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# Central Naugatuck Valley Metropolitan Planning Organization

FFY 2025-2028 Transportation Improvement Program

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

Endorsed: XXXX x, 2024

**Central Naugatuck Valley Metropolitan Planning Organization Chief Elected Officials:**

<b>Municipality</b>	<b>Chief Elected Official</b>	<b>Title</b>
Town of Beacon Falls	Gerard Smith	First Selectman
Town of Bethlehem	Stephen Sordi	First Selectman
City of Bristol	Jeffrey Caggiano	Mayor
Town of Cheshire	Sean M. Kimball	Town Manager
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	Joseph Kilduff	Mayor
Town of Prospect	Robert J. Chatfield	Mayor
Town of Southbury	Jeffrey Manville	First Selectman
Town of Thomaston	Edmond V. Mone	First Selectman
City of Waterbury	Paul Pernerewski	Mayor
Town of Watertown	Mark A. Raimo	Town Council Chair
Town of Wolcott	Thomas G. Dunn	Mayor
Town of Woodbury	Barbara Perkinson	First Selectman

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**Table of Contents**

**Adopted Resolutions..... 7**

**Overview ..... 8**

**Section 1: MPO Organization..... 9**  
*Memoranda of Understanding .....9*

**Section 2: TIP Development Process .....11**

**Section 3: Air Quality Conformity Process.....13**  
*Ozone .....13*  
*PM2.5.....13*  
*Assessment .....14*  
*Greater CT Ozone Serious Nonattainment Area .....15*  
*CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area .....16*  
*CT Portion of NY-NJ-CT PM 2.5 Maintenance Area.....18*

**Section 4: Financial Assessment.....20**

**Section 5: Performance-Based Planning and Programing .....22**  
*Highway Safety .....22*  
*Pavement and Bridge Condition .....23*  
*System Reliability.....25*  
*Freight Movement .....26*  
*Air Quality .....27*  
*Transit.....27*

**Section 6: Public Involvement .....29**

## **Abstract**

The FFY 2025-2028 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 information about the organization of the MPO, the TIP development process, the performance-based programming process, 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.

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## **Public Comment**

To ensure meaningful public input, NVCOG staff have created the below schedule for public involvement in the CNVMPO TIP Process:

March 1, 2024 – The new TIP for the CNVMPO will be published to the NVCOG website, along with supporting documents including the STIP, marking the official beginning of the public comment period.

March 7, 2024 – NVCOG staff will host a public meeting regarding the TIP for the CNVMPO. This hybrid meeting, held jointly in the NVCOG office and via Zoom, will provide a short presentation on the contents of the new TIP, Air Quality Conformity, and how to interpret the technical aspects of the documents. This meeting will be recorded and made available on the NVCOG YouTube Channel.

March 22, 2024 – A separate public comment period will be held during the regularly scheduled CNVMPO meeting to provide comments directly to the chief elected officials of the towns that make up the CNVMPO board.

April 3, 2024 – Another dedicated public comment period will be held during the regularly scheduled meeting of the NVCOG Transportation Technical Advisory Committee (TTAC). The TTAC, made up of City Engineers, Public Works Directors, and other Transportation Professionals, will then discuss the draft TIP and make a recommendation to the CNVMPO board regarding its approval.

April 11, 2024 – NVCOG staff will host an in-person and virtual open office hours, providing the public an opportunity to ask questions regarding the TIP and associated planning processes.

April 19, 2024 – A final dedicated public comment opportunity is scheduled for the beginning of the regularly scheduled April meeting of the CNVMPO. At this meeting, the members of the CNVMPO board will be asked to consider the TIP and vote regarding its adoption.

At any time during this period, comments and questions will be accepted via the following means:

- Email – Send your thoughts to the NVCOG via email at [contactus@nvcogct.gov](mailto:contactus@nvcogct.gov).
- Telephone – You can call our offices Monday-Friday between 8:30 AM and 4:30 PM. Let us know that you have a comment or question regarding the TIP and you'll be connected with a member of our transportation planning staff who will be happy to talk with you. Call us at (203) 757-0535. Language assistance is available.
- EcoInteractive – The NVCOG has recently adopted the EcoInteractive Platform as the public facing repository of TIP information. Please ensure you're viewing the 2025-2028 TIP cycle, and then you can make comments directly on individual projects.

- Mail – Write out your comments and send them to us directly. You can mail comments to the NVCOG, C/O Rich Donovan, at:  
49 Leavenworth Street  
3rd Floor  
Waterbury, CT 06702

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**Adopted Resolutions**

CNVMPO TIP Adoption

CNVMPO Self Certification

Air Quality Conformity – Greater CT Ozone

Air Quality Conformity – NJ-NY-CT Ozone

Air Quality Conformity – CT PM 2.5

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## **Overview**

The Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) maintains the Transportation Improvement Program (TIP), which outlines highway and transit improvement and maintenance projects within the Central Naugatuck Valley planning region. These projects are slated to receive federal assistance over the next four federal fiscal years (FFY), spanning from October 1, 2024 (FFY 2025) to September 30, 2029 (FFY 2028). The TIP is a vital aspect of regional transportation planning integrated at the state-level into the State Transportation Improvement Program (STIP), known collectively as the TIP/STIP.

The CNVMPO is authorized by federal regulations and designated by the Governor to oversee regional transportation planning and endorses the TIP/STIP for portions of the Bridgeport-Stamford, Hartford, New Haven, and Waterbury Urbanized Areas within the Central Naugatuck Valley planning region. Federal transportation planning regulations stipulate which entity selects projects under the various funding categories.

Federal regulations mandate that the TIP/STIP be financially constrained, ensuring a reasonable expectation of federal financial support for endorsed projects and the identification of funding sources for each project. The MPO endorsed the FFY 2025-2028 TIP on [INSERT DATE] to advance priority projects while maintaining financial constraints.

The FFY 2025-2028 TIP is structured according to federal funding categories and fiscal years. Each project is accompanied by descriptions, cost estimates, and schedules. Annual financial plans are devised to estimate total funding requirements and anticipate 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 fair share 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 fair share 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 fair share 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 fair share apportionments based on the method described above.

NVCOG approved this MOU at its May 8, 2020 meeting. The MOU is currently awaiting the approval of 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 Metropolitan 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.

Many of the projects within the TIP are from the Capital Plan, which are five year plans for statewide projects, with the current plan from 2023 to 2027. The Capital Plan are reviewed by the MPOs and the MPOs also provide projects to be included in the Capital Plan. Through this process, many MPO endorsed projects end up within the Capital Plan, and thus the 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 The Infrastructure Investment and Jobs Act (IIJA).

### **Regional Vision**

*To advance the goal of Vision Zero, acknowledging that even one fatality or serious injury on our transportation system is too many. The commitment to Vision Zero is a commitment to the value of those traveling within the region, and by utilizing a multi-disciplinary approach crashes resulting in fatalities and serious injuries can be avoided.*

*To invest in and maximize the utilization of existing infrastructure, ensuring that facilities of all kinds, including roads, highways, sidewalks, and rail, are maintained in a state of good repair, and used in the most effective way.*

*To ensure accessible and safe mobility for all, regardless of mode choice. The NVCOG defines mobility equity as "mobility for all ages, mobility for all abilities, mobility for all incomes, and mobility from anywhere to everywhere."*

*To facilitate economic growth and revitalization through the efficient movement of freight into and throughout the region.*

### **Regional Goals**

1. Achieve Vision Zero by 2060
2. Advance Transportation and Mobility Equity within the NVCOG region
3. Reduce Vehicle-Miles-Traveled
4. Preserve and Maximize Value of the Existing Highway System
5. Continue pursuing Congestion Management
6. Ensure Transportation System Security

7. Evaluate and Utilize Advanced Technology
8. Preserve and Enhance Public Transportation Services
9. Expand Multi-Modal Opportunities
10. Enhance the Efficient Movement of Freight and Goods
11. Enhance Bicycle and Pedestrian Facilities
12. Enhance and expand Environmental Protection
13. Ensure Sustainability goals are consistent with other Regional Goals
14. Promote Economic Development and Revitalization
15. Address Environmental Justice issues within the region
16. 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-LI) 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-LI 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-LI) 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 2023 to 2050.

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/NO<sub>x</sub> emissions analysis was conducted for ozone season summer day conditions for the following years:

- 2023 – Attainment year and near-term analysis year for both the Greater CT and CT portions of NY-NJ-LI Serious nonattainment areas under the 2008 and 2015 Ozone NNAQS
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Interim modeling year
- 2050 – Metropolitan transportation plan horizon year

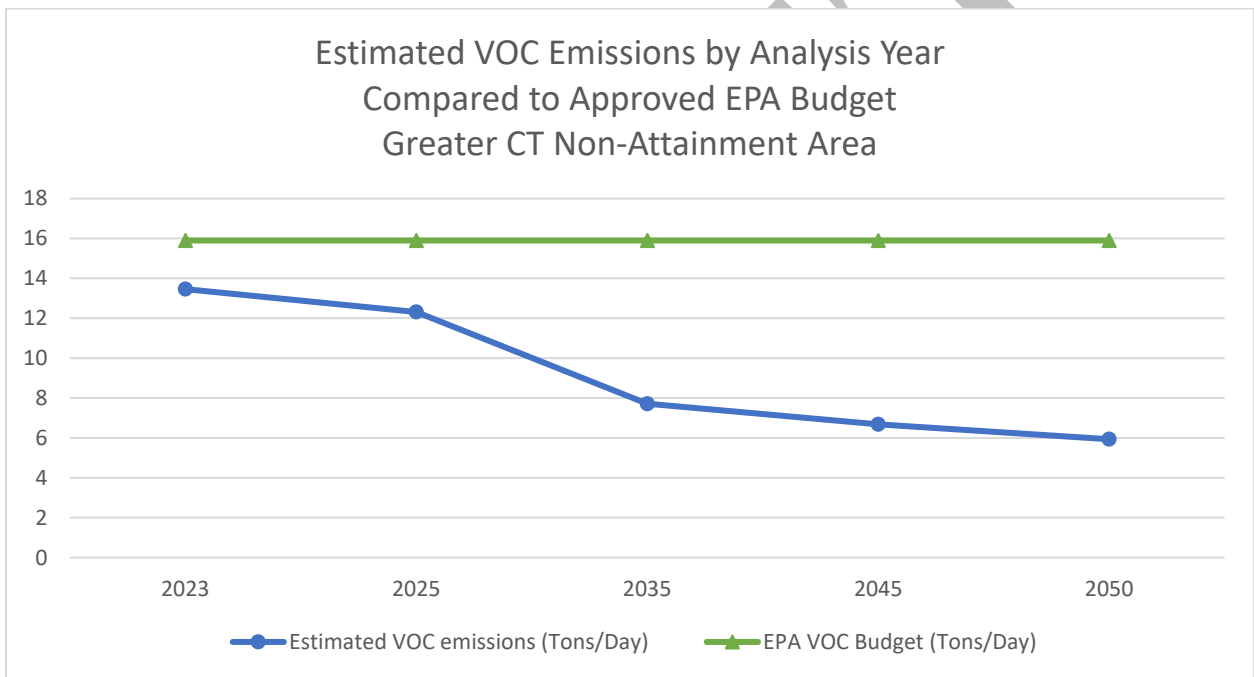
The PM<sub>2.5</sub> emissions analysis was conducted for the following years for annual average conditions:

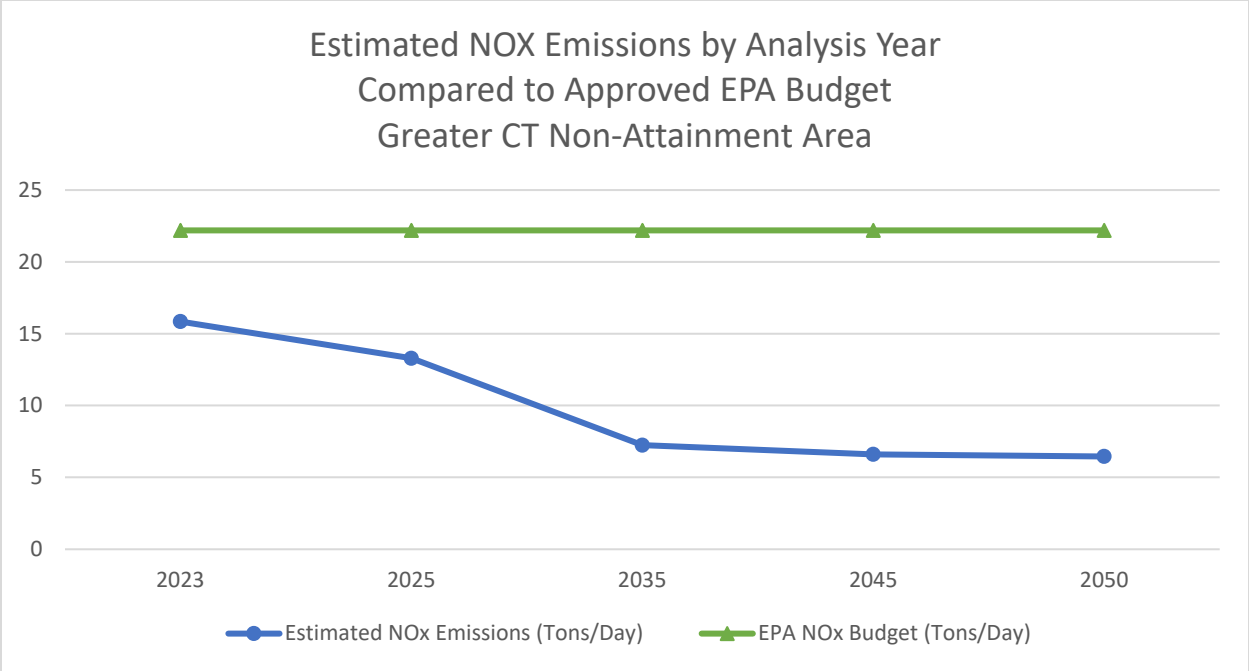
- 2023 – Attainment year and near term analysis year
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Interim modeling year
- 2050 – Metropolitan Transportation Plan horizon year

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 <sub>x</sub> Emission Analysis			
Year	Estimated VOC emissions (Tons/Day)	EPA VOC Budget (Tons/Day)	Difference	Year	Estimated NO <sub>x</sub> Emissions (Tons/Day)	EPA NO <sub>x</sub> Budget (Tons/Day)	Difference
<b>2023</b>	13.46	15.9	-2.44	<b>2023</b>	15.85	22.20	-6.35
<b>2025</b>	12.31	15.9	-3.59	<b>2025</b>	13.29	22.20	-8.91
<b>2035</b>	7.71	15.9	-8.19	<b>2035</b>	7.24	22.20	-14.96
<b>2045</b>	6.68	15.9	-9.22	<b>2045</b>	6.60	22.20	-15.60
<b>2050</b>	5.94	15.9	-9.96	<b>2050</b>	6.46	22.20	-15.74

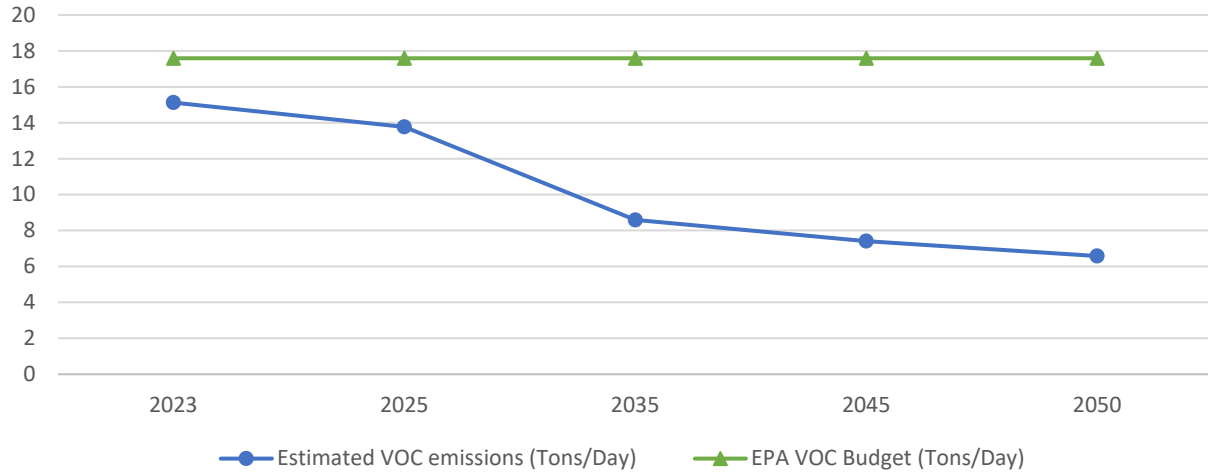




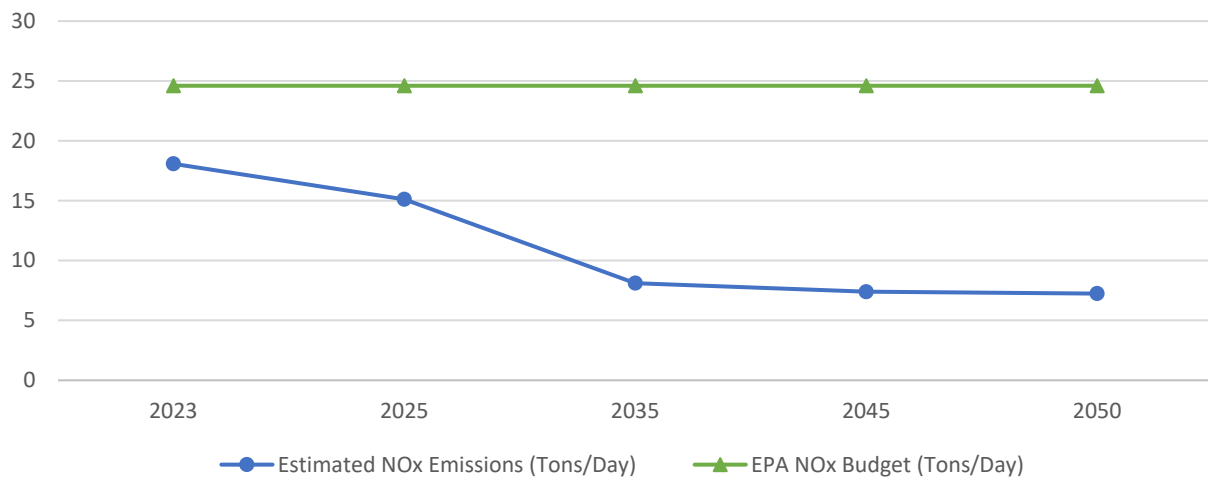
**CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area**

VOC Emission Analysis				NO <sub>x</sub> Emission Analysis			
Year	Estimated VOC emissions (Tons/Day)	EPA VOC Budget (Tons/Day)	Difference	Year	Estimated NO <sub>x</sub> Emissions (Tons/Day)	EPA NO <sub>x</sub> Budget (Tons/Day)	Difference
<b>2023</b>	15.13	17.60	-2.47	<b>2023</b>	18.08	24.60	-6.52
<b>2025</b>	13.77	17.60	-3.83	<b>2025</b>	15.11	24.60	-9.49
<b>2035</b>	8.59	17.60	-9.01	<b>2035</b>	8.11	24.60	-16.49
<b>2045</b>	7.41	17.60	-10.19	<b>2045</b>	7.39	24.60	-17.21
<b>2050</b>	6.58	17.60	-11.02	<b>2050</b>	7.24	24.60	-17.36

Estimated VOC Emissions by Analysis Year  
Compared to Approved EPA Budget  
CT Portion of NY-NJ-CT Non-Attainment Area

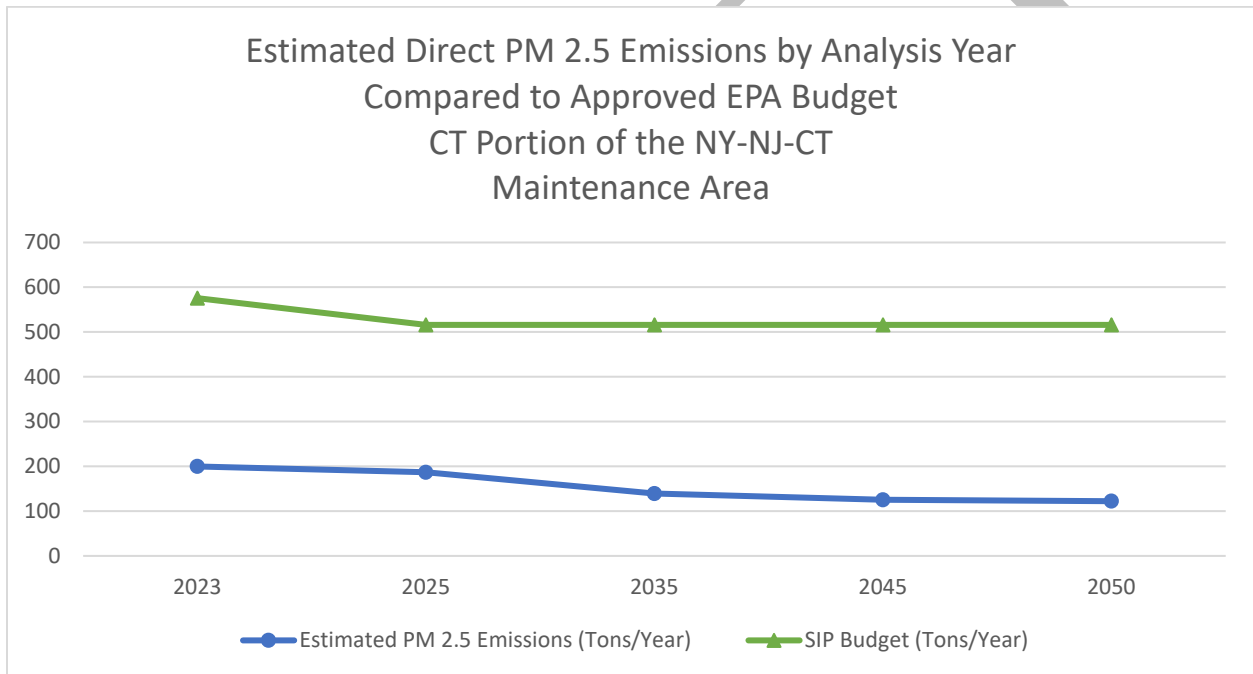


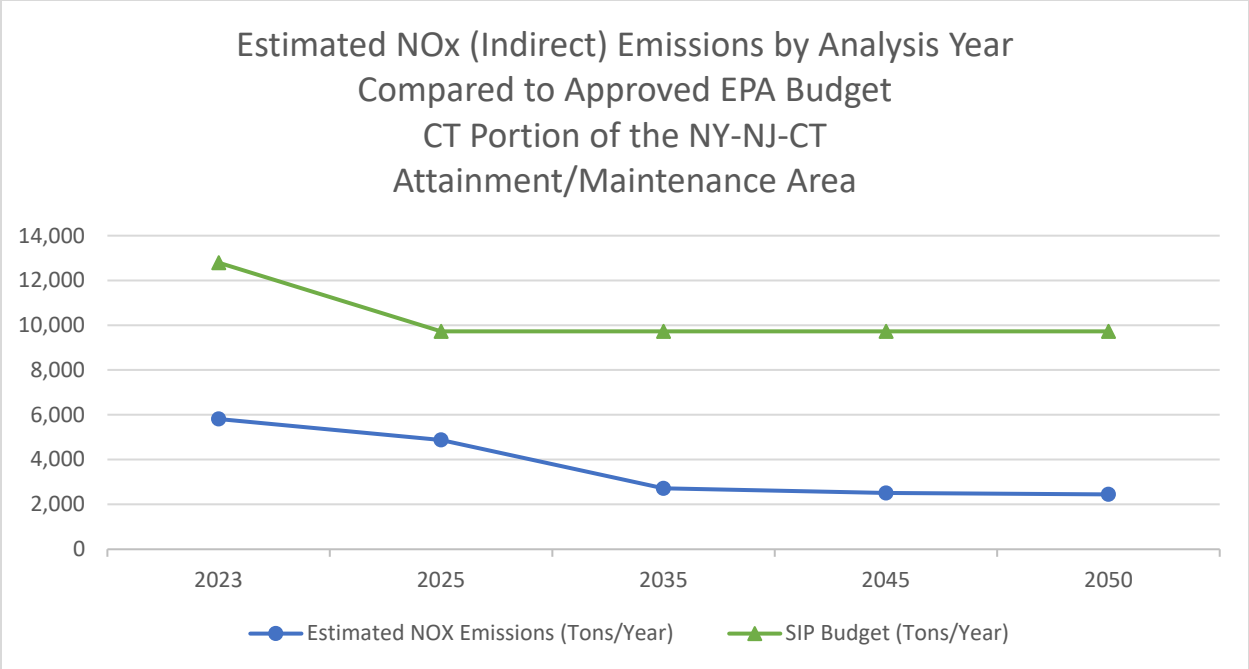
Estimated NOx Emissions by Analysis Year  
Compared to Approved EPA Budget  
CT Portion of NY-NJ-CT Non-Attainment Area



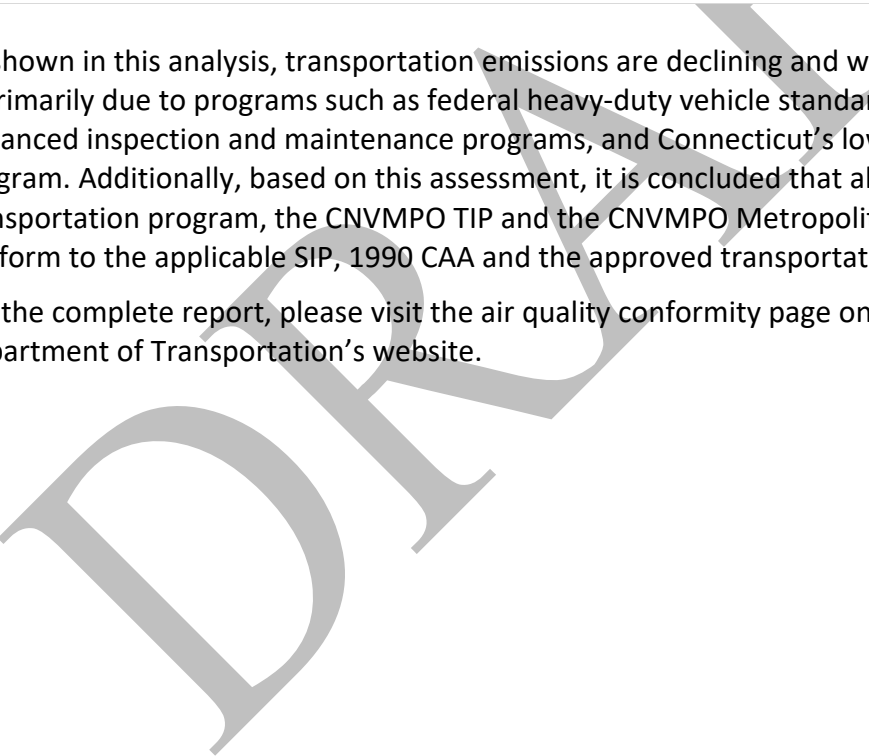
**CT Portion of NY-NJ-CT PM 2.5 Maintenance Area**

Direct PM <sub>2.5</sub> Emission Analysis				NO <sub>x</sub> (indirect) Emissions Analysis			
Year	Estimated PM 2.5 Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference	Year	Estimated NO <sub>x</sub> Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference
2023	199.76	575.80	-376.04	2023	5810.53	12,791.80	-6981.27
2025	186.75	516.00	-329.25	2025	4874.85	9,728.10	-4853.25
2035	139.26	516.00	-376.74	2035	2714.70	9,728.10	-7013.40
2045	125.22	516.00	-390.78	2045	2505.17	9,728.10	-7222.93
2050	122.35	516.00	-393.65	2050	2450.73	9,728.10	-7277.37





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 2025-2028 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 \$1,023.7 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 \$296.9 million.

The US Department of Transportation will provide 82.4% of the funds required to implement the MPO TIP projects, with the state contributing 17.1% and local sources contributing 0.46%. Federal sources are estimated to accumulate to about \$843.5 million, the state will provide \$175.5 million, while there will be a local match of \$4.7 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 have primarily been 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 47% of the total cost of the MPO's transportation improvement program is targeted at highway and road projects while about 53% of the funds will be used to support various transit projects. Highway improvement projects are estimated to cost about \$480.7 million, with \$409.1 million allocated from various FHWA programs. This represents roughly 85.1% of the financial requirement for highway projects. There are nine transit-related line items allocated directly to the planning region for the CTtransit Waterbury Division and they will require about \$44.9 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 2025-2028 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.

