Central Naugatuck Valley Metropolitan Planning Organization

FFY 2021-2024 Transportation Improvement Program

Prepared by:
Naugatuck Valley Council of Governments
in cooperation with the Connecticut Department of Transportation

Endorsed: October 9, 2020

Central Naugatuck Valley Metropolitan Planning Organization Chief Elected Officials:

Municipality	Chief Elected Official	Title
Town of Beacon Falls	Gerard Smith	First Selectman
Town of Bethlehem	Leonard Assard	First Selectman
City of Bristol	Ellen Zoppo-Sassu	Mayor
Town of Cheshire	Rob Oris, Jr.	Town Council Chair
Town of Middlebury	Edward B. St. John	First Selectman
Borough of Naugatuck	N. Warren "Pete" Hess	Mayor
Town of Oxford	George R. Temple	First Selectman
Town of Plymouth	David V. Merchant	Mayor
Town of Prospect	Robert J. Chatfield	Mayor
Town of Southbury	Jeff Manville	First Selectman
Town of Thomaston	Edmond V. Mone	First Selectman
City of Waterbury	Neil M. O'Leary	Mayor
Town of Watertown	Thomas L. Winn	Town Council Chair
Town of Wolcott	Thomas G. Dunn	Mayor
Town of Woodbury	Barbara Perkinson	First Selectman

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Abstract

The FFY 2021-2024 TIP contains a listing of all proposed transportation improvement projects programmed to receive federal financial assistance from the US Department of Transportation (USDOT) over the next four years. The TIP includes an overview that describes the organization of the MPO. It also describes the TIP development process, the performance-based programming process, the project selection procedures, and the results of the regional air quality impact assessment. The TIP is organized by federal aid transportation programs administered by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The public was provided an opportunity to review the TIP and offer comments. Efforts were made to ensure low income and minority groups were notified about the draft TIP and afforded an opportunity to participate in the process.

Public Comment and Outreach

Public Comment Period:

August 24, 2020 – October 9, 2020

Public Information Meetings:

1. 5:00 PM, September 16, 2020.
2. 10:00 AM, October 9, 2020.

Sources of Copies:

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Naugatuck Valley Council of Governments

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Adopted Resolutions

CNVMPO 2021-2024 Transportation Improvement Program Resolution 2021-01

CENTRAL NAUGATUCK VALLEY
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RESOLUTION 2021-01

ENDORSEMENT
FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
FOR THE
CENTRAL NAUGATUCK VALLEY MPO

WHEREAS, the Central Naugatuck Valley MPO is authorized by the ***Fixing America's Surface Transportation Act (FAST Act)*** and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the Central Naugatuck Valley metropolitan planning area.

WHEREAS, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and has, in consultation with the Connecticut Department of Transportation, prepared the ***FFY 2021-2024 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization***.

WHEREAS, the ***FFY 2021-2024 TIP*** lists and describes all transportation improvement projects programmed to receive federal transportation funding assistance from the Federal Highway Administration and the Federal Transit Administration over the next four federal fiscal years beginning October 1, 2020.

WHEREAS, the ***FFY 2021-2024 TIP*** establishes project priorities, indicates project schedules, provides project funding estimates, and identifies federal funding programs.

WHEREAS, the financial plan for the ***FFY 2021-2024 TIP*** is included and demonstrates financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the Waterbury Urbanized Area.

WHEREAS, the ***FFY 2021-2024 TIP*** was made available for public review and comment, and notification of the proposed TIP was consistent with and followed the procedures set forth in the MPO's ***Public Outreach Policy*** endorsed March 2017 and revised February 2020, including providing a 45-day review and comment period, holding a public information meeting, posting the draft TIP on the NVCOG website and considering public comments in reviewing the draft TIP.

WHEREAS, the proposed ***FFY 2021-2024 TIP*** has been presented to the CNVMPO, reviewed and discussed.

WHEREAS, the proposed program of projects included in the ***FFY 2021-2024 TIP*** were assessed for their impact on air quality and the State's ability to attain the National Ambient Air Quality Standards for the Ozone and $PM_{2.5}$ pollutants and the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality nor prevent

the State from attaining the air quality standards, as required.

NOW, THEREFORE BE IT RESOLVED Central Naugatuck Valley MPO endorses the ***FFY 2021-2024 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization*** presented and discussed here today. The endorsement of the FFY 2021-2024 TIP covers a four-year period from October 1, 2020 through September 30, 2024 and is contingent upon no major adverse comments are received during the public review and comment period between August 24, 2020 and October 9, 2020.

This resolution shall become effective as of October 9, 2020.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on October 9, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

N. Warren Hess, Treasurer

October 9, 2020
Date

Air Quality (Ozone – NY-NJ-LI) Resolution 2021-02

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RESOLUTION 2021-02

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
OZONE – NY-NJ-CT

WHEREAS, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); and

WHEREAS, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

NOW, THEREFORE BE IT RESOLVED by the Central Naugatuck Valley MPO that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department if Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and

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hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, dated April 2020, contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020 BY: _____
N. Warren Hess, Treasurer

Air Quality (Ozone – Greater CT) Resolution 2021-03

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RESOLUTION 2021-03

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
OZONE - GREATER CONNECTICUT**

WHEREAS, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. The plans and programs are consistent with recent estimates of mobile source emissions;
2. The plans and programs provide for the expeditious implementation of certain transportation control measures;
3. The plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Nonattainment area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Ozone Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); and

WHEREAS, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

NOW, THEREFORE BE IT RESOLVED by the Central Naugatuck Valley MPO that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department if

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Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated April 2020, contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020 BY: _____
N. Warren Hess, Treasurer

Adopted Air Quality (PM 2.5 – NY-NJ-CT) Resolution 2021-04

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RESOLUTION 2021-04

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
PM 2.5 - NY-NJ-CT

WHEREAS, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. The plans and programs are consistent with recent estimates of mobile source emissions;
2. The plans and programs provide for the expeditious implementation of certain transportation control measures;
3. The plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved on October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, the Connecticut portion of the New York – Northern New Jersey – Long Island, NY-NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

WHEREAS, the State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County) and

WHEREAS, the results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less that the emissions of the baseline year; and

NOW, THEREFORE BE IT RESOLVED, that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51

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and 93), related U.S. Department if Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated April 2020 contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020 BY: _____
N. Warren Hess, Treasurer

Self Certification 2021-05

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RESOLUTION 2021-05

URBAN TRANSPORTATION PLANNING CERTIFICATION
CENTRAL NAUGATUCK VALLEY MPO

WHEREAS, the Central Naugatuck Valley MPO (CVNMPO) is required by the ***Fixing America's Surface Transportation Act (FAST Act)*** and related US Department of Transportation regulations to certify that the metropolitan transportation planning process is being carried out in accordance with all US Department of Transportation requirements and regulations and must submit such certification concurrent with the submittal of the entire proposed Transportation Improvement Program to the Federal Highway Administration and Federal Transit Administration as part of the STIP approval.

WHEREAS, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation and specified in the ***FAST Act***, by preparing a Unified Planning Work Program, conducting and performing the transportation planning activities contained in the UPWP, preparing, maintaining and amending the endorsed short-range Transportation Improvement Program (TIP), preparing and updating the metropolitan transportation plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

WHEREAS, the ***CNVMPO*** adheres to the principles of non-discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity, as specified in Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 and the Older Americans Act, and regarding the involvement of disadvantaged business enterprises in USDOT funded projects and the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts.

NOW, THEREFORE BE IT RESOLVED that the Central Naugatuck Valley MPO, the metropolitan planning organization for the Central Naugatuck metropolitan planning area and the Waterbury urbanized area hereby certifies that the urban transportation planning process has been and is being conducted in accordance with the terms and provisions of the rules and regulations promulgated by the US Department of Transportation under the FAST Act and all applicable provisions relative to public and private providers of mass transportation, civil rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act and amendments, 23 USC and 49 USC have been satisfied.

This resolution shall become effective as of October 9, 2020.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on October 9, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

N. Warren Hess, Treasurer — October 9, 2020 — Date

Overview

The Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) Transportation Improvement Program (TIP) lists all highway and transit improvement projects within the Central Naugatuck Valley planning region programmed to receive federal assistance over the next four federal fiscal years (FFY), beginning October 1, 2020 (FFY 2021) and ending September 30, 2024 (FFY 2024). The TIP is incorporated into the State Transportation Improvement Program (STIP), and is collectively referred to as the TIP/STIP.

The CNVMPO is authorized by federal regulations and designated by the Governor to conduct transportation planning and endorse a TIP/STIP for that portion of the Bridgeport-Stamford, Waterbury, New Haven, and Hartford Urbanized Areas covered by the Central Naugatuck Valley planning region. Federal transportation planning regulations, as amended, stipulate who selects projects under the various funding categories.

Federal regulations require the TIP/STIP to be "financially constrained." This means there must be a reasonable expectation of federal financial assistance to implement endorsed projects and that the funding sources must be identified for each project. The MPO endorsed the FFY 2018-2021 TIP on June 9, 2017. It has been subsequently amended over the intervening years to advance priority projects and maintain a financially constrained TIP/STIP.

The FFY 2021-2024 TIP is organized by federal funding category and federal fiscal year. Project descriptions, cost estimates and schedules are provided for each project. Annual financial plans were developed that provide an estimate of total funding requirements and reflect anticipated federal funds.

