DRAFT Housatonic Valley Metropolitan Planning Organization 2027-2030 Transportation Improvement Program

Disclaimer:

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Overview

Introduction

The FYs 2027-2030 Housatonic Valley Metropolitan Planning Organization (HVMPO) Transportation Improvement Program, commonly referred to as the TIP, is a financially-constrained listing of all federally funded transportation projects in the HVMPO. The projects in the TIP are expected to receive federal transportation funds or require federal approval within the next four years. The TIP is a living document, amended as needed to adjust for project changes. The HVMPO TIP comprised as part of a larger Statewide TIP (STIP), which is administered by the Connecticut Department of Transportation (CTDOT) and is the amalgamation of all regional TIP's in the state.

The TIP serves as the short-term implementation component of the region's long-range transportation planning process. Projects included in the TIP represent those that are considered ready to advance toward construction or implementation and have identified funding sources. Because the TIP must be financially constrained, the total cost of projects programmed cannot exceed the funding reasonably expected to be available during the four-year period.

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

Following adoption by the MPO, the TIP is incorporated into the statewide programming document and must receive approval from both the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) before federal funds can be obligated for the listed projects.

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

For a project in the TIP to be endorsed, the project sponsor must first submit an amendment reflecting the necessary updates. This information is then shared with the relevant municipal representatives. The Transportation Advisory Committee is subsequently notified and reviews the amendment before recommending approval to the MPO members. Within a two-week timeframe MPO members then provide formal endorsement. Please refer to Appendix C for additional information on the criteria for updating projects through actions, amendments, and notifications.

Overview of HVMPO

The HVMPO is a federally designated transportation planning and policy-making organization in the Housatonic Valley and is hosted by the Western Connecticut Council of Governments (WestCOG). MPOs were created in 1962 by the Federal-Aid Highway Act to ensure that existing and future expenditures of government funds for transportation projects and programs are based on a continuing, cooperative, and comprehensive

process, also known as "3-C" planning. MPOs are required in any urbanized area with a population greater than 50,000.

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

The HVMPO and SWRMPO Boards and the Technical Advisory Group (TAG) convene monthly; these meetings are open to the public and provide opportunity for public comments. WestCOG is an actively engaged member of the Metropolitan Area Planning Forum (MAP Forum) which is a consortium of MPOs and councils of governments in Connecticut, New York, New Jersey and Pennsylvania. The MAP Forum meets regularly throughout the year to coordinate and collaborate on transportation planning activities in the multi-state metropolitan area. HVMPO and SWRMPO are active members of the Association of Metropolitan Planning Organizations (AMPO), a collaborative network of MPOs across the nation that offers peer-exchange and knowledge building to support transportation planning and programming.

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

Consistency with the Metropolitan Transportation Plan (MTP)

In accordance with federal regulations, the STIP and TIP are drawn from a conforming Metropolitan Transportation Plan (MTP). The 2027-2030 TIP is consistent with the HVMPO 2023-2050 Metropolitan Transportation Plan, which was prepared in accordance with Section 450 of Title 23 of the Code of Federal Regulations, as amended by the Fixing America's Surface Transportation Act (FAST Act), authorized by the Infrastructure Investment and Jobs Act (IIJA), and related US Department of Transportation (USDOT) planning regulations. The MTP is a fiscally-constrained document that contains long- and short-range strategies that provide for the development of an integrated multimodal transportation system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand over a twenty-five year period. The projects in the TIP are consistent with the MTP and CTDOT's Statewide Long-Range Transportation Plan.

ProjectTracker

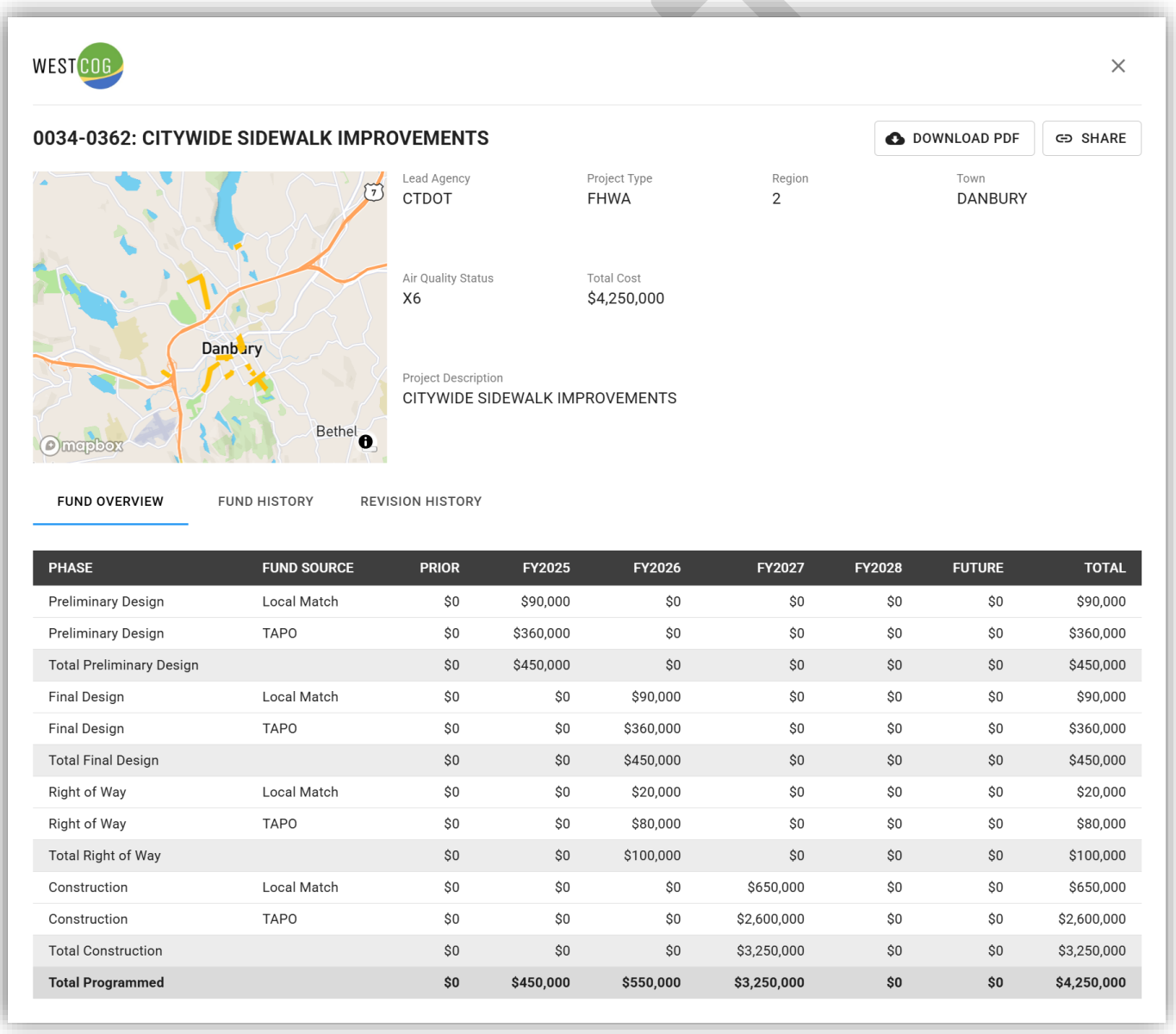
In 2024, WestCOG engaged EcoInteractive to develop a platform, called ProjectTracker, to manage the TIP projects. In coordination with neighboring MPOs and CTDOT, WestCOG configured the platform tool which provides a listing of all projects in the TIP. ProjectTracker has established a centralized system to record project

changes (notifications, actions, and amendments), funding information, and a mapping of the project location if available.

The platform is used to enhance collaboration with external stakeholders, including local project sponsors, CTDOT, and federal agencies, through integrated workflows aligned with federal planning and programming requirements. As a result, WestCOG improves program delivery, strengthened data-driven planning practices, and expanded public access to TIP information through a more transparent and user-friendly interface. Figure 1 displays an example of the project information available for TIP projects on ProjectTracker.

To view the full list of FYs 27-30 TIP Projects, please visit the ProjectTracker Public Website:

https://westcog.ecointeractive.com/revisions/?includeControls=false&planCycleId=3627&planRevisionId=126948&page=1&pageSize=100



PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	Local Match	$0	$90,000	$0	$0	$0	$0	$90,000
Preliminary Design	TAPO	$0	$360,000	$0	$0	$0	$0	$360,000
Total Preliminary Design		$0	$450,000	$0	$0	$0	$0	$450,000
Final Design	Local Match	$0	$0	$90,000	$0	$0	$0	$90,000
Final Design	TAPO	$0	$0	$360,000	$0	$0	$0	$360,000
Total Final Design		$0	$0	$450,000	$0	$0	$0	$450,000
Right of Way	Local Match	$0	$0	$20,000	$0	$0	$0	$20,000
Right of Way	TAPO	$0	$0	$80,000	$0	$0	$0	$80,000
Total Right of Way		$0	$0	$100,000	$0	$0	$0	$100,000
Construction	Local Match	$0	$0	$0	$650,000	$0	$0	$650,000
Construction	TAPO	$0	$0	$0	$2,600,000	$0	$0	$2,600,000
Total Construction		$0	$0	$0	$3,250,000	$0	$0	$3,250,000
Total Programmed		**$0**	**$450,000**	**$550,000**	**$3,250,000**	**$0**	**$0**	**$4,250,000**

Figure 1. Example Project Information on ProjectTracker

Project Listing

Table 1. HVMPO 2027-2030 Transportation Improvement Program (TIP) Draft Project Listing

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
2	5307C	0416-2027CN		X6	HART	DANBURY	HART - FACILITY IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0	TAM	TS	
2	5307C	0416-2027EQ		X6	HART	DANBURY	HART ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	200	160	40	0	TAM		
2	5307O	0416-2027OP		X6	HART	DANBURY	HART OPERATING ASSITANCE FY 27	OTH	2027	1,524	762	762	0	TAM		
2	5307C	0416-2027PA		X6	HART	DANBURY	HART -PARATRANSIT VEHICLES FY 27	ACQ	2027	800	640	160	0	TAM	TS	
2	5307C	0416-2027RS		X6	HART	DANBURY	HART - REPLACE 35FT BUSES FY 27	ACQ	2027	16,000	12,800	3,200	0	TAM		
2	5307C	0416-2028CN		X6	HART	DANBURY	HART - FACILITY IMPROVEMENTS FY 28	ALL	2028	1,000	800	200	0	TAM	TS	
2	5307C	0416-2028EQ		X6	HART	DANBURY	HART - ADMIN CAPITAL/MISC SUPPORT FY 28	OTH	2028	200	160	40	0	TAM		
2	5307O	0416-2028OP		X6	HART	DANBURY	HART OPERATING ASSITANCE FY 28	OTH	2028	1,524	762	762	0	TAM		
2	5307C	0416-2027CN		X6	HART	DANBURY	HART - FACILITY IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0	TAM	TS	
2	5307C	0416-2029EQ		X6	HART	DANBURY	HART ADMIN CAPITAL/MISC SUPPORT FY 29	OTH	2029	200	160	40	0	TAM		