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## **Section 5: Performance-Based Planning and Programing**

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 26, 2023, (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 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 IJIA 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/performanceasures](http://www.ct.gov/dot/performanceasures).

### **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 October 20, 2023, are shown below:

Performance Measure	2024 Targets
Number of fatalities	270 fatalities/year
Rate of fatalities	.850 fatalities/100 Million VMT
Number of serious injuries	1300 serious injuries/year
Rate of serious injuries	4.30 serious injuries/100 Million VMT
Number of non-motorized fatalities and non-motorized serious injuries	280 fatalities and serious injuries/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) Percentage of pavements of the Interstate System in Good condition, (2) Percentage of pavements of the Interstate System in Poor condition, (3) Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition, and (4) Percentage of pavements of the non-Interstate NHS in Poor condition. The two performance measures for Bridge condition include (1) Percentage of National Highway System Bridges Classified as in Good condition, and (2) Percentage of National Highway System Bridges Classified as in Poor condition. The current Pavement and Bridge targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, 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.

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of pavements of the Interstate System in Good condition	68.6%	72.0%	70.0%
Percentage of pavements of the Interstate System in Poor condition	0.2%	1.0%	1.3%
Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	37.0%	35.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	1.8%	2.7%	3.5%

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

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of National Highway System Bridges Classified as in Good condition	14.1%	14.2%	14.5%
Percentage of National Highway System Bridges Classified as in Poor condition	7.7%	6.2%	6.0%

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.”<sup>1</sup> 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.”<sup>2</sup> 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, May 19, 2023, 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.**

Performance Measure	Baseline	2-Year Target	4-Year Target
Percent of Person-Miles Traveled on the Interstate that are reliable	86.2%	78.6%	78.6%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	90.0%	84.9%	84.9%

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.

<sup>1</sup> 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)

<sup>2</sup> Ibid, p. 1-1.

## Freight Movement

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

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more ‘buffer’ time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement 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 September 2022, Statewide Freight Plan, and which was approved by FHWA. These targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, 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.

Performance Measure	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability Index	1.56	1.95	2.02

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.

### Unified Targets

These targets have been set for two congestion measures for each of the urbanized areas. For the CNVMPO, these urban areas are the Bridgeport—Stamford urban area, the Hartford urban area, and the New Haven urban area. These targets will help define peak hour delay and to increase Non-Single Occupancy Vehicle (Non-SOV) Travel.

Performance Measure	Baseline	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport—Stamford, CT—NY	12.6%	20.0%	21.9%
Annual Hours of Peak Hour Excessive Delay Per Capita: Hartford, CT	5.7%	9.8%	9.8%
Annual Hours of Peak Hour Excessive Delay Per Capita: New Haven, CT	7.5%	7.9%	7.9%

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Bridgeport—Stamford, CT—NY	30.4%	27.8%	27.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Hartford, CT	22.1%	19.8%	19.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: New Haven, CT	25.1%	23.5%	23.5%

**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, May 19, 2023, are shown below:

Performance Measure	Baseline	2-Year Target	4-Year Target
Total Emissions Reduction: PM2.5	0.000	6.290	6.290
Total Emissions Reduction: NOx	0.000	81.978	81.978
Total Emissions Reduction: VOC	0.000	87.346	87.346

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 IJJA, “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 can be found on the CTDOT website: <https://portal.ct.gov/DOT/Office-of-Engineering/Project-Administration/Asset-Management-Group>



## **Section 6: Public Involvement**

The draft FFY 2025-2028 TIP was made available to the public for review and comment. A 48-day review and comment period began on March 1, 2024, with a post to both the NVCOG website and social media, and ended on April 16, 2024. A public notice was published in the Republican American (Greater Waterbury area newspaper) on February 23, 2024, and in the Bristol Press (Bristol area newspaper) on February 24, 2024. The draft list of projects was posted on the website of the NVCOG at <https://nvcogct.gov/project/25-28tip/>, and the public was invited to provide feedback and comments.

During this period, comments and questions were accepted via the following means:

- **Email** – Comments could be sent to the NVCOG via email at [contactus@nvcogct.gov](mailto:contactus@nvcogct.gov).
- **Telephone** – NVCOG offices were open Monday-Friday between 8:30 AM and 4:30 PM for any calls received at (203) 757-0535.
- **EcoInteractive** – The NVCOG recently adopted the EcoInteractive Platform as the public facing repository of TIP information. Members of the public could comment on individual projects.
- **Mail** – Comments could be sent directly to NVCOG, C/O Rich Donovan, at 49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702

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

- Thursday, March 7, 2024, at 6:00 PM during a hybrid public meeting at the NVCOG Offices at 49 Leavenworth Street 3<sup>rd</sup> Floor, Waterbury, CT 06702.
- Friday, March 22, 2024, at 10:00 AM during the NVCOG & CNVMPO board meeting.
- Wednesday, April 3, 2024, at 9:00 AM during the Transportation Technical Assistance Committee (TTAC) meeting.
- Thursday, Friday 11, 2024 during virtual Open Office Hours
- Friday, April 19, 2024, at 10:00 AM during the NVCOG & CNVMPO board meeting.

NVCOG staff gave a presentation about the TIP during the March 7<sup>th</sup> public meeting, which was recorded and uploaded to the NVCOG YouTube channel. No comments or questions were presented at the meeting, but any comments that result from the meeting's posting will be shared with the CNVMPO board prior to any action on the new TIP.

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 (PM<sub>2.5</sub>) and the results were incorporated into the TIP/STIP.

The public was also invited to comment on the draft TIP and air quality conformity determinations at the meeting of the Central Naugatuck Valley MPO held virtually on April 19, 2024. 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.

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# Project Overview

## 81 Projects Listed

### 0010-0090 - INTERSECTION IMPROVEMENTS AT MAGNOLIA HILL & NONNEWAUG ROADS

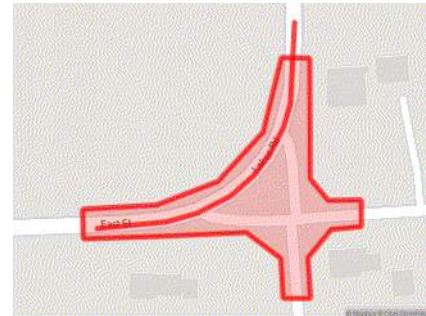
Lead Agency	Project Type	Region	Town
CTDOT	Roadway	Central Naugatuck Valley MPO	Bethlehem

Air Quality Status	Total Cost
Project is exempt under 40CFR 93.127	\$6,642,000

Project Description  
 INTERSECTION IMPROVEMENTS AT MAGNOLIA HILL & NONNEWAUG ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	STPR	\$360,000	-	-	-	-	-	\$360,000
Final Design	State	\$90,000	-	-	-	-	-	\$90,000
<b>Total Final Design</b>		<b>\$450,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$450,000</b>
Rights-Of-Way	State	\$30,000	-	-	-	-	-	\$30,000
Rights-Of-Way	STPR	\$120,000	-	-	-	-	-	\$120,000
<b>Total Rights-Of-Way</b>		<b>\$150,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$150,000</b>
Construction	State	\$806,000	\$403,000	-	-	-	-	\$1,209,000
Construction	STPR	\$3,222,000	\$1,611,000	-	-	-	-	\$4,833,000
<b>Total Construction</b>		<b>\$4,028,000</b>	<b>\$2,014,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$6,042,000</b>
<b>Total Prior Costs</b>		<b>\$4,628,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$4,628,000</b>
<b>Total Programmed</b>		<b>\$4,628,000</b>	<b>\$2,014,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$6,642,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety"</p> <p>Long Description changed from "None" to "Reconstruction of the intersection of Route 132 with Magnolia Hill Road and Nonnewaug Road by Teeing up Magnolia Hill Road and Nonnewaug Road and Teeing up Nonnewaug Road with Route 132 to improve intersection flow and safety."</p> <p>Status changed from "None" to "The project is currently under design"</p>
<b>FUNDING CHANGES</b>	<p><b>STPR</b></p> <p>- Decrease funds in FY 2034 in CON from \$1,611,000 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$1,611,000</p> <p><b>State</b></p> <p>- Decrease funds in FY 2034 in CON from \$403,000 to \$0</p> <p>+ Increase funds in FY 2025 in CON from \$0 to \$403,000</p>
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,313,000
<b>TOTAL PROJECT COST</b>	Stays the same \$6,642,000



### 0017-0195 - TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS

Lead Agency: CTDOT  
 Project Type: Roadway - Other  
 Region: Central Naugatuck Valley MPO  
 Town: Bristol

Air Quality Status: Project is exempt under 40CFR 93.128  
 Total Cost: \$3,671,000

Project Description: TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	CMAQ	\$290,000	-	-	-	-	-	\$290,000
<b>Total Preliminary Design</b>		<b>\$290,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$290,000</b>
Final Design	CMAQ	\$270,000	-	-	-	-	-	\$270,000
<b>Total Final Design</b>		<b>\$270,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$270,000</b>
Construction	CMAQ	-	-	\$3,111,000	-	-	-	\$3,111,000
<b>Total Construction</b>		<b>-</b>	<b>-</b>	<b>\$3,111,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,111,000</b>
<b>Total Prior Costs</b>		<b>\$560,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$560,000</b>
<b>Total Programmed</b>		<b>\$560,000</b>	<b>-</b>	<b>\$3,111,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,671,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Long Description changed from "None" to "Traffic signal upgrades and modernization at various locations within the City of Bristol."</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Status changed from "None" to "The project is currently under design"</p>
<b>FUNDING CHANGES</b>	<p><b>CMAQ</b></p> <p>- Decrease funds in FY 2034 in CON from \$3,111,000 to \$0</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$3,111,000</p>
<b>FEDERAL PROJECT COST</b>	Stays the same \$3,671,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,671,000



**0025-0149 - DRAINAGE IMPROVEMENTS ALONG RTE 42**

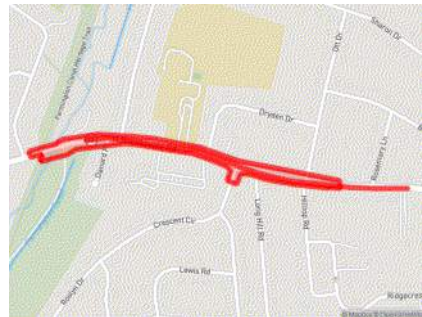
Lead Agency: CTDOT      Project Type: Roadway      Region: Central Naugatuck Valley MPO      Town: Cheshire

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$4,025,000

Project Description: DRAINAGE IMPROVEMENTS ALONG RTE 42

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	STPA	\$400,000	-	-	-	-	-	\$400,000
Preliminary Design	State	\$100,000	-	-	-	-	-	\$100,000
<b>Total Preliminary Design</b>		<b>\$500,000</b>	-	-	-	-	-	<b>\$500,000</b>
Final Design	STPA	\$360,000	-	-	-	-	-	\$360,000
Final Design	State	\$90,000	-	-	-	-	-	\$90,000
<b>Total Final Design</b>		<b>\$450,000</b>	-	-	-	-	-	<b>\$450,000</b>
Rights-Of-Way	State	\$10,000	-	-	-	-	-	\$10,000
Rights-Of-Way	STPA	\$40,000	-	-	-	-	-	\$40,000
<b>Total Rights-Of-Way</b>		<b>\$50,000</b>	-	-	-	-	-	<b>\$50,000</b>
Construction	State	-	\$605,000	-	-	-	-	\$605,000
Construction	STPA	-	\$2,420,000	-	-	-	-	\$2,420,000
<b>Total Construction</b>		-	<b>\$3,025,000</b>	-	-	-	-	<b>\$3,025,000</b>
<b>Total Prior Costs</b>		<b>\$1,000,000</b>	-	-	-	-	-	<b>\$1,000,000</b>
<b>Total Programmed</b>		<b>\$1,000,000</b>	<b>\$3,025,000</b>	-	-	-	-	<b>\$4,025,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Long Description changed from "None" to "Improvement of roadway drainage along Route 42 including pipes and catch basins."</p> <p>Status changed from "None" to "The project is currently under design"</p>
<b>FUNDING CHANGES</b>	<p><b>STPA</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$2,420,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$2,420,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$605,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$605,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$3,220,000
<b>TOTAL PROJECT COST</b>	Stays the same \$4,025,000



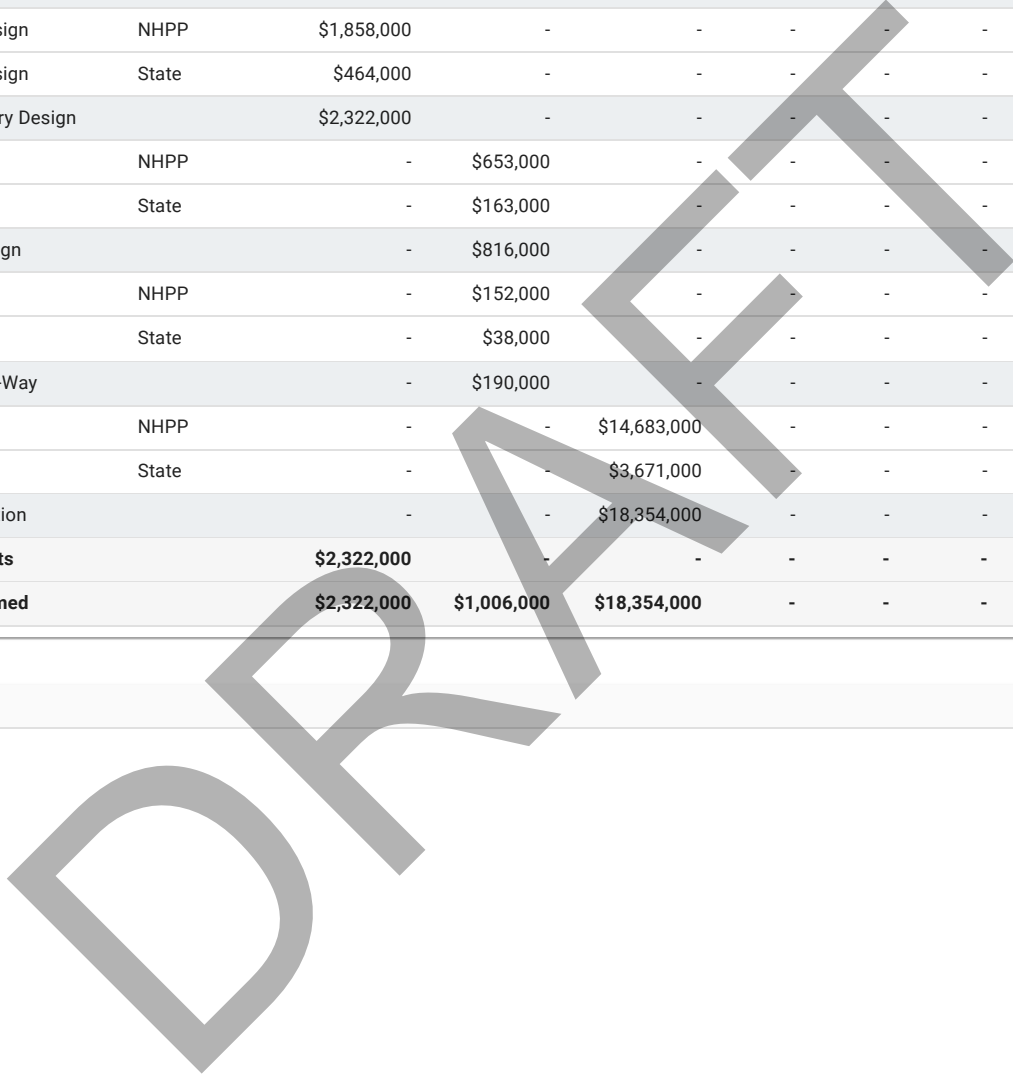
**0025-0150 - REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE**

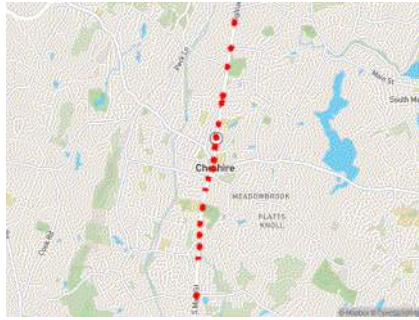
Lead Agency CTDOT	Project Type Roadway - Other	Region Central Naugatuck Valley MPO	Town Cheshire
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Air Quality Status Project is exempt under 40CFR 93.127	Total Cost \$21,682,000
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Project Description  
REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	NHPP	\$1,858,000	-	-	-	-	-	\$1,858,000
Preliminary Design	State	\$464,000	-	-	-	-	-	\$464,000
<b>Total Preliminary Design</b>		<b>\$2,322,000</b>	-	-	-	-	-	<b>\$2,322,000</b>
Final Design	NHPP	-	\$653,000	-	-	-	-	\$653,000
Final Design	State	-	\$163,000	-	-	-	-	\$163,000
<b>Total Final Design</b>		-	<b>\$816,000</b>	-	-	-	-	<b>\$816,000</b>
Rights-Of-Way	NHPP	-	\$152,000	-	-	-	-	\$152,000
Rights-Of-Way	State	-	\$38,000	-	-	-	-	\$38,000
<b>Total Rights-Of-Way</b>		-	<b>\$190,000</b>	-	-	-	-	<b>\$190,000</b>
Construction	NHPP	-	-	\$14,683,000	-	-	-	\$14,683,000
Construction	State	-	-	\$3,671,000	-	-	-	\$3,671,000
<b>Total Construction</b>		-	-	<b>\$18,354,000</b>	-	-	-	<b>\$18,354,000</b>
<b>Total Prior Costs</b>		<b>\$2,322,000</b>	-	-	-	-	-	<b>\$2,322,000</b>
<b>Total Programmed</b>		<b>\$2,322,000</b>	<b>\$1,006,000</b>	<b>\$18,354,000</b>	-	-	-	<b>\$21,682,000</b>





<p><b>CURRENT CHANGE REASON</b></p>	<p>Schedule / Funding / Scope- Update Move projects from one year in STIP to another year</p>
<p><b>PROJECT CHANGES</b></p>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Long Description changed from "None" to "Replacement of computer traffic signals along Route 10 in Cheshire between Cook Hill Road and Industrial Avenue."</p> <p>Status changed from "None" to "The project is currently under design"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p>
<p><b>FUNDING CHANGES</b></p>	<p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$653,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$653,000</li> <li>- Decrease funds in FY 2034 in ROW from \$152,000 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$152,000</li> <li>- Decrease funds in FY 2034 in CON from \$14,683,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$14,683,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$163,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$163,000</li> <li>- Decrease funds in FY 2034 in ROW from \$38,000 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$38,000</li> <li>- Decrease funds in FY 2034 in CON from \$3,671,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$3,671,000</li> </ul>
<p><b>FEDERAL PROJECT COST</b></p>	<p>Stays the same \$17,346,000</p>
<p><b>TOTAL PROJECT COST</b></p>	<p>Stays the same \$21,682,000</p>

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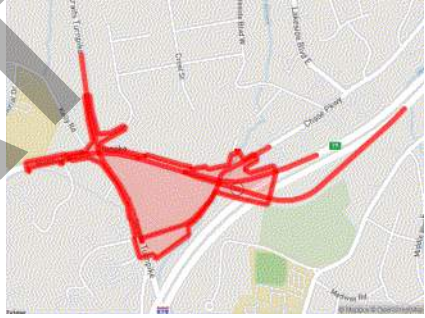
**0080-0128 - IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17**

Lead Agency: CTDOT      Project Type: Roadway      Region: Central Naugatuck Valley MPO      Town: Middlebury

Air Quality Status: Conformity Completed      Total Cost: \$43,750,000

Project Description: IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	\$7,000,000	\$1,750,000	-	-	-	-	\$8,750,000
Construction	NHPP	\$28,000,000	-	-	-	-	-	\$28,000,000
Construction	STPO	-	\$7,000,000	-	-	-	-	\$7,000,000
Total Construction		\$35,000,000	\$8,750,000	-	-	-	-	\$43,750,000
<b>Total Prior Costs</b>		<b>\$35,000,000</b>	-	-	-	-	-	<b>\$35,000,000</b>
<b>Total Programmed</b>		<b>\$35,000,000</b>	<b>\$8,750,000</b>	-	-	-	-	<b>\$43,750,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year	
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "2023 Oct Amendments" to "Adoption 1"	
<b>FUNDING CHANGES</b>	<b>NHPP</b> - Decrease funds in FY 2034 in CON from \$14,500,000 to \$0	
	<b>State</b> - Decrease funds in FY 2034 in CON from \$3,375,000 to \$0 - Decrease funds in FY 2034 in CON from \$3,525,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$875,000 + Increase funds in FY 2025 in CON from \$0 to \$875,000	
	<b>STPO</b> - Decrease funds in FY 2034 in CON from \$13,500,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$3,500,000 + Increase funds in FY 2025 in CON from \$0 to \$3,500,000	
	<b>FEDERAL PROJECT COST</b> Decreased from \$56,000,000 to \$35,000,000 (-37.50%)	
<b>TOTAL PROJECT COST</b>	Decreased from \$69,900,000 to \$43,750,000 (-37.41%)	




**0080-0132 - REHAB BR 01164 o/ I-84**

Lead Agency CTDOT	Project Type Bridge	Region Central Naugatuck Valley MPO	Town Middlebury
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$21,000,000
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Project Description  
REHAB BR 01164 o/ I-84

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPO	-	\$8,900,000	\$7,900,000	-	-	-	\$16,800,000
Construction	State	-	\$2,225,000	\$1,975,000	-	-	-	\$4,200,000
Total Construction		-	\$11,125,000	\$9,875,000	-	-	-	\$21,000,000
<b>Total Programmed</b>		-	<b>\$11,125,000</b>	<b>\$9,875,000</b>	-	-	-	<b>\$21,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year	
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Long Description changed from "None" to "Rehabilitation of Bridge number 01164 carrying South Street over I-84"</p> <p>Status changed from "None" to "The project is currently under design"</p>	
<b>FUNDING CHANGES</b>	<p><b>STPO</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$8,400,000 to \$0</li> <li>- Decrease funds in FY 2034 in CON from \$4,140,000 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$500,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$500,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$8,400,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$7,900,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$2,100,000 to \$0</li> <li>- Decrease funds in FY 2034 in CON from \$1,035,000 to \$0</li> <li>- Decrease funds in FY 2024 in CON from \$125,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$125,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$2,100,000</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$1,975,000</li> </ul>	
<b>FEDERAL PROJECT COST</b>	Increased from \$13,040,000 to \$16,800,000 (28.83%)	
<b>TOTAL PROJECT COST</b>	Increased from \$16,300,000 to \$21,000,000 (28.83%)	

**0080-0135 - REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK**

Lead Agency: CTDOT      Project Type: Bridge      Region: Central Naugatuck Valley MPO      Town: Middlebury

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$12,226,000

Project Description: REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	NHPP	\$735,000	-	-	-	-	-	\$735,000
Preliminary Design	State	\$82,000	-	-	-	-	-	\$82,000
<b>Total Preliminary Design</b>		<b>\$817,000</b>	-	-	-	-	-	<b>\$817,000</b>
Final Design	NHPP	-	\$525,000	-	-	-	-	\$525,000
Final Design	State	-	\$58,000	-	-	-	-	\$58,000
<b>Total Final Design</b>		-	<b>\$583,000</b>	-	-	-	-	<b>\$583,000</b>
Construction	NHPP	-	-	-	\$9,743,000	-	-	\$9,743,000
Construction	State	-	-	-	\$1,083,000	-	-	\$1,083,000
<b>Total Construction</b>		-	-	-	<b>\$10,826,000</b>	-	-	<b>\$10,826,000</b>
<b>Total Prior Costs</b>		<b>\$817,000</b>	-	-	-	-	-	<b>\$817,000</b>
<b>Total Programmed</b>		<b>\$817,000</b>	<b>\$583,000</b>	-	<b>\$10,826,000</b>	-	-	<b>\$12,226,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Status changed from "None" to "The project is currently under design"</p> <p>Long Description changed from "None" to "Replace bridge number 07059 carrying I-84 over Wooster Brook"</p> <p>Federal Performance Measure changed from "None" to "System Reliability"</p>
<b>FUNDING CHANGES</b>	<p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$525,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$525,000</li> <li>- Decrease funds in FY 2034 in CON from \$9,743,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$9,743,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$58,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$58,000</li> <li>- Decrease funds in FY 2034 in CON from \$1,083,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$1,083,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$11,003,000
<b>TOTAL PROJECT COST</b>	Stays the same \$12,226,000



**0130-0193 - PAVEMENT REHABILITATION - PRRP**

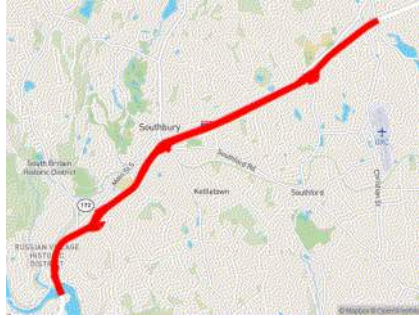
Lead Agency CTDOT	Project Type Roadway	Region Central Naugatuck Valley MPO	Town Middlebury, Southbury
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$58,756,000
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Project Description  
PAVEMENT REHABILITATION - PRRP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State	\$200,000	-	-	-	-	-	\$200,000
Preliminary Design	NHPP	\$1,800,000	-	-	-	-	-	\$1,800,000
<b>Total Preliminary Design</b>		<b>\$2,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,000,000</b>
Final Design	NHPP	\$900,000	-	-	-	-	-	\$900,000
Final Design	State	\$100,000	-	-	-	-	-	\$100,000
<b>Total Final Design</b>		<b>\$1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000,000</b>
Construction	NHPP	-	\$45,090,000	\$5,090,000	-	-	-	\$50,180,000
Construction	State	-	\$5,010,000	\$566,000	-	-	-	\$5,576,000
<b>Total Construction</b>		<b>-</b>	<b>\$50,100,000</b>	<b>\$5,656,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$55,756,000</b>
<b>Total Prior Costs</b>		<b>\$3,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$3,000,000</b>
<b>Total Programmed</b>		<b>\$3,000,000</b>	<b>\$50,100,000</b>	<b>\$5,656,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$58,756,000</b>

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<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Status changed from "None" to "The project is currently under design"</p> <p>Long Description changed from "None" to "Pavement rehabilitation along I-84 within Middlebury and Southbury."</p>
<b>FUNDING CHANGES</b>	<p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in CON from \$20,000,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$20,000,000</li> <li>- Decrease funds in FY 2034 in CON from \$25,090,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$5,090,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$25,090,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2024 in CON from \$2,222,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$2,222,000</li> <li>- Decrease funds in FY 2034 in CON from \$2,788,000 to \$0</li> <li>+ Increase funds in FY 2026 in CON from \$0 to \$566,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$2,788,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$47,790,000 to \$52,880,000 (10.65%)
<b>TOTAL PROJECT COST</b>	Increased from \$53,100,000 to \$58,756,000 (10.65%)

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**0151-0340 - REMOVE EXIT 21 EB OFF-RAMP, EXTEND AUXILIARY LANE**

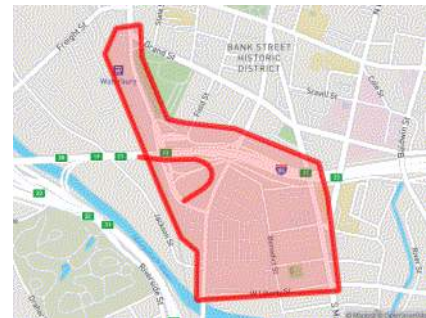
Lead Agency: CTDOT      Project Type: Roadway      Region: Central Naugatuck Valley MPO      Town: Waterbury

Air Quality Status: Conformity Completed      Total Cost: \$45,380,000

Project Description: REMOVE EXIT 21 EB OFF-RAMP, EXTEND AUXILIARY LANE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	State	\$350,000	-	-	-	-	-	\$350,000
Final Design	STPA	\$1,400,000	-	-	-	-	-	\$1,400,000
<b>Total Final Design</b>		<b>\$1,750,000</b>	-	-	-	-	-	<b>\$1,750,000</b>
Rights-Of-Way	State	\$126,000	-	-	-	-	-	\$126,000
Rights-Of-Way	STPA	\$504,000	-	-	-	-	-	\$504,000
<b>Total Rights-Of-Way</b>		<b>\$630,000</b>	-	-	-	-	-	<b>\$630,000</b>
Construction	State	-	\$4,300,000	-	-	-	\$4,300,000	\$8,600,000
Construction	STPO	-	-	-	-	-	\$3,000,000	\$3,000,000
Construction	STPA	-	\$17,200,000	-	-	-	\$14,200,000	\$31,400,000
<b>Total Construction</b>		-	<b>\$21,500,000</b>	-	-	-	<b>\$21,500,000</b>	<b>\$43,000,000</b>
<b>Total Prior Costs</b>		<b>\$2,380,000</b>	-	-	-	-	-	<b>\$2,380,000</b>
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$21,500,000</b>	<b>\$21,500,000</b>
<b>Total Programmed</b>		<b>\$2,380,000</b>	<b>\$21,500,000</b>	-	-	-	<b>\$21,500,000</b>	<b>\$45,380,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year - Financing/Funding Revision
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "2024 February Notification" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>STPA</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$17,200,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$17,200,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$4,300,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$4,300,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$36,304,000
<b>TOTAL PROJECT COST</b>	Stays the same \$45,380,000