The TIP Includes:

- MPO organization and TIP requirements;
- Summary of Transportation Planning Process Memoranda of Understanding (MOUs);
- TIP development, project selection and development process;
- Air quality assessment and regional air quality emission analysis results of TIP;
- Air quality conformity determination (Ozone and PM2.5);
- Performance-Based Planning and Programming;
- Public involvement activities and public comments;
- Project descriptions, cost estimates and programming schedule by FHWA and FTA funding category; and
- Financial assessment.

Section 1: MPO Organization

Membership of the CNVMPO includes the Chief Elected Officials of the fifteen municipalities of the Central Naugatuck Valley planning region. The 15 MPO municipalities are:

- Town of Beacon Falls
- Town of Bethlehem
- City of Bristol
- Town of Cheshire
- Town of Middlebury
- Borough of Naugatuck
- Town of Oxford
- Town of Plymouth
- Town of Prospect
- Town of Southbury
- Town of Thomaston
- City of Waterbury
- Town of Watertown
- Town of Wolcott
- Town of Woodbury

Representatives of the FHWA, FTA, CTDOT, and the CT DEEP are included as "Ex Officio" members. The NVCOG serves as the transportation planning agency of the MPO and conducts the transportation planning process for the planning region in accordance with the federal planning requirements.

Memoranda of Understanding

The transportation planning process in the implicated urbanized areas is carried out through cooperative relationships between area municipalities, regional planning organizations, regional transit operators, state transportation agency, state air agency, and federal transportation. Agreements have been made between participants to define roles and responsibilities and formalize actions. The following are the Memoranda of Understanding that guide transportation planning in the CNVMPO planning region:

Project Movement within the Adopted TIP

The CTDOT and MPO established an agreement to expedite the movement of projects within the endorsed State and MPO TIPs (STIP/TIP). The MOU established an administrative process for endorsing these types of changes and provides flexibility in adjusting the STIP/TIP without the need for a formal amendment.

Air Quality Planning and Conformity Efforts

The MPO and the Connecticut Department of Energy and Environmental Protection (DEEP) developed a letter of understanding to define roles and responsibilities for air quality planning, particularly as it pertains to the development of transportation control measures (TCMs) and the State Implementation Plan for Air Quality (SIP).

Transportation Planning and Funding in the Hartford Urbanized Areas

This MOU was developed by the MPOs designated in the Hartford urban area to guide how funds allocated under the STP urban program would be divided among the MPOs. The CNVMPO includes municipalities included in the Hartford urbanized areas. Distribution is based primarily on the total population in each urban planning region relative to its share of the combined population of all urban planning regions. The transportation funds from the FHWA (PL) and FTA (Section 5303) are passed through the CTDOT based on the fairshare population formula to the urban regional planning organizations of the urbanized area. Each year, CTDOT will determine the federal funding available to the Hartford urbanized area and calculate regional fairshare apportionments based on the method described above.

NVCOG approved this MOU at its April 13, 2018 council meeting. It has been fully executed by all parties.

Transportation Planning and Funding in the Bridgeport/Stamford Urbanized Areas

This MOU was developed by the MPOs designated in the Bridgeport-Stamford urban area to guide how funds allocated under the STP urban program would be divided among the MPOs. The CNVMPO includes municipalities included in the Bridgeport-Stamford urbanized area. Distribution is based primarily on the total population in each urban planning region relative to its share of the combine population of all urban planning regions. The transportation funds from the FHWA (PL) and FTA (Section 5303) are passed through the CTDOT based on the fairshare population formula to the urban regional planning organizations of the urbanized area. Each year, CTDOT will determine the federal funding available to the Bridgeport-Stamford urbanized area and calculate regional fairshare apportionments based on the method described above.

NVCOG approved this MOU at its May 8, 2020 council meeting. The MOU is currently awaiting the approval by several other signatories.

Coordination of Transportation Planning Activities in the Multi-State Metropolitan Region

The NVCOG is a party to a multi-state MOU with the New York Metropolitan Transportation Council (NYMTC) and the Orange County Transportation Council (OCTC) in the State of New York, the North Jersey Transportation Planning Authority (NJTPA) in the State of New Jersey, the Western Connecticut Council of Governments (WestCOG), Connecticut Metro Council of Governments (MetroCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), and Lower Connecticut River Valley Council of Governments (RiverCOG) in the State of Connecticut, Capitol Region Council of Governments (CRCOG) and the Lehigh Valley Planning Commission (LVPC) in the State of Pennsylvania to perform in good faith the activities of voluntary coordination, cooperation and consultation amongst themselves. The intent of the MOU is to cooperate in efforts toward achieving, wherever possible, general consistency of planning products, analyses and tools through informal communication and document exchange.

Section 2: TIP Development Process

The TIP is prepared by the NVCOG in collaboration with CTDOT. The MPO selects highway projects for the attributable portion of FHWA's Surface Transportation Block Grant Program (STPH, STPBS, STPNH and STP Anywhere), as well as, local transit projects under the FTA's Section 5307 capital formula grant program. The CTDOT submits a list of proposed projects allocated to the other federal-aid programs. The MPO evaluates the draft State TIP (STIP) and incorporates its program into the MPO TIP.

Projects proposed for federal-aid funding under the STP are required to follow a prescribed scoping, evaluation and development process. Project proposals must complete all aspects of the process before they can be initiated and included in the TIP.

To set priorities for locally initiated projects, the CNVMPO established a regional vision and associated goals and objectives in its Metropolitan Transportation Plan (MTP) that reflect the goals propagated under MAP-21 and continued in the FAST Act.

Regional Vision

To invest in existing infrastructure to improve operations of existing capacity, revitalize our town centers and avoid costly highway expansion, and develop livable and sustainable downtowns with unique facilities and open space that leverage their existing infrastructure and assets. These actions will expand and increase transportation choice for all and create town centers with mixed-uses in proximity to high quality transit nodes and link the centers via efficient, convenient transit, as well as, active transportation corridors. Future investment strategies and decisions will embrace advances in technology and plan, design and build stronger, more resilient infrastructure systems that integrate climate change considerations into transportation plans and strengthen vulnerable infrastructure.

Regional Goals

1. Preserve, Maintain and Enhance the Highway System
2. Congestion Management
3. Improve Safety
4. Ensure Transportation System Security
5. Advanced Technology
6. Preserve and Enhance Public Transportation Services
7. Expand Multi-Modal Opportunities
8. Enhance the Efficient Movement of Freight and Goods
9. Enhance Bicycle and Pedestrian Facilities
10. Environmental Mitigation and Air Quality Conformity
11. Sustainably Promote Economic Development and Revitalization
12. Environmental Justice

13. Ensure Transparency and Proactive Public Involvement

In 2013, the Connecticut state legislature created the Local Transportation Capital Improvement Program or LOTCIP. The new program provides state funds to urbanized planning areas to implement various local transportation improvement projects within the jurisdiction of the Council of Governments. Municipal sponsors are required to fund design activities entirely with the LOTCIP-provided funds covering the acquisition of rights-of-way and construction. Project eligibilities are the same as the federal STBG program. The CTDOT implemented the program and developed guidelines and procedures for selecting projects. While the LOTCIP provides an alternate funding source for local transportation projects, federal guidelines still require the CNVMPO and CTDOT to collaborate on project selection and evaluation under the STBG.

Projects included in the TIP must address the issues and be consistent with the objectives contained in the CNVMPO MTP, the CTDOT's capital plan, as well as the CTDOT's long range transportation plan. Project selection is based on a thorough evaluation of project purpose and need. The availability of federal financial assistance, the cost of the proposed improvement, and the ability of the project sponsor to finance and complete its share of the project are also considered in setting regional priorities. A financial plan and activity schedule is established for each federal fiscal year. This financial plan establishes the priorities for each funding category.

All projects contained in the TIP are consistent with the MTP for the Central Naugatuck Valley planning region and the state-wide long range transportation plan.

Section 3: Air Quality Conformity Process

The Clean Air Act Amendments (CAAA) of 1990 and federal transportation regulations and legislation recognized the major contributions of transportation sources to the overall air quality problem evidenced throughout the country. To effectuate a reduction in transportation-related emissions and a corresponding improvement in air quality, areas designated as non-attainment or maintenance for a criterion pollutant were required to demonstrate that their transportation plans, programs and projects contributed to the attainment of National Ambient Air Quality Standards (NAAQS) and would not cause a new violation or delay attainment of the NAAQS. This process is referred to as Air Quality Conformity.

Portions of Connecticut are currently classified as nonattainment or maintenance for Ozone (O3) and fine particulate matter (PM2.5).

Ozone

Connecticut is divided into two non-attainment areas for which there are currently two standards in force under the ozone *NAAQS*. Fairfield, New Haven and Middlesex counties are included as part of the New York-Northern New Jersey-Long Island (NY-NJ-CT) non-attainment area. The remainder of the state is designated as the Greater Connecticut non-attainment area. The two standards currently in force are the 2008 ozone NAAQS and the revised 2015 ozone NAAQS.

Under the 2008 standard, both the NY-NJ-CT and the Greater CT non-attainment areas are classified as *Serious* non-attainment areas.