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

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

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

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
2	5307O	0416-2029OP		X6	HART	DANBURY	HART OPERATING ASSITANCE FY 29	OTH	2029	1,524	762	762	0	TAM		
2	5307C	0416-2030CN		X6	HART	DANBURY	HART - FACILITY IMPROVEMENTS FY 30	ALL	2030	750	600	150	0	TAM	TS	
2	5307C	0416-2030EQ		X6	HART	DANBURY	HART - ADMIN CAPITAL/MISC SUPPORT FY 30	OTH	2030	350	280	70	0	TAM		
2	5307O	0416-2030OP		X6	HART	DANBURY	HART OPERATING ASSITANCE FY 30	OTH	2030	1,524	762	762	0	TAM		
2	5307C	0416-2030PA		X6	HART	DANBURY	HART - PARATRANSIT VEHICLES FY 30	ACQ	2030	950	760	190	0	TAM	TS	
2	5307C	0416-2030RS		X6	HART	DANBURY	HART - REPLACE 2017 35FT BUSES (5) FY 30	ACQ	2030	7,000	5,600	1,400	0	TAM		
70	5307C	0170-2027AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 27	OTH	2027	500	400	100	0	TAM	TS	
70	5307C	0170-2028AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 28	OTH	2028	500	400	100	0	TAM	TS	
70	5307C	0170-2030AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 30	OTH	2030	500	400	100	0	TAM	TS	
78	5337	0300-2027TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2027	7,950	6,360	1,590	0	TAM		
78	5307C	0300-2027TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2027	30,000	24,000	6,000	0	TAM		
78	5337	0300-2029TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2029	10,450	8,360	2,090	0	TAM		
78	5337	0300-2030TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2030	5,000	4,000	1,000	0	TAM		
78	5307C	0300-2030TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2030	14,550	11,640	2,910	0	TAM		
78	5337	0301-2028TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2028	12,450	9,960	2,490	0	TAM		
2,5, 13	5310E	0170-2027UR	OTHR-URBN	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS	OTH	2027	1,979	1,583	0	396	TAM	TS	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
							W/DISABILITIES-OTHER URBAN									
2,5, 13	5310E	0170-2028UR	OTHR-URBN	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2028	1,979	1,583	0	396	TAM	TS	
2,5, 13	5310E	0170-2029UR	OTHR-URBN	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2029	1,979	1,583	0	396	TAM	TS	
2,5, 13	5310E	0170-2030UR	OTHR-URBN	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-OTHER URBAN	OTH	2030	1,979	1,583	0	396	TAM	TS	
2	NHPP	0034-0361		X7	I-84	DANBURY	PRRP - PAVEMENT REHAB & RECONSTRUCTION	FD	2027	2,000	1,800	200	0	HAM	HS	
2	NHPP	0034-0361		X7	I-84	DANBURY	PRRP - PAVEMENT REHAB & RECONSTRUCTION - AC ENTRY	CON	2029	0	0	0	0	HAM	HS	
2	NHPP	0034-0361		X7	I-84	DANBURY	PRRP - PAVEMENT REHAB & RECONSTRUCTION - AC CONVERSION	CON	2029	69,300	62,370	6,930	0	HAM	HS	
2	NHPP	0034-0361		X7	I-84	DANBURY	PRRP - PAVEMENT REHAB & RECONSTRUCTION - AC CONVERSION	CON	2030	69,300	62,370	6,930	0	HAM	HS	
2	TAPO	0034-0362		X6	VARIOUS	DANBURY	CITYWIDE SIDEWALK IMPROVEMENTS	CON	2027	3,250	2,600	0	650	HS		
2	STPR	0116-0135		X6	CT 53	REDDING	REPLACE BR 01015 o/ SAUGATUCK RESERVOIR - AC ENTRY	CON	2027	0	0	0	0	HAM		

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
2	STPR	0116-0135		X6	CT 53	REDDING	REPLACE BR 01015 o/ SAUGATUCK RESERVOIR - AC CONVERSION	CON	2027	3,125	2,500	625	0	HAM		
2	STPR	0116-0135		X6	CT 53	REDDING	REPLACE BR 01015 o/ SAUGATUCK RESERVOIR - AC CONVERSION	CON	2028	4,075	3,260	815	0	HAM		
2	TAPO	0034-0363		X6	VARIOUS	DANBURY	MID-BLOCK CROSSING IMPROVEMENTS	CON	2028	2,500	2,000	0	500	HS		
70	STPA	0170-3713		X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2027	0	0	0	0			
70	STPA	0170-3713		X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0			
70	STPA	0170-3713		X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0			
70	STPA	0170-3751		X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0	HAM		
70	STPA	0170-3751		X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,894	1,515	379	0	HAM		
70	STPA	0170-3751		X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,933	1,546	387	0	HAM		
70	STPA	0170-3751		X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,972	1,578	394	0	HAM		
70	STPA	0170-3752		X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0	HAM		
70	STPA	0170-3752		X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,630	1,304	326	0	HAM		
70	STPA	0170-3752		X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,630	1,304	326	0	HAM		
70	STPA	0170-3752		X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,630	1,304	326	0	HAM		
70	STPA	0170-3753		X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0	HAM		

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	STPA	0170-3753		X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,229	983	246	0	HAM		
70	STPA	0170-3753		X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,229	983	246	0	HAM		
70	STPA	0170-3753		X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,229	983	246	0	HAM		
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0	HS	AQ	
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	137	110	27	0	HS	AQ	
70	TAP-FLEX	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0	HS	AQ	
70	TAP-FLEX	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	398	318	80	0	HS	AQ	
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0	HS	AQ	
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	156	124	31	0	HS	AQ	
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0	HS	AQ	
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	89	72	18	0	HS	AQ	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2027	93,750	75,000	18,750	0	HAM		
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2028	93,750	75,000	18,750	0	HAM		
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2029	93,750	75,000	18,750	0	HAM		
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2030	93,750	75,000	18,750	0	HAM		
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	FYI	93,750	75,000	18,750	0	HAM		
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2027	43,750	35,000	8,750	0	HS		
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2028	43,750	35,000	8,750	0	HS		
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2029	43,750	35,000	8,750	0	HS		
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2030	43,750	35,000	8,750	0	HS		
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	FYI	43,750	35,000	8,750	0	HS		
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2027	0	0	0	0	HAM		
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2027	15,000	12,000	3,000	0	HAM		
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2028	15,000	12,000	3,000	0	HAM		

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70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2029	15,000	12,000	3,000	0	HAM		
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2030	15,000	12,000	3,000	0	HAM		
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,000	1,600	400	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,000	1,600	400	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,000	1,600	400	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,000	1,600	400	0	HAM		
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0	HAM		
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0			
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0			
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0			
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,250	1,800	450	0			
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,250	1,800	450	0			

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2029	500	400	100	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2030	500	400	100	0			
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	FYI	500	400	100	0			
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0	HAM		
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2030	2,000	1,600	400	0	HAM		
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	8,000	6,400	1,600	0	HAM		
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0	HAM		
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2027	1,050	840	210	0	HAM		
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0	HAM		

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70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2029	1,050	840	210	0	HAM		
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2030	1,050	840	210	0	HAM		
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	1,050	840	210	0	HAM		
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0	HAM		
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,700	1,360	340	0	HAM		
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	6,800	5,440	1,360	0	HAM		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2027	0	0	0	0	HS		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508	HS		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508	HS		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2029	5,084	4,575	0	508	HS		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2030	5,084	4,575	0	508	HS		
70	HSIP (SIPH)	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	FYI	5,084	4,575	0	508	SR	FM	
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY	OTH	2027	0	0	0	0	SR	FM	
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL	OTH	2027	6,460	5,168	1,292	0	SR	FM	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
							IMPROVEMENT PROJECT - AC CONVERSION									
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2028	6,460	5,168	1,292	0	SR	FM	
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2029	6,460	5,168	1,292	0	SR	FM	
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2030	6,460	5,168	1,292	0	SR	FM	
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	FYI	6,460	5,168	1,292	0	SR	FM	
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2029	0	0	0	0			
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2029	700	560	140	0			
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2030	700	560	140	0			
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	2,100	1,680	420	0			

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC ENTRY	CON	2027	0	0	0	0	HAM		
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2027	12,000	12,000	0	0	HAM		
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2028	12,000	12,000	0	0	HAM		
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2029	12,000	12,000	0	0	HAM		
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2030	12,000	12,000	0	0	HAM		
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	FYI	12,000	12,000	0	0	HAM		
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0	HAM		
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,250	1,000	250	0	HAM		
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	5,000	4,000	1,000	0	HAM		
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	352	282	70	0	HS	AQ	
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	352	282	70	0	HS	AQ	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	352	282	70	0	HS	AQ	
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	706	564	142	0	HS	AQ	
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	137	110	27	0	HS	AQ	
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	137	110	27	0	HS	AQ	
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	137	110	27	0	HS	AQ	
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	274	219	55	0	HS	AQ	
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	399	319	80	0	HS	AQ	
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	399	319	80	0	HS	AQ	

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70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	399	319	80	0	HS	AQ	
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	798	638	160	0	HS	AQ	
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	156	124	31	0	HS	AQ	
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	156	124	31	0	HS	AQ	
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	156	124	31	0	HS	AQ	
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	310	248	62	0	HS	AQ	
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	90	72	18	0	HS	AQ	
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	90	72	18	0	HS	AQ	
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	90	72	18	0	HS	AQ	
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	85	68	17	0	HS	AQ	
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	85	68	17	0	HS	AQ	
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	85	68	17	0	HS	AQ	
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	136	109	27	0	HS	AQ	
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	80	64	16	0	HS	AQ	
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	80	64	16	0	HS	AQ	
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	80	64	16	0	HS	AQ	
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	160	128	32	0	HS	AQ	

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0	HS	AQ	
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	27	22	5	0	HS	AQ	
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	27	22	5	0	HS	AQ	
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	27	22	5	0	HS	AQ	
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	56	45	11	0	HS	AQ	
70	HSIP	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC ENTRY (S154)	CON	2027	0	0	0	0	HS		
70	HSIP	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2027	2,100	2,100	0	0	HS		
70	HSIP	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2028	2,100	2,100	0	0	HS		
70	HSIP	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION (S154)	CON	2029	2,100	2,100	0	0	HS		
74	SIPH	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS	ROW	2027	125	113	13	0	HS		
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS	FD	2027	339	305	34	0	HS		

Region	FA Code	Project #	Temporary Project #	AQCd[1]	Route/ System	Town	Description	Phase[2]	Year	Total (000)$	Federal (000)$	State (000)$	Local (000)$	Performance Measure 1[3]	Performance Measure 2	Performance Measure 3
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY	CON	2028	0	0	0	0	HS		
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2028	278	250	28	0	HS		
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2029	5,707	5,137	571	0	HS		
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2027	2,693	2,154	539	0	AQ	SR	
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2028	2,693	2,154	539	0	AQ	SR	
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2029	2,693	2,154	539	0	AQ	SR	
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2030	2,693	2,154	539	0	AQ	SR	
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	FYI	2,693	2,154	539	0	AQ	SR	
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2027	1,722	1,377	344	0	AQ	SR	
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2028	1,722	1,377	344	0	AQ	SR	
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2029	1,722	1,377	344	0	AQ	SR	
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	2030	1,722	1,377	344	0	AQ	SR	
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE	OTH	FYI	1,722	1,377	344	0	AQ	SR	

Financial Plan

This section focuses on the financial details and funding that will be used to implement the projects in the FYs2027-2030 TIP. HVMPO's TIP for FYs2027-2030 is financially constrained to the congressionally authorized amounts for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) programs.

Current federal funding revenues are based on the IIJA (Infrastructure Investment and Jobs Act) federal surface transportation authorization levels.

Projects in the proposed TIP are consistent with the fiscally constrained HVMPO Metropolitan Transportation Plan (MTP) and CTDOT's Statewide Long-Range Transportation Plan. Funding estimates in the MTP are developed with CTDOT and are based on authorized amounts for Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). More details on the methodology for the estimating the federal funding levels can be found in HVMPO's MTP (2023-2050 METROPOLITAN TRANSPORTATION PLAN).

Funding for transportation projects in the TIP are generally provided through three sources:

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

Appendix A includes detailed descriptions of various Federal, state, and local funding programs and sources.

