury Rate*	.06	.06
	12 Assaults on Transit Workers*	32	29
	13 Assaults on Transit Workers Rate*	2.07	1.75
	14 System Reliability	9,6148	8,527

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total MB revenue miles for 2025: 1,545,973: The safety performance target projections provided above are representative of a 20% reduction for Injuries and a 15% reduction for Safety Events with the exception of a 7% increase in mileage between mechanical failures as compared to the previous year's data.

Safety Performance Target			
Mode of Transit Service	**Measure**	**Calendar Year (CY) Actuals**	**Projections*** **
Demand Response (DR)	**1 Major Events**	0	0
	2 Major Event Rate	0	0
	3 Collision Rate*	.20	.19
	4 Pedestrian Collision Rate*	0	0
	5 Vehicular Collision Rate*	.20	.19
	6 Fatalities	0	0
	7 Fatality Rate	0	0
	8 Transit Worker Fatality Rate*	0	0
	9 Injuries	1	1
	10 Injury Rate	.20	.19
	11 Transit Worker Injury Rate*	.20	.19
	12 Assaults on Transit Workers*	0	0
	13 Assaults on Transit Workers Rate*	0	0
	14 System Reliability	167,394	172,415

*Denotes new performance measures added with the April 2024 National Public Transportation Safety Plan update.

***All VRM rate calculations are indicated as incidents per 100k miles. Total DR revenue miles for 2025: 517,246. The safety performance target projections provided above are representative of a 20% reduction for Injuries and a 15% reduction for Safety Events with the exception of a 7% increase in mileage between mechanical failures as compared to the previous year's data.

APPENDIX G – STATE SELF CERTIFICATION

Prepared by:

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