In 2015 the EPA revised the Ozone NAAQS to be more stringent, reducing the accepted level of ozone from 75 ppb to 70 ppb. Under the 2015 Standards, the New York-Northern New Jersey-Long Island non-attainment area is designated as *moderate* and the Greater Connecticut area is designated as *marginal*.

PM2.5

The US Environmental Protection Agency (EPA) promulgated national ambient air quality standards (NAAQS) for fine particulate matter in 1997. Fine particulate matter is referred to as PM2.5 and is a mixture of microscopic solids and suspended liquid solids in the air. It is formed directly as a by-product of combustion, such as smoke or automobile exhaust, or indirectly from chemical reactions in the atmosphere. Fairfield and New Haven Counties are included in the New York-Northern New Jersey-Long Island (NY-NJ-CT) PM2.5 non-attainment area.

The EPA has determined Connecticut's PM2.5 attainment demonstration SIP to be administratively and technically complete as of January 8, 2009. Effective October 24, 2013, the Connecticut portion of the multi-state PM2.5 non-attainment area was re-designated as "attainment maintenance." EPA's guidance for maintenance plans calls for a demonstration of continued compliance by showing that future emissions during the maintenance period will not exceed the level of emission in the attainment inventory. The end of the maintenance period is 2025.

Assessment

The Connecticut Department of Transportation is responsible for conducting the air quality emissions assessments for the metropolitan planning organizations in Connecticut. The CTDOT uses the statewide travel demand model to estimate vehicle miles of travel for various classes of highways and during various time periods. The future transportation network includes all planned improvement projects and is based on the complete implementation of the transportation improvement program (TIP) and the current draft metropolitan transportation plan(MTP) with a time horizon of 2019 to 2045.

Motor Vehicle Emissions Budgets (MVEB) were developed jointly by CTDOT and CTDEEP and found to be adequate by the EPA. The MOVES2014a model is used to calculate emissions from transportation travel and establish emissions budgets.

The conformity test requires the emissions from the estimated future transportation system to be less than the EPA-approved MVEBs for all analysis years. The VOC/NOx emissions analysis was conducted for ozone season summer day conditions for the following years:

- 2020 – Attainment year and near-term analysis year (2008 Ozone NAAQS)
- 2023 – Attainment year (NY-NJ-CT Moderate non-Attainment Area only, 2015 Ozone NAAQS)
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Metropolitan transportation plan horizon year

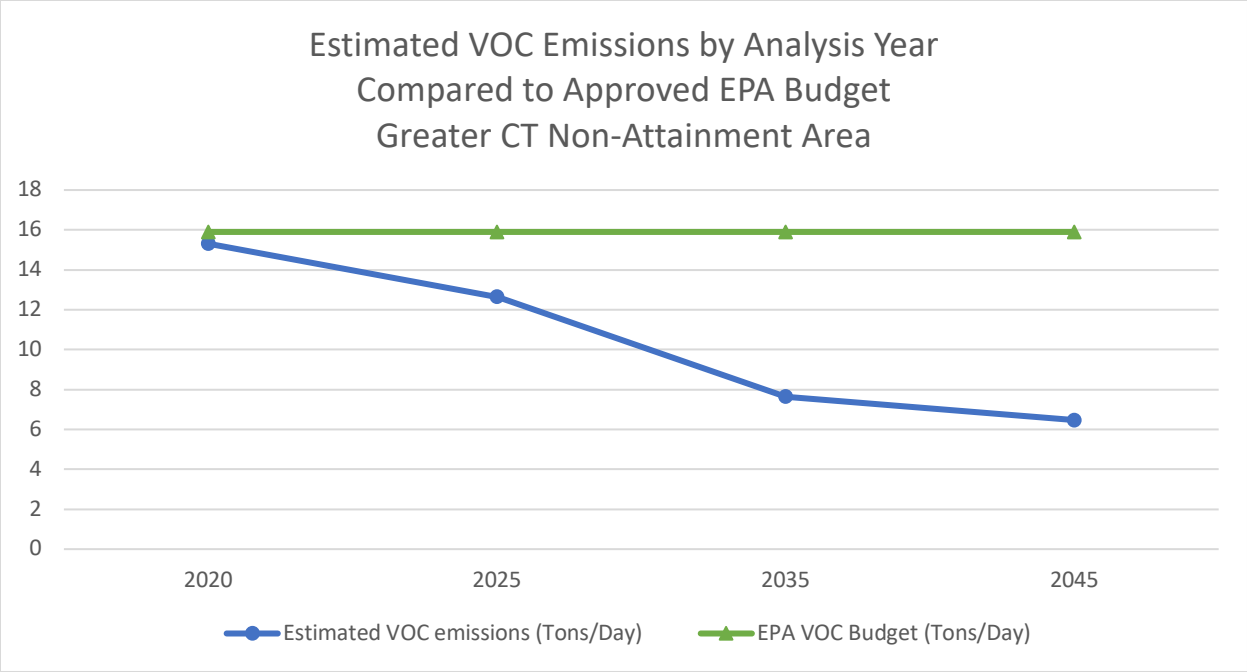
The PM2.5 emissions analysis was conducted for the following years for annual average conditions:

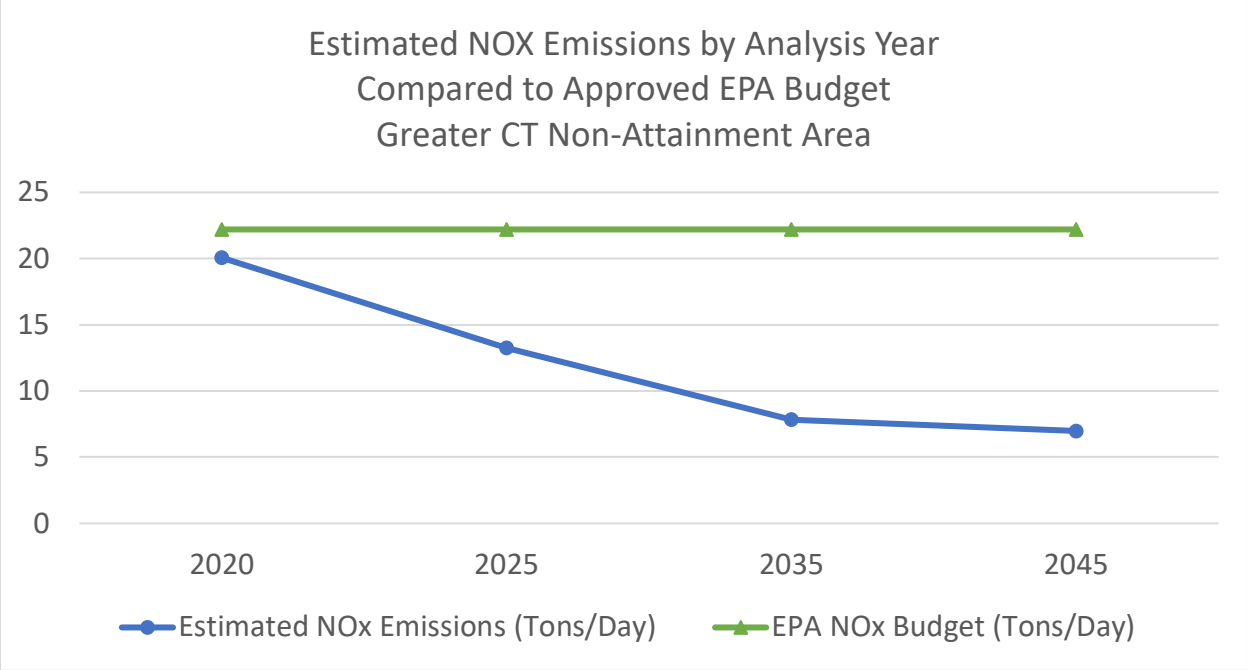
- 2020 – Attainment year and near term analysis year
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Metropolitan Transportation Plan horizon year

The results of the quantitative emissions analyses conducted by CTDOT are shown in the following tables and the analysis year trends are depicted in the charts following the tables.