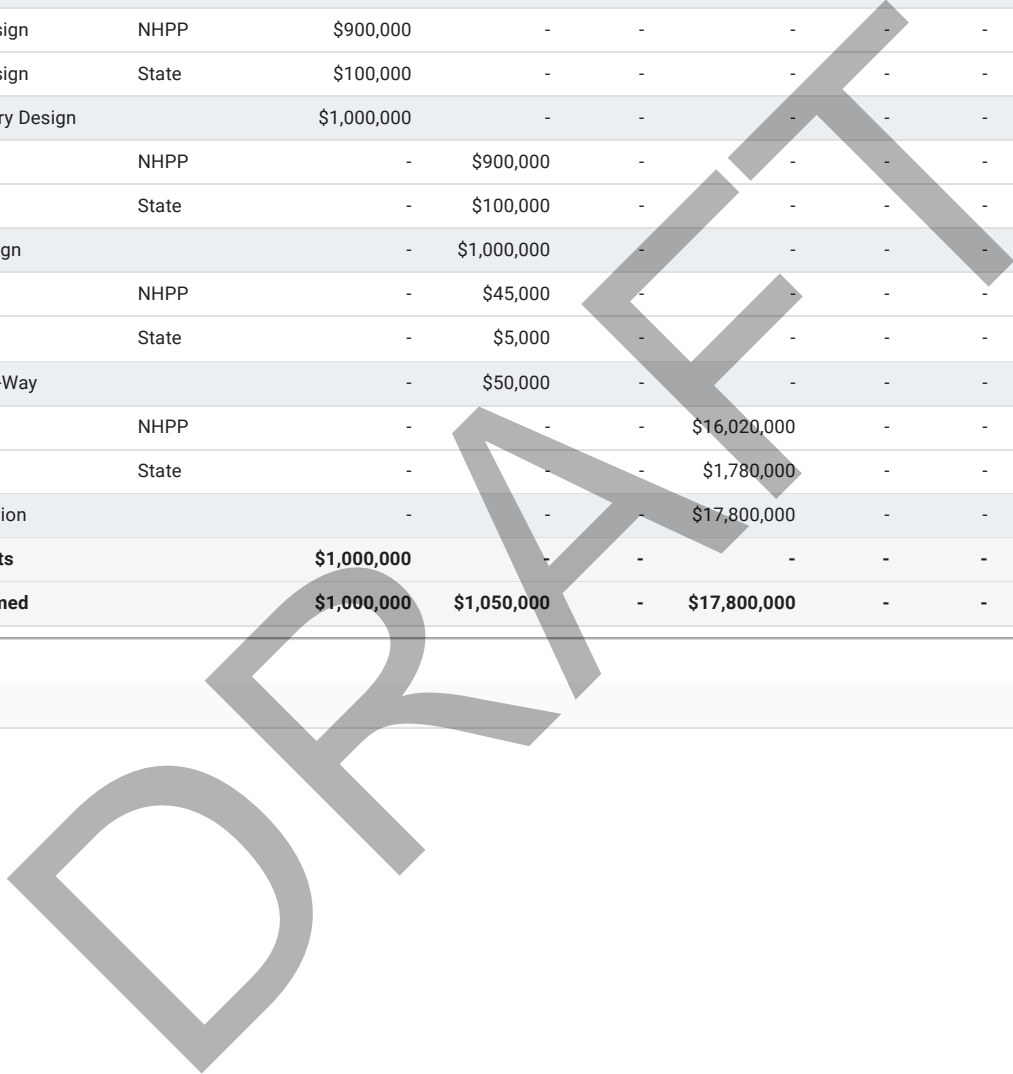
**0151-0341 - AUXILIARY LANE EB EXITS 17-18**

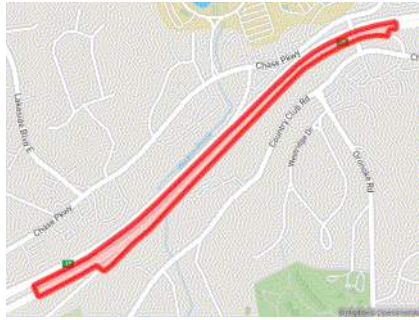
Lead Agency: CTDOT      Project Type: Roadway      Region: Central Naugatuck Valley MPO      Town: Waterbury

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$19,850,000

Project Description: AUXILIARY LANE EB EXITS 17-18

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	NHPP	\$900,000	-	-	-	-	-	\$900,000
Preliminary Design	State	\$100,000	-	-	-	-	-	\$100,000
<b>Total Preliminary Design</b>		<b>\$1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000,000</b>
Final Design	NHPP	-	\$900,000	-	-	-	-	\$900,000
Final Design	State	-	\$100,000	-	-	-	-	\$100,000
<b>Total Final Design</b>		<b>-</b>	<b>\$1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000,000</b>
Rights-Of-Way	NHPP	-	\$45,000	-	-	-	-	\$45,000
Rights-Of-Way	State	-	\$5,000	-	-	-	-	\$5,000
<b>Total Rights-Of-Way</b>		<b>-</b>	<b>\$50,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$50,000</b>
Construction	NHPP	-	-	-	\$16,020,000	-	-	\$16,020,000
Construction	State	-	-	-	\$1,780,000	-	-	\$1,780,000
<b>Total Construction</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>\$17,800,000</b>	<b>-</b>	<b>-</b>	<b>\$17,800,000</b>
<b>Total Prior Costs</b>		<b>\$1,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,000,000</b>
<b>Total Programmed</b>		<b>\$1,000,000</b>	<b>\$1,050,000</b>	<b>-</b>	<b>\$17,800,000</b>	<b>-</b>	<b>-</b>	<b>\$19,850,000</b>





<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Long Description changed from "None" to "Construction of an auxiliary lane along I-84 eastbound between exits 17 and 18. "</p> <p>Status changed from "None" to "The project is currently under design"</p>
<b>FUNDING CHANGES</b>	<p><b>NHPP</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$900,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$900,000</li> <li>- Decrease funds in FY 2034 in ROW from \$45,000 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$45,000</li> <li>- Decrease funds in FY 2034 in CON from \$16,020,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$16,020,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in FD from \$100,000 to \$0</li> <li>+ Increase funds in FY 2025 in FD from \$0 to \$100,000</li> <li>- Decrease funds in FY 2034 in ROW from \$5,000 to \$0</li> <li>+ Increase funds in FY 2025 in ROW from \$0 to \$5,000</li> <li>- Decrease funds in FY 2034 in CON from \$1,780,000 to \$0</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$1,780,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$17,865,000
<b>TOTAL PROJECT COST</b>	Stays the same \$19,850,000

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**0151-XXXX-A - WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II**

Lead Agency: CTDOT  
 Project Type: Active Transportation - Other  
 Region: Central Naugatuck Valley MPO  
 Town: Waterbury

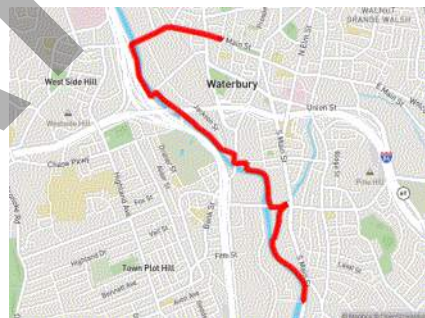
Air Quality Status: Project is exempt under 40CFR 93.126, Project is exempt under 40CFR 93.127  
 Total Cost: \$4,310,000

Project Description: WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Rights-Of-Way	RAISE	-	\$1,110,000	-	-	-	-	\$1,110,000
Total Rights-Of-Way		-	\$1,110,000	-	-	-	-	\$1,110,000
Preliminary Engineering	RAISE	\$3,200,000	-	-	-	-	-	\$3,200,000
Total Preliminary Engineering		\$3,200,000	-	-	-	-	-	\$3,200,000
<b>Total Prior Costs</b>		<b>\$3,200,000</b>	-	-	-	-	-	<b>\$3,200,000</b>
<b>Total Programmed</b>		<b>\$3,200,000</b>	<b>\$1,110,000</b>	-	-	-	-	<b>\$4,310,000</b>

**CURRENT CHANGE REASON**  
 Schedule / Funding / Scope- Update Move projects from one year in STIP to another year

**PROJECT CHANGES**  
 Plan Revision Name changed from "Status Update Rev 1" to "Adoption 1"  
 Long Description changed from "None" to "Reconstruction of West Main Street between Route 8 and North Main Street, extension of the Naugatuck River Greenway from Eagle Street to West Main Street, and installation of electronic vehicle chargers."  
 Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"  
 Status changed from "None" to "The project is currently under design"



**FUNDING CHANGES**  
**RAISE**  
 - Decrease funds in FY 2034 in ROW from \$1,110,000 to \$0  
 + Increase funds in FY 2025 in ROW from \$0 to \$1,110,000

**FEDERAL PROJECT COST**  
 Stays the same \$4,310,000

**TOTAL PROJECT COST**  
 Stays the same \$4,310,000




**0151-XXXX-B - WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II - NRG**

Lead Agency: CTDOT      Project Type: Active Transportation - Other      Region: Central Naugatuck Valley MPO      Town: Waterbury

Air Quality Status: Project is exempt under 40CFR 93.127      Total Cost: \$8,900,000

Project Description: WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II - NRG

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	RAISE	-	-	\$8,900,000	-	-	-	\$8,900,000
Total Construction		-	-	\$8,900,000	-	-	-	\$8,900,000
<b>Total Programmed</b>		-	-	<b>\$8,900,000</b>	-	-	-	<b>\$8,900,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year	
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability"</p> <p>Long Description changed from "None" to "Reconstruction of West Main Street between Route 8 and North Main Street, extension of the Naugatuck River Greenway from Eagle Street to West Main Street, and installation of electronic vehicle chargers."</p> <p>Status changed from "None" to "The project is currently under design"</p>	
<b>FUNDING CHANGES</b>	<p><b>RAISE</b></p> <p>- Decrease funds in FY 2034 in CON from \$8,900,000 to \$0</p> <p>+ Increase funds in FY 2026 in CON from \$0 to \$8,900,000</p>	
<b>FEDERAL PROJECT COST</b>	Stays the same \$8,900,000	
<b>TOTAL PROJECT COST</b>	Stays the same \$8,900,000	

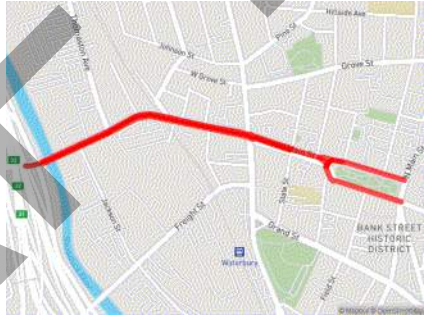
**0151-XXXX-C - WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II - WEST MAIN STREET**

Lead Agency: CTDOT  
 Project Type: Active Transportation - Other  
 Region: Central Naugatuck Valley MPO  
 Town: Waterbury

Air Quality Status: Project is exempt under 40CFR 93.127  
 Total Cost: \$9,890,000

Project Description: WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, PHASE II - WEST MAIN STREET

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	RAISE	-	-	\$9,890,000	-	-	-	\$9,890,000
Total Construction		-	-	\$9,890,000	-	-	-	\$9,890,000
<b>Total Programmed</b>		-	-	<b>\$9,890,000</b>	-	-	-	<b>\$9,890,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year	
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Status changed from "None" to "The project is currently under design" Federal Performance Measure changed from "None" to "Highway Asset Management, Highway Safety, System Reliability" Long Description changed from "None" to "Reconstruction of West Main Street between Route 8 and North Main Street, extension of the Naugatuck River Greenway from Eagle Street to West Main Street, and installation of electronic vehicle chargers."	
<b>FUNDING CHANGES</b>	<b>RAISE</b> - Decrease funds in FY 2034 in CON from \$9,890,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$9,890,000	
<b>FEDERAL PROJECT COST</b>	Stays the same \$9,890,000	
<b>TOTAL PROJECT COST</b>	Stays the same \$9,890,000	

### 0153-0125 - CONSTRUCT STEELE BROOK GREENWAY MULTI-USE TRAIL

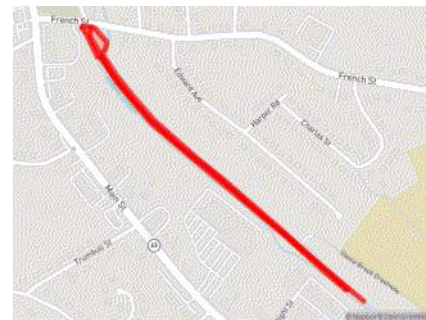
Lead Agency: CTDOT      Project Type: Active Transportation      Region: Central Naugatuck Valley MPO      Town: Watertown

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$8,570,000

Project Description: CONSTRUCT STEELE BROOK GREENWAY MULTI-USE TRAIL

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	TAPO	\$134,000	-	-	-	-	-	\$134,000
Preliminary Design	Local	\$34,000	-	-	-	-	-	\$34,000
<b>Total Preliminary Design</b>		<b>\$168,000</b>	-	-	-	-	-	<b>\$168,000</b>
Final Design	Local	\$135,000	-	-	-	-	-	\$135,000
Final Design	TAPO	\$534,000	-	-	-	-	-	\$534,000
<b>Total Final Design</b>		<b>\$669,000</b>	-	-	-	-	-	<b>\$669,000</b>
Rights-Of-Way	Local	\$106,000	-	-	-	-	-	\$106,000
Rights-Of-Way	TAPO	\$426,000	-	-	-	-	-	\$426,000
<b>Total Rights-Of-Way</b>		<b>\$532,000</b>	-	-	-	-	-	<b>\$532,000</b>
Construction	TAPO	\$1,764,000	\$1,764,000	-	-	-	\$2,233,000	\$5,761,000
Construction	Local	\$441,000	\$441,000	-	-	-	\$558,000	\$1,440,000
<b>Total Construction</b>		<b>\$2,205,000</b>	<b>\$2,205,000</b>	-	-	-	<b>\$2,791,000</b>	<b>\$7,201,000</b>
<b>Total Prior Costs</b>		<b>\$3,574,000</b>	-	-	-	-	-	<b>\$3,574,000</b>
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$2,791,000</b>	<b>\$2,791,000</b>
<b>Total Programmed</b>		<b>\$3,574,000</b>	<b>\$2,205,000</b>	-	-	-	<b>\$2,791,000</b>	<b>\$8,570,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "2024 February Actions" to "Adoption 1"</p> <p>Status changed from "None" to "The project is currently under design"</p> <p>Federal Performance Measure changed from "None" to "Air Quality, Highway Asset Management"</p>
<b>FUNDING CHANGES</b>	<p><b>TAPO</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$1,764,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,764,000</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$441,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$441,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Stays the same \$6,855,000
<b>TOTAL PROJECT COST</b>	Stays the same \$8,570,000



**0170-3403-A - TRANSIT CAPITAL PLANNING - FY 25**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$500,000
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Project Description  
Transit capital planning money for fiscal year 2025

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	\$400,000	-	-	-	-	\$400,000
Other Activity	State	-	\$100,000	-	-	-	-	\$100,000
Total Other Activity		-	\$500,000	-	-	-	-	\$500,000
<b>Total Programmed</b>		-	<b>\$500,000</b>	-	-	-	-	<b>\$500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$500,000

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**0170-3403-B - TRANSIT CAPITAL PLANNING - FY 26**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$450,000
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Project Description  
Transit capital planning money for fiscal year 2026

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	\$90,000	-	-	-	\$90,000
Other Activity	5307C	-	-	\$360,000	-	-	-	\$360,000
Total Other Activity		-	-	\$450,000	-	-	-	\$450,000
<b>Total Programmed</b>		-	-	<b>\$450,000</b>	-	-	-	<b>\$450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$360,000
<b>TOTAL PROJECT COST</b>	Stays the same \$450,000

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**0170-3403-C - TRANSIT CAPITAL PLANNING - FY 27**

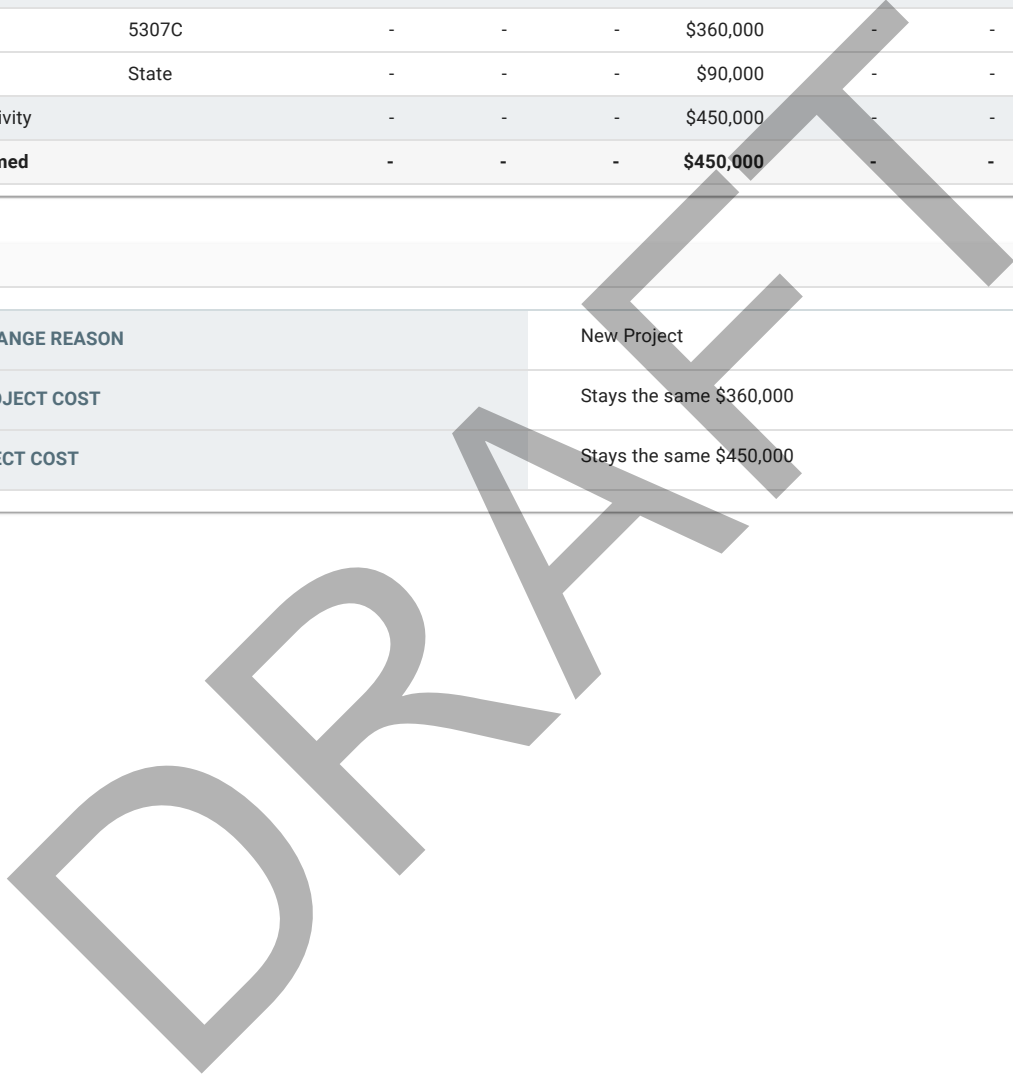
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$450,000
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Project Description  
Transit capital planning money for fiscal year 2027

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	-	-	\$360,000	-	-	\$360,000
Other Activity	State	-	-	-	\$90,000	-	-	\$90,000
Total Other Activity		-	-	-	\$450,000	-	-	\$450,000
<b>Total Programmed</b>		-	-	-	<b>\$450,000</b>	-	-	<b>\$450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$360,000
<b>TOTAL PROJECT COST</b>	Stays the same \$450,000



**0170-3403-D - TRANSIT CAPITAL PLANNING - FY 28**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$500,000
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Project Description  
Transit capital planning money for fiscal year 2028

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	-	-	\$100,000	-	\$100,000
Other Activity	5307C	-	-	-	-	\$400,000	-	\$400,000
Total Other Activity		-	-	-	-	\$500,000	-	\$500,000
<b>Total Programmed</b>		-	-	-	-	<b>\$500,000</b>	-	<b>\$500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$500,000

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**0170-3588 - SF BRIDGE INSPECTION - NHS ROADS**

Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$12,000,000
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Project Description

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	\$6,400,000	\$3,200,000	-	-	-	-	\$9,600,000
Other Activity	State	\$1,600,000	\$800,000	-	-	-	-	\$2,400,000
Total Other Activity		\$8,000,000	\$4,000,000	-	-	-	-	\$12,000,000
<b>Total Prior Costs</b>		<b>\$8,000,000</b>	-	-	-	-	-	<b>\$8,000,000</b>
<b>Total Programmed</b>		<b>\$8,000,000</b>	<b>\$4,000,000</b>	-	-	-	-	<b>\$12,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "Provide funds for state forces to conduct inspections on bridges that are located on the National Highway System" to "SF BRIDGE INSPECTION - NHS ROADS" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>NHPP-BRX</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in OTH from \$1,600,000 to \$0</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$1,600,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$1,600,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in OTH from \$400,000 to \$0</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$400,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$400,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$8,000,000 to \$9,600,000 (20.0%)
<b>TOTAL PROJECT COST</b>	Increased from \$10,000,000 to \$12,000,000 (20.0%)



**0170-3590 - CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY**

Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$90,000,000
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Project Description

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	\$48,000,000	\$24,000,000	-	-	-	-	\$72,000,000
Other Activity	State	\$12,000,000	\$6,000,000	-	-	-	-	\$18,000,000
Total Other Activity		\$60,000,000	\$30,000,000	-	-	-	-	\$90,000,000
<b>Total Prior Costs</b>		<b>\$60,000,000</b>	-	-	-	-	-	<b>\$60,000,000</b>
<b>Total Programmed</b>		<b>\$60,000,000</b>	<b>\$30,000,000</b>	-	-	-	-	<b>\$90,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "Provide funds for consulting engineering services to conduct inspections on bridges that are located on the National Highway System - National Bridge Inventory Bridges only" to "CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY"  Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>NHPP-BRX</b> - Decrease funds in FY 2034 in OTH from \$12,000,000 to \$0 + Increase funds in FY 2025 in OTH from \$0 to \$12,000,000 + Increase funds in FY 2025 in OTH from \$0 to \$12,000,000  <b>State</b> - Decrease funds in FY 2034 in OTH from \$3,000,000 to \$0 + Increase funds in FY 2025 in OTH from \$0 to \$3,000,000 + Increase funds in FY 2025 in OTH from \$0 to \$3,000,000
<b>FEDERAL PROJECT COST</b>	Increased from \$60,000,000 to \$72,000,000 (20.0%)
<b>TOTAL PROJECT COST</b>	Increased from \$75,000,000 to \$90,000,000 (20.0%)

**0170-3592-A - CE SIGN SUPPORT INSPECTION - NHS ROADS**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$27,000,000
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Project Description  
Sign support inspection along National Highway System roads

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	\$3,150,000	\$450,000	\$450,000	\$450,000	\$900,000	\$5,400,000
Other Activity	NHPP	-	\$12,600,000	\$1,800,000	\$1,800,000	\$1,800,000	\$3,600,000	\$21,600,000
Total Other Activity		-	\$15,750,000	\$2,250,000	\$2,250,000	\$2,250,000	\$4,500,000	\$27,000,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$4,500,000</b>	<b>\$4,500,000</b>
<b>Total Programmed</b>		-	<b>\$15,750,000</b>	<b>\$2,250,000</b>	<b>\$2,250,000</b>	<b>\$2,250,000</b>	<b>\$4,500,000</b>	<b>\$27,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$21,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$27,000,000

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**0170-3593 - CE SIGN SUPPORT INSPECTION - NON-NHS ROADS**

Lead Agency CTDOT	Project Type Roadway - Other	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,000,000
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Project Description  
Provide funds for sign support inspections using consulting engineering services on non-National Highway System roads

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	\$1,600,000	\$800,000	-	-	-	-	\$2,400,000
Other Activity	State	\$400,000	\$200,000	-	-	-	-	\$600,000
Total Other Activity		\$2,000,000	\$1,000,000	-	-	-	-	\$3,000,000
<b>Total Prior Costs</b>		<b>\$2,000,000</b>	-	-	-	-	-	<b>\$2,000,000</b>
<b>Total Programmed</b>		<b>\$2,000,000</b>	<b>\$1,000,000</b>	-	-	-	-	<b>\$3,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "Provide funds for sign support inspections using consulting engineering services on non-National Highway System roads" to "CE SIGN SUPPORT INSPECTION - NON-NHS ROADS" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in OTH from \$400,000 to \$0 + Increase funds in FY 2025 in OTH from \$0 to \$400,000 + Increase funds in FY 2025 in OTH from \$0 to \$400,000 <b>State</b> - Decrease funds in FY 2034 in OTH from \$100,000 to \$0 + Increase funds in FY 2025 in OTH from \$0 to \$100,000 + Increase funds in FY 2025 in OTH from \$0 to \$100,000
<b>FEDERAL PROJECT COST</b>	Increased from \$2,000,000 to \$2,400,000 (20.0%)
<b>TOTAL PROJECT COST</b>	Increased from \$2,500,000 to \$3,000,000 (20.0%)

**0170-3609-C - LOAD RATINGS FOR BRIDGES - NHS ROADS**

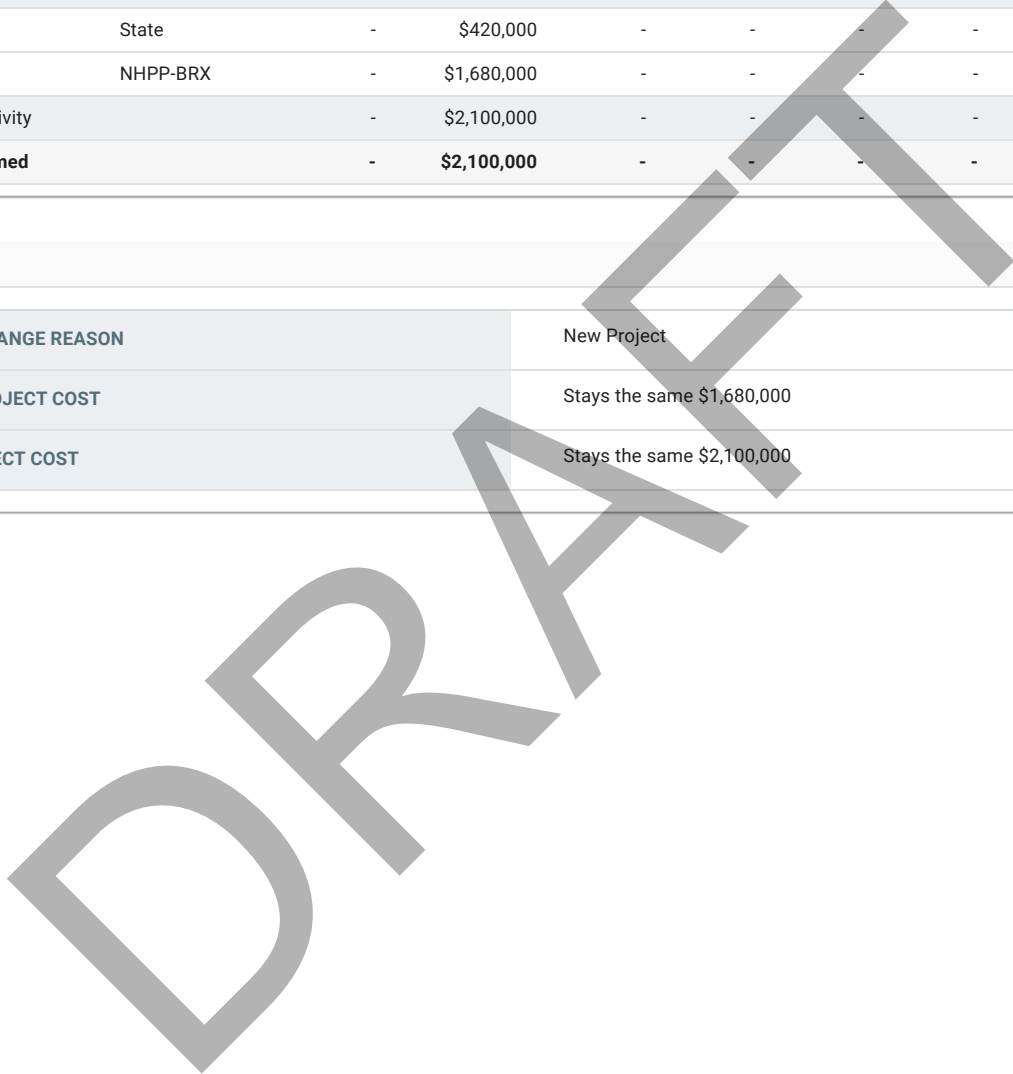
Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$2,100,000
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Project Description  
LOAD RATINGS FOR BRIDGES - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	\$420,000	-	-	-	-	\$420,000
Other Activity	NHPP-BRX	-	\$1,680,000	-	-	-	-	\$1,680,000
Total Other Activity		-	\$2,100,000	-	-	-	-	\$2,100,000
<b>Total Programmed</b>		-	<b>\$2,100,000</b>	-	-	-	-	<b>\$2,100,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$1,680,000
<b>TOTAL PROJECT COST</b>	Stays the same \$2,100,000