Over the next four years, the TIP is expected to require approximately $1,274,355,186 to implement. As shown in *Figure 2*, $1,048,161,732 will be provided from federal funding sources (82%), $220,918,372 from state funding sources (17%), and $5,275,082 from local funding sources (<1%). Non-federal matching funds for projects will be provided by the State of Connecticut and the municipalities in the MPO. This level of funding also includes projects of regional and statewide significance. Approximately $1,148,994,382 (90%) of funding will be required to implement highway projects through funding from FHWA, and approximately $125,360,804 10%) will be required to implement transit projects through FTA (*Table 2*).

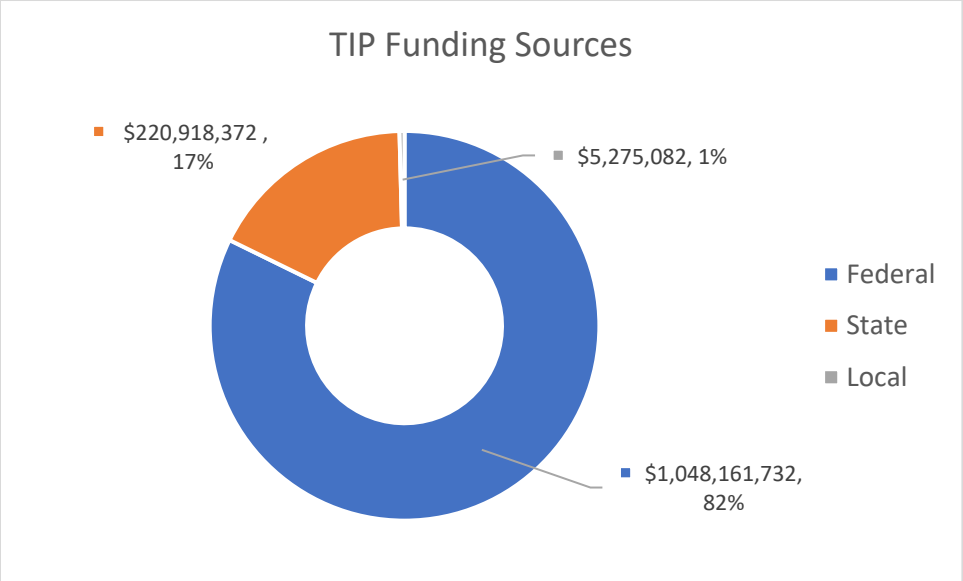

Figure 2. TIP Funding Sources

Table 2. FHWA and FTA Funding

	Federal	State	Local	Total Authorized	Programmed in TIP
Highway	$ 949,701,396	$ 195,601,196	$ 3,691,790	$ 1,148,994,382	$ 1,148,994,382
Transit	$ 98,460,336	$ 25,317,176	$ 1,583,292	$ 125,360,804	$ 125,360,804
Total	$ 1,048,161,732	$ 220,918,372	$ 5,275,082	$ 1,274,355,186	$ 1,274,355,186

Some examples of major projects in the HVMPO TIP include:

- **Project #0034-0362 – Citywide Sidewalks Improvements, Danbury**
- **Project #0034-0363 – Mid-Block Crossing Improvements, Danbury**
- **Project #0416-XXXX – HART – Facility Improvements FY29, Danbury**
- **Project #0416-XXXX – HART – Facility Improvements FY30, Danbury**

Highway Funding

The 2027-2030 TIP includes $1,148,994,382 for highway projects; $949,701,396 will be provided from federal sources, $195,601,196 from state funding sources, and $3,691,790 will be provided from local funding sources. *Figure 3* provides a breakdown of highway funding by each year and funding source. Future Year Investments (FYI) projects are included in the TIP for illustrative purposes.

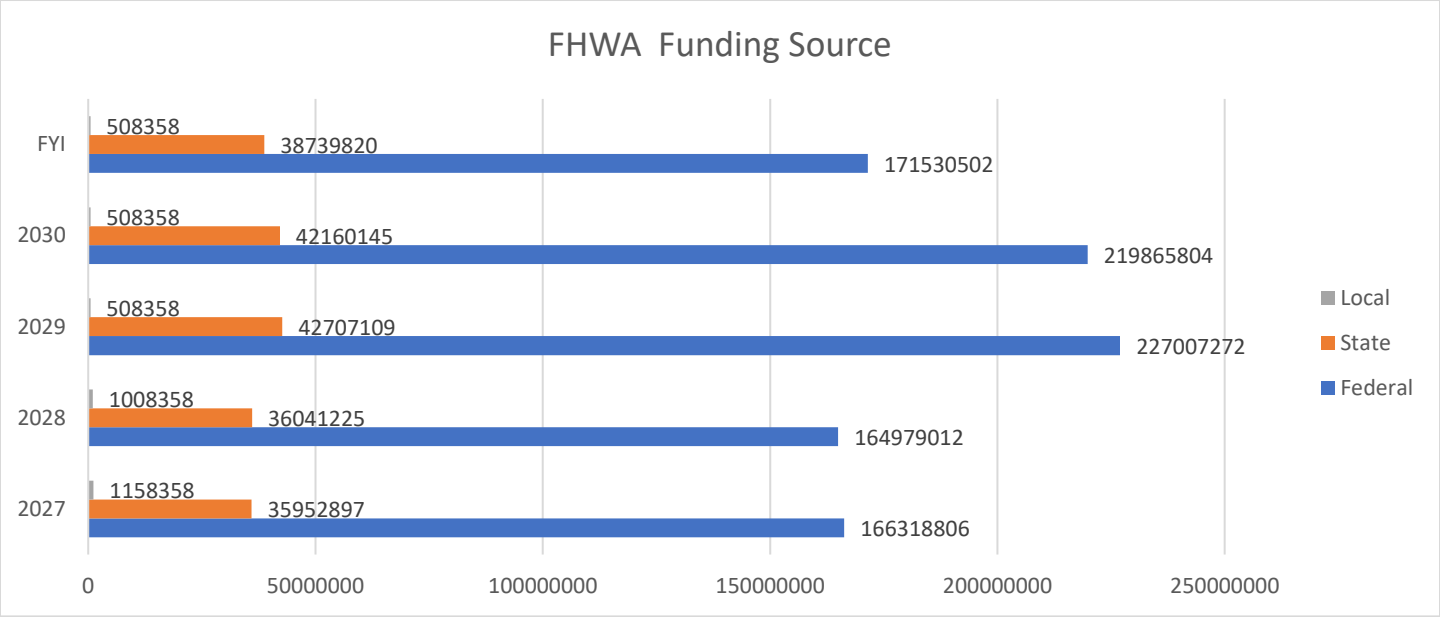

Figure 3. FHWA Funding by Year

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

BRDG-RP – On-Off Systems Bridge Improvements (Bridge Report) (in $1,000s)

	2027	2028	2029	2030	FYI	Total
Total	93,750	93,750	93,750	93,750	93,750	468,750
Federal	75,000	75,000	75,000	75,000	75,000	375,000
State	18,750	18,750	18,750	18,750	18,750	93,750
Local	0	0	0	0	0	0

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

	2027	2028	2029	2030	FYI	Total
Total	4,415	4,415	4,415	4,415	4,415	22,075
Federal	3,532	3,532	3,532	3,532	3,532	17,660
State	883	883	883	883	883	4,415
Local	-	-	-	-	-	-

HSIP – Highway Safety Improvement Program (in $1,000s)

	2027	2028	2029	Total
Total	2,100	2,100	2,100	6,300
Federal	2,100	2,100	2,100	6,300
State	0	0	0	0
Local	0	0	0	0

HSIP (SIPH) – Highway Safety Improvement Program (in $1,000s)

	2027	2028	2029	2030	FYI	Total
Total	5,084	5,084	5,084	5,084	5,084	25,418
Federal	4,575	4,575	4,575	4,575	4,575	22,876
State	0	0	0	0	0	0
Local	508	508	508	508	508	2,542

HSIP (VRUS) – Highway Safety Improvement Program – Vulnerable Road User Safety (in $1,000s)

	2027	2028	2029	Total
Total	339	278	5,707	6,324
Federal	305	250	5,137	5,692
State	34	28	571	632
Local	0	0	0	0

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

	2027	2028	2029	2030	FYI	Total
Total	22,300	20,300	89,600	89,600	20,300	242,100
Federal	18,040	16,240	78,610	78,610	16,240	207,740
State	4,260	4,060	10,990	10,990	4,060	34,360
Local	0	0	0	0	0	0

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

	2027	Total

Total	125	125
Federal	113	113
State	13	13
Local	0	0

SFTY-RP - Safety Program, HSIP - Rural & Other (Safety Report) (in $1,000s)

	2027	2028	2029	2030	FYI	Total
Total	43,750	43,750	43,750	43,750	43,750	218,750
Federal	35,000	35,000	35,000	35,000	35,000	175,000
State	8,750	8,750	8,750	8,750	8,750	43,750
Local	0	0	0	0	0	0

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

	2027	**2028**	**2029**	**2030**	**FYI**	**Total**
Total	24,413	24,804	24,844	24,962	41,566	140,589
Federal	21,930	22,243	22,275	22,370	35,652	124,470
State	2,483	2,561	2,569	2,592	5,914	16,119
Local	0	0	0	0	0	0

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

	2027	**2028**	**Total**
Total	3,125	4,075	7,200
Federal	2,500	3,260	5,760
State	625	815	1,440
Local	0	0	0

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

	2027	**2028**	**2029**	**2030**	**FYI**	**Total**
Total	137	137	137	137	274	822

Federal	110	110	110	110	219	658
State	27	27	27	27	55	164
Local	0	0	0	0	0	0

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

	2027	2028	2029	2030	FYI	Total
Total	398	399	399	399	798	2,393
Federal	318	319	319	319	638	1,914
State	80	80	80	80	160	479
Local	0	0	0	0	0	0

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

	2027	2028	2029	2030	FYI	Total
Total	156	156	156	156	310	932
Federal	124	124	124	124	248	746
State	31	31	31	31	62	186
Local	0	0	0	0	0	0

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

	2027	2028	2029	2030	FYI	Total
Total	89	90	90	90	180	539
Federal	72	72	72	72	144	432
State	18	18	18	18	36	108
Local	0	0	0	0	0	0

TAPO - Transportation Alternative Program – Other Programs (in $1,000s) (in $1,000s)*

	2027	2028	2029	2030	FYI	Total
Total	3,250	2,585	85	85	136	6,140
Federal	2,600	2,068	68	68	109	4,912

State	0	17	17	17	27	78
Local	650	500	0	0	0	1,150

TAPR - Transportation Alternative Program – Rural Programs (in $1,000s)*

	2028	2029	2030	FYI	Total
Total	80	80	80	160	399
Federal	64	64	64	128	319
State	16	16	16	32	80
Local	0	0	0	0	0

TAPSU - Transportation Alternative Program – Small Urban Programs (in $1,000s)

	2028	2029	2030	FYI	Total
Total	27	27	27	56	138
Federal	22	22	22	45	110
State	5	5	5	11	28
Local	0	0	0	0	0

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

Transit Funding

The 2027-2030 TIP includes $125,360,804 for transit projects; $98,460,336 will be provided from federal sources, $25,317,176 from state funding sources, and $1,583,292 will be provided from local funding sources. *Figure 4* provides a breakdown of transit funding by each year and funding source.