Greater CT Ozone Serious Nonattainment Area

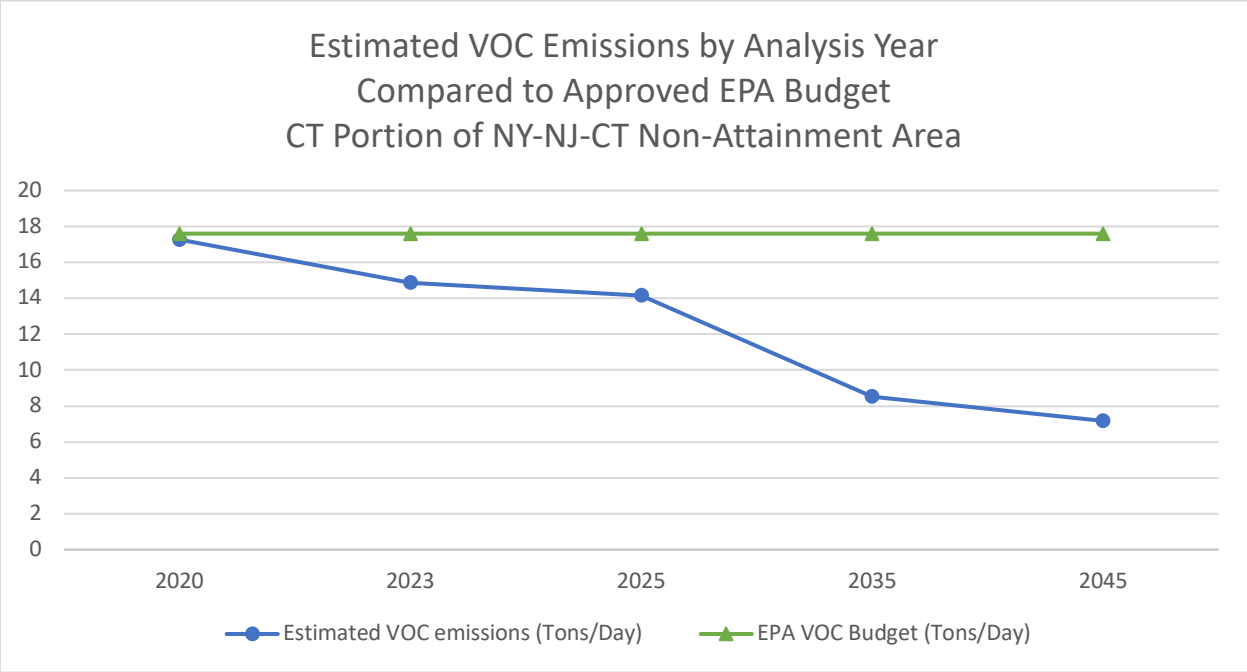
VOC Emission Analysis				NO_X Emission Analysis			
Year	**Estimated VOC emissions (Tons/Day)**	**EPA VOC Budget (Tons/Day)**	**Difference**	**Year**	**Estimated NOx Emissions (Tons/Day)**	**EPA NOx Budget (Tons/Day)**	**Difference**
2020	15.31	15.9	-0.59	**2020**	20.06	22.20	-2.14
2025	12.65	15.9	-3.25	**2025**	13.25	22.20	-8.95
2035	7.64	15.9	-8.26	**2035**	7.83	22.20	-14.37
2045	6.47	15.9	-9.43	**2045**	6.98	22.20	-15.22

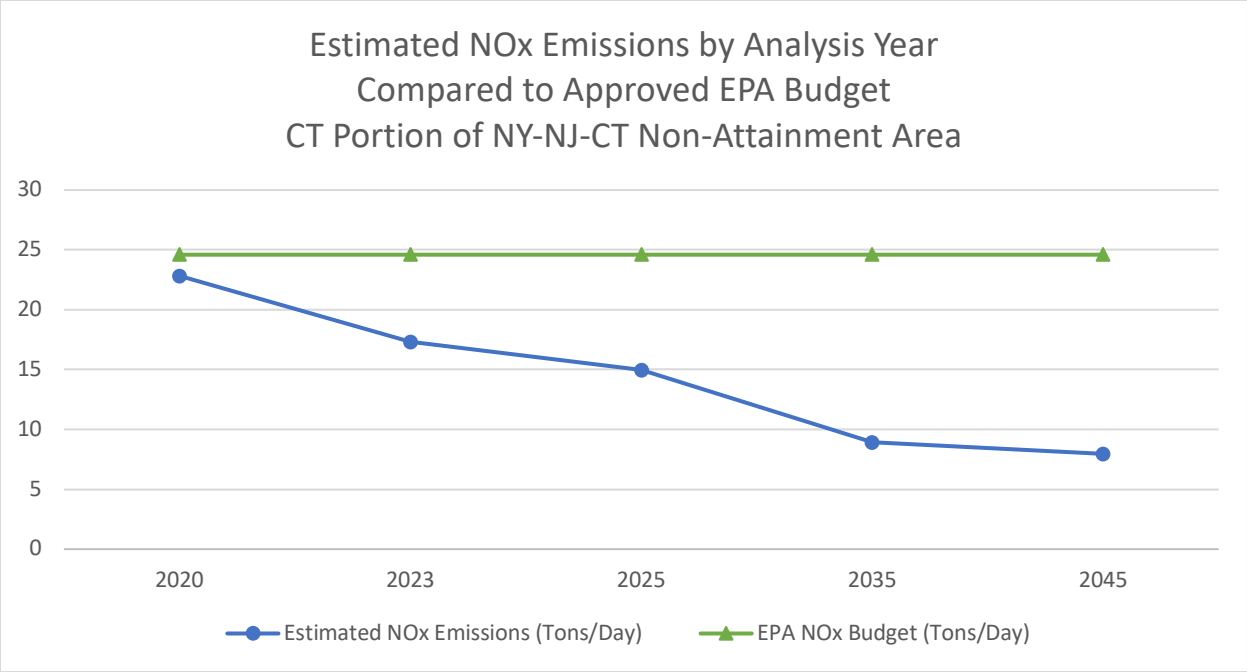

Estimated VOC Emissions by Analysis Year
Compared to Approved EPA Budget
Greater CT Non-Attainment Area
18
16
14
12
10
8
6
4
2
0
2020
2025
2035
2045
Estimated VOC emissions (Tons/Day)
EPA VOC Budget (Tons/Day)


Estimated NOX Emissions by Analysis Year
Compared to Approved EPA Budget
Greater CT Non-Attainment Area
25
20
15
10
5
0
2020
2025
2035
2045
Estimated NOx Emissions (Tons/Day)
EPA NOx Budget (Tons/Day)

CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area

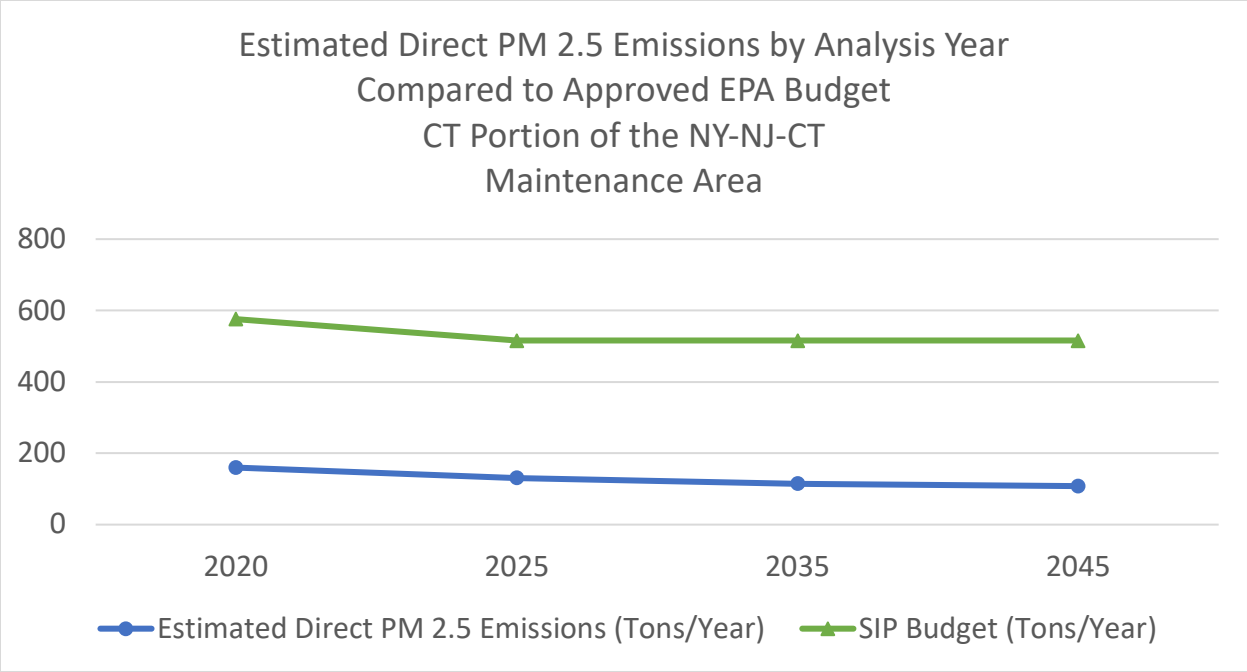
VOC Emission Analysis				NO_X Emission Analysis			
Year	Estimated VOC emissions (Tons/Day)	EPA VOC Budget (Tons/Day)	Difference	Year	Estimated NOx Emissions (Tons/Day)	EPA NOx Budget (Tons/Day)	Difference
2020	17.27	17.60	-0.33	**2020**	22.83	24.60	-1.77
2023	14.88	17.60	-2.72	**2023**	17.31	24.60	-7.29
2025	14.16	17.60	-3.44	**2025**	14.97	24.60	-9.63
2035	8.53	17.60	-9.07	**2035**	8.92	24.60	-15.68
2045	7.17	17.60	-10.43	**2045**	7.96	24.60	-16.64