**0170-3639 - COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT**

Lead Agency CTDOT	Project Type Roadway - Other	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.127	Total Cost \$31,140,000
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Project Description  
COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	\$6,624,000	\$13,120,000	\$5,168,000	-	-	-	\$24,912,000
Other Activity	State	\$1,656,000	\$3,280,000	\$1,292,000	-	-	-	\$6,228,000
Total Other Activity		\$8,280,000	\$16,400,000	\$6,460,000	-	-	-	\$31,140,000
<b>Total Prior Costs</b>		<b>\$8,280,000</b>	-	-	-	-	-	<b>\$8,280,000</b>
<b>Total Programmed</b>		<b>\$8,280,000</b>	<b>\$16,400,000</b>	<b>\$6,460,000</b>	-	-	-	<b>\$31,140,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>STPA</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in OTH from \$9,144,000 to \$0</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$5,168,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$3,976,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$9,144,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in OTH from \$2,286,000 to \$0</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$1,292,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$994,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$2,286,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$15,768,000 to \$24,912,000 (57.99%)
<b>TOTAL PROJECT COST</b>	Increased from \$19,710,000 to \$31,140,000 (57.99%)

**0170-3640 - SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT**

Lead Agency CTDOT	Project Type Roadway - Other	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,750,000
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Project Description  
SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	\$3,750,000	-	-	-	-	\$3,750,000
Total Construction		-	\$3,750,000	-	-	-	-	\$3,750,000
<b>Total Programmed</b>		-	<b>\$3,750,000</b>	-	-	-	-	<b>\$3,750,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Federal Performance Measure changed from "None" to "Highway Asset Management"
<b>FUNDING CHANGES</b>	<b>NHPP</b> - Decrease funds in FY 2034 in CON from \$3,750,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$3,750,000
<b>FEDERAL PROJECT COST</b>	Stays the same \$3,750,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,750,000

**0170-3649 - PAVEMENT MARKINGS (PROJECT 1 OF 4)**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$10,000,000
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Project Description  
PAVEMENT MARKINGS (1 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
<b>Total Construction</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>
<b>Total Prior Costs</b>		<b>\$5,000,000</b>	-	-	-	-	-	<b>\$5,000,000</b>
<b>Total Programmed</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "PAVEMENT MARKINGS (1 OF 4)" to "PAVEMENT MARKINGS (PROJECT 1 OF 4)" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$2,500,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000
<b>FEDERAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)
<b>TOTAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)

**0170-3650 - PAVEMENT MARKINGS (PROJECT 2 OF 4)**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$10,000,000
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Project Description  
PAVEMENT MARKINGS (PROJECT 2 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
<b>Total Construction</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>
<b>Total Prior Costs</b>		<b>\$5,000,000</b>	-	-	-	-	-	<b>\$5,000,000</b>
<b>Total Programmed</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "PAVEMENT MARKINGS (2 OF 4)" to "PAVEMENT MARKINGS (PROJECT 2 OF 4)" Description changed from "PAVEMENT MARKINGS (2 OF 4)" to "PAVEMENT MARKINGS (PROJECT 2 OF 4)" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$2,500,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000
<b>FEDERAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)
<b>TOTAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)



**0170-3651 - PAVEMENT MARKINGS (PROJECT 3 OF 4)**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$10,000,000
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Project Description  
PAVEMENT MARKINGS (3 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
Total Construction		\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
<b>Total Prior Costs</b>		<b>\$5,000,000</b>	-	-	-	-	-	<b>\$5,000,000</b>
<b>Total Programmed</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "PAVEMENT MARKINGS (3 OF 4)" to "PAVEMENT MARKINGS (PROJECT 3 OF 4)" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$2,500,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000
<b>FEDERAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)
<b>TOTAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)

**0170-3652 - PAVEMENT MARKINGS (PROJECT 4 OF 4)**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$10,000,000
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Project Description  
PAVEMENT MARKINGS (4 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
Total Construction		\$5,000,000	\$5,000,000	-	-	-	-	\$10,000,000
<b>Total Prior Costs</b>		<b>\$5,000,000</b>	-	-	-	-	-	<b>\$5,000,000</b>
<b>Total Programmed</b>		<b>\$5,000,000</b>	<b>\$5,000,000</b>	-	-	-	-	<b>\$10,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Title changed from "PAVEMENT MARKINGS (4 OF 4)" to "PAVEMENT MARKINGS (PROJECT 4 OF 4)" Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$2,500,000 to \$0 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000 + Increase funds in FY 2025 in CON from \$0 to \$2,500,000
<b>FEDERAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)
<b>TOTAL PROJECT COST</b>	Increased from \$7,500,000 to \$10,000,000 (33.33%)

**0170-5032 - TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES**

Lead Agency CTDOT	Project Type Active Transportation - Planning	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,326,000
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Project Description  
TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Engineering	State	\$314,000	-	-	-	-	\$468,000	\$782,000
Preliminary Engineering	TAP-Flex	\$602,000	\$1,203,000	\$301,000	\$301,000	-	\$902,000	\$3,309,000
Preliminary Engineering	TAPW	\$6,000	\$12,000	\$3,000	\$3,000	-	\$10,000	\$34,000
Preliminary Engineering	TAPH	\$224,000	\$448,000	\$112,000	\$112,000	-	\$336,000	\$1,232,000
Preliminary Engineering	TAPB	\$212,000	\$425,000	\$106,000	\$106,000	-	-	\$849,000
Preliminary Engineering	TAPNL	\$46,000	\$91,000	\$23,000	\$23,000	-	\$68,000	\$251,000
Preliminary Engineering	TAPNH	\$136,000	\$272,000	\$68,000	\$68,000	-	\$204,000	\$748,000
Preliminary Engineering	TAPS	\$22,000	\$44,000	\$11,000	\$11,000	-	\$33,000	\$121,000
<b>Total Preliminary Engineering</b>		<b>\$1,562,000</b>	<b>\$2,495,000</b>	<b>\$624,000</b>	<b>\$624,000</b>	<b>-</b>	<b>\$2,021,000</b>	<b>\$7,326,000</b>
<b>Total Prior Costs</b>		<b>\$1,562,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$1,562,000</b>
<b>Total Future Costs</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$2,021,000</b>	<b>\$2,021,000</b>
<b>Total Programmed</b>		<b>\$1,562,000</b>	<b>\$2,495,000</b>	<b>\$624,000</b>	<b>\$624,000</b>	<b>-</b>	<b>\$2,021,000</b>	<b>\$7,326,000</b>

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<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>TAPB</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in PE from \$319,000 to \$0</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$106,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$106,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$106,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$319,000</li> </ul> <p><b>TAP-Flex</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$301,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$301,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$301,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$902,000</li> </ul> <p><b>TAPH</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$112,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$112,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$112,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$336,000</li> </ul> <p><b>TAPNH</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$68,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$68,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$68,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$204,000</li> </ul> <p><b>TAPNL</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$23,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$23,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$23,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$68,000</li> </ul> <p><b>TAPS</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$11,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$11,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$11,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$33,000</li> </ul> <p><b>TAPW</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in PE from \$0 to \$3,000</li> <li>+ Increase funds in FY 2026 in PE from \$0 to \$3,000</li> <li>+ Increase funds in FY 2027 in PE from \$0 to \$3,000</li> <li>+ Increase funds in FY 2025 in PE from \$0 to \$9,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$3,120,000 to \$6,544,000 (109.74%)
<b>TOTAL PROJECT COST</b>	Increased from \$3,902,000 to \$7,326,000 (87.75%)

**0170-XXXX - STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM**

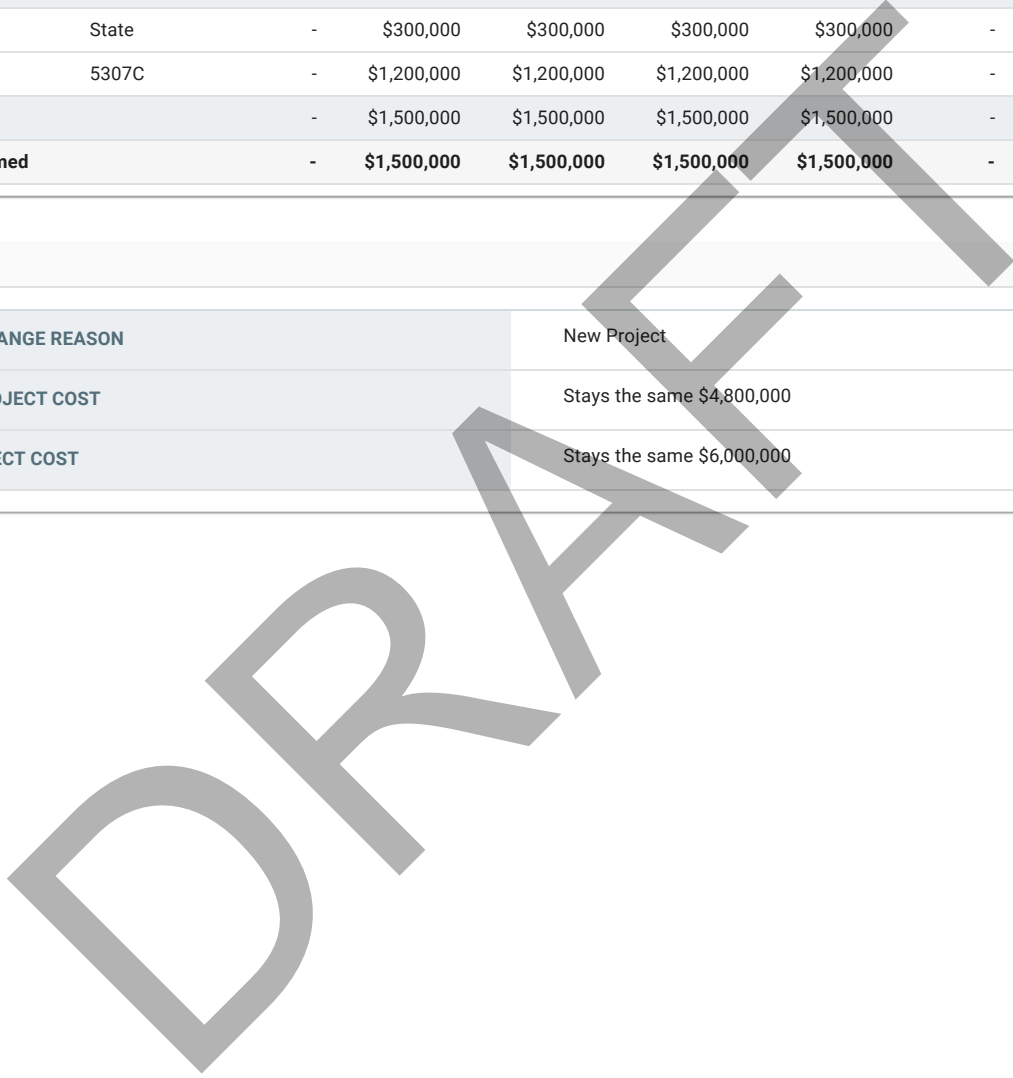
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$6,000,000
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Project Description  
Bus shelter improvement program for all of CT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	\$300,000	\$300,000	\$300,000	\$300,000	-	\$1,200,000
All	5307C	-	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	-	\$4,800,000
Total All		-	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	-	\$6,000,000
<b>Total Programmed</b>		-	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	<b>\$1,500,000</b>	-	<b>\$6,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$4,800,000
<b>TOTAL PROJECT COST</b>	Stays the same \$6,000,000



**0170-XXXX-M - SECTION 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL**

Lead Agency CTDOT	Project Type Bus	Region Capitol Region COG, Central Naugatuck Valley MPO, Midstate, Northeastern CT, Southeastern Connecticut COG	Town Rural
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$2,781,000
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Project Description  
SECTION 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	Local	\$151,000	\$100,000	\$102,000	\$102,000	\$102,000	-	\$557,000
Other Activity	5310E	-	\$400,000	\$407,000	\$407,000	\$407,000	-	\$1,621,000
Other Activity	5310P	\$603,000	-	-	-	-	-	\$603,000
<b>Total Other Activity</b>		<b>\$754,000</b>	<b>\$500,000</b>	<b>\$509,000</b>	<b>\$509,000</b>	<b>\$509,000</b>	<b>-</b>	<b>\$2,781,000</b>
<b>Total Prior Costs</b>		<b>\$754,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$754,000</b>
<b>Total Programmed</b>		<b>\$754,000</b>	<b>\$500,000</b>	<b>\$509,000</b>	<b>\$509,000</b>	<b>\$509,000</b>	<b>-</b>	<b>\$2,781,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>Local</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$100,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$102,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$102,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$102,000</li> </ul> <p><b>5310E</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$400,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$407,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$407,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$407,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$603,000 to \$2,224,000 (268.82%)
<b>TOTAL PROJECT COST</b>	Increased from \$754,000 to \$2,781,000 (268.83%)

**0170-XXXX-N - SECTION 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER UI**

Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO, South Western MPO	Town Other Urbanized Area
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$8,339,000
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Project Description  
SECTION 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	Local	\$870,000	\$197,000	\$200,000	\$200,000	\$200,000	-	\$1,667,000
Other Activity	5310E	\$2,323,000	\$788,000	\$801,000	\$801,000	\$801,000	-	\$5,514,000
Other Activity	5310P	\$1,158,000	-	-	-	-	-	\$1,158,000
<b>Total Other Activity</b>		<b>\$4,351,000</b>	<b>\$985,000</b>	<b>\$1,001,000</b>	<b>\$1,001,000</b>	<b>\$1,001,000</b>	<b>-</b>	<b>\$8,339,000</b>
<b>Total Prior Costs</b>		<b>\$4,351,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$4,351,000</b>
<b>Total Programmed</b>		<b>\$4,351,000</b>	<b>\$985,000</b>	<b>\$1,001,000</b>	<b>\$1,001,000</b>	<b>\$1,001,000</b>	<b>-</b>	<b>\$8,339,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>5310E</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$788,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$801,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$801,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$801,000</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$197,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$200,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$200,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$200,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$3,481,000 to \$6,672,000 (91.67%)
<b>TOTAL PROJECT COST</b>	Increased from \$4,351,000 to \$8,339,000 (91.66%)

**0171-0471 - REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS**

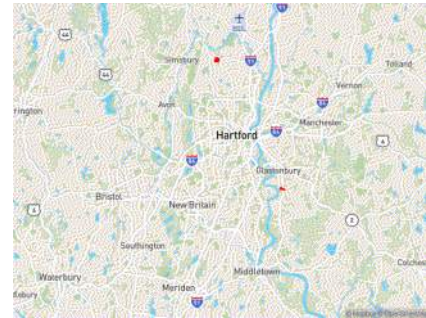
Lead Agency CTDOT	Project Type Roadway - Other	Region Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG	Town District 1
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Air Quality Status Project is exempt under 40CFR 93.127	Total Cost \$17,423,000
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Project Description  
REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	STPA	\$631,000	-	-	-	-	-	\$631,000
<b>Total Preliminary Design</b>		\$631,000	-	-	-	-	-	\$631,000
Final Design	STPA	\$517,000	-	-	-	-	-	\$517,000
<b>Total Final Design</b>		\$517,000	-	-	-	-	-	\$517,000
Rights-Of-Way	STPA	\$400,000	-	-	-	-	-	\$400,000
<b>Total Rights-Of-Way</b>		\$400,000	-	-	-	-	-	\$400,000
Construction	STPA	\$100,000	\$12,600,000	-	-	-	-	\$12,700,000
Construction	State	\$25,000	\$3,150,000	-	-	-	-	\$3,175,000
<b>Total Construction</b>		\$125,000	\$15,750,000	-	-	-	-	\$15,875,000
<b>Total Prior Costs</b>		<b>\$1,673,000</b>	-	-	-	-	-	<b>\$1,673,000</b>
<b>Total Programmed</b>		<b>\$1,673,000</b>	<b>\$15,750,000</b>	-	-	-	-	<b>\$17,423,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year, Update project for the 2025 - 2028 TIP due to Update project for the 2025 - 2028 TIP
<b>PROJECT CHANGES</b>	<p>Plan Revision Name changed from "Initial Import" to "Adoption 1"</p> <p>Federal Performance Measure changed from "None" to "Highway Safety"</p> <p>Long Description changed from "None" to "The replacement of traffic control signals in District 1 (North-central Connecticut) including the towns of Bristol, Wolcott and Cheshire."</p> <p>Status changed from "None" to "Under Design"</p>
<b>FUNDING CHANGES</b>	<p><b>STPA</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$6,300,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$6,300,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$6,300,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>- Decrease funds in FY 2034 in CON from \$1,575,000 to \$0</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,575,000</li> <li>+ Increase funds in FY 2025 in CON from \$0 to \$1,575,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$7,948,000 to \$14,248,000 (79.27%)
<b>TOTAL PROJECT COST</b>	Increased from \$9,548,000 to \$17,423,000 (82.48%)





**0171-0496 - REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A**

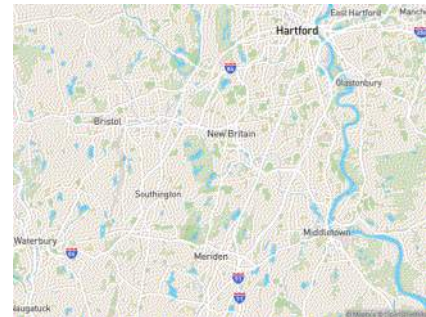
Lead Agency: CTDOT      Project Type: Roadway - Other      Region: District 1      Town: District 1

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$10,455,000

Project Description: REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	STPA	\$947,000	-	-	-	-	-	\$947,000
Preliminary Design	State	\$237,000	-	-	-	-	-	\$237,000
<b>Total Preliminary Design</b>		<b>\$1,184,000</b>	-	-	-	-	-	<b>\$1,184,000</b>
Final Design	STPA	\$398,000	-	-	-	-	-	\$398,000
Final Design	State	\$99,000	-	-	-	-	-	\$99,000
<b>Total Final Design</b>		<b>\$497,000</b>	-	-	-	-	-	<b>\$497,000</b>
Rights-Of-Way	STPA	\$80,000	-	-	-	-	-	\$80,000
Rights-Of-Way	State	\$20,000	-	-	-	-	-	\$20,000
<b>Total Rights-Of-Way</b>		<b>\$100,000</b>	-	-	-	-	-	<b>\$100,000</b>
Construction	STPA	-	-	\$6,939,000	-	-	-	\$6,939,000
Construction	State	-	-	\$1,735,000	-	-	-	\$1,735,000
<b>Total Construction</b>		-	-	<b>\$8,674,000</b>	-	-	-	<b>\$8,674,000</b>
<b>Total Prior Costs</b>		<b>\$1,781,000</b>	-	-	-	-	-	<b>\$1,781,000</b>
<b>Total Programmed</b>		<b>\$1,781,000</b>	-	<b>\$8,674,000</b>	-	-	-	<b>\$10,455,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Status changed from "None" to "Construction" Federal Performance Measure changed from "None" to "Highway Asset Management" Long Description changed from "None" to "REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$6,939,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$6,939,000 <b>State</b> - Decrease funds in FY 2034 in CON from \$1,735,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$1,735,000
<b>FEDERAL PROJECT COST</b>	Stays the same \$8,364,000
<b>TOTAL PROJECT COST</b>	Stays the same \$10,455,000



**0171-XXXX - CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 25**

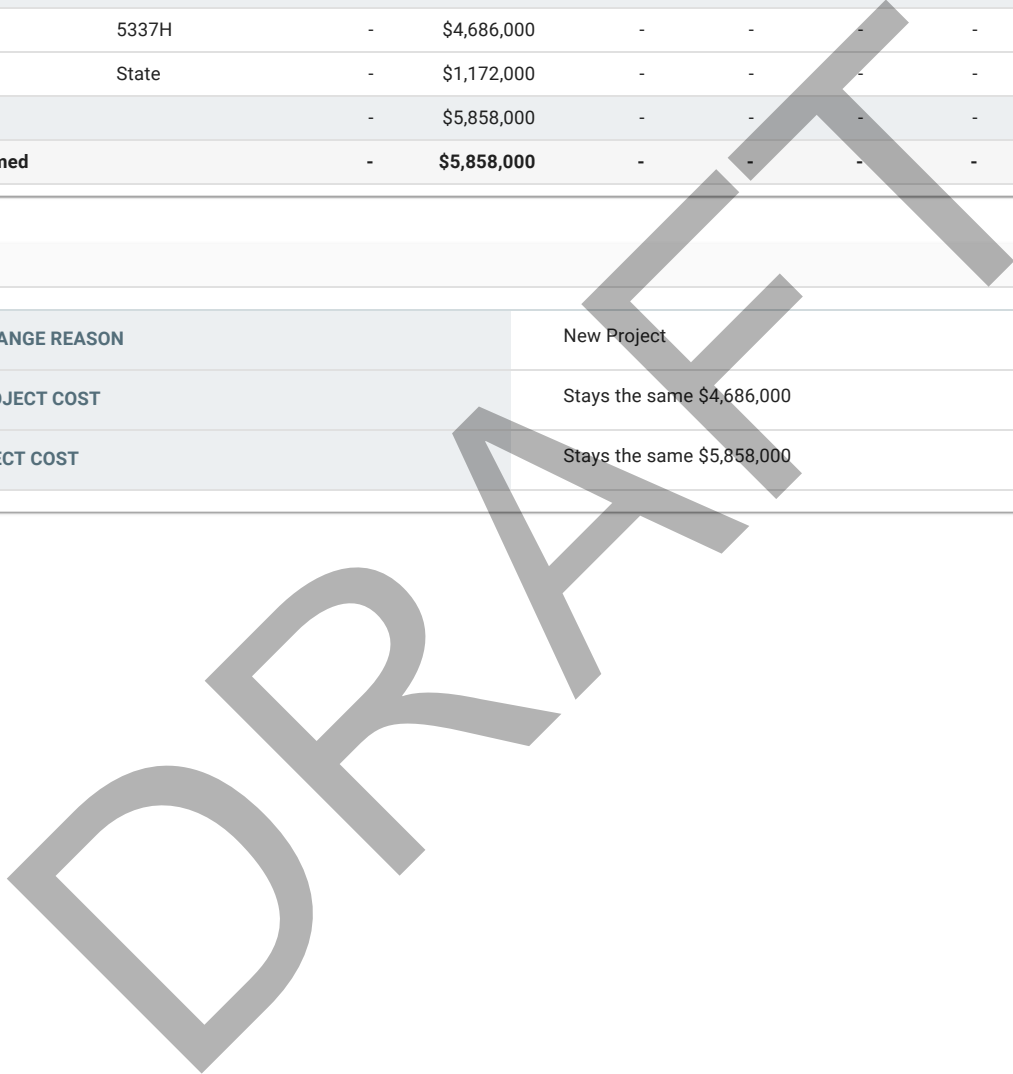
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$5,858,000
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Project Description  
CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5337H	-	\$4,686,000	-	-	-	-	\$4,686,000
All	State	-	\$1,172,000	-	-	-	-	\$1,172,000
Total All		-	\$5,858,000	-	-	-	-	\$5,858,000
<b>Total Programmed</b>		-	<b>\$5,858,000</b>	-	-	-	-	<b>\$5,858,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$4,686,000
<b>TOTAL PROJECT COST</b>	Stays the same \$5,858,000



**0171-XXXX-AA - CTFSTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 26**

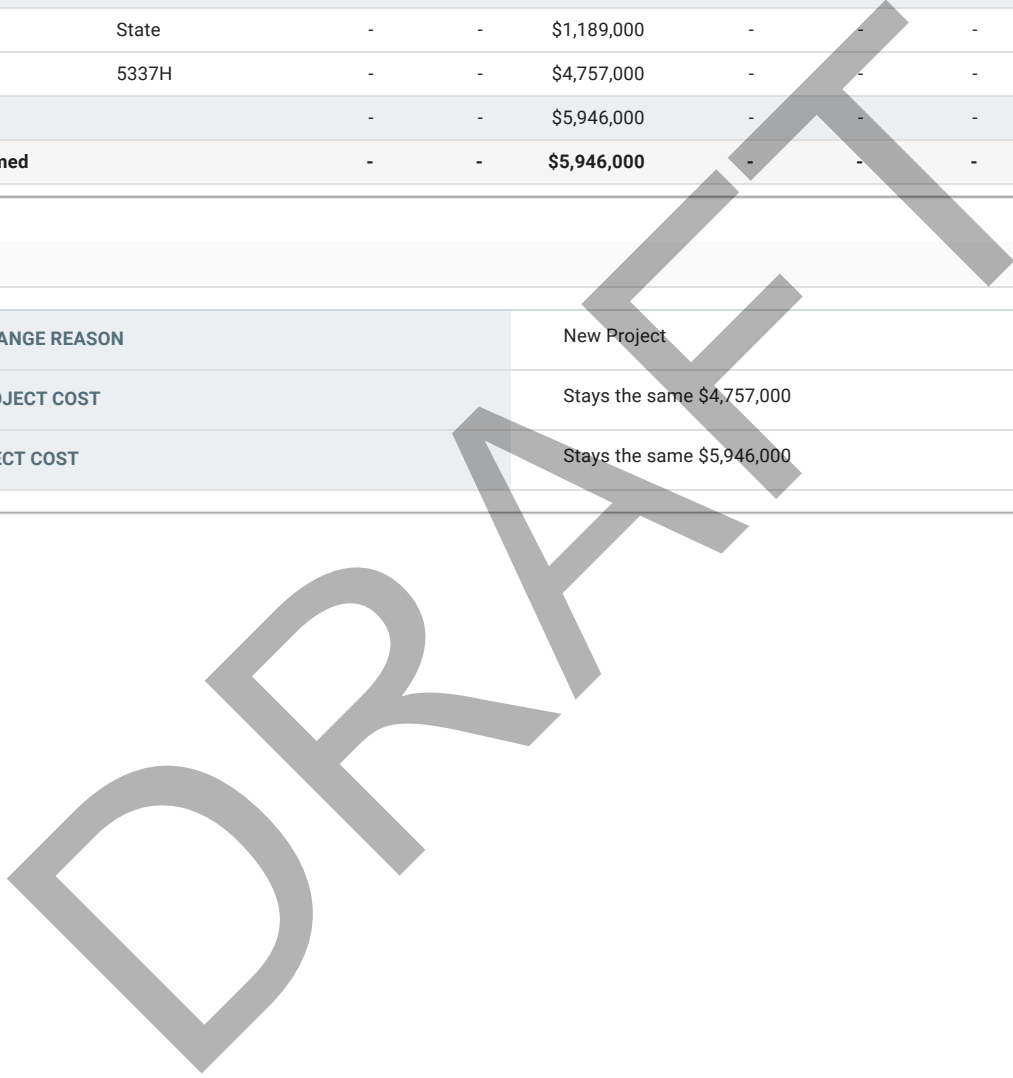
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$5,946,000
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Project Description  
CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	\$1,189,000	-	-	-	\$1,189,000
All	5337H	-	-	\$4,757,000	-	-	-	\$4,757,000
Total All		-	-	\$5,946,000	-	-	-	\$5,946,000
<b>Total Programmed</b>		-	-	<b>\$5,946,000</b>	-	-	-	<b>\$5,946,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$4,757,000
<b>TOTAL PROJECT COST</b>	Stays the same \$5,946,000