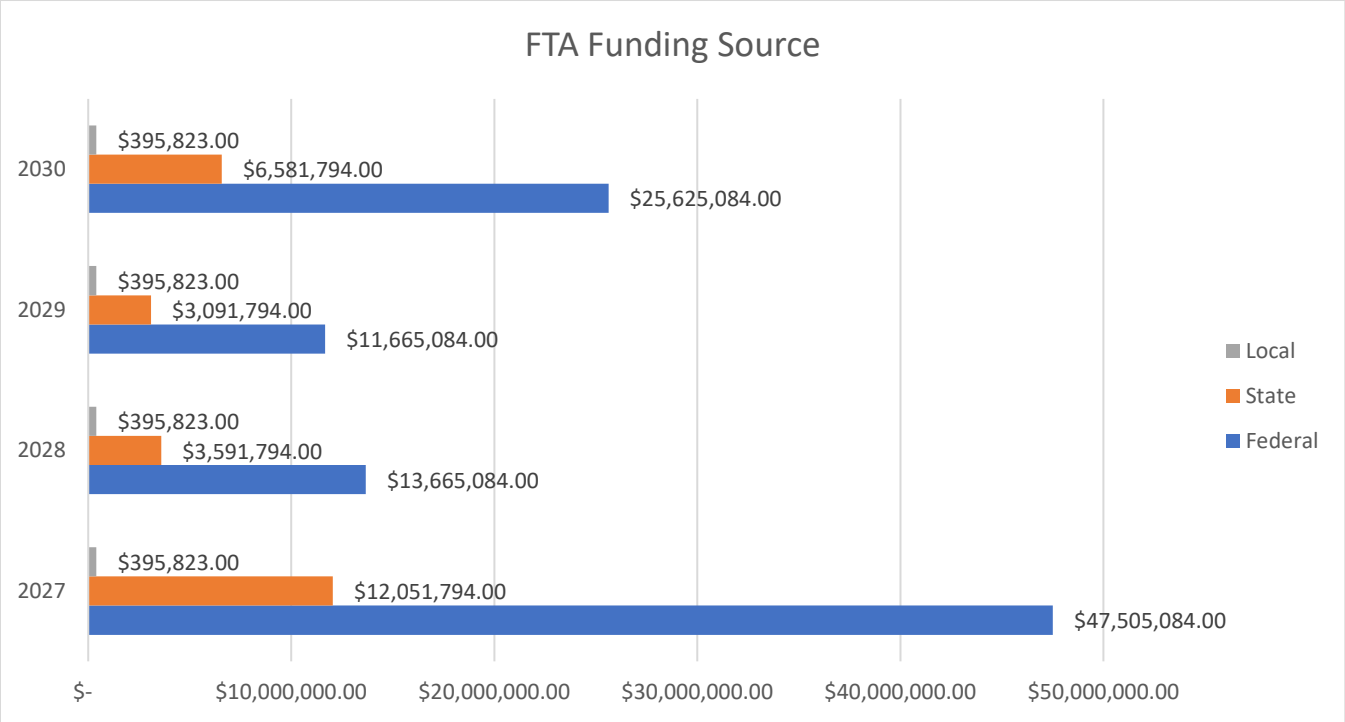

Figure 4. FTA Funding by Year

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

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

	2027	2028	2029	2030	Total
Total	7,950	12,450	10,450	5,000	35,850
Federal	6,360	9,960	8,360	4,000	28,680
State	1,590	2,490	2,090	1,000	7,170
Local	0	0	0	0	0

5307C – Capital Program (in $1,000s)

	2027	2028	2029	2030	Total
Total	48,500	1,700	1,200	24,100	75,500
Federal	38,800	1,360	960	19,280	60,400
State	9,700	340	240	4,820	15,100
Local	0	0	0	0	0

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

	2027	2028	2029	2030	Total
Total	1,524	1,524	1,524	1,524	6,094
Federal	762	762	762	762	3,047
State	762	762	762	762	3,047
Local	0	0	0	0	0

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

	2027	2028	2029	2030	Total
Total	1,979	1,979	1,979	1,979	7,916
Federal	1,583	1,583	1,583	1,583	6,333
State	0	0	0	0	0
Local	396	396	396	396	1,583

Air Quality Conformity

Overview

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

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

In Connecticut, the Connecticut Department of Transportation (CTDOT) is responsible for conducting detailed transportation and air quality modeling, issuing conformity determinations relative to NAAQS and the SIP. CTDOT has determined that the 2027-2030 TIP is in compliance with applicable air quality requirements. For the complete report, please visit the air quality conformity page on the Connecticut Department of Transportation's website.