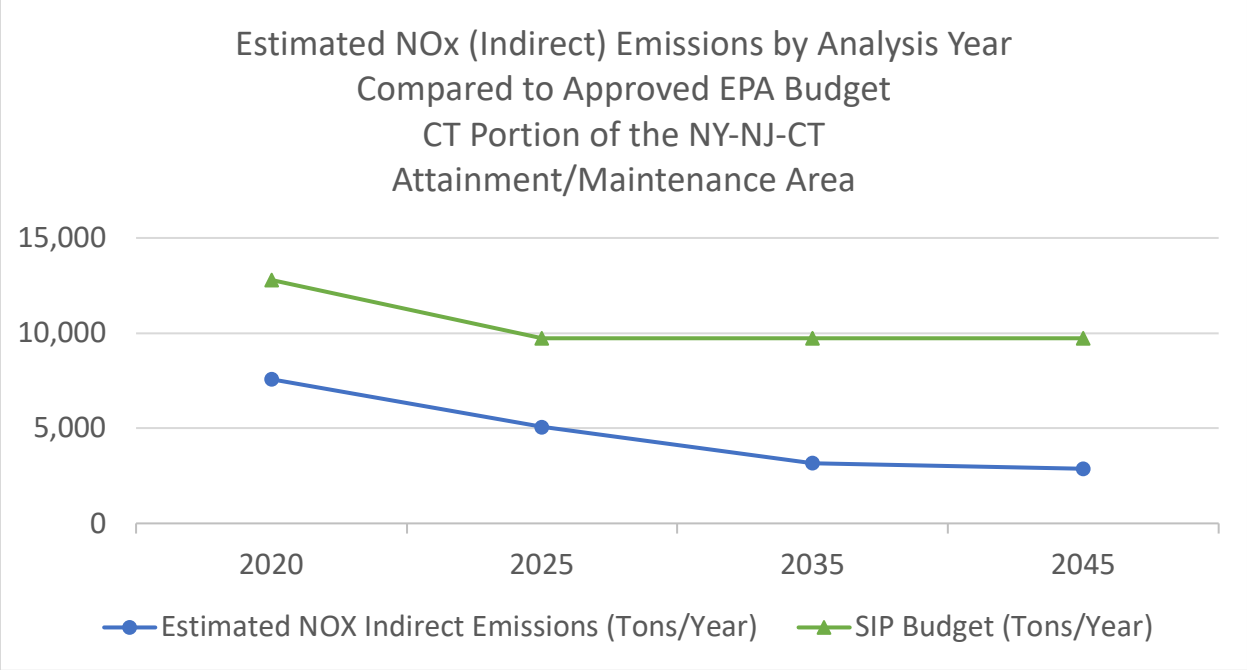




CT Portion of NY-NJ-CT PM 2.5 Maintenance Area

Direct $PM_{2.5}$ Emission Analysis				NO_X (indirect) Emissions Analysis			
Year	Estimated PM 2.5 Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference	Year	Estimated NO_X Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference
2020	159.80	575.80	-416.00	**2020**	7,574.20	12,791.80	-5,217.60
2025	130.90	516.00	-385.10	**2025**	5,066.10	9,728.10	-4,662.00
2035	115.10	516.00	-400.90	**2035**	3,166.90	9,728.10	-6,561.20
2045	107.90	516.00	-408.10	**2045**	2,871.70	9,728.10	-6,856.40





As shown in this analysis, transportation emissions are declining and will continue to do so. This is primarily due to programs such as federal heavy-duty vehicle standards, reformulated fuels, enhanced inspection and maintenance programs, and Connecticut's low emissions vehicle program. Additionally, based on this assessment, it is concluded that all elements of the CTDOT transportation program, the CNVMPO TIP and the CNVMPO Metropolitan Transportation Plan conform to the applicable SIP, 1990 CAA and the approved transportation conformity budgets.

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

Section 4: Financial Assessment

The FFY 2021-2024 TIP is financially constrained to the congressional authorized amounts for the programs governed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Non-federal matching funds will be provided by the State of Connecticut through the Connecticut Department of Transportation and by the sponsoring municipalities of the Central Naugatuck Valley planning region.

The TIP is expected to require about $1,113.9 million to implement over the next four years. This funding requirement includes regional (specific projects located in one of the fifteen municipalities in the Central Naugatuck Valley MPO area), statewide, and multi-region projects. These latter projects involve actions that will be implemented in either CTDOT Maintenance and Construction District 1 or 4, both of which overlap the MPO area. The funding requirements for the statewide and district projects are included for informational purposes only. These funds are not included in the MPO TIP financial plan because they are shown in other regional TIPs and are only included in the financial plan for the State TIP (STIP). For projects specific to the Central Naugatuck Valley region, the funding requirement for the next four years totals about $70.4 million.

The US Department of Transportation will provide 81.0% of the funds required to implement the MPO TIP projects, with the state contributing 19.0%. No Local sources will be used to fund any part of the total cost to implement region-based projects. Federal sources are estimated to accumulate to about $57.1 million and the state will provide $12.6 million. The vast majority of federal funds are allocated to state roads and facilities where the State is responsible for the non-federal matching funds. Since its inception, local projects are primarily being completed with 100% State funds under the LOTCIP. Because local projects are sorted into the LOTCIP, there are very few locally sponsored projects in the TIP, and therefore local funds account for only a small portion of spending in the TIP.

About 94.7% of the total cost of the MPO's transportation improvement program is targeted at highway and road projects with about 5.3% of the funds used to support various transit projects. Highway improvement projects are estimated to cost about $66.7 million, with $54.1 million allocated from various FHWA programs. This represents roughly 81.1% of the financial requirement for highway projects. The only transit-related line items allocated directly to the planning region are for the CTtransit Waterbury Division and will require about $3.7 million to implement. There is an 80%-20% federal-state split for these projects.

The funding requirements to implement the projects listed in the TIP are provided from reasonably expected public resources. The federal funds identified in the TIP are a portion of the total expected authorization to the State of Connecticut. When these funds are summed with all other expected federal funds shown in the TIPs of the other Connecticut MPOs and the rural regions of Connecticut, as shown in the STIP, the total equals the expected federal authorization to the State of Connecticut. CTDOT and the MPO have concurred in the use of these federal funds for the projects listed in the FFY 2021-2024 TIP/STIP.

The majority of the federal funds in the TIP will be matched by State resources. The CTDOT has committed to use Connecticut Special Transportation Fund (STF) resources for this purpose.

The STF was established in 1983 by the Connecticut State Legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is required to pay the operating expenses of the CTDOT, the 100% State funded infrastructure improvement projects, and the interest and principal from the sale of bonds. Connecticut uses proceeds from the sale of bonds to match expected federal funds. The sale of bonds has consistently been at a level sufficient to match all available federal funds. The principal sources of STF revenues are the motor fuel tax and motor vehicle receipts, which combined account for about 80% of the total fund revenues. State resources are sufficiently available to match the federal funds allocated to TIP/STIP projects. Past experience of Connecticut's performance in financing the Transportation Infrastructure Renewal Program supports this conclusion, as all available federal funds have been matched during that period.

Local resources provided by the municipalities composing the CNVMPO will also be used to match federal funds to the extent necessary. These local revenues will contribute less than ½ a percent of the non-federal match. Where local funds are indicated in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match of federal dollars. The commitment of local match of federal funds is a condition for project endorsement by the MPO and must be authorized by a municipal resolution before a project is added to the TIP.

The TIP, and the STIP, of which the TIP is a component, is financially constrained and the spending plan is based on reasonable projections of available statewide and local resources. As project, program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be re- allocated to reflect total statewide and regional program needs.

Section 5: Performance-Based Planning and Programing

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

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

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

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

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

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets, endorsed by CNVMPO September 12, 2019, are shown below:

Performance Measure	Numeric Target for 2020
Fatalities	227 per year
Fatality Rate	0.883 per 100 million VMT
Serious Injuries	1,547 per year
Serious Injury Rate	4.93 per 100 million VMT
Non-Motorist Fatalities and Serious Injuries	307 per year

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

1. **Programmatic driver safety activities**: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.
2. **Location-specific highway safety projects**: This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.
3. **Programmatic or systematic highway safety improvements**: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking programs, and guide rail.
4. **Systemic highway safety improvement projects:** This includes roadway safety improvements that are widely implemented based on high risk roadway features that are correlated with particular severe crash types.

Pavement and Bridge Condition

The four performance measures for Pavement condition include (1) the percent of the Interstate system in Good condition, (2) the percent of the Interstate system in Poor condition, (3) the percent of the non-Interstate National Highway System (NHS) in Good condition, and (4) the percent of the non-Interstate NHS in Poor condition. The two performance measures for Bridge condition include (1) the percent of NHS Bridges in Good condition, and (2) the percent of NHS Bridges in Poor condition. The current Pavement and Bridge targets, as endorsed by the CNVMPO Policy Board, June 8, 2018,are shown below:

FHWA Measure for Pavement Condition: Percent of the Interstate System and the non-interstate National Highway System (NHS) pavement in lane miles that are in good and poor condition.

	Current Condition (State)	2-year targets (2020)	4-year targets (2022)
Percent interstate in **good** condition	66.20%	65.50%	64.40%
Percent interstate in **poor** condition	2.20%	2%	2.60%
Percent Non-Interstate NHS in **good** condition	37.90%	36%	31.90%
Percent Non-Interstate NHS in **poor** condition	8.60%	6.80%	7.60%

FHWA Measure for Bridge Condition: Bridges (deck area) on the National Highway System (NHS) that are rated as good and poor condition.

	Current Condition (State)	2-year targets (2020)	4-year targets (2022)
Percent in **good** condition	18.10%	22.10%	26.90%
Percent in **poor** condition	15%	7.90%	5.70%

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

Transportation Asset Management Plan: TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the NHS to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP-21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

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

System Reliability

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

The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the SHRP-2 study, Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure."[2] Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets, as endorsed by the CNVMPO Policy Board, June 8, 2018, are shown below:

FHWA Measure for System Reliability: Percent of person-miles (VMT) that are reliable. Reliable person miles are defined as locations where the 80th percentile travel time divided the 50th percentile travel time is less than 1.5.