**0171-XXXX-BB - CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 27**

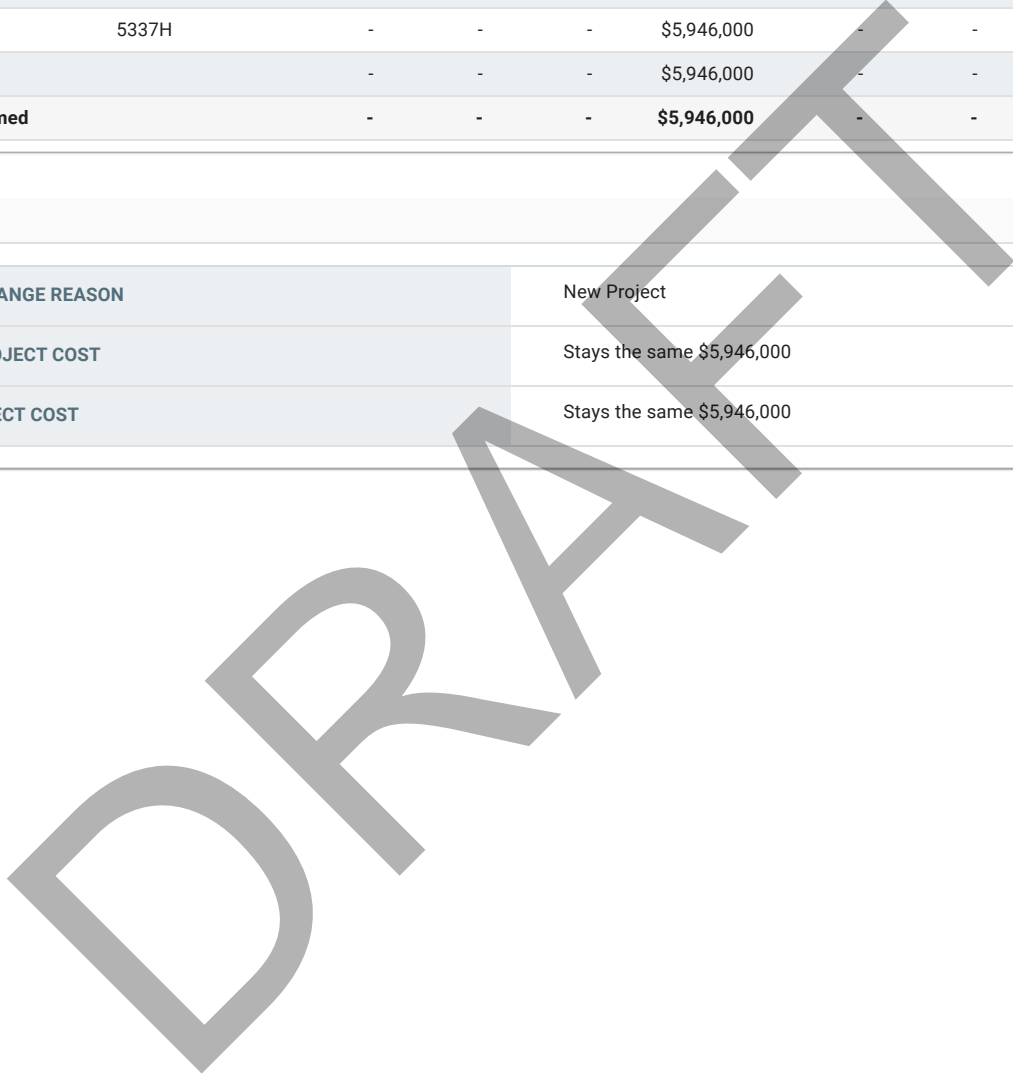
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$5,946,000
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Project Description  
CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5337H	-	-	-	\$5,946,000	-	-	\$5,946,000
Total All		-	-	-	\$5,946,000	-	-	\$5,946,000
<b>Total Programmed</b>		-	-	-	<b>\$5,946,000</b>	-	-	<b>\$5,946,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,946,000
<b>TOTAL PROJECT COST</b>	Stays the same \$5,946,000



**0171-XXXX-CC - CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 28**

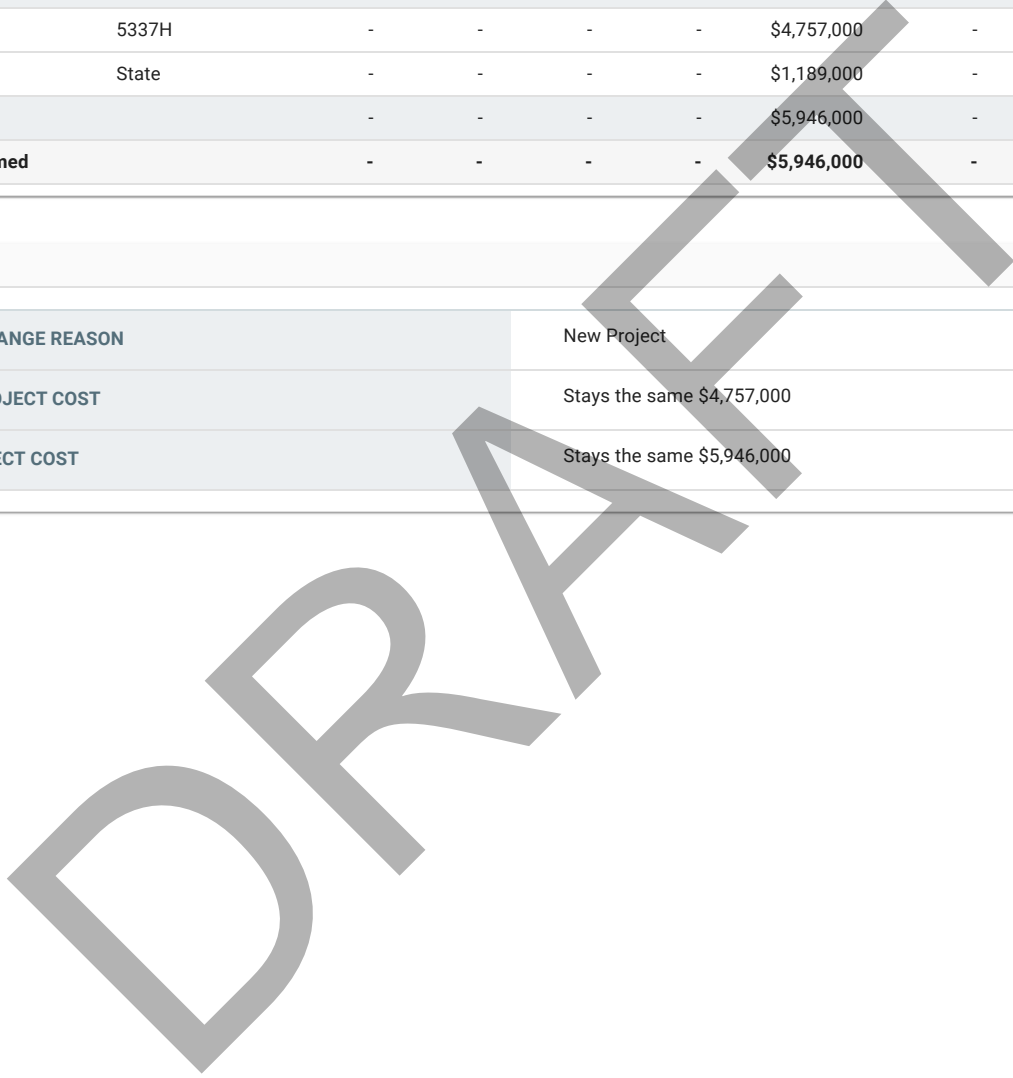
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$5,946,000
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Project Description  
CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5337H	-	-	-	-	\$4,757,000	-	\$4,757,000
All	State	-	-	-	-	\$1,189,000	-	\$1,189,000
Total All		-	-	-	-	\$5,946,000	-	\$5,946,000
<b>Total Programmed</b>		-	-	-	-	<b>\$5,946,000</b>	-	<b>\$5,946,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$4,757,000
<b>TOTAL PROJECT COST</b>	Stays the same \$5,946,000



**0174-0466 - REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C**

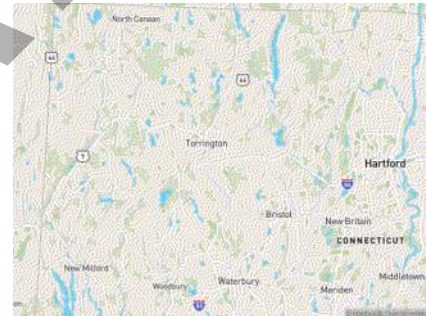
Lead Agency: CTDOT      Project Type: Roadway - Other      Region: District 4      Town: District 4

Air Quality Status: Project is exempt under 40CFR 93.126      Total Cost: \$20,589,000

Project Description: REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Rights-Of-Way	State	\$20,000	-	-	-	-	-	\$20,000
Rights-Of-Way	STPA	\$80,000	-	-	-	-	-	\$80,000
<b>Total Rights-Of-Way</b>		<b>\$100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$100,000</b>
Construction	STPA	-	-	\$16,391,000	-	-	-	\$16,391,000
Construction	State	-	-	\$4,098,000	-	-	-	\$4,098,000
<b>Total Construction</b>		<b>-</b>	<b>-</b>	<b>\$20,489,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$20,489,000</b>
<b>Total Prior Costs</b>		<b>\$100,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$100,000</b>
<b>Total Programmed</b>		<b>\$100,000</b>	<b>-</b>	<b>\$20,489,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$20,589,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Long Description changed from "None" to "REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C" Federal Performance Measure changed from "None" to "Highway Asset Management" Status changed from "None" to "Construction"
<b>FUNDING CHANGES</b>	<b>STPA</b> - Decrease funds in FY 2034 in CON from \$16,391,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$16,391,000 <b>State</b> - Decrease funds in FY 2034 in CON from \$4,098,000 to \$0 + Increase funds in FY 2026 in CON from \$0 to \$4,098,000
<b>FEDERAL PROJECT COST</b>	Stays the same \$16,471,000
<b>TOTAL PROJECT COST</b>	Stays the same \$20,589,000



**0174-0470 - Rehab of Bridges 01730, 03359, 01733, 01734**

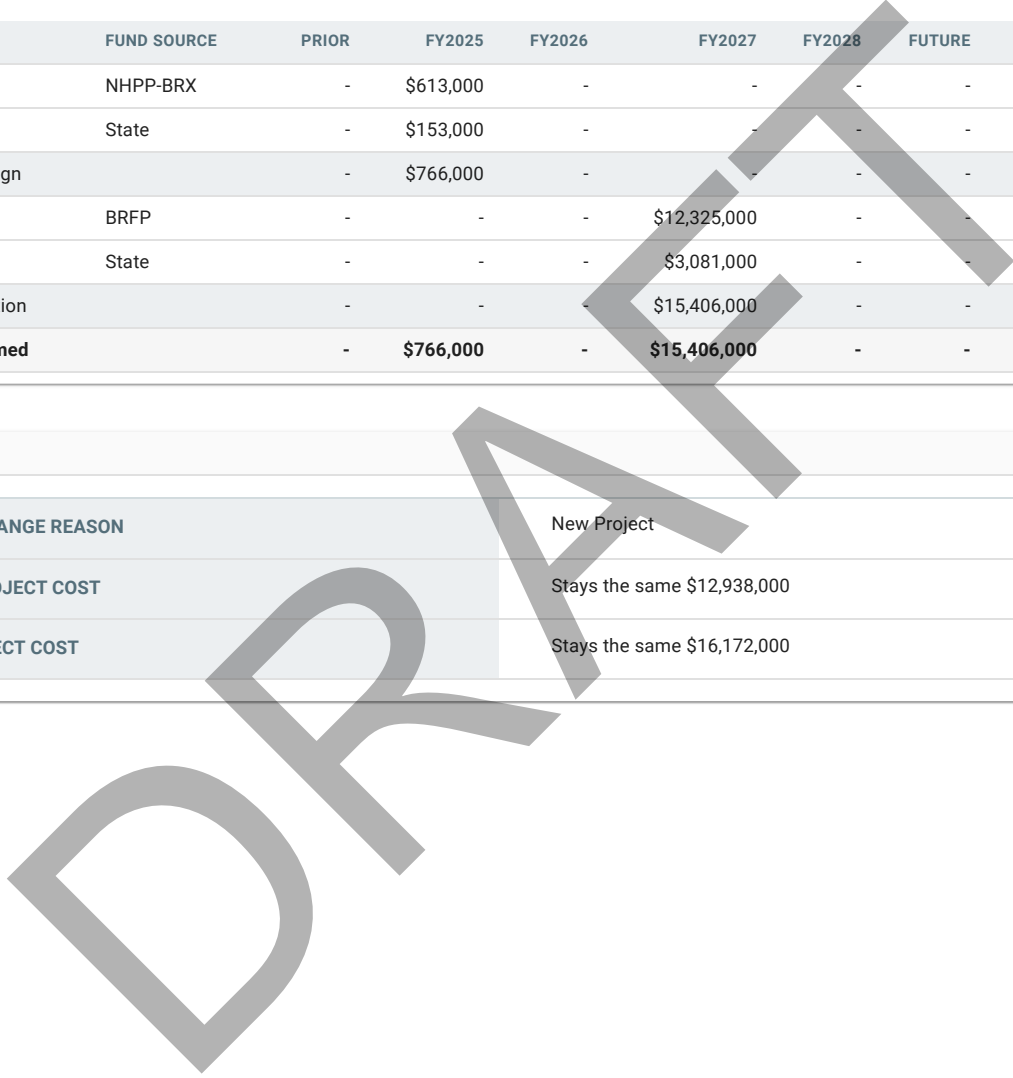
Lead Agency CTDOT	Project Type Bridge	Region Central Naugatuck Valley MPO, Northwest Hills Planning Region	Town Harwinton, Thomaston
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$16,172,000
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Project Description  
Rehabilitation of Bridges with numbers 01730, 03359, 01733, 01734

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	NHPP-BRX	-	\$613,000	-	-	-	-	\$613,000
Final Design	State	-	\$153,000	-	-	-	-	\$153,000
<b>Total Final Design</b>		-	<b>\$766,000</b>	-	-	-	-	<b>\$766,000</b>
Construction	BRFP	-	-	-	\$12,325,000	-	-	\$12,325,000
Construction	State	-	-	-	\$3,081,000	-	-	\$3,081,000
<b>Total Construction</b>		-	-	-	<b>\$15,406,000</b>	-	-	<b>\$15,406,000</b>
<b>Total Programmed</b>		-	<b>\$766,000</b>	-	<b>\$15,406,000</b>	-	-	<b>\$16,172,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$12,938,000
<b>TOTAL PROJECT COST</b>	Stays the same \$16,172,000



**0300-0191 - NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION)**

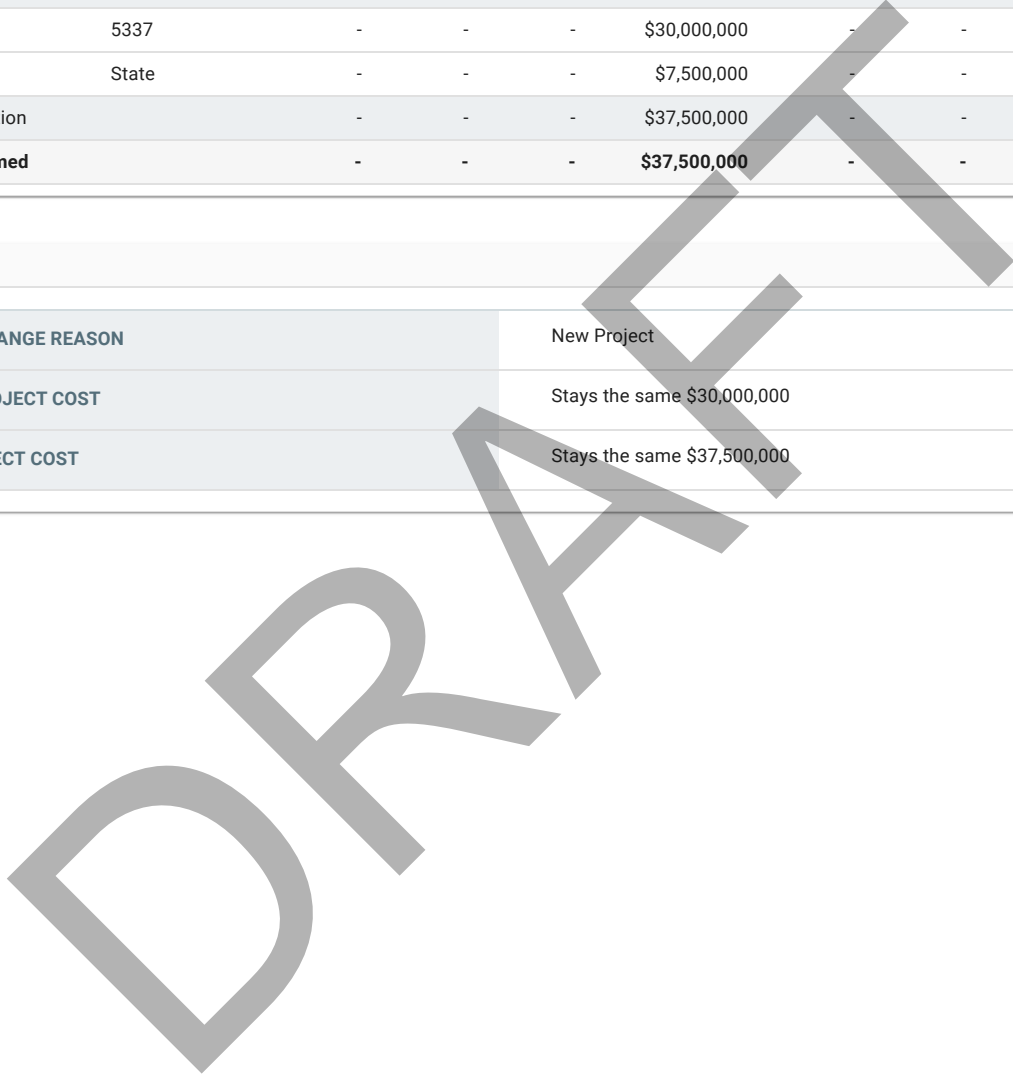
Lead Agency CTDOT	Project Type Rail	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$37,500,000
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Project Description  
Station improvements along the New Haven Rail Line

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	-	\$30,000,000	-	-	\$30,000,000
Construction	State	-	-	-	\$7,500,000	-	-	\$7,500,000
Total Construction		-	-	-	\$37,500,000	-	-	\$37,500,000
<b>Total Programmed</b>		-	-	-	<b>\$37,500,000</b>	-	-	<b>\$37,500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$30,000,000
<b>TOTAL PROJECT COST</b>	Stays the same \$37,500,000





### 0300-0196 - NHL - Scour Rehabilitation Project

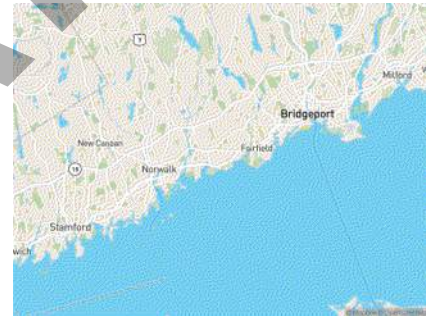
Lead Agency CTDOT	Project Type Rail	Region Central Naugatuck Valley MPO, Greater Bridgeport/Valley MPO, South Central Regional COG, South Western MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$8,000,000
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Project Description  
NHL - Scour Rehabilitation Project

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	\$1,600,000	-	-	-	-	-	\$1,600,000
Construction	5337	\$6,400,000	-	-	-	-	-	\$6,400,000
<b>Total Construction</b>		<b>\$8,000,000</b>	-	-	-	-	-	<b>\$8,000,000</b>
<b>Total Prior Costs</b>		<b>\$8,000,000</b>	-	-	-	-	-	<b>\$8,000,000</b>
<b>Total Programmed</b>		<b>\$8,000,000</b>	-	-	-	-	-	<b>\$8,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	N/A
<b>FEDERAL PROJECT COST</b>	Stays the same \$6,400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$8,000,000



**0300-0196-A - SCOUR REHABILITATION 4 NHL BRIDGES**

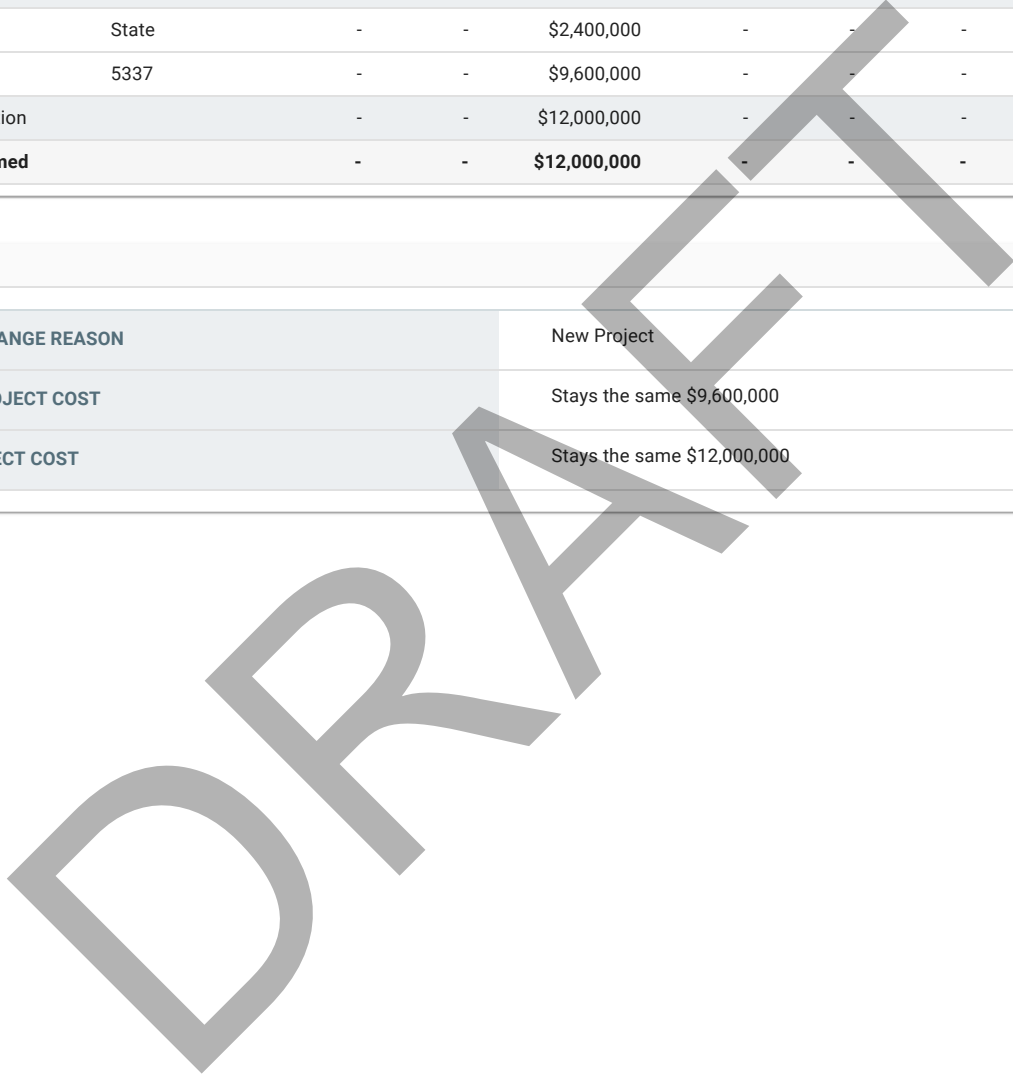
Lead Agency CTDOT	Project Type Rail	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$12,000,000
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Project Description  
Rehabilitation of 4 New Haven Rail line bridges due to scour

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	\$2,400,000	-	-	-	\$2,400,000
Construction	5337	-	-	\$9,600,000	-	-	-	\$9,600,000
Total Construction		-	-	\$12,000,000	-	-	-	\$12,000,000
<b>Total Programmed</b>		-	-	<b>\$12,000,000</b>	-	-	-	<b>\$12,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$9,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$12,000,000



**0300-0214 - NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING)**

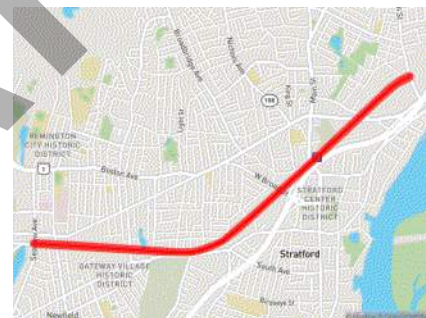
Lead Agency CTDOT	Project Type Rail	Region New Haven Line - System- Wide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$125,000,000
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Project Description  
NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	\$20,000,000	-	\$5,000,000	-	-	-	\$25,000,000
Construction	5337	-	-	\$20,000,000	-	-	-	\$20,000,000
Construction	5307P	\$80,000,000	-	-	-	-	-	\$80,000,000
<b>Total Construction</b>		<b>\$100,000,000</b>	<b>-</b>	<b>\$25,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$125,000,000</b>
<b>Total Prior Costs</b>		<b>\$100,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$100,000,000</b>
<b>Total Programmed</b>		<b>\$100,000,000</b>	<b>-</b>	<b>\$25,000,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$125,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Status changed from "None" to "Under construction."
<b>FUNDING CHANGES</b>	<b>State</b> + Increase funds in FY 2026 in CON from \$0 to \$5,000,000 <b>5337</b> + Increase funds in FY 2026 in CON from \$0 to \$20,000,000
<b>FEDERAL PROJECT COST</b>	Increased from \$80,000,000 to \$100,000,000 (25.00%)
<b>TOTAL PROJECT COST</b>	Increased from \$100,000,000 to \$125,000,000 (25.00%)



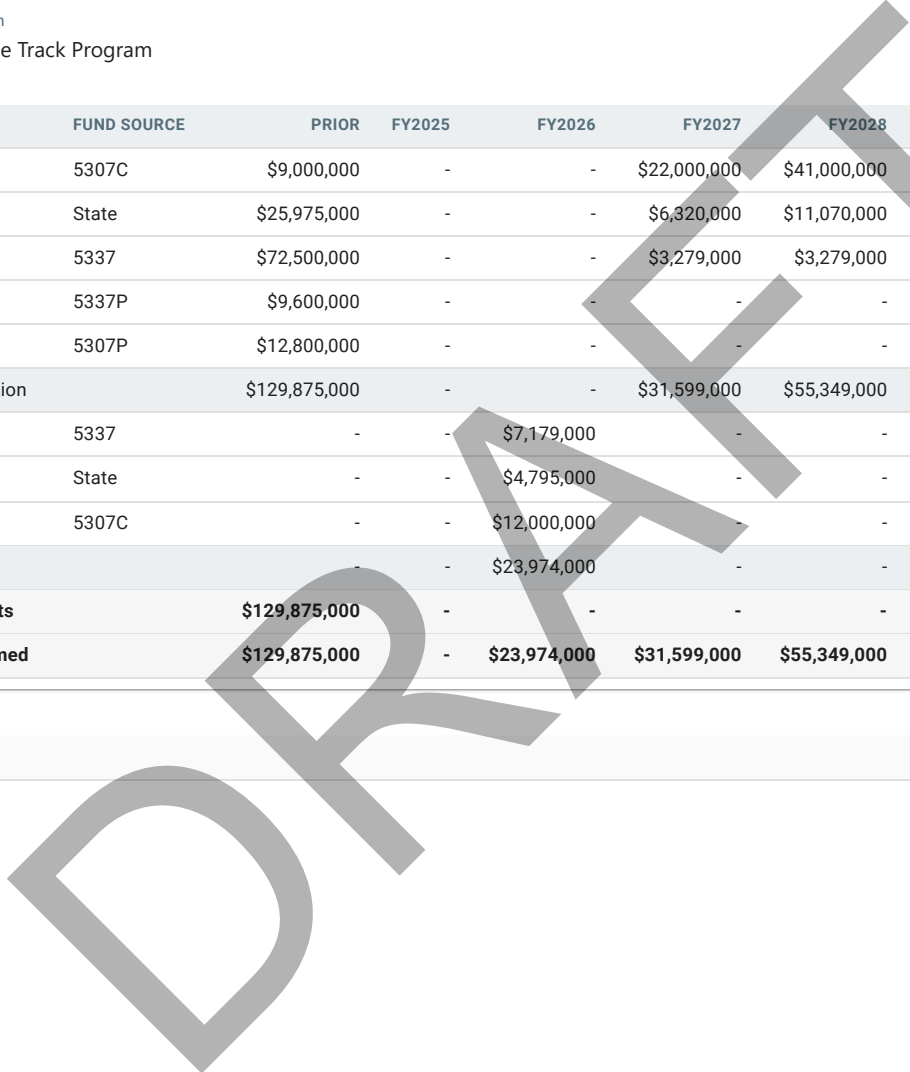
**0300-XXXX-A - New Haven Line Track Program**