Maps and Charts

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

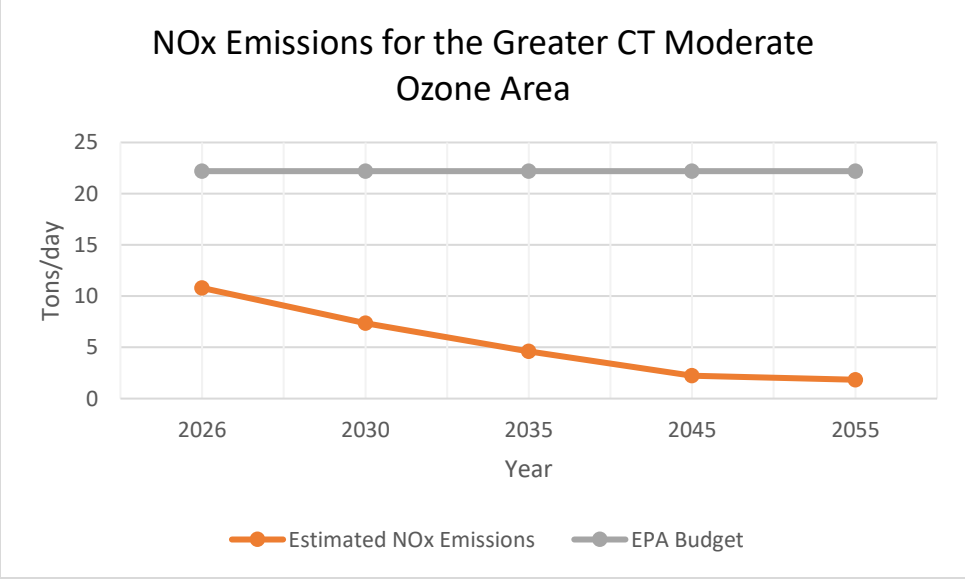

Figure 5. NOx Emissions for the Greater CT Moderate Ozone Area

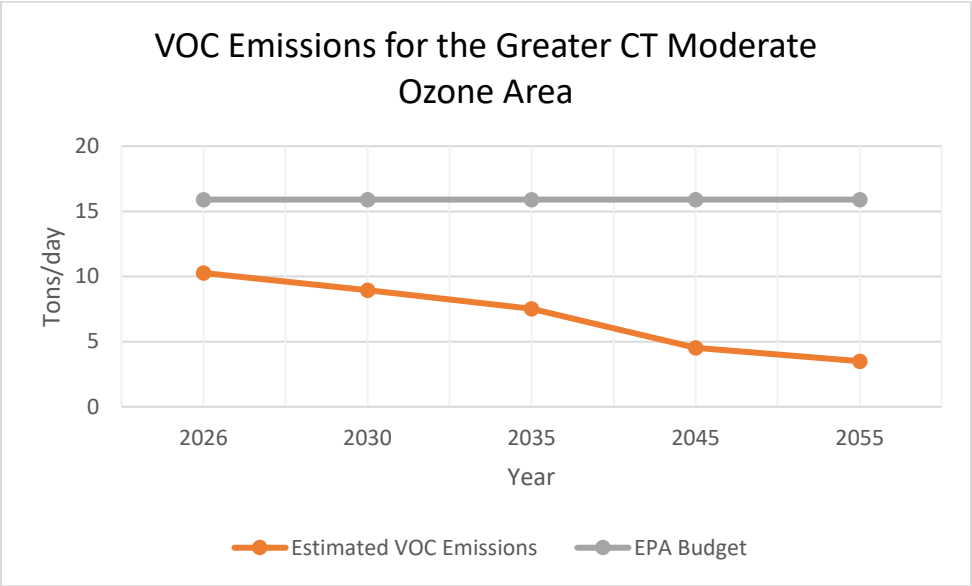

Figure 6. VOC Emissions for the Greater CT Moderate Ozone Area

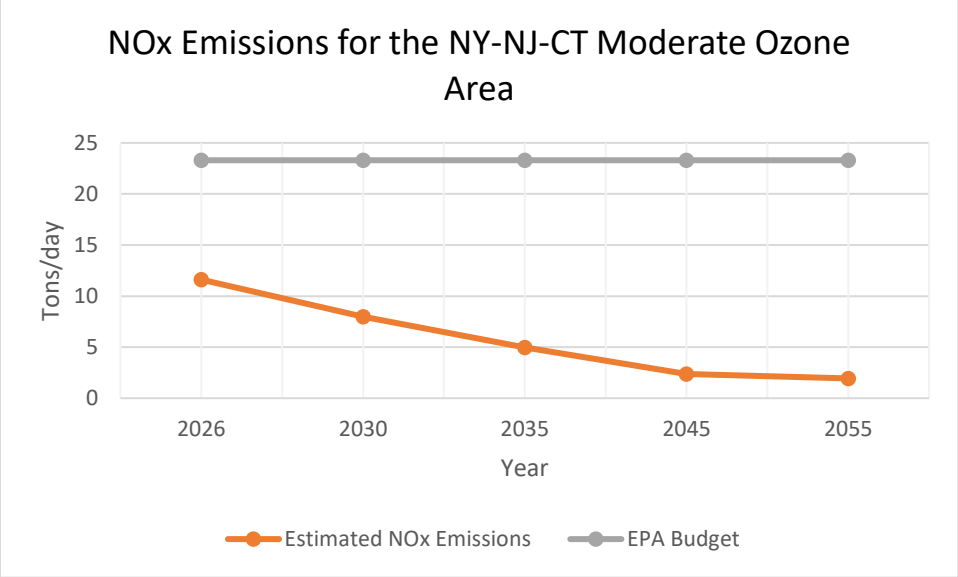

Figure 7. NOx Emissions for the NY-NJ-CT Moderate Ozone Area

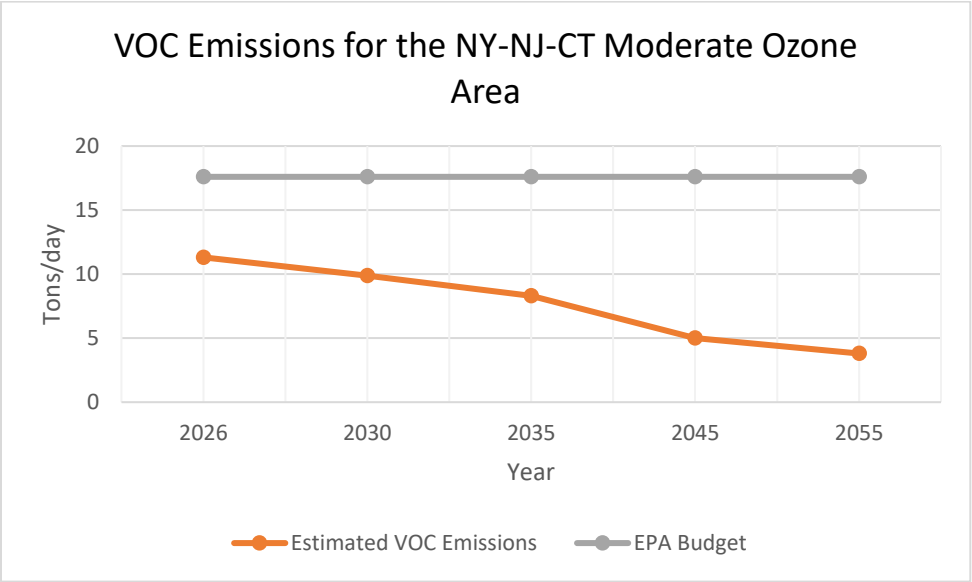

Figure 8. VOC Emissions for the NY-NJ-CT Moderate Ozone Area

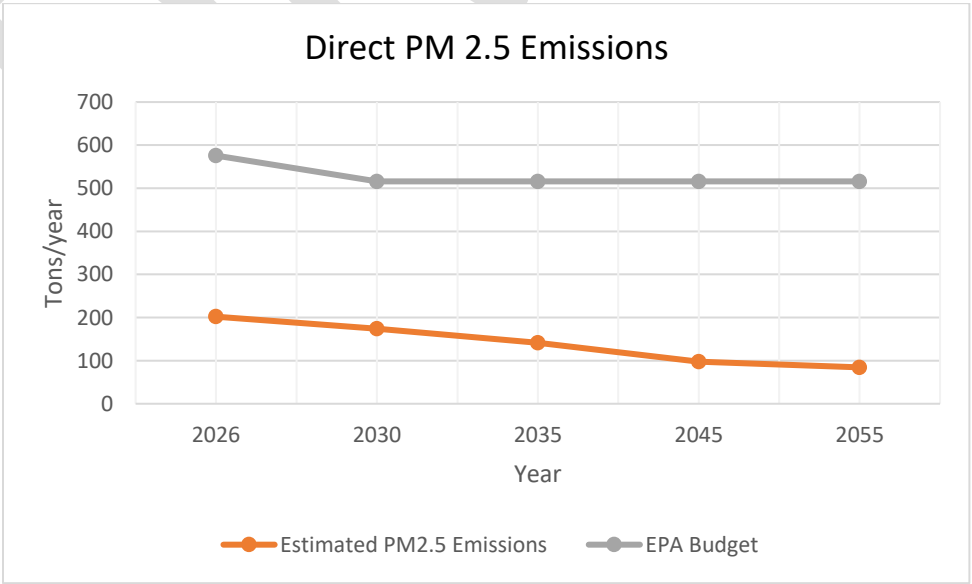

Figure 9. Direct PM 2.5 Emissions

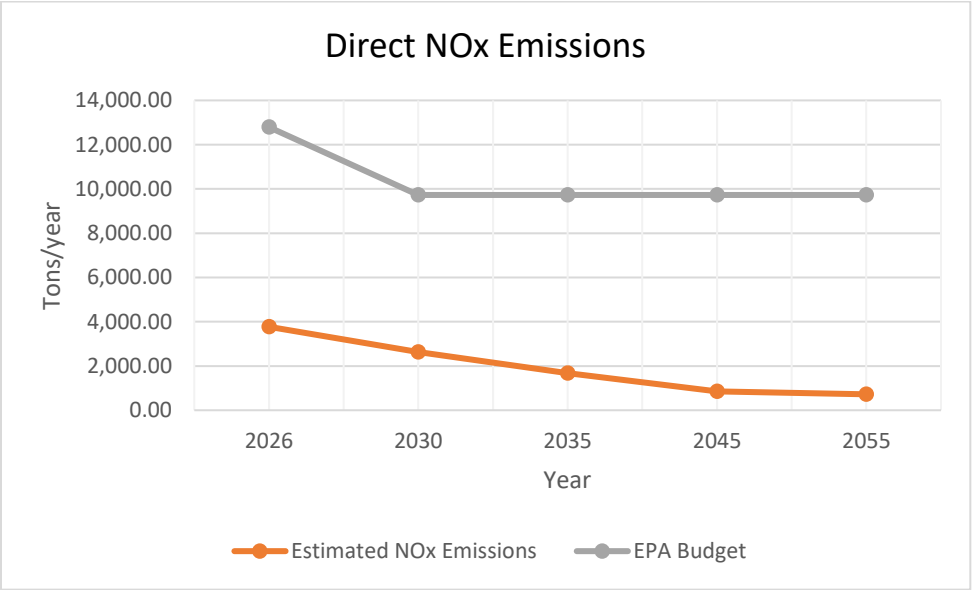

Figure 10. Direct NOx Emissions

Air Quality Conformity- Ozone

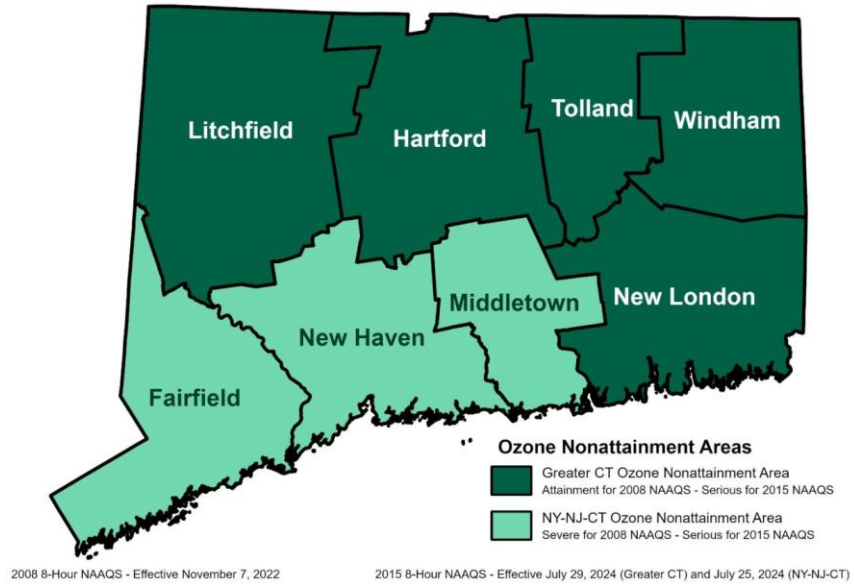

Figure 11. Connecticut Ozone Non-attainment Areas

Air Quality Conformity- PM 2.5

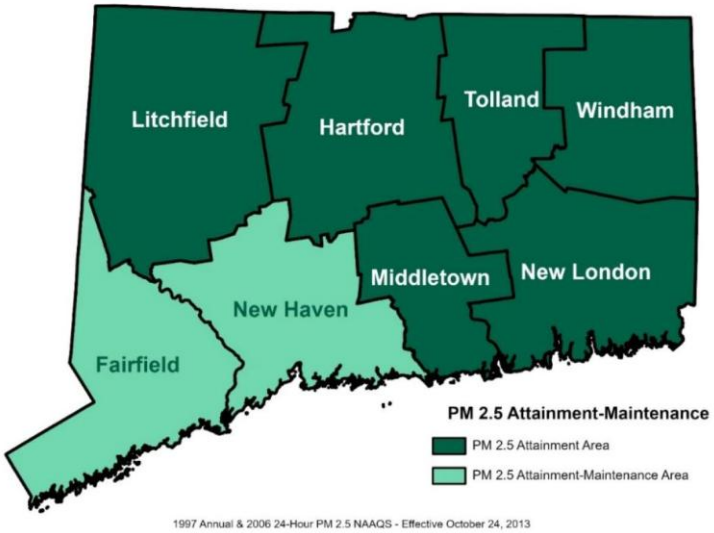

Figure 12. Connecticut PM2.5 Attainment/Maintenance Area

Performance-Based Planning and Programming

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

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

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

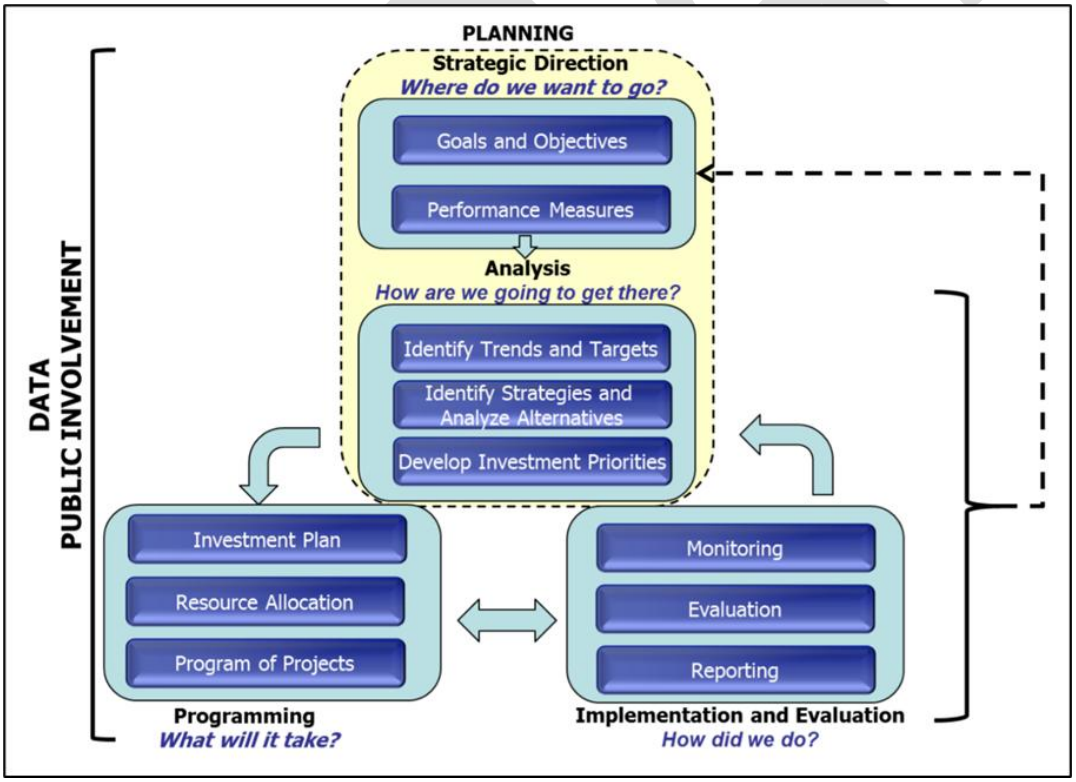

Figure 13. Performance-Based Planning Process (Source: FHWA, Performance-Based Planning and Programming Guidebook, page 14)

Performance-Based Planning and the MPO Planning Process

Performance Management Areas
Highway Safety
Highway Asset Management
System Performance
Freight Movement
On-Road Mobile Source Emissions
Transit Asset Management
Transit Safety

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

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

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

The following section provides an overview of the performance management areas, progress made towards achieving targets that were referenced in the 2025-2028 TIP report, and the current targets the MPOs have endorsed as of the writing of this report.

The projects included in the 2027-2030 TIP provide a multitude of benefits for the transportation system. The full project listing (provided above) includes performance measure categories highlighting up to three performance measures that a project may support. As demonstrated in the project listing, many of the highway and transit projects support more than one performance measure. For example, projects that support System Performance (Level of Travel Time Reliability, Peak Hour Excessive Delay, Percent Non-SOV travel), may also support Freight Movement, Pavement Conditions, or Highway Safety.

Highway Safety

Federal Highway Administration published a Final Rule to establish Safety Performance Measures for State Department of Transportation to carry out the Highway Safety Improvement Program (HSIP). The HSIP is a

federal-aid program which seeks to reduce traffic fatalities and serious injuries on all public roads. The FHWA Safety Metrics are safety-related and included the following categories:

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

Highway safety data is evaluated on an annual basis and new targets are established each year by CTDOT and reviewed by the MPOs. Table 3 references the 2023 safety targets that were endorsed by HVMPO and SWRMPO and referenced in the 2025-2028 TIP report as well as the actual performance of that reporting period. Based on CTDOT's reporting for the 2023 targets, progress was not made on decreasing the number and rate of serious injuries as well as the fatalities and non-motorized users, which was higher than the target.

In January 2026, HVMPO and SWRMPO reviewed and endorsed a resolution supporting CTDOT's established targets for 2026 (as reflected in the last column in Table 3). According to CTDOT's analysis, data has indicated crashes involving fatalities has been increasing while crashes involving non-motorized users and serious injuries have slightly decreased. CTDOT has established more aggressive safety targets to reflect their commitment to improving safety for all roadway users.

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

- Evaluating and prioritizing projects that address safety issues in transportation programs such as LOTCIP and TAP.
- Supporting countermeasures from the Regional Transportation Safety Plan, which identifies high crash locations and determines if infrastructure, behavioral education and/or enforcement improvements are needed.
- Initiating an update for the RTSP based on new crash data and new methodology for identifying high-risk locations.
- Participating in the development of the CTDOT Strategic Highway Safety Plan and membership on its committee.
- Active membership on the Safety Circuit Rider Advisory Committee, Connecticut Training and Technical Assistance Center (T2 Center).
- Evaluating safety as part of ongoing transportation planning projects and corridor studies.
- Submitting grant applications to implement data-driven, multimodal, multidisciplinary roadway safety solutions in the Region. This includes WestCOG 's 2023 grant award from the Safe Streets and Roads for All (SS4A) discretionary grant program. The funding will be used to implement systemic safety improvements at 93 locations throughout the Region and these improvements were based on the recommendations from the RTSP.