	Current Condition (State)	2-year targets (2020)	4-year targets (2022)
Percent interstate that is "reliable"	78.30%	75.20%	72.10%
Percent non-interstate NHS that is "reliable"	83.60%	80%	76.40%

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

Freight Movement

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

- use of the system during all hours of the day
- high percentage of travel in off-peak periods

[1] SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies," September 2011, p. ES-7, on the World Wide Web at http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf (accessed May 14, 2018)
[2] Ibid, p. 1-1.

- need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut used the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the November 2017, Statewide Freight Plan, and which was approved by FHWA. These targets, as endorsed by the CNVMPO Policy Board, June 8, 2018, are as shown below:

FHWA Measure for Freight Movement: Statewide Truck Travel Time Reliability (TTTR) Index. The TTTR index is calculated by dividing the 95th percentile truck travel time by 50th percentile truck travel time.

	Current Condition	2-year targets (2020)	4-year targets (2022)
TTTR for interstate	1.75	1.79	1.83

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and CNVMPO must use the trend and truck bottleneck analysis done for the Statewide Freight Plan.

Air Quality

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

The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets, as endorsed by the CNVMPO Policy Board, June 8, 2018, are shown below:

FHWA Measure for Air Quality: Statewide total reduction of emissions (kg/day) produced by CMAQ-funded projects.

Emissions component	Current Measure (2017)		Targets	
	2-year	4-year	2-year (2020)	4-year (2022)
Volatile Organic Compounds (VOC) cumulative kg/day	10.82	263.89	19.32	30.14
Nitrogen Oxide (NOX) cumulative kg/day	34.68	462.49	67.69	102.37
Particulate Matter PM2.5 cumulative kg/day	1.04	12.95	1.632	2.674

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

Transit

The Transit Asset Management (TAM) rule requires that recipients and sub recipients of Federal Transit Administration (FTA) funds set annual performance targets for federally established State of Good Repair (SGR) measures. Performance targets will be set for one or more asset classes for the following asset categories: Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both the categories of Rolling Stock and Equipment. For the facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the percentage of guideway with a performance restriction, which is interpreted as slow zones.

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." Performance targets are reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompanies the targets.

Coordination among transit providers, States and MPOs influences MPO and State transportation funding investment decisions and is intended to increase the likelihood that transit SGR needs are programmed, committed to, and funded as part of the planning process.

As such, the STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the CNVMPO by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans shared with the MPOs. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

The current Transit Asset Management Performance Targets are shown below for transit services with operations within the NVCOG planning region:

Connecticut Department of Transportation (CTDOT)

Full Reporters: *Metro North Railroad*

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 years
Commuter Rail Locomotive	17.00%	46.67%	-29.67%	17.00%	35 years
Commuter Rail Passenger Coach	17.00%	25.19%	-8.19%	17.00%	35 years
Commuter Rail Self-Propelled Passenger Car	17.00%	0.00%	17.00%	17.00%	35 years
Steel Wheel Vehicles	0.00%	97.67%	-97.67%	0.00%	5 years

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Passenger /Parking	0.00%	51.16%	-51.16%	0.00%	3 or below
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit Waterbury – NET

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	0.00%	14.00%	14.00%	12 years
Cutaway	17.00%	0.00%	17.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	9.09%	-2.09%	7.00%	14 years

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Britain – NBT

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	17.02%	-3.02%	14.00%	12 years
Cutaway	17.00%	32.16%	-15.16%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	9.09%	7.91%	17.00%	5 years
Automobiles	17.00%	53.85%	-36.85%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	20.59%	-13.59%	7.00%	14 years

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Passenger /Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Britain – DATTCO

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years

CT Transit New Haven

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Articulated Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Bus	14.00%	0.00%	14.00%	14.00%	12 Years
Automobiles	17.00%	66.67%	-49.67%	17.00%	5 Years
Trucks and other Rubber Tire Vehicles	7.00%	10.53%	-3.53%	7.00%	14 Years

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Greater Hartford Transit District – GHTD

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Cutaway	17.00%	8.92%	8.08%	17.00%	5 years
Automobiles	20.00%	50.00%	-30.00%	20.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	25.00%	-18.00%	7.00%	14 years

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

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Within the CNVMPO planning region, there are no tier II systems. However, for informational purposes, the related tier II performance targets have been included because VTD operates in the four NVCOG communities that are part of the GBVMPO. These targets were adopted by the CTDOT on January 1, 2017 and by the GBVMPO on June 15, 2017.

Tier II – Group-TAMP

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

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

Performance Measure	2019 Target	2019 Performance Percentage	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14.00%	18.81%	-4.81%	14.00%	12 years
Cutaway	17.00%	28.51%	-11.51%	17.00%	5 years
Minivan	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	0.00%	17.00%	17.00%	5 years
Van	17.00%	20.00%	-3.00%	17.00%	5 years
Automobiles	17.00%	50.00%	-33.00%	17.00%	5 years
Trucks and other Rubber Tire Vehicles	7.00%	15.38%	-8.38%	7.00%	14 years

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

Performance Measure	Performance Measure	2019 Performance Percentage	2019 Difference	2020 Target	TERM
Passenger /Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative /Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Section 6: Public Involvement

The draft FFY 2021-2024 TIP was made available to the public for review and comment. A 45-day review and comment period was provided, beginning on August 24, 2020 with a posting on both the NVCOG website and ending on October 9, 2020. A legal notice was published in the Republican American (Waterbury area newspaper) in the August 24, 2020 edition. In an effort to expand public outreach to Spanish speaking residents, a legal notice was also published in the weekly Spanish newspaper, La Voz Hispana De Connecticut, August 28, 2020.

The draft list of projects was posted on the website of the NVCOG and the public was requested to offer comments.

Opportunities were provided for the public to comment on the draft STIP/TIP at meetings held:

- Friday, October 9 at 10:00 AM during the CNVMPO virtual board meeting.
- Tuesday, September 16 at 5:00 PM in a virtual public information meeting.

For the public information meeting on September 16, starting at 5:00 PM NVCOG staff made a presentation on the TIP that was broadcast live on YouTube and recorded, NVCOG and CTDOT were then available to informally discuss any aspects relating to the draft TIP/STIP and any other transportation issues and concerns. Comments received at the meetings were recorded and staff responded to comments, as needed.

The public review and comment period information meetings also served as the notice for related air quality assessments. The CTDOT conducted the regional emissions analyses for Ozone and Fine Particulate Matter (PM2.5) and the results were incorporated into the TIP/STIP.

The public was also provided an opportunity to comment on the draft TIP and air quality conformity determinations at the meeting of the Central Naugatuck Valley MPO held virtually on October 9, 2020. The Chair asked if there was anyone from the public who had joined the meeting that wanted to comment. Hearing none, the CNVMPO moved to endorse the air quality conformity statements and draft TIP, contingent on completing the public comment period and during which no major adverse comments were received.

Section 7: FHWA Projects

Federal Highway Administration Project List

Central Naugatuck Valley MPO
2021-2024 Transportation Improvement Program

Bristol **Project #: 0017-0187** Route/System: CT 72

Region: 05

Route 72, Route 69 and Divinity Street: Construct intersection improvements at Route 72 and Route 69. Includes realignment of the intersection.

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	X7	CON	2021	$4,050	$3,240	$810	$0
STPH	X7	CON	2021	$4,050	$3,240	$810	$0

Bristol **Project #: 0017-0191** Route/System: CT 72

Region: 05

Realign Route 72 at Memorial Boulevard, Blakeslee Street and Downs Street

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	X7	CON	2022	$7,300	$5,840	$1,460	$0

Middlebury **Project #: 0080-0128** Route/System: I-84/CT 63 & 64

Region: 05

Improvements on Routes 63, 64 and I-84 WB Interchange 17 - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	CC	CON	2021	$12,500	$10,000	$2,500	$0
NHPP	CC	CON	2022	$8,250	$6,600	$1,650	$0
NHPP	CC	CON	2023	$8,250	$6,600	$1,650	$0

Middlebury **Project #: 0080-0128** Route/System: I-84/CT 63 & 64

Region: 05

Improvements on Routes 63, 64 and I-84 WB Interchange 17 - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	CC	CON	2021	$0	$0	$0	$0

Plymouth **Project #: 0110-0136** Route/System: US 6

Region: 05

Realign North Main Street to intersect US 6 opposite Agney Avenue. Widen US 6 to provide left-turn lanes at North Main Street/Agney Avenue and South Main Street.