Lead Agency CTDOT	Project Type Rail	Region Central Naugatuck Valley MPO, Greater Bridgeport/Valley MPO, Housatonic Valley MPO, South Central Regional COG, South Western MPO	Town Various
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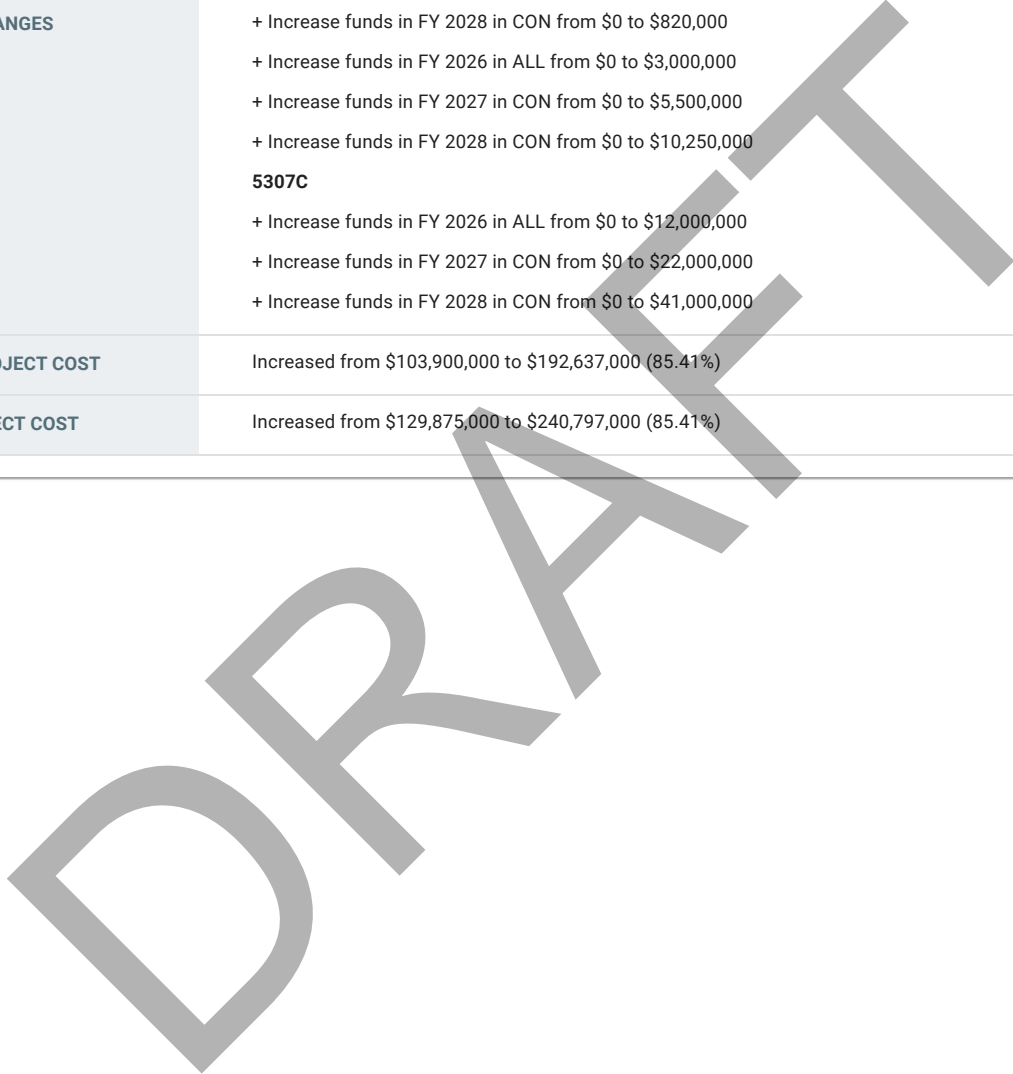
Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$240,797,000
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Project Description  
New Haven Line Track Program

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5307C	\$9,000,000	-	-	\$22,000,000	\$41,000,000	-	\$72,000,000
Construction	State	\$25,975,000	-	-	\$6,320,000	\$11,070,000	-	\$43,365,000
Construction	5337	\$72,500,000	-	-	\$3,279,000	\$3,279,000	-	\$79,058,000
Construction	5337P	\$9,600,000	-	-	-	-	-	\$9,600,000
Construction	5307P	\$12,800,000	-	-	-	-	-	\$12,800,000
<b>Total Construction</b>		<b>\$129,875,000</b>	<b>-</b>	<b>-</b>	<b>\$31,599,000</b>	<b>\$55,349,000</b>	<b>-</b>	<b>\$216,823,000</b>
All	5337	-	-	\$7,179,000	-	-	-	\$7,179,000
All	State	-	-	\$4,795,000	-	-	-	\$4,795,000
All	5307C	-	-	\$12,000,000	-	-	-	\$12,000,000
<b>Total All</b>		<b>-</b>	<b>-</b>	<b>\$23,974,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$23,974,000</b>
<b>Total Prior Costs</b>		<b>\$129,875,000</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>\$129,875,000</b>
<b>Total Programmed</b>		<b>\$129,875,000</b>	<b>-</b>	<b>\$23,974,000</b>	<b>\$31,599,000</b>	<b>\$55,349,000</b>	<b>-</b>	<b>\$240,797,000</b>



<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>5337</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in ALL from \$0 to \$7,179,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$3,279,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$3,279,000</li> </ul> <p><b>State</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in ALL from \$0 to \$1,795,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$820,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$820,000</li> <li>+ Increase funds in FY 2026 in ALL from \$0 to \$3,000,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$5,500,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$10,250,000</li> </ul> <p><b>5307C</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2026 in ALL from \$0 to \$12,000,000</li> <li>+ Increase funds in FY 2027 in CON from \$0 to \$22,000,000</li> <li>+ Increase funds in FY 2028 in CON from \$0 to \$41,000,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$103,900,000 to \$192,637,000 (85.41%)
<b>TOTAL PROJECT COST</b>	Increased from \$129,875,000 to \$240,797,000 (85.41%)



**0300-XXXX-A - NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM**

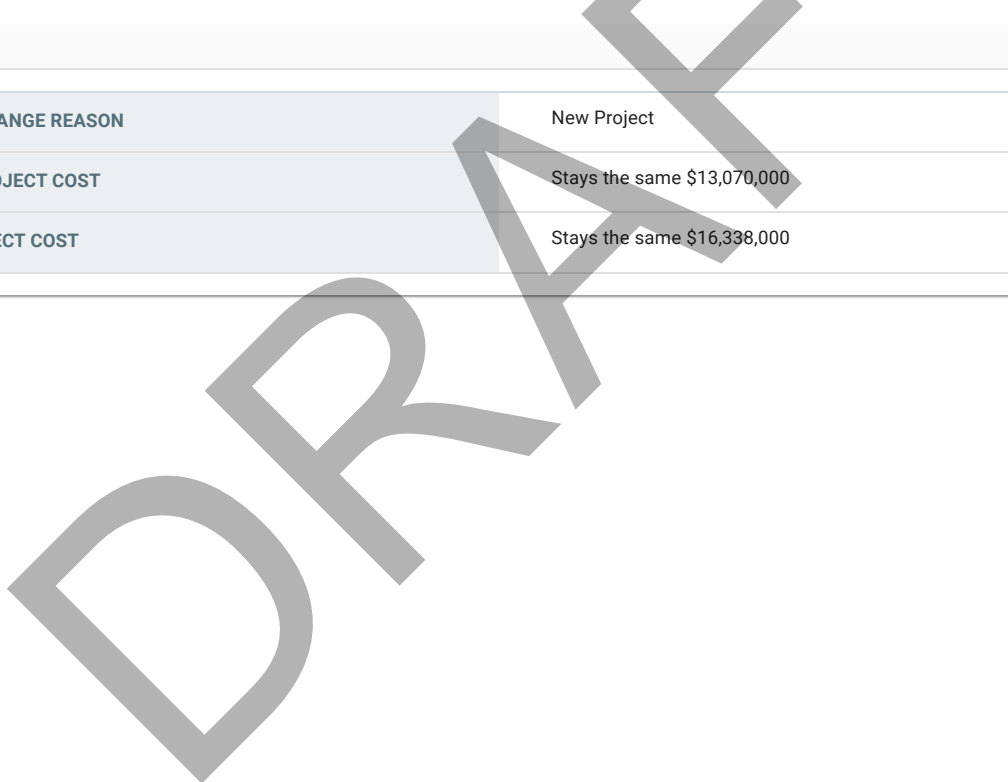
Lead Agency CTDOT	Project Type Rail	Region Statewide, New Haven Line - System-Wide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$16,338,000
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Project Description  
Annual program for New Haven Line track maintenance

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	\$7,320,000	-	-	-	-	\$7,320,000
Construction	State	-	\$3,268,000	-	-	-	-	\$3,268,000
Construction	5307C	-	\$5,750,000	-	-	-	-	\$5,750,000
<b>Total Construction</b>		-	\$16,338,000	-	-	-	-	\$16,338,000
<b>Total Programmed</b>		-	\$16,338,000	-	-	-	-	\$16,338,000

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$13,070,000
<b>TOTAL PROJECT COST</b>	Stays the same \$16,338,000



### 0300-XXXX-B - NHL - Signal System Replacement

Lead Agency CTDOT	Project Type Rail	Region Greater Bridgeport/Valley MPO, South Central Regional COG, South Western MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$125,000,000
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Project Description  
NHL - Signal System Replacement

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	\$17,500,000	-	-	-	-	-	\$17,500,000
Construction	5337	\$70,000,000	-	-	-	-	-	\$70,000,000
<b>Total Construction</b>		<b>\$87,500,000</b>	-	-	-	-	-	<b>\$87,500,000</b>
All	5337	-	-	-	\$30,000,000	-	-	\$30,000,000
All	State	-	-	-	\$7,500,000	-	-	\$7,500,000
<b>Total All</b>		-	-	-	<b>\$37,500,000</b>	-	-	<b>\$37,500,000</b>
<b>Total Prior Costs</b>		<b>\$87,500,000</b>	-	-	-	-	-	<b>\$87,500,000</b>
<b>Total Programmed</b>		<b>\$87,500,000</b>	-	-	<b>\$37,500,000</b>	-	-	<b>\$125,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Status changed from "None" to "Under construction." Long Description changed from "None" to "Replacement of railroad signals along the New Haven Line. This project does not include grade crossing signal upgrades."
<b>FUNDING CHANGES</b>	<b>5337</b> + Increase funds in FY 2027 in ALL from \$0 to \$30,000,000 <b>State</b> + Increase funds in FY 2027 in ALL from \$0 to \$7,500,000
<b>FEDERAL PROJECT COST</b>	Increased from \$70,000,000 to \$100,000,000 (42.86%)
<b>TOTAL PROJECT COST</b>	Increased from \$87,500,000 to \$125,000,000 (42.86%)

**0302-0023 - DANBURY BRANCH - SLOPE AND TRACK STABILIZATION**

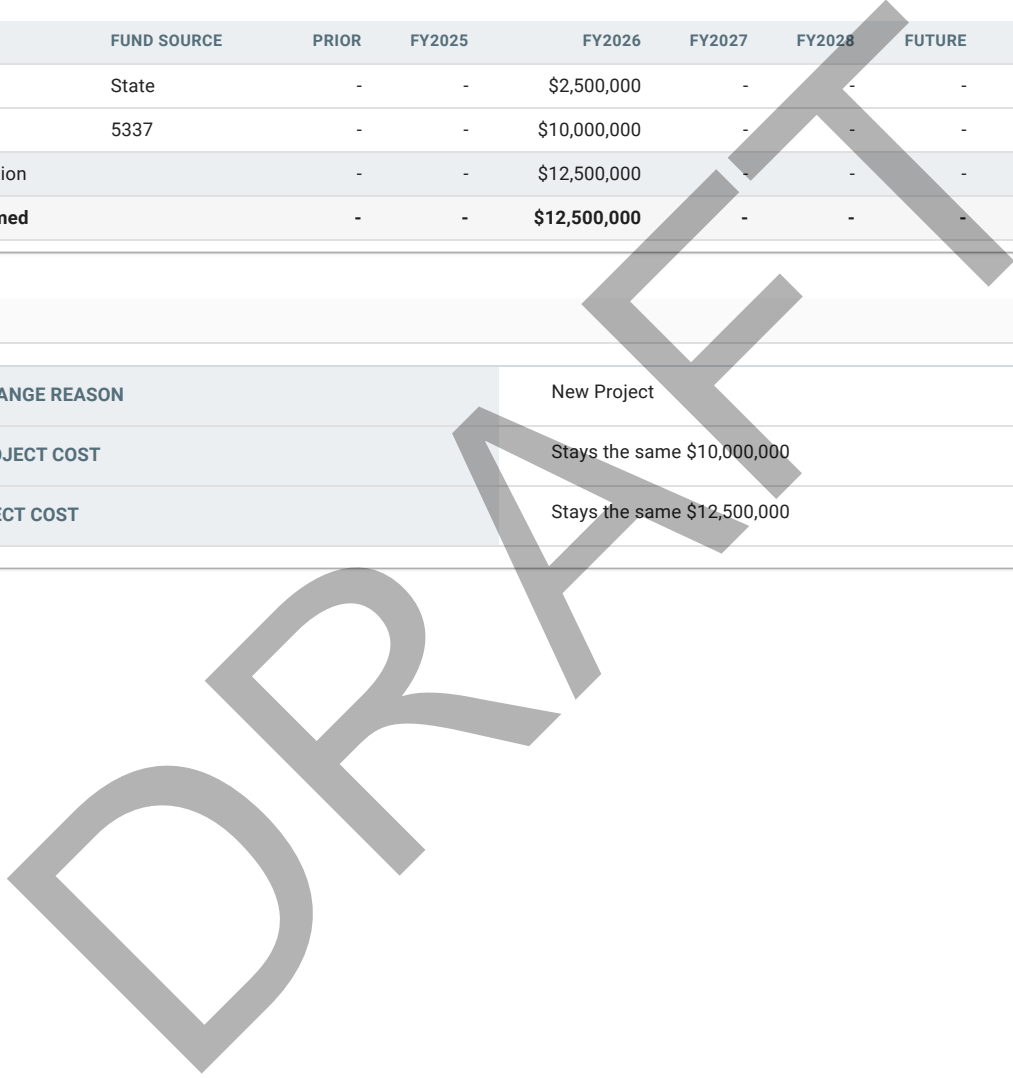
Lead Agency CTDOT	Project Type Rail	Region Housatonic Valley MPO, South Western MPO, New Haven Line - System-Wide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$12,500,000
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Project Description  
Slope and track stabilization along the Danbury Branch Line

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	\$2,500,000	-	-	-	\$2,500,000
Construction	5337	-	-	\$10,000,000	-	-	-	\$10,000,000
Total Construction		-	-	\$12,500,000	-	-	-	\$12,500,000
<b>Total Programmed</b>		-	-	<b>\$12,500,000</b>	-	-	-	<b>\$12,500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$10,000,000
<b>TOTAL PROJECT COST</b>	Stays the same \$12,500,000





### 0304-XXXX - Waterbury Branch Line - Train Stations ADA Accessible - ASAP Grant Prog

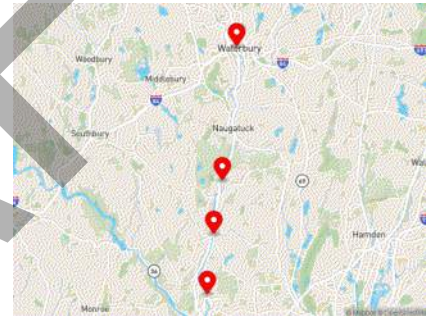
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$37,000,000
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Project Description  
Waterbury Branch Line - Train Stations ADA Accessible - ASAP Grant Prog

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	\$7,400,000	-	-	-	-	\$7,400,000
All	ASAP	-	\$29,600,000	-	-	-	-	\$29,600,000
Total All		-	\$37,000,000	-	-	-	-	\$37,000,000
<b>Total Programmed</b>		-	<b>\$37,000,000</b>	-	-	-	-	<b>\$37,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$29,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$37,000,000



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**0304-XXXX-E - WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA - AC CONVER**

Lead Agency CTDOT	Project Type Rail	Region Waterbury Branch Line	Town Various
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Air Quality Status -	Total Cost \$9,208,000
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Project Description  
WATERBURY BRANCH SERVICE EXPANSION FUNDS TRANSFER TO FEDERAL TRANSIT AUTHORITY

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	CMAQ	-	\$7,366,000	-	-	-	-	\$7,366,000
Other Activity	State	-	\$1,842,000	-	-	-	-	\$1,842,000
<b>Total Other Activity</b>		-	\$9,208,000	-	-	-	-	\$9,208,000
<b>Total Programmed</b>		-	\$9,208,000	-	-	-	-	\$9,208,000

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$7,366,000
<b>TOTAL PROJECT COST</b>	Stays the same \$9,208,000

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**0400-XXXX - CTTRANSIT FACILITY IMPROVEMENTS FY 25**

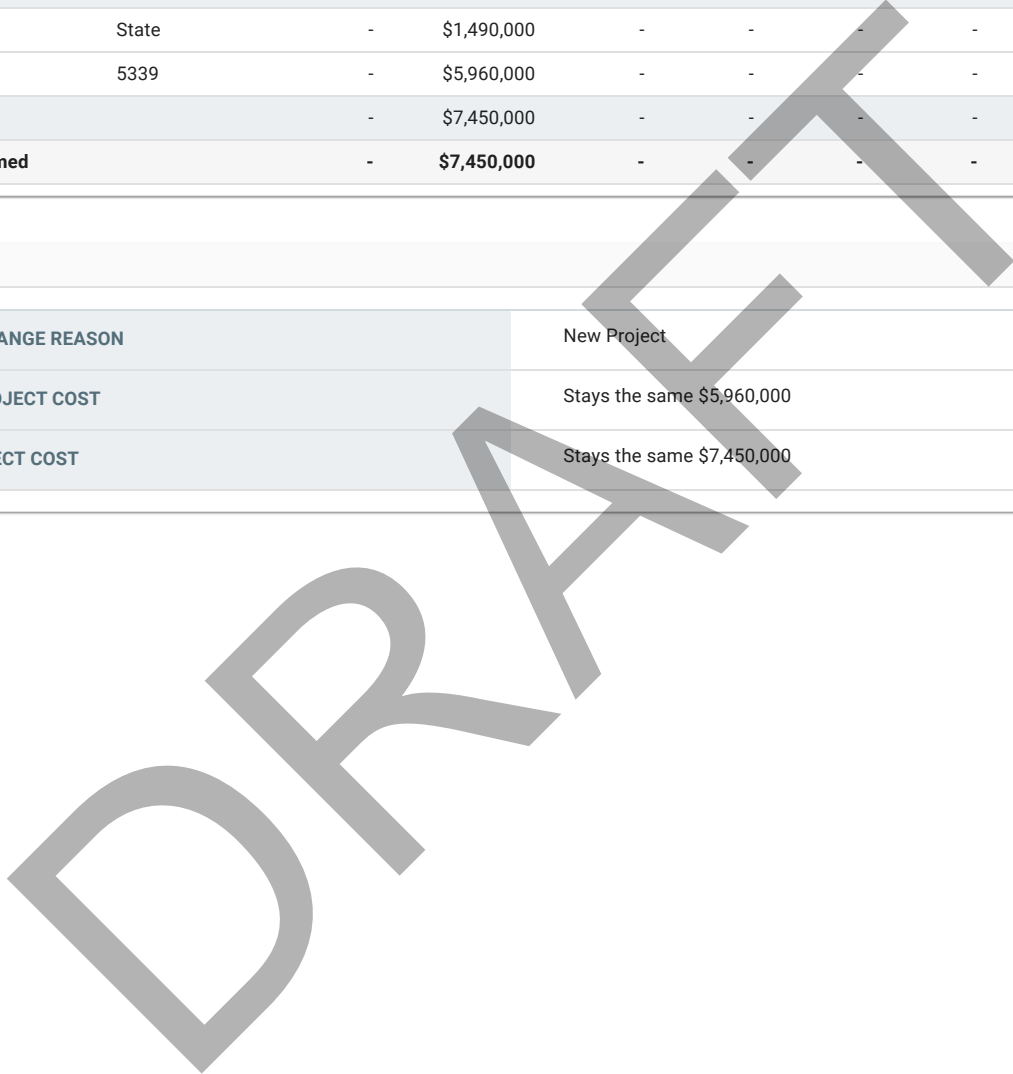
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,450,000
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Project Description  
CT Transit facility improvements for FY25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	\$1,490,000	-	-	-	-	\$1,490,000
All	5339	-	\$5,960,000	-	-	-	-	\$5,960,000
Total All		-	\$7,450,000	-	-	-	-	\$7,450,000
<b>Total Programmed</b>		-	<b>\$7,450,000</b>	-	-	-	-	<b>\$7,450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,960,000
<b>TOTAL PROJECT COST</b>	Stays the same \$7,450,000



**0400-XXXX-AA - CTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$1,200,000
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Project Description  
Funding for administration and facility improvements

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	-	-	\$960,000	-	\$960,000
All	State	-	-	-	-	\$240,000	-	\$240,000
Total All		-	-	-	-	\$1,200,000	-	\$1,200,000
<b>Total Programmed</b>		-	-	-	-	<b>\$1,200,000</b>	-	<b>\$1,200,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$960,000
<b>TOTAL PROJECT COST</b>	Stays the same \$1,200,000

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**0400-XXXX-BB - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25**

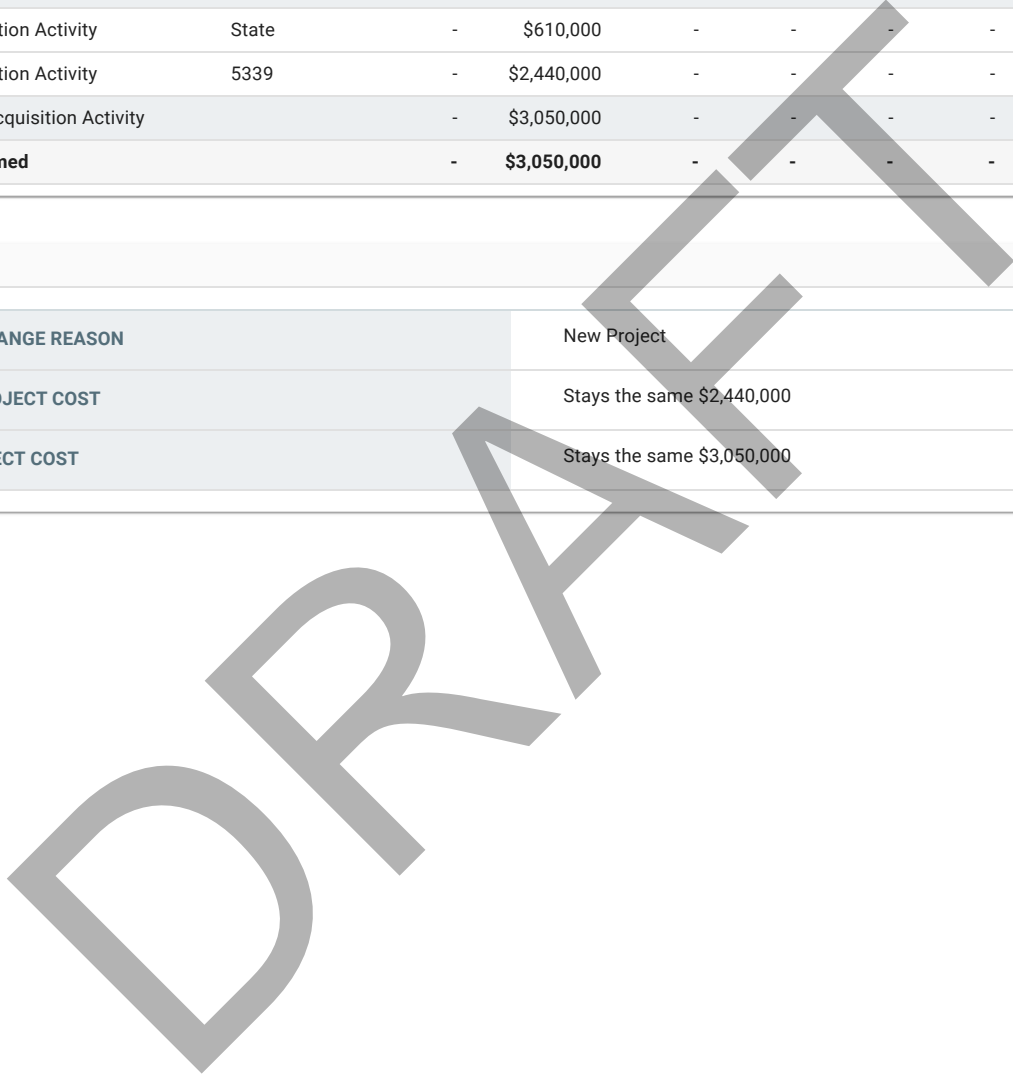
Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,050,000
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Project Description  
CTTransit Systemwide Bus Replacements for fiscal year (FY) 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	\$610,000	-	-	-	-	\$610,000
Capital Acquisition Activity	5339	-	\$2,440,000	-	-	-	-	\$2,440,000
Total Capital Acquisition Activity		-	\$3,050,000	-	-	-	-	\$3,050,000
<b>Total Programmed</b>		-	<b>\$3,050,000</b>	-	-	-	-	<b>\$3,050,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$2,440,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,050,000



**0400-XXXX-CC - CTTRANSIT FACILITY IMPROVEMENTS FY 26**

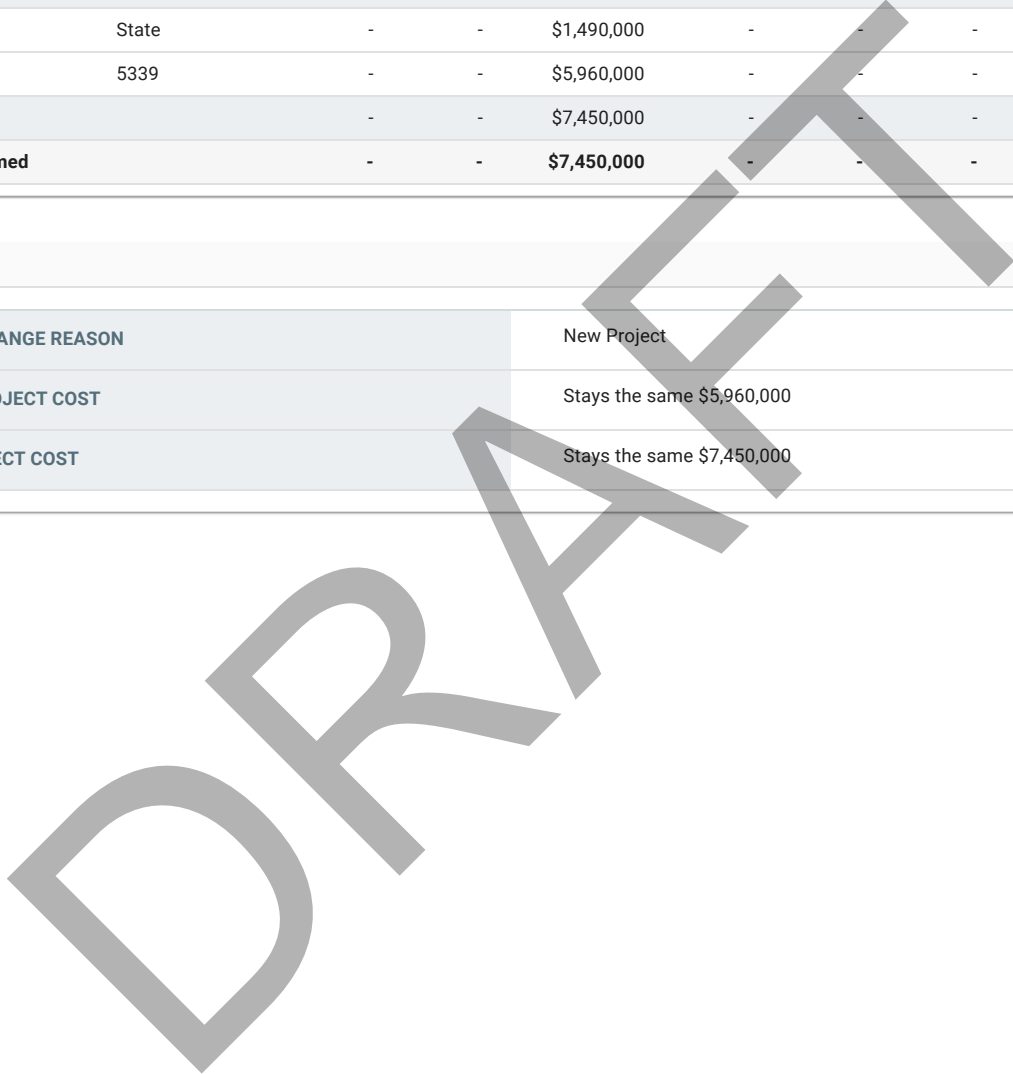
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,450,000
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Project Description  
CTTransit Facility Improvements for fiscal year (FY) 2026