As of the writing of this document, there are 9 projects proposed in the 27-30 TIP that will support highway safety and work towards achieving the targets endorsed by HVMPO.

As of the writing of this document, there are 13 projects proposed in the 27-30 TIP that will support highway safety and work towards achieving the targets endorsed by SWRMPO.

Table 3. Highway Safety Performance Measures

Performance Measure	2023 Targets	2023 Actual Performance	Target Met	2026 Targets
Number of Fatalities	270	305.0	No	270
Rate of Fatalities per 100 million VMT	0.850	1.016	No	0.850
Number of Serious Injuries	1,300	1,406.4	No	1,300
Rate of Serious Injuries per 100 million VMT	4.300	4.678	No	4.300
Number of Non-motorized Serious Injuries and Fatalities	280	302.2	No	280

Highway Asset Management

Pavement Conditions

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

In December 2022, CTDOT established targets for the 2022-2025 performance period which can be found in Table 4. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

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

Table 4. 2022-2025 Pavement Performance Measures

Measure	**Baseline Performance (2021)**	**2-Year Target (2023)**	**2-Year Performance (2023)**	**Target Met**	**4-Year Target (2025)**
Percent of Interstate Pavements in Good Condition	68.6	72.0	74.2	Yes	70.0

Percent of Interstate Pavements in Poor Condition	0.2	1.0	0.1	Yes	1.3
Percent of Non-Interstate NHS Pavements in Good Condition	37.9	37.0	42.8	Yes	35.0
Percent of Non-Interstate NHS Pavements in Poor Condition	1.8	2.7	1.8	Yes	3.5

Bridge Conditions

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

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

In December 2022, CTDOT established new targets for the 2022-2025 performance period which can be found in Table 5. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

According to CTDOT, bridge conditions have not improved since the 2018-2021 performance period. The bridge target was not met based on deterioration models not sufficiently sensitive to changes in condition over time as measured in actual inspections. Bridge performance modeling continues to be refined based on performance monitoring and our best understanding of bridge deterioration. This highlights the importance of continued investment for bridge upgrades and preservation projects. In 2024, as part of its Mid Performance Period Progress Report, CTDOT adjusted the 4-Year Target for 2025 (Table 5).

As of the writing of this document, there are 13 projects proposed in the 27-30 TIP that will support highway asset management and work towards achieving the pavement and bridge condition targets endorsed by HVMPO.

As of the writing of this document, there are 16 projects proposed in the 27-30 TIP that will support highway asset management and work towards achieving the pavement and bridge condition targets endorsed by SWRMPO.

Table 5. 2022-2025 Bridge Performance Targets

	Baseline Performance (2021)	**2-Year Target (2023)**	**2-Year Performance (2023)**	**Target Met (2023)**	**4-year Target (2025)**	**CTDOT Adjusted Target**
Percent of NHS Bridges in Good Condition	14.1	14.2	13.0	No	14.5	13.3

Percent of NHS Bridges in Poor Condition	7.7	6.2	6.6	No	6.0	8.0

System Performance

Reliability

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

In December 2022, CTDOT established new targets for the 2022-2025 performance period which can be found in Table 6. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023. Reliability has improved since the 2018-2021 performance period, though some of this may be attributed to the dramatic changes in travel patterns experienced during the pandemic. CTDOT did not include 2020 and 2021 data when projecting future trends to establish targets for the next four years. CTDOT projects that reliability is going to worsen over the next four years, though the target is still an improvement from the 2018 baseline condition. In 2024, as part of its Mid Performance Period Progress Report, CTDOT adjusted the 4-Year Target for 2025 (Table 6). The target was adjusted based on a review of construction project impacts throughout the performance period relative to current and recent levels and an analysis of congested corridors.

Table 6. 2022-2025 Reliability Performance Targets

	Baseline Performance (2021)	**2-Year Target (2023)**	**2-Year Performance (2023)**	**Target Met (2023)**	**4-year target (2025)**	**CTDOT Adjusted 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	84.9

Peak Hour Excessive Delay (PHED)

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

This is a new performance measure for urbanized areas with populations over 200,000. CTDOT established targets for the Bridgeport-Stamford UZA for the second performance period beginning in 2022. These targets, shown in Table 7, were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

Table 7. 2022-2025 Peak Hour Excessive Delay Performance Targets

	Baseline Performance (2021)	2-Year Target (2023)	2-Year Performance (2023)	Target Met (2023)	4-year Target (2025)
Annual Hours of Peak Hour Excessive Delay Per Capita	12.6	20	13.9	Yes	21.9

Non-Single Occupancy Vehicle (Non-SOV) Travel

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

This is a new performance measure for urbanized areas with populations over 200,000. CTDOT established targets for the Bridgeport-Stamford UZA for the second performance period beginning in 2022 and these targets were endorsed by SWRMPO in May 2023 (Table 8).

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

As of the writing of this document, there are 3 projects proposed in the 27-30 TIP that will support system reliability and work towards achieving the reliability, PHED, and non-SOV targets endorsed by HVMPO.

As of the writing of this document, there are 6 projects proposed in the 27-30 TIP that will support system reliability and work towards achieving the reliability, PHED, and non-SOV targets endorsed by SWRMPO.

Table 8. 2022-2025 Non-SOV Performance Targets

	Baseline Performance (2021)	2-Year Target (2023)	2-Year Performance (2023)	Target Met (2023)	4-year Target (2025)
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel	30.4	27.8	32.9	Yes	27.8

Freight Movement

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

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

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

In December 2022, CTDOT established new targets for the 2022-2025 performance period which can be found in Table 9. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023.

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

As of the writing of this document, there is 1 project proposed in the 27-30 TIP that will support freight movement and work towards achieving the targets endorsed by HVMPO.

As of the writing of this document, there are 4 projects proposed in the 27-30 TIP that will support freight movement and work towards achieving the targets endorsed by SWRMPO.

Table 9. 2022-2025 TTTR Performance Targets

	Baseline Performance (2021)	2-Year Target (2023)	2-Year Performance (2023)	Target Met (2023)	4-year Target (2025)
Truck Travel Time Reliability (TTTR) Index	1.56	1.95	1.67	Yes	2.02

On-Road Mobile Source Emissions

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

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

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

In December 2022, CTDOT established new targets the 2022-2025 performance period which can be found in Table 10. These targets were reviewed and endorsed by HVMPO and SWRMPO in May 2023. HVMPO and SWRMPO support CTDOT in improving air quality and working towards progress on these targets. Specific funding programs like CMAQ have funded projects in HVMPO and SWRMPO that have reduced emissions.

As of the writing of this document, there are 4 projects proposed in the 27-30 TIP that will support air quality and work towards achieving the On-Road Mobile Source Emissions targets endorsed by HVMPO.

As of the writing of this document, there are 5 projects proposed in the 27-30 TIP that will support air quality and work towards achieving the On-Road Mobile Source Emissions targets endorsed by SWRMPO.

Table 10. 2022-2025 On-Road Mobile Source Emissions Performance Targets

Measure	Baseline Performance (2021)	2-Year Target (2023)	2-Year Performance (2023)	Target Met (2023)	4-Year Target (2025)
Total Emissions Reduction: ***PM2.5***	0.0	6.290	14.982	Yes	6.290
Total Emissions Reduction: ***NOx***	0.0	81.978	174.274	Yes	81.978
Total Emissions Reduction: ***VOC***	0.0	87.346	178.895	Yes	87.346

Transit Asset Management

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

FTA's Transit Asset Management (TAM) Final Rule specified performance measures and set performance targets for achieving a State of Good Repair for the following four asset categories:

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

The HVMPO and SWMRPO endorsed resolution supporting the initial State of Good Repair (SGR) Performance Targets set by CTDOT for 2018-2021 to comply with the FTA Transit Asset Management Final Rule on June 15, 2017. CTDOT then established new targets for the next performance period, 2022-2025, as reflected in Table 11, Table 12, and Table 13. These targets were reviewed and endorsed by HVMPO and SWRMPO in February 2023. The most recently available Transit Asset Management Performance Targets for services operating in HVMPO and SWRMPO are shown in Table 11, Table 12, and Table 13. Note that updated CTDOT TAMPs are in development; consequently, FY26 TAM targets are not projected to be available until October 2026.

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

Table 11. TAM Performance Targets - Tier 1

Tier 1: CTtransit Stamford Division							
Tier 1	**Asset**	**Connecticut ULB or TERM**	**2018-2021 Targets (%)**	**FY21 Actual Performance (%)**	**2022-2025 Targets (%)**	**FY23 Actual Performance (%)**	**FY25 Target (%)**
Bus Revenue Vehicles CTtransit	Bus	12 years	14	22	14	100	100
	Articulated Bus	12 years	14	49	14	100	100
	Over-the-road Bus	12 years	14	49	14	100	100
	Cutaway	5 years	17	100	17	N/A	N/A
Bus Service Vehicles CTtransit	Rubber Tire Vehicle (Truck)	14 years	7	37	7	50	33
	Automobiles	5 years	17	100	17	100	100
	Vans	5 years	17	38	17	N/A	N/A
	SUVs	5 years	17	100	17	57.14	N/A
Bus Facilities CTtransit	Passenger	TERM 1-5, below 3	0	58	0	0	0
	Administrative /Maintenance	TERM 1-5, below 3	0	0	0	16.70	0
Tier 1: Metro-North Railroad							
Tier 1	**Asset**	**Connecticut ULB or TERM**	**2018 – 2021 Targets (%)**	**FY 21 Actual Performance (%)**	**2022 – 2025 Targets (%)**	**FY23 Actual Performance (%)**	**FY25 Target (%)**

Rail Revenue Vehicles	Commuter rail locomotive (MNCW)	35 years	13	37	13	0	66
	Commuter rail coach (MNCW)	35 years	13	38	13	40.43	27.11
	Commuter rail self-propelled car	35 years	13	0	13	0	21.84
Rail Service Vehicles	Rubber Tire Vehicle (Truck)	14 years	7	37	7	N/A	39
	Automobiles	5 years	17	100	17	N/A	100
	SUVs	5 years	17	72	17	N/A	N/A
	Vans	5 years	17	100	17	N/A	N/A
	Steel Wheel Vehicle	25 years	0	100	0	100	57.1
Rail (MNCW)	Percentage of track segments with performance restrictions	3	2	3	4	2.42	3.05

Table 12. TAM Performance Targets - Tier 2 Housatonic Area Regional Transit

Tier 2	Asset	Connecticut ULB or TERM	2018-2021 Targets (%)	FY21 Actual Performance (%)	2022-2025 Targets(%)	FY23 Actual Performance (%)	FY25 Targets (%)
Bus Revenue Vehicles	Bus	12 years	14	0	14	0	14
	Cutaway	5 years	17	51	17	52.94	17
	Mini van	5 years	17	0	N/A	N/A	N/A
Bus Service Vehicles	Trucks	14 years	7	100	7	N/A	0
	Automobiles	5 years	17	71	17	N/A	0

	Vans	5 years	17	100	17	100	0
	SUVs	5 years	17	20	17	100	0
Bus Facilities	Passenger	TERM 1- 5, below 3	0	0	0	0	0
	Administrative/Maintenance	TERM 1- 5, below 3	0	10	0	0	0

Table 13. TAM Performance Targets – Tier 2 Norwalk Transit District

Tier 2	Asset	Connecticut ULB or TERM	2018-2021 Targets (%)	FY21 Actual Performance (%)	2022-2025 Targets (%)	FY23 Actual Performance (%)	FY25 Target (%)
Bus Revenue Vehicles	Bus	12 years	14	5	14	11.43	14
	Cutaway	5 years	17	57	17	100	17
	Mini van	5 years	17	100	17	N/A	N/A
Bus Service Vehicles	Trucks	14 years	7	22	7	N/A	17
	Automobiles	5 years	17	100	17	N/A	N/A
	Vans	5 years	17	71	17	N/A	N/A
	SUVs	5 years	17	81	17	100	17
Bus Facilities	Passenger	TERM 1-5, below 3	0	6	0	0	0
	Administrative/Maintenance	TERM 1-5, below 3	0	6	0	0	0

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

HARTransit's fixed-route bus fleet is relatively young – accordingly, its performance was wholly above the 2023 target. Vans and SUVs will require replacement. Plans are underway to replace its paratransit (cutaway) buses. This TIP contains $1,750,000 for these replacements. HARTransit's passenger and administrative/maintenance facilities remain in SOGR; HARTransit has invested in capital improvements to the interior of its existing operations facility.