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPH	X7	CON	2022	$5,200	$4,160	$1,040	$0

Waterbury **Project #: 0151-0312** Route/System: I-84 EB

Region: 05

NHS - Rehab Bridge 03191A over I-84 westbound, Route 8 and the Naugatuck River - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	CON	2021	$1,914	$1,723	$191	$0

Waterbury **Project #: 0151-0312** Route/System: I-84 EB

Region: 05

NHS - Rehab Bridge 03191A over I-84 westbound, Route 8 and the Naugatuck River - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	CON	2021	$0	$0	$0	$0

Waterbury **Project #: 0151-0325** Route/System: VARIOUS

Region: 05

Traffic signal upgrade at various locations in downtown Waterbury

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
CMAQ	X8	CON	2021	$2,670	$2,670	$0	$0

Waterbury **Project #: 0151-0326** Route/System: I-84/CT 8

Region: 05

I-84 and Route 8: Rehabilitate eight bridges on Route 8 at the interchange with I-84 - Bridge No. 03190 A, B, C, D, E and F; and Bridge No. 03191 D and E - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	CON	2021	$12,523	$10,018	$2,505	$0

Waterbury **Project #: 0151-0326** Route/System: I-84/CT 8

Region: 05

I-84 and Route 8: Rehabilitate eight bridges on Route 8 at the interchange with I-84 - Bridge No. 03190 A, B, C, D, E and F; and Bridge No. 03191 D and E - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	CON	2021	$0	$0	$0	$0

Statewide **Project #: 0170-0BRX** Route/System: VARIOUS

Region: 70

On/Off-Systems bridge improvements, BRX and BRZ (Bridge Report)

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
BRX	X6	ALL	2021	$50,000	$40,000	$10,000	$0
BRX	X6	ALL	2022	$50,000	$40,000	$10,000	$0
BRX	X6	ALL	2023	$50,000	$40,000	$10,000	$0
BRX	X6	ALL	2024	$50,000	$40,000	$10,000	$0

Statewide **Project #: 0170-3417** Route/System: VARIOUS

Region: 70

Provide funds to conduct mast arm and span pole inspections statewide (9/1/17- 8/31/21) - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	OTH	2021	$600	$480	$120	$0
STPA	X6	OTH	2022	$150	$120	$30	$0

Statewide **Project #: 0170-3417** Route/System: VARIOUS

Region: 70

Provide funds to conduct mast arm and span pole inspections statewide (9/1/17- 8/31/21) - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 0170-3439** Route/System:

Region: 70

Federal eligible preliminary engineeringfor the Transportation Alternatives set-aside program - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	PE	2021	$660	$528	$132	$0

Statewide **Project #: 0170-3439** Route/System:

Region: 70

Federal eligible preliminary engineeringfor the Transportation Alternatives set-aside program - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	PE	2021	$0	$0	$0	$0

Statewide **Project #: 0170-3548** Route/System: VARIOUS

Region: 05, 08,

Address pin and hanger assemblies for fracture critical Interstate bridges

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	ROW	2021	$50	$45	$5	$0
NHPP-BRX	X6	FD	2021	$150	$135	$15	$0
NHPP-BRX	X6	CON	2023	$16,600	$14,940	$1,660	$0

Statewide **Project #: 0170-SFTY** Route/System: VARIOUS

Region: 70

Safety Program, HSIP - Rural and Other(Safety Report)

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
SIPH	X6	ALL	2021	$22,222	$20,000	$2,222	$0
SIPH	X6	ALL	2022	$22,222	$20,000	$2,222	$0
SIPH	X6	ALL	2023	$22,222	$20,000	$2,222	$0
SIPH	X6	ALL	2024	$22,222	$20,000	$2,222	$0

District 1 **Project #: 0171-0440** Route/System: VARIOUS

Region: 71(05,0

Horizontal Curve Signs and Pavement Markings

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
SIPH	X6	CON	2021	$4,975	$4,975	$0	$0

District 1 **Project #: 0171-0441** Route/System: VARIOUS

Region: 05, 10

Replace Traffic Control Signals at various locations

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X7	CON	2021	$3,657	$3,657	$0	$0

District 4 **Project #: 0174-0424** Route/System: VARIOUS

Region: 02, 05,

Replace Traffic Control Signals in Various Locations

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X7	CON	2021	$4,949	$4,949	$0	$0

Statewide **Project #: 170C-ENHS** Route/System: VARIOUS

Region: 70

Provide funds for consulting engineering services to conduct inspections on bridges that are located on the National Highway System - National Bridge Inventory Bridges only - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$15,000	$12,000	$3,000	$0
NHPP-BRX	X6	OTH	2022	$15,000	$12,000	$3,000	$0
NHPP-BRX	X6	OTH	2023	$15,000	$12,000	$3,000	$0
NHPP-BRX	X6	OTH	2024	$15,000	$12,000	$3,000	$0
NHPP-BRX	X6	OTH	FYI	$15,000	$12,000	$3,000	$0

Statewide **Project #: 170C-ENHS** Route/System: VARIOUS

Region: 70

Provide funds for consulting engineering services to conduct inspections on bridges that are located on the National Highway System - National Bridge Inventory Bridges only - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 170C-ENON** Route/System: VARIOUS

Region: 70

Provide funds for bridge inspections using consulting engineering services on non-National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$8,000	$6,400	$1,600	$0
STPA-BRX	X6	OTH	2022	$8,000	$6,400	$1,600	$0
STPA-BRX	X6	OTH	2023	$8,000	$6,400	$1,600	$0
STPA-BRX	X6	OTH	2024	$8,000	$6,400	$1,600	$0
STPA-BRX	X6	OTH	FYI	$8,000	$6,400	$1,600	$0

Statewide **Project #: 170C-ENON** Route/System: VARIOUS

Region: 70

Provide funds for bridge inspections using consulting engineering services on non-National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 170S-FNHS** Route/System: VARIOUS

Region: 70

Provide funds for state forces to conduct inspections on bridges that are located on the National Highway System - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2022	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2023	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2024	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	FYI	$2,000	$1,600	$400	$0

Statewide **Project #: 170S-FNHS** Route/System: VARIOUS

Region: 70

Provide funds for state forces to conduct inspections on bridges that are located on the National Highway System - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 170S-FNON** Route/System: VARIOUS

Region: 70

Provide funds for state forces to conduct bridge inspections on non-National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$2,500	$2,000	$500	$0
STPA-BRX	X6	OTH	2022	$2,500	$2,000	$500	$0
STPA-BRX	X6	OTH	2023	$2,500	$2,000	$500	$0
STPA-BRX	X6	OTH	2024	$2,500	$2,000	$500	$0
STPA-BRX	X6	OTH	FYI	$2,500	$2,000	$500	$0

Statewide **Project #: 170S-FNON** Route/System: VARIOUS

Region: 70

Provide funds for state forces to conduct bridge inspections on non-National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 170S-SNHS** Route/System: VARIOUS

Region: 70

Provide funds for sign support inspections using consulting engineering services on National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	X6	OTH	2021	$2,250	$1,800	$450	$0
NHPP	X6	OTH	2022	$2,250	$1,800	$450	$0
NHPP	X6	OTH	2023	$2,250	$1,800	$450	$0
NHPP	X6	OTH	2024	$2,250	$1,800	$450	$0
NHPP	X6	OTH	FYI	$2,250	$1,800	$450	$0

Statewide **Project #: 170S-SNHS** Route/System: VARIOUS

Region: 70

Provide funds for sign support inspections using consulting engineering services on National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: 170S-SNON** Route/System: VARIOUS

Region: 70

Provide funds for sign support inspections using consulting engineering services on non-National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	OTH	2021	$500	$400	$100	$0
STPA	X6	OTH	2022	$500	$400	$100	$0
STPA	X6	OTH	2023	$500	$400	$100	$0
STPA	X6	OTH	2024	$500	$400	$100	$0
STPA	X6	OTH	FYI	$500	$400	$100	$0

Statewide **Project #: 170S-SNON** Route/System: VARIOUS

Region: 70

Provide funds for sign support inspections using consulting engineering services on non-National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: BRDG-LRNH** Route/System: VARIOUS

Region: 70

Load Ratings For Bridges - National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2022	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2023	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	2024	$2,000	$1,600	$400	$0
NHPP-BRX	X6	OTH	FYI	$2,000	$1,600	$400	$0

Statewide **Project #: BRDG-LRNH** Route/System: VARIOUS

Region: 70

Load Ratings For Bridges - National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
NHPP-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: BRDG-LRNO** Route/System: VARIOUS

Region: 70

Load Ratings For Bridges - non-National Highway System roads - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$1,000	$800	$200	$0
STPA-BRX	X6	OTH	2022	$1,000	$800	$200	$0
STPA-BRX	X6	OTH	2023	$1,000	$800	$200	$0
STPA-BRX	X6	OTH	2024	$1,000	$800	$200	$0
STPA-BRX	X6	OTH	FYI	$1,000	$800	$200	$0

Statewide **Project #: BRDG-LRNO** Route/System: VARIOUS

Region: 70

Load Ratings For Bridges - non-National Highway System roads - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA-BRX	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: CHMP-XXXX** Route/System: VARIOUS

Region: 70

CHAMP Safety Service Patrol - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
SIPH	X6	OTH	2021	$4,537	$4,083	$0	$454
SIPH	X6	OTH	2022	$4,537	$4,083	$0	$454
SIPH	X6	OTH	2023	$4,537	$4,083	$0	$454
SIPH	X6	OTH	2024	$4,537	$4,083	$0	$454

Statewide **Project #: CHMP-XXXX** Route/System: VARIOUS

Region: 70

CHAMP Safety Service Patrol - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
SIPH	X6	OTH	2021	$0	$0	$0	$0