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	\$1,490,000	-	-	-	\$1,490,000
All	5339	-	-	\$5,960,000	-	-	-	\$5,960,000
Total All		-	-	\$7,450,000	-	-	-	\$7,450,000
<b>Total Programmed</b>		-	-	<b>\$7,450,000</b>	-	-	-	<b>\$7,450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,960,000
<b>TOTAL PROJECT COST</b>	Stays the same \$7,450,000



**0400-XXXX-DD - CTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26**

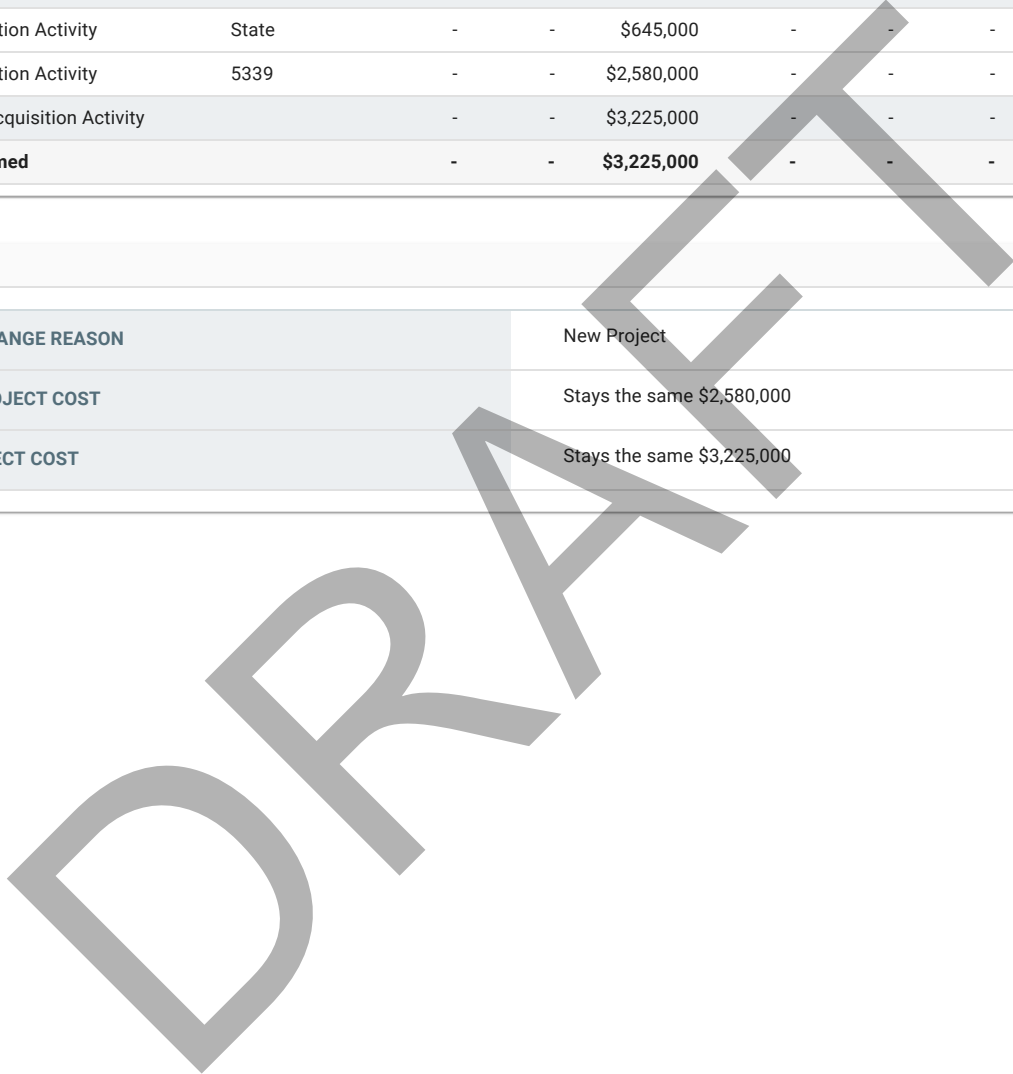
Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,225,000
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Project Description  
CTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	\$645,000	-	-	-	\$645,000
Capital Acquisition Activity	5339	-	-	\$2,580,000	-	-	-	\$2,580,000
Total Capital Acquisition Activity		-	-	\$3,225,000	-	-	-	\$3,225,000
<b>Total Programmed</b>		-	-	<b>\$3,225,000</b>	-	-	-	<b>\$3,225,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$2,580,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,225,000



**0400-XXXX-EE - CTTRANSIT FACILITY IMPROVEMENTS FY 27**

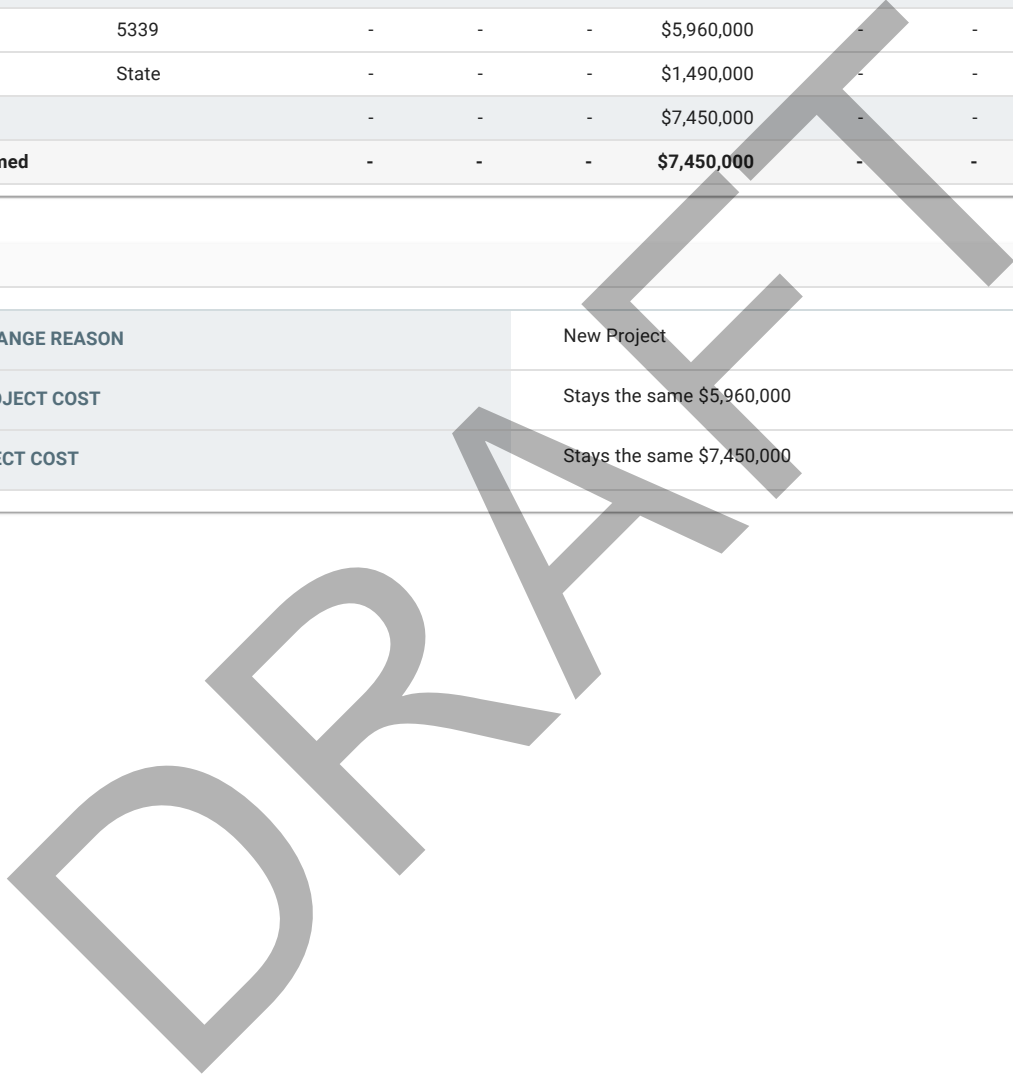
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,450,000
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Project Description  
CTTRANSIT FACILITY IMPROVEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5339	-	-	-	\$5,960,000	-	-	\$5,960,000
All	State	-	-	-	\$1,490,000	-	-	\$1,490,000
Total All		-	-	-	\$7,450,000	-	-	\$7,450,000
<b>Total Programmed</b>		-	-	-	<b>\$7,450,000</b>	-	-	<b>\$7,450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,960,000
<b>TOTAL PROJECT COST</b>	Stays the same \$7,450,000





**0400-XXXX-FF - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27**

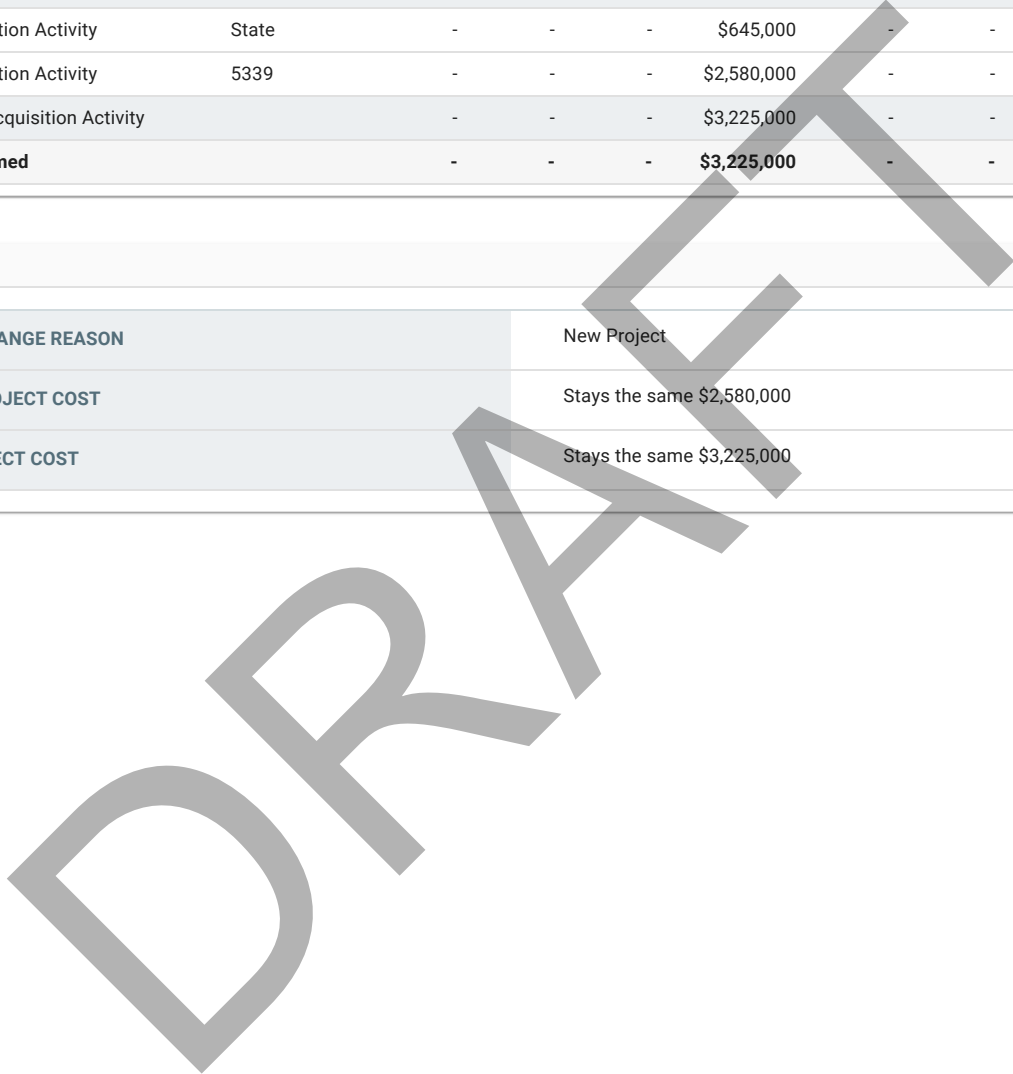
Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,225,000
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Project Description  
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	-	\$645,000	-	-	\$645,000
Capital Acquisition Activity	5339	-	-	-	\$2,580,000	-	-	\$2,580,000
Total Capital Acquisition Activity		-	-	-	\$3,225,000	-	-	\$3,225,000
<b>Total Programmed</b>		-	-	-	<b>\$3,225,000</b>	-	-	<b>\$3,225,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$2,580,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,225,000



**0400-XXXX-GG - CTTRANSIT FACILITY IMPROVEMENTS FY 28**

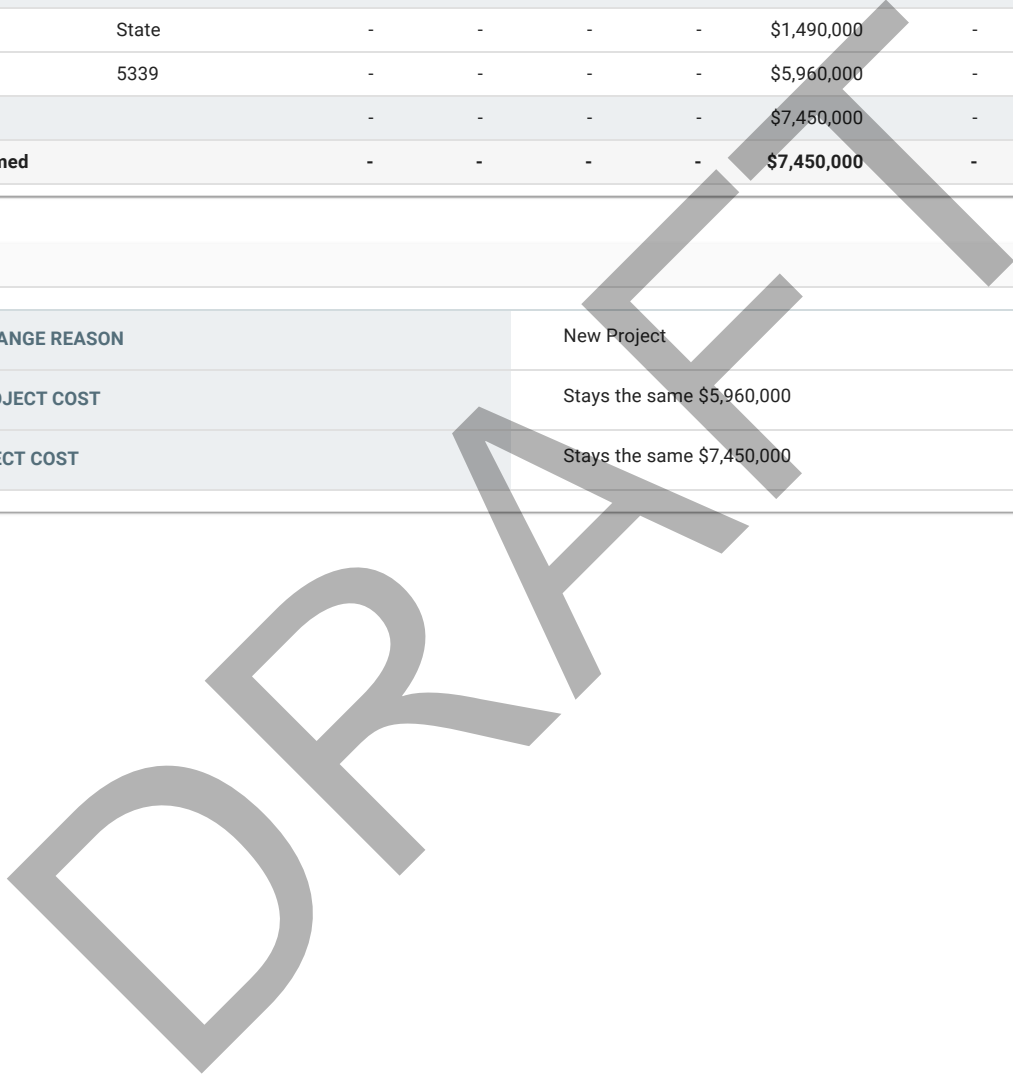
Lead Agency CTDOT	Project Type Transit - Other	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,450,000
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Project Description  
CTTRANSIT FACILITY IMPROVEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	-	-	\$1,490,000	-	\$1,490,000
All	5339	-	-	-	-	\$5,960,000	-	\$5,960,000
Total All		-	-	-	-	\$7,450,000	-	\$7,450,000
<b>Total Programmed</b>		-	-	-	-	<b>\$7,450,000</b>	-	<b>\$7,450,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,960,000
<b>TOTAL PROJECT COST</b>	Stays the same \$7,450,000



**0400-XXXX-HH - CTTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28**

Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$3,225,000
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Project Description  
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5339	-	-	-	-	\$2,580,000	-	\$2,580,000
Capital Acquisition Activity	State	-	-	-	-	\$645,000	-	\$645,000
Total Capital Acquisition Activity		-	-	-	-	\$3,225,000	-	\$3,225,000
<b>Total Programmed</b>		-	-	-	-	<b>\$3,225,000</b>	-	<b>\$3,225,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$2,580,000
<b>TOTAL PROJECT COST</b>	Stays the same \$3,225,000

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**0400-XXXX-V - CTTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 25**

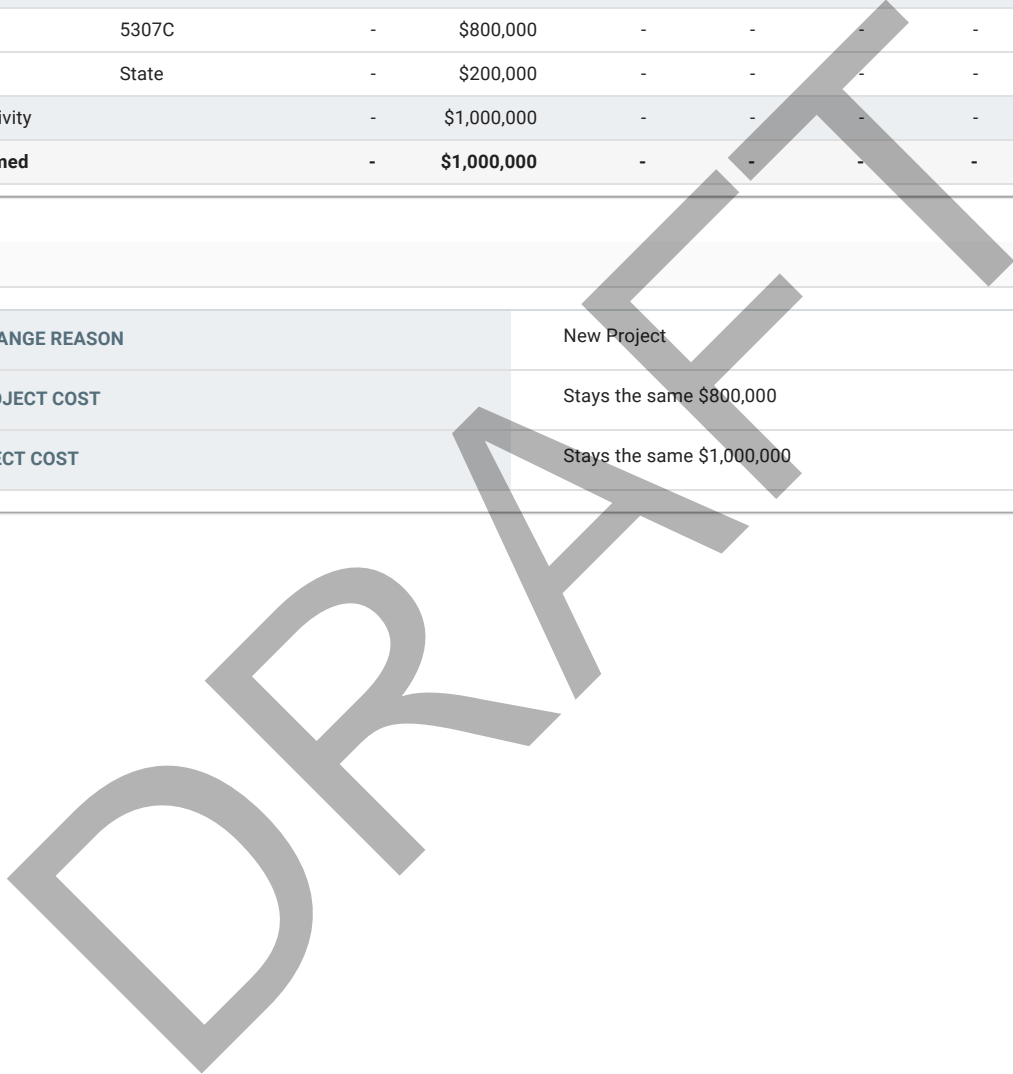
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$1,000,000
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Project Description  
Funding for administration and facility improvements

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	\$800,000	-	-	-	-	\$800,000
Other Activity	State	-	\$200,000	-	-	-	-	\$200,000
Total Other Activity		-	\$1,000,000	-	-	-	-	\$1,000,000
<b>Total Programmed</b>		-	<b>\$1,000,000</b>	-	-	-	-	<b>\$1,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$800,000
<b>TOTAL PROJECT COST</b>	Stays the same \$1,000,000



**0400-XXXX-W - CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$45,500,000
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Project Description  
CT TRANSIT program for bus replacement and battery electric bus program

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	\$2,500,000	\$2,100,000	\$2,100,000	\$2,400,000	-	\$9,100,000
Capital Acquisition Activity	5307C	-	\$10,000,000	\$8,400,000	\$8,400,000	\$9,600,000	-	\$36,400,000
Total Capital Acquisition Activity		-	\$12,500,000	\$10,500,000	\$10,500,000	\$12,000,000	-	\$45,500,000
<b>Total Programmed</b>		-	<b>\$12,500,000</b>	<b>\$10,500,000</b>	<b>\$10,500,000</b>	<b>\$12,000,000</b>	-	<b>\$45,500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$36,400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$45,500,000

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**0400-XXXX-X - CTTANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26**

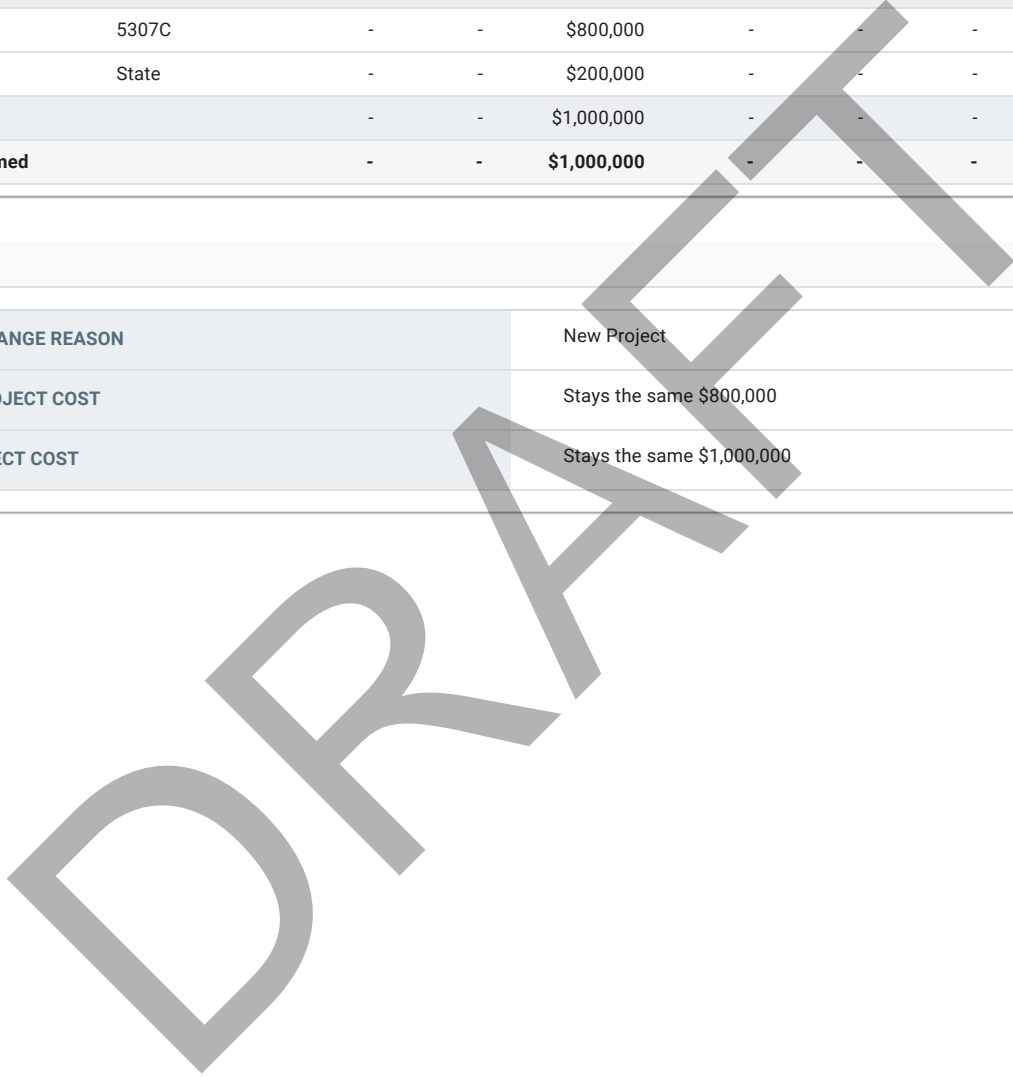
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$1,000,000
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Project Description  
Funding for administration and facility improvements

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	\$800,000	-	-	-	\$800,000
All	State	-	-	\$200,000	-	-	-	\$200,000
Total All		-	-	\$1,000,000	-	-	-	\$1,000,000
<b>Total Programmed</b>		-	-	<b>\$1,000,000</b>	-	-	-	<b>\$1,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$800,000
<b>TOTAL PROJECT COST</b>	Stays the same \$1,000,000



**0400-XXXX-Y - CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)**

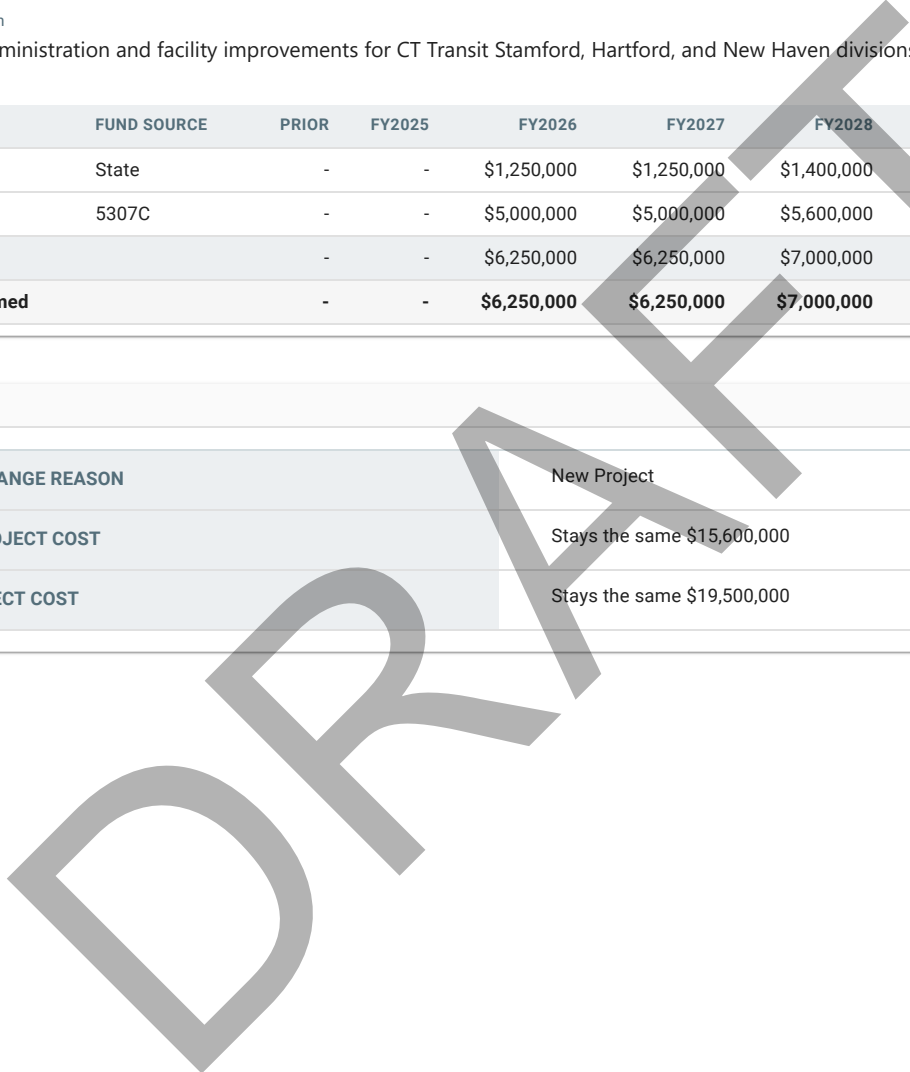
Lead Agency CTDOT	Project Type Bus	Region Capitol Region COG, Central Naugatuck Valley MPO, CT Transit, Greater Bridgeport/Valley MPO, South Central Regional COG, South Western MPO	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$19,500,000
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Project Description  
Funding for administration and facility improvements for CT Transit Stamford, Hartford, and New Haven divisions