Norwalk Transit District in the SWRMPO region contains $4,600,000 for replacement of paratransit vehicles.

Metro-North Railroad: very good State of Good Repair (SOGR) for locomotives and self-propelled coaches. Some investment is needed in trailer coaches and admin/maintenance facilities; much investment is needed in steel-wheel vehicles. MNCW has successfully prevented meeting or exceeding its target for slow zones on its system. Finally, in the SWRMPO region the Stamford Yard Catenary Project ($100 million, FYs 27-28) is among one of the projects planned. Any rolling stock procurements, if deployed on the Danbury Branch, will bolster SOGR. It is unclear whether any such vehicles will be put into service during the effective period of this TIP.

As of the writing of this document, there are 27 projects proposed in the FYs 27-30 TIP that will support Transit Asset Management and work towards achieving targets endorsed by the HVMPO.

As of the writing of this document, there are 34 projects proposed in the FYs 27-30 TIP that will support Transit Asset Management and work towards achieving targets endorsed by the SWRMPO.

Transit Safety

Public Transit Agency Safety Plans

The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires each covered public transportation provider to prepare a PTASP for their operation. In the HVMPO region, this requirement applies to the Housatonic Area Regional Transit District (HARTransit). In the SWRMPO region, CTtransit and the Norwalk Transit District (NTD) must comply with this requirement. A PTASP includes the processes and procedures to implement a Safety Management System (SMS), which is a comprehensive, collaborative, and systematic approach to managing safety. including requirements for the identification, assessment, and mitigation of risk and strategies to minimize exposure to hazards; a comprehensive safety training program; safety performance targets (SPTs); and a process and timeline for conducting an annual review and update of the PTASP.

Initial PTASPs were adopted by HARTransit on 9/16/2020; by CTtransit on 1/1/2021 and NTD on 11/10/2020.

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

A key element of a PTASP is performance target setting and performance evaluation, which is detailed below.

Safety Performance Targets

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

In 2020, transit authorities and regional transit authorities were initially required to establish a total of seven targets pertaining to the following four safety performance management measures:

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

On April 9, 2024, FTA published an updated version of the National Public Transportation Agency Safety Plan (NPTASP). This update included a list of seven additional safety measures required in the Infrastructure Investment and Jobs Act (IIJA). Figure 14 below provides the complete list of measures as of 2026.

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

Figure 14: Safety Performance Targets (Revised 2024)

The Safety Performance Targets adopted by the transit agencies are intended to guide each MPO's development of transit performance targets (23 CFR § 450.306(d)(3) of the FTA/FHWA joint planning rule); each MPO can choose to adopt a transit authority's targets or set their own. MPOs must establish their initial safety targets no more than 180 days after receipt of the Agency Safety Plan from public transportation providers.

CTDOT/CTtransit, HARTransit and NTD each adopted their own targets for the modes that they operate, as would be expected. Following receipt of each agency's PTASP, and MPO consultation with each transit operator, the HVMPO chose to adopt HARTransit's targets; however, the SWRMPO chose to set one composite set of targets which were achievable by both CTtransit and NTD. The HVMPO and SWRMPO subsequently endorsed their initial transit 2021 Safety Performance Targets on September 16, 2020 and November 10, 2020, respectively.

Since the initial targets were set, the HVMPO and SWRMPO staff have tracked targets with actual performance in consultation with the transit operators. In 2025, for the SWRMPO TIP, it was decided that going forward the

MPO would adopt each transit operator's individual targets and track their performance separately, as their operations differ significantly.

HVMPO Targets

Since 2020, the HVMPO region's transit provider (HARTransit) has maintained its targets for fatalities, injuries, while projecting slightly lower incidences of safety events and maintained fixed route performance overall as well as improved demand response transportation reliability.

Table 14: HVMPO Safety Performance Targets 2021-2023

Mode of Transit Service	**Fatalities**		**Injuries**		**Safety Events**		**System Reliability – Mean Distance Between Failures**
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	VRM/Mechanical Failures
MB	0	0	7	.6	5	.5	25,800
DR	0	0	3	.6	3	.6	10,775
MB: Motorbus, e.g. fixed-route service; DR-DO: Demand Response, e.g. paratransit services							
***per HARTransit, the 2023 targets were unchanged from 2021.**							

In comparing targets with actual performance for the measures now in effect, HARTransit in the past five years has:

- Events: performed better than projected
- Fatalities: performed equal to projected (0)
- Injuries: performed better than projected overall
- Assaults (physical/verbal) on Transit Workers: equal to or slightly above projected target
- Mean Distance Between Failures: better than projected (2020, 2021, 2022), mixed above/below according to mode (2023-2025). Demand response service tended to perform better; this may in part depend upon demands placed upon the fixed-route buses versus those for demand-response vehicles, which are lower generally. Note that during the COVID-19 pandemic, reduced service and trip demand was a factor in reduced demand upon all services.

Table 15: HVMPO Safety Performance Targets – HARTransit (2025)

	Motorbus (MB)	**Demand Response (DR)**
Major Events	4	2
Major Event Rate	0.4	0.4
Collisions+	14	10
Collision Rate*	1.47	2.94
Pedestrian Collision Rate*	0	0
Vehicular Collision Rate*	1.41	2.1
Fatalities	0	0
Fatalities Rate	0	0
Fatalities Transit Worker*	0	0

Injuries	5	2
Injury Rate	0.5	0.4
Transit Worker Injury Rate*	0.3	0.2
Assault on Transit Worker*	20	30
Assault on Transit Worker Rate*	0.1	0.2
System Reliability (MDBF)	25,800	25,000

SWRMPO Targets

Between 2021 and 2023, the SWRMPO region's transit providers collectively maintained their targets for fatalities and reduced the target number for injuries and MB/DR-DO Safety Events. Progress was also made in increasing the distance targets for Mean Distances Between (Vehicle) Failures as shown in Table 16 and Table 17.

Table 16: SWRMPO Safety Performance Targets 2021

Mode of Transit Service	**Fatalities**		**Injuries**		**Safety Events**		**System Reliability – Mean Distance Between Failures**
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	VRM/Mechanical Failures
MB	0	0	15	0.46	76	3.8	13,700
DR-DO	0	0	13	1.62	4	.50	22,300
DR-PT	0	0	0	0.00	1	0.12	50,744
MB: Motorbus, e.g. fixed-route service; DR-DO: Demand Response, e.g. paratransit services; DR-PT: Demand Response, Purchased Transportation, e.g. paratransit services							

Table 17: SWRMPO Safety Performance Targets 2023

Mode of Transit Service	**Fatalities**		**Injuries**		**Safety Events**		**System Reliability – Mean Distance Between Failures**
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	VRM/Mechanical Failures
MB	0	0	12	0.8	49	3.0	22,044
DR-DO	0	0	4	.59	2	.2	125,000
DR-PT	0	0	0	.19	3	.3	55,000
MB: Motorbus, e.g. fixed-route service; DR-DO: Demand Response, e.g. paratransit services; DR-PT: Demand Response, Purchased Transportation, e.g. paratransit services							
Again, note that the above 2021 and 2023 figures are composites covering both CTtransit and NTD operations.							

Table 18: SWRMPO Safety Performance Targets – CTtransit (2025)

	Motorbus (MB)
Major Events	64
Major Event Rate	.433
Collision Rate*	4.6
Pedestrian Collision Rate*	.051
Vehicular Collision Rate*	2.92
Fatalities	0
Fatalities Rate	0
Fatalities Transit Worker*	0
Injuries	73
Injury Rate	.50
Transit Worker Injury Rate*	.297
Assault on Transit Worker*	31
Assault on Transit Worker Rate*	.21
System Reliability (MDBF)	37,102

Note: 2025 targets are for all CTtransit divisions combined.

Table 19: SWRMPO Safety Performance Targets – Norwalk Transit District (2025)

	Motorbus (MB)	Demand Response (DR) Directly Operated (DO)	Demand Response (DR) Purchased Transportation (PT)
Major Events	5	0	0
Major Event Rate	0.64	0	0
Collision Rate*	3.5	2	0.75
Pedestrian Collision Rate*	0	0	0
Vehicular Collision Rate*	3.5	2	0.75
Fatalities	0	0	0
Fatalities Rate	0	0	0
Fatalities Transit Worker*	0	0	0
Injuries	8	0	0
Injury Rate	1	0	0
Transit Worker Injury Rate*	0.1	0.5	0
Assault on Transit Worker*	0	0	0
Assault on Transit Worker Rate*	0	0	0
System Reliability (MDBF)	20,000	20,000	20,000

The HVMPO and SWRMPO each adopted the targets applicable to their respective operators (HARTransit for HVMPO; CTtransit and Norwalk Transit District for SWRMPO) at their meetings on Thursday, March 19, 2026.

As of the writing of this document, there are 12 projects proposed in the FYs 2027-2030 TIP that will support Transit Safety and work towards achieving targets endorsed by the HVMPO.

As of the writing of this document, there are 18 projects proposed in the FYs 2027-2030 TIP that will support Transit Safety and work towards achieving targets endorsed by the SWRMPO.

Public Involvement

Opportunities for public involvement are a cornerstone of the federal transportation planning process. This includes providing opportunities for access and review of the HVMPO draft 2027-2030 TIP and related documents. A public comment period begins at noon April 1, 2026 and concludes at noon on May 1, 2026.

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

Also considered for endorsement were the CT Department of Transportation (CTDOT) draft Air Quality Conformity Determinations for Ozone and Particulates. The draft TIP and draft Air Quality Conformity Determination documents were made available for inspection at westcog.org beginning April 1, 2026. Persons with limited internet access could contact WestCOG by telephone: 475-323-2071, via email: plan@westcog.org or mail the WestCOG office (1 Riverside Road, Sandy Hook, CT 06482) for assistance. Comments on the draft TIP or draft air quality conformity can be submitted by mail to the WestCOG office, email: plan@westcog.org telephone: 475-323-2071 or at the following public information meetings:

HVMPO Public Information Meeting: Tuesday April 21, 2026 from 6:30pm-7:30pm at the Danbury Library- 170 Main Street, Danbury CT 06810

Virtual Public Information Meeting: Thursday, April 23 from 12:00pm-1:00pm over Zoom. Please go to westcog.org to access the meeting link.

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

CTDOT's draft 2027-2030 Statewide Transportation Improvement Program (STIP) will be available for review for a thirty-day public comment period from May 13, 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.

The purpose of the public information meetings and comment period is to present and provide information regarding the process and program details, as well as to receive draft TIP comments. Comments received during the public comment period are documented as part of the public record. Upon receipt of public comments WestCOG acknowledges the correspondence by replying, "Thank you for submitting a comment for the draft 2027-2030 Transportation Improvement Program. Your public comment has been received." Comments received during this time period are recorded, reviewed, and incorporated into the updated TIP as appropriate. An inventory of public comments will be provided to TAG and HVMPO members before their respective meetings. Summaries are presented and discussed at the meetings.