Statewide **Project #: MASP-INSP** Route/System: VARIOUS

Region: 70

Mast Arm and Span Pole Inspections

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	OTH	2024	$700	$560	$140	$0

Statewide **Project #: PVMT-MARK** Route/System:

Region: 70

Line Striping/Pavement Markings - AC Conversion

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	CON	2021	$8,000	$8,000	$0	$0
STPA	X6	CON	2022	$8,000	$8,000	$0	$0
STPA	X6	CON	2023	$8,000	$8,000	$0	$0
STPA	X6	CON	2024	$8,000	$8,000	$0	$0

Statewide **Project #: PVMT-MARK** Route/System:

Region: 70

Line Striping/Pavement Markings - AC Entry

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
STPA	X6	CON	2021	$0	$0	$0	$0

Section 8: FTA Projects

Federal Transit Administration Project List

Central Naugatuck Valley MPO
2021-2024 Transportation Improvement Program

Derby **Project #: 0036-XXXX** Route/System: VALLEY TD

Region: 05, 07

NVCOG/VTD - Admin Capital/Misc Support FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$225	$180	$45	$0

Derby **Project #: 0036-XXXX** Route/System: VALLEY TD

Region: 05, 07

NVCOG/VTD - Admin Capital/Misc Support FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2022	$400	$320	$80	$0

Derby **Project #: 0036-XXXX** Route/System: VALLEY TD

Region: 05, 07

NVCOG/VTD - Admin Capital/Misc Support FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2023	$400	$320	$80	$0

Derby **Project #: 0036-XXXX** Route/System: VALLEY TD

Region: 05, 07

NVCOG/VTD - Admin Capital/Misc Support FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2024	$400	$320	$80	$0

Derby **Project #: 0036-XXXX** Route/System: VALLEY TD

Region: 05, 07

NVCOG/VTD - Replace Small Buses FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2023	$1,250	$1,000	$250	$0

Various **Project #: 0170-3403** Route/System: VARIOUS

Region: 70

Transit Capital Planning. FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$450	$360	$90	$0

Rural **Project #: 0170-XXXX** Route/System: VARIOUS BUS

Region: 05,10,11,13,15

Sec 5310 Program-Enhanced Moblty of Seniors/Individuals with Disabilities - Bridgeport/Stamford Urbanized Area

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5310E	X6	OTH	2021	$352	$282	$0	$70
5310E	X6	OTH	2022	$363	$290	$0	$73
5310E	X6	OTH	2023	$374	$299	$0	$75
5310E	X6	OTH	2024	$385	$308	$0	$77

Other Urban Area **Project #: 0170-XXXX** Route/System: VARIOUS BUS

Region: 01,05

Sec 5310 Program-Enhanced Moblty of Seniors/Individuals with Disabilities - Other Urban

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5310E	X6	OTH	2021	$694	$555	$0	$139
5310E	X6	OTH	2022	$715	$572	$0	$143
5310E	X6	OTH	2023	$736	$589	$0	$147
5310E	X6	OTH	2024	$759	$607	$0	$152

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Shelter Improvement Bus Shelter Improvement Program FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2024	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Shelter Improvement Program FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Shelter Improvement Program FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2022	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Shelter Improvement Program.

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	OTH	2021	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Shelter Improvemnet Program FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2023	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Stop Sign Program -Implementation FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$1,500	$1,200	$300	$0

Various **Project #: 0170-XXXX** Route/System: STATEWIDE

Region: 70

Statewide Bus Stop Sign Program-Implementation.

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	OTH	2021	$500	$400	$100	$0

Statewide **Project #: 0170-XXXX** Route/System: VARIOUS

Region: 70

Transit Capital Planning

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	OTH	2021	$450	$360	$90	$0

Statewide **Project #: 0170-XXXX** Route/System: VARIOUS

Region: 70

Transit Capital Planning FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2022	$450	$360	$90	$0

Statewide **Project #: 0170-XXXX** Route/System: VARIOUS

Region: 70

Transit Capital Planning FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2023	$450	$360	$90	$0

Statewide **Project #: 0170-XXXX** Route/System: VARIOUS

Region: 70

Transit Capital Planning FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2024	$450	$360	$90	$0

Various **Project #: 0171-XXXX** Route/System: CTFASTRAK

Region: 05, 10

CTfastrak Infrastructure/Station/Facility improvements FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337H	X6	CON	2021	$1,480	$1,184	$296	$0

Various **Project #: 0171-XXXX** Route/System: CTFASTRAK

Region: 05, 10

CTfastrak Infrastructure/Station/Facility improvements FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337H	X6	CON	2022	$1,525	$1,220	$305	$0

Various **Project #: 0171-XXXX** Route/System: CTFASTRAK

Region: 05, 10

CTfastrak Infrastructure/Station/Facility improvements FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337H	X6	CON	2023	$1,556	$1,245	$311	$0

Various **Project #: 0171-XXXX** Route/System: CTFASTRAK

Region: 05, 10

CTfastrak Infrastructure/Station/Facility improvements FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337H	X6	CON	2024	$1,606	$1,285	$321	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

Bridge Replacement Program

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337	X6	CON	2022	$25,000	$20,000	$5,000	$0
5337	X6	CON	2022	$25,000	$20,000	$5,000	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

Network Infrastructure Upgrade Phase 4

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5337	X6	CON	2021	$25,000	$20,000	$5,000	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

New Haven Line Track Program

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	CON	2021	$16,000	$12,800	$3,200	$0
5337P	X6	CON	2021	$12,000	$9,600	$2,400	$0
5337	X6	CON	2021	$12,500	$10,000	$2,500	$0
5337	X6	CON	2021	$13,125	$10,500	$2,625	$0
5337	X6	CON	2022	$15,000	$12,000	$3,000	$0
5307C	X6	CON	2023	$5,625	$4,500	$1,125	$0
5337	X6	CON	2023	$10,000	$8,000	$2,000	$0
5337	X6	CON	2024	$15,000	$12,000	$3,000	$0
5307C	X6	CON	2024	$5,625	$4,500	$1,125	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

New Haven Line Track Program FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	CON	2022	$8,125	$6,500	$1,625	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

NHL - Station Improvement Program

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	PE	2021	$17,500	$14,000	$3,500	$0
5307C	X6	CON	2024	$52,500	$42,000	$10,500	$0

Various **Project #: 0300-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

NHL - Station Improvement Program FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	PE	2022	$16,875	$13,500	$3,375	$0

Various **Project #: 0301-XXXX** Route/System: NHL-ML

Region: 01,05,07,08

NHL - Signal System Replacement

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	CON	2021	$45,313	$36,250	$9,063	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit - Bus Replacements FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2024	$21,250	$17,000	$4,250	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit - Facility Improvements (Hartford/Stamford) FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ALL	2021	$28,750	$23,000	$5,750	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit - Facility Improvements (Hartford/Stamford) FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ALL	2022	$11,368	$9,094	$2,274	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit - Facility Improvements(Hartford/Stamford) FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ALL	2024	$35,000	$28,000	$7,000	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Bus Replacement

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	CON	2021	$13,750	$11,000	$2,750	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Bus Replacements FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$11,875	$9,500	$2,375	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Bus Replacements FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2022	$10,000	$8,000	$2,000	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvement/Misc. Admin Capital.

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307P	X6	OTH	2021	$800	$640	$160	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ALL	2021	$3,978	$3,182	$796	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements /Misc Capital FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2024	$1,000	$800	$200	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ALL	2022	$4,938	$3,950	$988	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ALL	2023	$938	$750	$188	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ALL	2024	$4,938	$3,950	$988	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements/Misc Admin Capital FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2021	$1,250	$1,000	$250	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements/Misc Admin Capital FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2022	$1,000	$800	$200	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Facility Improvements/Misc Admin Capital FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	OTH	2023	$1,000	$800	$200	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Systemwide Bus Replacements FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ACQ	2021	$1,875	$1,500	$375	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Systemwide Bus Replacements FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ACQ	2022	$938	$750	$188	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Systemwide Bus Replacements FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ACQ	2023	$4,938	$3,950	$988	$0

Various **Project #: 0400-XXXX** Route/System: CTTRANSIT

Region: 01,05,08,10,11

CTtransit Systemwide Bus Replacements FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5339	X6	ACQ	2024	$938	$750	$188	$0

Waterbury **Project #: 0430-XXXX** Route/System: CTTRANSIT

Region: 05

CTtransit Waterbury Division - Replace ten (10) 2017 Small Buses for FY 2023

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2023	$850	$680	$170	$0

Waterbury **Project #: 0430-XXXX** Route/System: CTTRANSIT

Region: 05

CTtransit Waterbury Division - Replace ten (10) 2017 Small Buses for FY 2024

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2024	$850	$680	$170	$0

Waterbury **Project #: 0430-XXXX** Route/System: CTTRANSIT

Region: 05

CTtransit Waterbury Division - Replace twelve (12) 2016 Small Buses for FY 2021

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2021	$1,020	$816	$204	$0

Waterbury **Project #: 0430-XXXX** Route/System: CTTRANSIT

Region: 05

CTtransit Waterbury Division - Replace twelve (12) 2016 Small Buses for FY 2022

FACode:	Air Quality Code:	Phase:	Year:	Tot$(000):	Fed$(000):	Sta$(000):	Loc$(000):
5307C	X6	ACQ	2022	$1,020	$816	$204	$0