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	\$1,250,000	\$1,250,000	\$1,400,000	-	\$3,900,000
All	5307C	-	-	\$5,000,000	\$5,000,000	\$5,600,000	-	\$15,600,000
Total All		-	-	\$6,250,000	\$6,250,000	\$7,000,000	-	\$19,500,000
<b>Total Programmed</b>		-	-	<b>\$6,250,000</b>	<b>\$6,250,000</b>	<b>\$7,000,000</b>	-	<b>\$19,500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$15,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$19,500,000



**0400-XXXX-Z - CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 27**

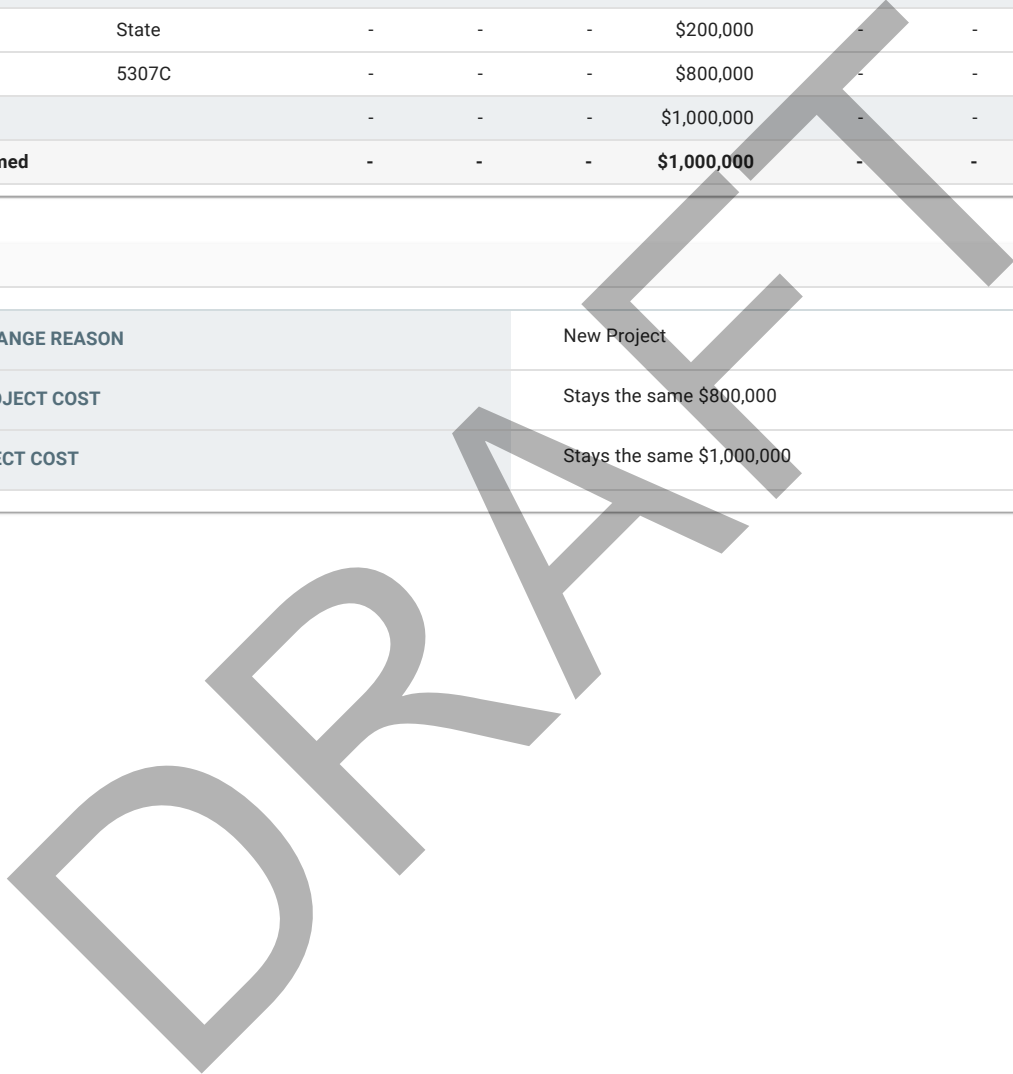
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$1,000,000
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Project Description  
Funding for administration and facility improvements

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	-	\$200,000	-	-	\$200,000
All	5307C	-	-	-	\$800,000	-	-	\$800,000
Total All		-	-	-	\$1,000,000	-	-	\$1,000,000
<b>Total Programmed</b>		-	-	-	<b>\$1,000,000</b>	-	-	<b>\$1,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$800,000
<b>TOTAL PROJECT COST</b>	Stays the same \$1,000,000





### 0430-XXXX-A - CTTransit Waterbury - Small Bus Replacement FY28

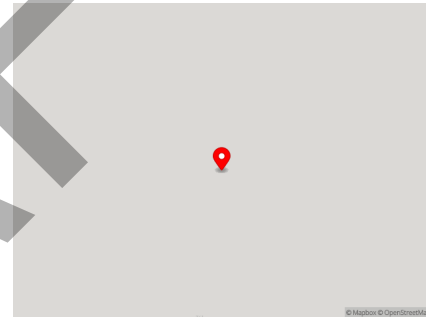
Lead Agency CTDOT	Project Type Bus	Region Central Naugatuck Valley MPO	Town Waterbury
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$2,400,000
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Project Description  
CTTransit Waterbury - Small Bus Replacement FY28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	-	-	-	\$1,920,000	-	\$1,920,000
Capital Acquisition Activity	State	-	-	-	-	\$480,000	-	\$480,000
Total Capital Acquisition Activity		-	-	-	-	\$2,400,000	-	\$2,400,000
<b>Total Programmed</b>		-	-	-	-	<b>\$2,400,000</b>	-	<b>\$2,400,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$1,920,000
<b>TOTAL PROJECT COST</b>	Stays the same \$2,400,000



DRAFT

**170C-ENHS - Chief Engineer Bridge Inspection of NHS roads and NBI bridges statewide**

Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$90,000,000
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Project Description  
CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	\$6,000,000	\$3,000,000	\$3,000,000	\$6,000,000	\$18,000,000
Other Activity	NHPP-BRX	-	-	\$24,000,000	\$12,000,000	\$12,000,000	\$24,000,000	\$72,000,000
Total Other Activity		-	-	\$30,000,000	\$15,000,000	\$15,000,000	\$30,000,000	\$90,000,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$30,000,000</b>	<b>\$30,000,000</b>
<b>Total Programmed</b>		-	-	<b>\$30,000,000</b>	<b>\$15,000,000</b>	<b>\$15,000,000</b>	<b>\$30,000,000</b>	<b>\$90,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$72,000,000
<b>TOTAL PROJECT COST</b>	Stays the same \$90,000,000

DRAFT

### 170S-FNHS - Statewide Bridge Inspection on Non Highway System Roads

Lead Agency: CTDOT  
 Project Type: Bridge  
 Region: -  
 Town: -

Air Quality Status: -  
 Total Cost: \$12,000,000

Project Description:  
 SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	-	\$3,200,000	\$1,600,000	\$1,600,000	\$3,200,000	\$9,600,000
Other Activity	State	-	-	\$800,000	\$400,000	\$400,000	\$800,000	\$2,400,000
<b>Total Other Activity</b>		-	-	\$4,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$12,000,000
<b>Total Future Costs</b>		-	-	-	-	-	\$4,000,000	\$4,000,000
<b>Total Programmed</b>		-	-	\$4,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$12,000,000

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$9,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$12,000,000

DRAFT

**170S-SNON - CE SIGN SUPPORT INSPECTION - NON-NHS ROADS**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$5,000,000
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Project Description  
Chief Engineer Sign Support Inspection for Non-National Highway System Roads

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	\$600,000	\$100,000	\$100,000	\$200,000	\$1,000,000
Other Activity	STPA	-	-	\$2,400,000	\$400,000	\$400,000	\$800,000	\$4,000,000
Total Other Activity		-	-	\$3,000,000	\$500,000	\$500,000	\$1,000,000	\$5,000,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$1,000,000</b>	<b>\$1,000,000</b>
<b>Total Programmed</b>		-	-	<b>\$3,000,000</b>	<b>\$500,000</b>	<b>\$500,000</b>	<b>\$1,000,000</b>	<b>\$5,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$4,000,000
<b>TOTAL PROJECT COST</b>	Stays the same \$5,000,000

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**ASST-MGMT - ASSET MANAGEMENT GROUP**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$11,095,000
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Project Description  
ASSET MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STPA	-	\$3,804,000	\$1,268,000	\$1,268,000	\$1,268,000	\$1,268,000	\$8,876,000
Planning	State	-	\$951,000	\$317,000	\$317,000	\$317,000	\$317,000	\$2,219,000
Total Planning		-	\$4,755,000	\$1,585,000	\$1,585,000	\$1,585,000	\$1,585,000	\$11,095,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$1,585,000</b>	<b>\$1,585,000</b>
<b>Total Programmed</b>		-	<b>\$4,755,000</b>	<b>\$1,585,000</b>	<b>\$1,585,000</b>	<b>\$1,585,000</b>	<b>\$1,585,000</b>	<b>\$11,095,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$8,876,000
<b>TOTAL PROJECT COST</b>	Stays the same \$11,095,000

DRAFT

**BRDG-LRNH - Statewide Load Rating for Bridges on the Non-Highway System**

Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town -
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$10,500,000
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Project Description  
LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	-	\$5,040,000	\$840,000	\$840,000	\$1,680,000	\$8,400,000
Other Activity	State	-	-	\$1,260,000	\$210,000	\$210,000	\$420,000	\$2,100,000
Total Other Activity		-	-	\$6,300,000	\$1,050,000	\$1,050,000	\$2,100,000	\$10,500,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$2,100,000</b>	<b>\$2,100,000</b>
<b>Total Programmed</b>		-	-	<b>\$6,300,000</b>	<b>\$1,050,000</b>	<b>\$1,050,000</b>	<b>\$2,100,000</b>	<b>\$10,500,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$8,400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$10,500,000

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**BRDG-MGMT - BRIDGE MANAGEMENT GROUP**

Lead Agency CTDOT	Project Type Bridge	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,200,000
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Project Description  
BRIDGE MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STPA	-	\$1,920,000	\$960,000	\$960,000	\$960,000	\$960,000	\$5,760,000
Planning	State	-	\$480,000	\$240,000	\$240,000	\$240,000	\$240,000	\$1,440,000
Total Planning		-	\$2,400,000	\$1,200,000	\$1,200,000	\$1,200,000	\$1,200,000	\$7,200,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$1,200,000</b>	<b>\$1,200,000</b>
<b>Total Programmed</b>		-	<b>\$2,400,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$1,200,000</b>	<b>\$7,200,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$5,760,000
<b>TOTAL PROJECT COST</b>	Stays the same \$7,200,000

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### CHMP-XXXX - CHAMP SAFETY SERVICE PATROL

Lead Agency CTDOT	Project Type Roadway - Other	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$61,000,000
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Project Description  
CHAMP SAFETY SERVICE PATROL

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	SIPH	-	\$32,026,000	\$4,575,000	\$4,575,000	\$4,575,000	\$9,150,000	\$54,901,000
Other Activity	Local	-	\$3,558,000	\$508,000	\$508,000	\$508,000	\$1,017,000	\$6,099,000
Total Other Activity		-	\$35,584,000	\$5,083,000	\$5,083,000	\$5,083,000	\$10,167,000	\$61,000,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$10,167,000</b>	<b>\$10,167,000</b>
<b>Total Programmed</b>		-	<b>\$35,584,000</b>	<b>\$5,083,000</b>	<b>\$5,083,000</b>	<b>\$5,083,000</b>	<b>\$10,167,000</b>	<b>\$61,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1"
<b>FUNDING CHANGES</b>	<p><b>SIPH</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$4,575,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$4,575,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$4,575,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$4,575,000</li> <li>+ Increase funds in FY 2035 in OTH from \$0 to \$9,150,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$27,451,000</li> </ul> <p><b>Local</b></p> <ul style="list-style-type: none"> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$508,000</li> <li>+ Increase funds in FY 2026 in OTH from \$0 to \$508,000</li> <li>+ Increase funds in FY 2027 in OTH from \$0 to \$508,000</li> <li>+ Increase funds in FY 2028 in OTH from \$0 to \$508,000</li> <li>+ Increase funds in FY 2035 in OTH from \$0 to \$1,017,000</li> <li>+ Increase funds in FY 2025 in OTH from \$0 to \$3,050,000</li> </ul>
<b>FEDERAL PROJECT COST</b>	Increased from \$0 to \$54,901,000 (0%)
<b>TOTAL PROJECT COST</b>	Increased from \$0 to \$61,000,000 (0%)



**CTSS-OIPX - Installation of Computerized Traffic Signal Systems Statewide**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.128	Total Cost \$19,380,000
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Project Description

COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	-	\$2,584,000	\$1,292,000	-	\$3,876,000
Other Activity	STPA	-	-	-	\$10,336,000	\$5,168,000	-	\$15,504,000
Total Other Activity		-	-	-	\$12,920,000	\$6,460,000	-	\$19,380,000
<b>Total Programmed</b>		-	-	-	<b>\$12,920,000</b>	<b>\$6,460,000</b>	-	<b>\$19,380,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$15,504,000
<b>TOTAL PROJECT COST</b>	Stays the same \$19,380,000

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### MASP-INSP - MAST ARM & SPAN POLE INSPECTIONS

Lead Agency CTDOT	Project Type Roadway - Other	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$7,000,000
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Project Description  
MAST ARM & SPAN POLE INSPECTIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	-	\$3,360,000	\$560,000	\$560,000	\$560,000	\$560,000	\$5,600,000
Other Activity	State	-	\$840,000	\$140,000	\$140,000	\$140,000	\$140,000	\$1,400,000
Total Other Activity		-	\$4,200,000	\$700,000	\$700,000	\$700,000	\$700,000	\$7,000,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$700,000</b>	<b>\$700,000</b>
<b>Total Programmed</b>		-	<b>\$4,200,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$700,000</b>	<b>\$7,000,000</b>

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Long Description changed from "None" to "Mast Arm & Span Pole Inspections" Federal Performance Measure changed from "None" to "Highway Safety" Status changed from "None" to "On-going"
<b>FUNDING CHANGES</b>	<b>STPA</b> + Increase funds in FY 2035 in OTH from \$0 to \$560,000 + Increase funds in FY 2028 in OTH from \$0 to \$560,000 + Increase funds in FY 2027 in OTH from \$0 to \$560,000 + Increase funds in FY 2026 in OTH from \$0 to \$560,000 + Increase funds in FY 2025 in OTH from \$0 to \$560,000 + Increase funds in FY 2025 in OTH from \$0 to \$2,800,000 <b>State</b> + Increase funds in FY 2035 in OTH from \$0 to \$140,000 + Increase funds in FY 2028 in OTH from \$0 to \$140,000 + Increase funds in FY 2027 in OTH from \$0 to \$140,000 + Increase funds in FY 2026 in OTH from \$0 to \$140,000 + Increase funds in FY 2025 in OTH from \$0 to \$140,000 + Increase funds in FY 2025 in OTH from \$0 to \$700,000
<b>FEDERAL PROJECT COST</b>	Increased from \$0 to \$5,600,000 (0%)
<b>TOTAL PROJECT COST</b>	Increased from \$0 to \$7,000,000 (0%)

### PVMT-MARK - Line Striping/Pavement Markings

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$80,000,000
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Project Description  
Line Striping/Pavement Markings

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	-	-	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$80,000,000
<b>Total Construction</b>		-	-	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$80,000,000
<b>Total Future Costs</b>		-	-	-	-	-	\$10,000,000	\$10,000,000
<b>Total Programmed</b>		-	-	\$50,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$80,000,000

<b>CURRENT CHANGE REASON</b>	Schedule / Funding / Scope- Update Move projects from one year in STIP to another year
<b>PROJECT CHANGES</b>	Plan Revision Name changed from "Initial Import" to "Adoption 1" Federal Performance Measure changed from "None" to "Highway Safety" Status changed from "None" to "Construction" Long Description changed from "None" to "TAM Pavement Markings Program - AC Conversion"
<b>FUNDING CHANGES</b>	<b>STPA</b> + Increase funds in FY 2035 in CON from \$0 to \$10,000,000 + Increase funds in FY 2028 in CON from \$0 to \$10,000,000 + Increase funds in FY 2027 in CON from \$0 to \$10,000,000 + Increase funds in FY 2026 in CON from \$0 to \$10,000,000 + Increase funds in FY 2026 in CON from \$0 to \$40,000,000
<b>FEDERAL PROJECT COST</b>	Increased from \$0 to \$80,000,000 (0%)
<b>TOTAL PROJECT COST</b>	Increased from \$0 to \$80,000,000 (0%)

**PVMT-MGMT - PAVEMENT MANAGEMENT GROUP**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$12,100,000
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Project Description  
PAVEMENT MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	State	-	\$1,452,000	\$242,000	\$242,000	\$242,000	\$242,000	\$2,420,000
Planning	STPA	-	\$5,808,000	\$968,000	\$968,000	\$968,000	\$968,000	\$9,680,000
Total Planning		-	\$7,260,000	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000	\$12,100,000
<b>Total Future Costs</b>		-	-	-	-	-	<b>\$1,210,000</b>	<b>\$1,210,000</b>
<b>Total Programmed</b>		-	<b>\$7,260,000</b>	<b>\$1,210,000</b>	<b>\$1,210,000</b>	<b>\$1,210,000</b>	<b>\$1,210,000</b>	<b>\$12,100,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$9,680,000
<b>TOTAL PROJECT COST</b>	Stays the same \$12,100,000

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**TDMX-CTXX - STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION**

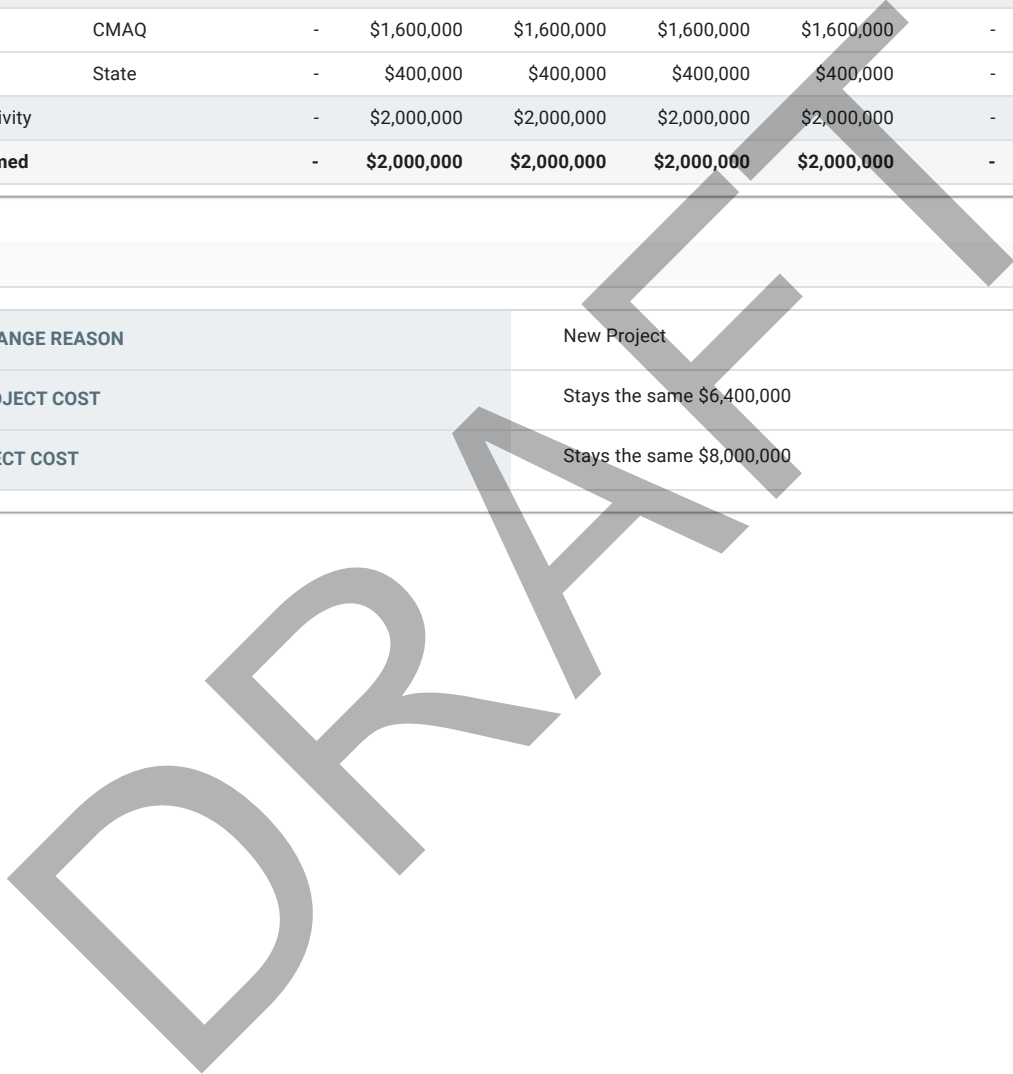
Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$8,000,000
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Project Description  
STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	CMAQ	-	\$1,600,000	\$1,600,000	\$1,600,000	\$1,600,000	-	\$6,400,000
Other Activity	State	-	\$400,000	\$400,000	\$400,000	\$400,000	-	\$1,600,000
Total Other Activity		-	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	-	\$8,000,000
<b>Total Programmed</b>		-	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	<b>\$2,000,000</b>	-	<b>\$8,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$6,400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$8,000,000



**TDMX-NYNJ - STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER)**

Lead Agency CTDOT	Project Type Roadway	Region Statewide	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$24,000,000
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Project Description  
STATEWIDE TRAFFIC DEMAND MODELLING: NY-NJ-CT MODERATE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	CMAQ	-	\$12,000,000	\$2,400,000	\$2,400,000	\$2,400,000	-	\$19,200,000
Other Activity	State	-	\$3,000,000	\$600,000	\$600,000	\$600,000	-	\$4,800,000
Total Other Activity		-	\$15,000,000	\$3,000,000	\$3,000,000	\$3,000,000	-	\$24,000,000
<b>Total Programmed</b>		-	<b>\$15,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	<b>\$3,000,000</b>	-	<b>\$24,000,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$19,200,000
<b>TOTAL PROJECT COST</b>	Stays the same \$24,000,000

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**VARIOUS-A - TRANSIT DISTRICT BUS REPLACEMENTS**

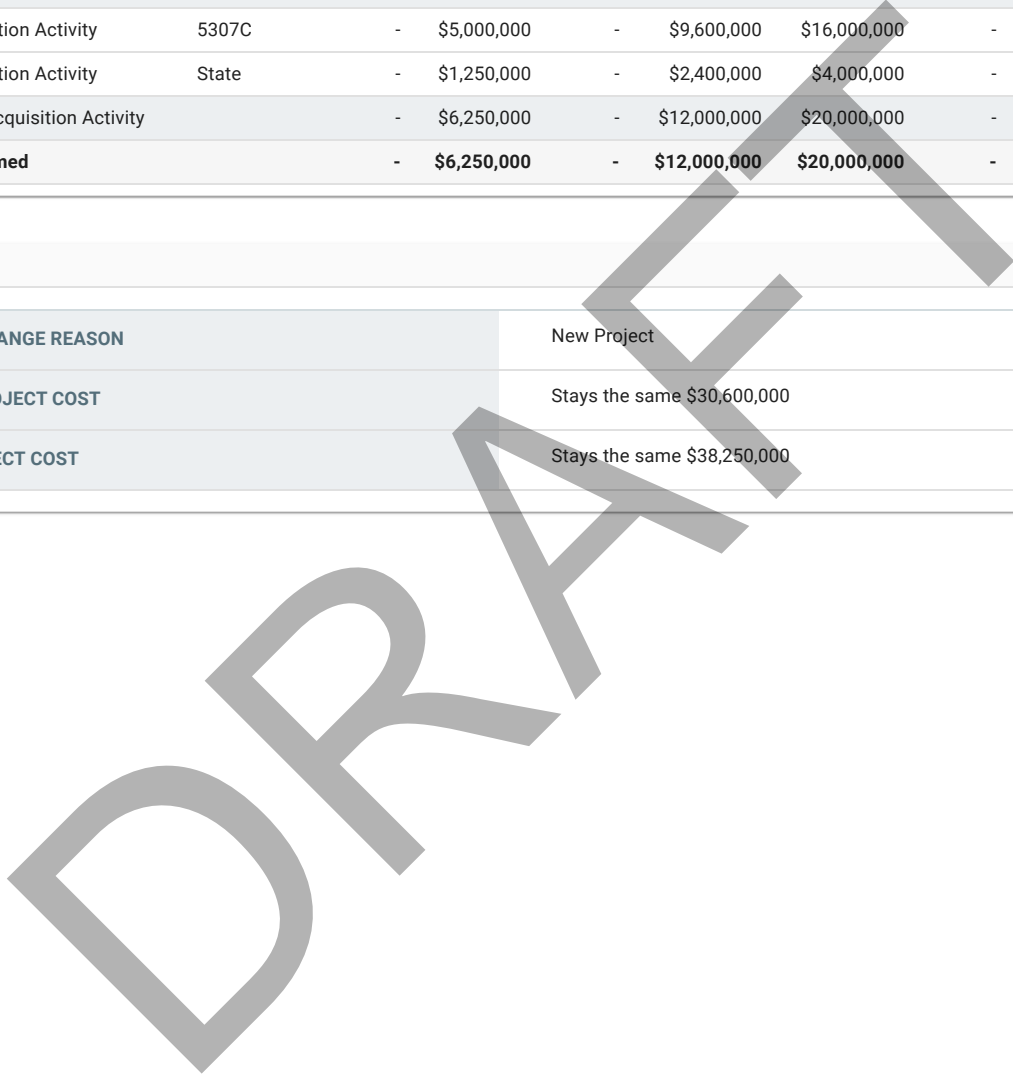
Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$38,250,000
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Project Description  
Bus replacements for transit districts around the state

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	\$5,000,000	-	\$9,600,000	\$16,000,000	-	\$30,600,000
Capital Acquisition Activity	State	-	\$1,250,000	-	\$2,400,000	\$4,000,000	-	\$7,650,000
Total Capital Acquisition Activity		-	\$6,250,000	-	\$12,000,000	\$20,000,000	-	\$38,250,000
<b>Total Programmed</b>		-	<b>\$6,250,000</b>	-	<b>\$12,000,000</b>	<b>\$20,000,000</b>	-	<b>\$38,250,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$30,600,000
<b>TOTAL PROJECT COST</b>	Stays the same \$38,250,000



**VARIOUS-B - TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES**

Lead Agency CTDOT	Project Type Bus	Region Statewide	Town Various
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$64,250,000
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Project Description  
Facility upgrades for transit facilities for battery electric bus accommodations

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	\$18,400,000	\$5,000,000	\$8,000,000	\$20,000,000	-	\$51,400,000
All	State	-	\$4,600,000	\$1,250,000	\$2,000,000	\$5,000,000	-	\$12,850,000
Total All		-	\$23,000,000	\$6,250,000	\$10,000,000	\$25,000,000	-	\$64,250,000
<b>Total Programmed</b>		-	<b>\$23,000,000</b>	<b>\$6,250,000</b>	<b>\$10,000,000</b>	<b>\$25,000,000</b>	-	<b>\$64,250,000</b>

<b>CURRENT CHANGE REASON</b>	New Project
<b>FEDERAL PROJECT COST</b>	Stays the same \$51,400,000
<b>TOTAL PROJECT COST</b>	Stays the same \$64,250,000

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