Title VI

Title VI Overview

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

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

The improvements proposed in the TIP have the potential to create significant benefits for all populations by improving the overall safety, efficiency, and state of good repair of the transportation system. These projects have been reviewed to understand if there are any high and adverse impacts expected. These projects include:

- **Project #0034-0362 – Citywide Sidewalks Improvements, Danbury:** This project aims to install concrete sidewalks, pedestrian ramps, crosswalks, and pedestrian crossing warning devices at various locations in Danbury, primarily near schools and elderly housing facilities.
- **Project #0034-0363 – Mid-Block Crossing Improvements, Danbury:** This project is to improve safety by installing solar Rapid Rectangular Flashing Beacons (RRFB) units with illumination at existing mid-block crosswalks, new sidewalk ramps, sidewalks, crosswalks and signs in Danbury.
- **Project #0416-XXXX – HART – Facility Improvements FY29, Danbury**: This project is for general state of good repair and improvements to HARTransit's facilities. No high or adverse impacts are expected.
- **Project #0416-XXXX – HART – Facility Improvements FY30, Danbury:** This project is for general state of good repair and improvements to HARTransit's facilities. No high or adverse impacts are expected.

To reduce the negative impacts during and after construction, Public Involvement Plans tailored to specific projects are developed and managed by CTDOT. Information and schedules are posted to project websites, as are the Public Involvement Plan and outreach materials. Additionally, for each project on the TIP, additional public outreach, Title VI, and LEP considerations are conducted at a more localized scale by the agency responsible for design and construction.

Resolutions

The draft TIP is being updated and will be considered for endorsement at the HVMPO meeting on May 21, 2026. If endorsed, resolutions signed by the HVMPO Chairman will be placed here.

Appendix A – Funding Source Summaries

Funding Sources

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

Federal Highway Administration (FHWA)

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

STP – Surface Transportation Program

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

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

<u>STP Urban</u>

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

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

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

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

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

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

STP-Flex/Anywhere (STPA)

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

STP Rural (STPR)

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

HSIP (or SIPH) – Highway Safety Improvement Program

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance. The BIL continues the overarching requirement that SIPH funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve hazardous road locations or features 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.

NFRP – National Highway Freight Program

The purpose of the NHFP is to improve efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and Reducing the environmental impacts of freight movement on the NHFN.

FHWA apportions funding as a lump sum for each State then divides that total among apportioned programs. Each State's NHFP apportionment is calculated based on a ratio specified in law.

NHPP – National Highway Performance Program

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

BFP - Bridge Formula Program

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

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

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

TAP – Transportation Alternatives Set-Aside

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

- TAP-Flex – Anywhere/Flex TAPH – Hartford
- TAPB – Bridgeport/Stamford

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

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

CMAQ – Congestion Mitigation and Air Quality Program

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

Federal Transit Administration (FTA)

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

Section 5307 – Urbanized Area Formula Funding Program

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

Section 5337 - State of Good Repair Grants Program

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

Section 5339 - Grants for Buses and Bus Facilities Program

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

Section 5310 Transportation Funding Program

This is a federal grant program for improving mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. Section 5310 supports transportation services planned, designed, and implemented to serve the special transportation needs of seniors and individuals with disabilities and provides funding for both traditional capital investment (vehicles and associated equipment) and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services. The Section 5310 grant program is open to private nonprofit organizations, states, or local government authorities, and operators of public transportation. Typical projects include the purchase of accessible vehicles, mobility management programs, travel voucher programs, and operating support of volunteer driver programs or demand response services. Applicants must demonstrate that their proposals fill a gap or unmet transportation need according to CTDOT's Locally Coordinated Human Services Transportation Plan (LOCHSTP).

USDOT Discretionary Grant Programs

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

BUILD – Better Utilizing Investments to Leverage Development

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

SS4A – Safe Streets and Roads for All

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

BIP - Bridge Investment Program

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

State Funding

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

established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 percent of the total fund revenue.

Local Funding

A limited number of 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 Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

Other Funding Opportunities

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

Value Capture Mechanisms

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

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

The study team focused their efforts on three core analyses:

1) Legal and Governance:: examination of potentially applicable regional or district financing mechanisms. The Study will determine the appropriate structure and host organization for the mechanism and how to overcome the logistical challenges associated with intergovernmental relationships. WestCOG will select the most preferable mechanism from this analysis and provide a plan to implement it;

2) Transit and Economic: identification of desirable and realistic scenarios for improved service on the Danbury and New Canaan Branch lines, including a "no action" scenario, and

3) Financial: quantification of estimated revenues generated by the development associated with each service scenario, including a "no action" scenario. The Study will propose a financial plan to implement the most feasible rail improvement scenarios, including all potential funding sources.

The goal of this study was to generate long-term benefits for both passenger and freight operations along the Danbury Branch Line and New Canaan Branch Lines that support affordable housing, jobs, and development in the region. The study began in early 2023 and was completed in February 2025.

Public Private Partnerships

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

Appendix B- List of TIP Acronyms

PLANNING ORGANIZATIONS:

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

MULTI-REGIONS

70 STATEWIDE PROJECTS
71 DISTRICTWIDE PROJECTS - DISTRICT 01
72 DISTRICTWIDE PROJECTS - DISTRICT 02
73 DISTRICTWIDE PROJECTS - DISTRICT 03
74 DISTRICTWIDE PROJECTS - DISTRICT 04
75 NY/NJ/LI NON-ATTAINMENT PROJECTS

76 GREATER CT NON-ATTAINMENT PROJECTS
77 NH LINE-MAINLINE PROJECTS
78 NH LINE SYSTEMWIDE PROJECTS
79 CT TRANSIT SYSTEMWIDE PROJECTS
80 SHORELINE EAST PROJECTS
81 WATERBURY BRANCH-RAIL PROJECTS
82 DANBURY BRANCH-RAIL PROJECTS

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

SECTION 5307C Capital Funding Programs
SECTION 5307E Transit Enhancements Funding Programs (Set-Aside)
SECTION 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/ Disabilities
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
STPA-BRX STP Anywhere- Bridge On System Program
STPB STP Bridgeport/Stamford Programs
STPH STP Hartford Programs
STPNH STP New Haven Programs
STPNL STP New London

STOP STP Other Urban Programs
STPR STP Rural Programs
STPSP STP Springfield Programs
STPW STP Worcester Programs
STPSU STP Small Urban Programs
STPT STP Enhancement Program
STPX STP Railroad Highway Crossing Program
STPZ STP Hazard Elimination Program
STPNY STP New York Programs
STPY STP Optional Safety Program

Transportation Alternative Program

TAP-FLEX TAP Anywhere Programs
TAPB TAP Bridgeport/Stamford Programs
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
FBP	Ferry Boat Program
HPP	High Priority Programs
HSIP	Highway Safety Improvement Program
EVFP	National Electric Vehicle Infrastructure Formula Program
NFRP	National Highway Freight Program
NHPP	National Highway Performance Program
NHPP-BRX	NHPP Bridge On System Program
NHS	National Highway System (SAFETEA-LU CARRYOVER)
NHTS	National Highway Traffic Safety
PRFP	Protect Program
PRPL	Protect Planning
REP	Repurposing Earmark Program
SRSI	Safe Route to School Program (SAFETEA-LU CARRYOVER)

Acronyms A-Z

A

ACQ	Capital Acquisition Activities
ADA	Americans with Disabilities Act

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

F

Fast Act	Fixing America's Surface Transportation Act
FACode	Federal Authorization (Funding)
Fed$(000)	Federal Dollars in Thousands
FBD	Ferry Boat Discretionary Programs
FD	Final Design
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

G-K

Gov	Government
HPP	High Priority Programs
HSIP/SIPH	Highway Safety Improvement Program
HOV	High Occupancy Vehicles

I

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
LOCHSTP	Locally Coordinated Human Services Transportation Plan
LOCIP	Local Capital Improvement Program

M

MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organization
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

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act
SIP	Statewide Implementation Plan
SRSI	Safe Routes to School Program
Sta$(000)	State Dollars in Thousands
STF	Special Transportation Fund
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
Sys	System

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

U-Z

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

How to Read the TIP

Proj#: CTDOT Assigned Project Number
Rte/Sys: Route Number or Transit System where Project is located
Town: Town name or 'Statewide' indication
Description: Project Description
Phase: Identification of Project Phase

- **ACQ** Capital Acquisition Activities
- **ALL** All Phases
- **CON** Construction
- **FD** Final Design

OTH Other Activities
PE Preliminary Engineering
PD Preliminary Design
PL Planning
ROW Rights Of Way

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

Tot$(000): Total Project Dollars in Thousands

Fed$(000): Federal Dollars in Thousands

Sta$(000): State Dollars in Thousands

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

Appendix C- TIP Project Change Criteria

Table 1 TIP/STIP Amendment/Action/Notification Criteria

Type of Change	Responsibility		
	CTDOT (Notify MPO/COG)	**MPO COG Director** (Action)	**MPO Board** (Amendment)
Adding/Deleting Projects			
Project Cancelled and Deleted in Entirety			X
New Project Added			X
Adding a state funded regionally significant project	X		
Adding Illustrative Projects/Earmarks/Grants to FYI	X		
Adding federal projects not administered by CTDOT, but coordinated with the appropriate Federal Agencies			X
Changes to Project			
Intent and Limits (change in the project original description, might include but not limited to change scope)			X
Deletion of Phase		X	
Addition of Phase with increase in total federal cost of over 20% but under 50% (FHWA)		X	
Addition of Phase with increase in total federal cost of over 50% (FHWA)			X
Addition of ROW phase if the need for a small ROW acquisition is discovered during construction		X	
Addition of AC entry in the project description for funding purposes	X		
Addition of AC Construction in the project description for funding purposes	X		
To correct typo errors in a STIP entry	X		
Breakout Project			
Breakout project that has cost increase >20% but less than 50% with no change in scope		X	
Breakout project that has cost increase greater than 50% and/or changes the scope			**X**
Breakout project (splitting the scope and cost into two separate projects) - no change in scope or increase in funding		**X**	
Changes to Schedule (generally)			
Phase Moved Out 1+ Years		X	
Phase Moved in 1+ Years		X	
Project moved to FYI			X
Project moved from FYI into year 1-4 of STIP			X
Adv. from last active yr. of Previous TIP/STIP (FTA projects only)		X	
Changes to Costs			
FHWA Projects <$1,000,000 (Less than):			
0-19.9%	X		
20-49.9% & increase up to $199,999	X		
20-49.9% & increase $200,000 & over		X	
Over 50% & increase up to $249,999		X	

Over 50% & increase $250,000 & over			X
FHWA Projects ≥ $1,000,000 (Greater than):			
0-19.9% & Any $ Amount increase	X		
20-49.9% & Any $ Amount increase		X	
Over 50% & Any $ Amount increase			X
FTA Projects of Any $ Amount:			
Increase <20%		X	
Increase >20%			X
Changes in Funding Category			
Change in Federal Funding program		X	
Adding an additional funding program with no impact to total cost		X	
Adding state funds to an existing federal project	X		
Changing existing federally funded project to all state funds	X		
Changing a regionally significant state funded project to federal funds			X
Adding federal emergency declaration project to STIP	X		
Adding appropriate FTA entry to existing FHWA project to transfer funds between agencies		X	
Adding new Federal project with appropriate FHWA and FTA entries for transferring			X
Moving project from Bridge list into STIP (Less than 20%)	X		
Moving project from Bridge list into STIP (over 20%)		X	
Moving project from Bridge list into STIP (over 50%)			X
Moving project from Safety list into STIP (less than 20%)	X		
Moving project from Safety list into STIP (over 20%)		X	
Moving project from Safety list into STIP (over 50%)			X
Moving project from Bridge list or Safety list into STIP under different funding program		X	