



Central Naugatuck Valley Metropolitan Planning Organization

FFY 2025-2028 Transportation Improvement Program

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

Endorsed: April 19, 2024

Central Naugatuck Valley Metropolitan Planning Organization Chief Elected Officials:

Municipality	Chief Elected Official	Title
Town of Beacon Falls	Gerard Smith	First Selectman
Town of Bethlehem	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

Table of Contents

Adopted Resolutions7

Overview.....17

Section 1: MPO Organization.....18
Memoranda of Understanding 18

Section 2: TIP Development Process20

Section 3: Air Quality Conformity Process.....22
Ozone 22
PM2.5..... 22
Assessment 23
Greater CT Ozone Serious Nonattainment Area 24
CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area 26
CT Portion of NY-NJ-CT PM 2.5 Maintenance Area 28

Section 4: Financial Assessment.....30

Section 5: Performance-Based Planning and Programing32
Highway Safety 33
Pavement and Bridge Condition..... 34
System Reliability 35
Freight Movement 36
Air Quality 37
Transit 38

Section 6: Public Involvement.....40

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 four-year period of Federal Fiscal Years 2025-2028. 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.

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.
- 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

Adopted Resolutions



CENTRAL NAUGATUCK VALLEY METROPOLITAN PLANNING ORGANIZATION

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688

RESOLUTION 2024-08

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT CONNECTICUT PORTION OF THE NY/NJ/LI PM2.5 ATTAINMENT/MAINTENANCE AREA CENTRAL NAUGATUCK VALLEY MPO

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

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

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

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, April 19, 2024, and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

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

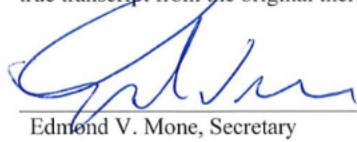
WHEREAS, The State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County); and

WHEREAS, The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2023-2050 MTP and the FFY 2025-2028 TIP show that the implementation of the projects contained therein will result in emissions of PM 2.5 in each analysis year that are less than the emissions of the baseline year; and

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley MPO finds that the 2023-2050 MTP and the FFY 2025-2028 TIP conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated February 2024.

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



Edmond V. Mone, Secretary

April 19, 2024
Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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RESOLUTION 2024-09

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
GREATER CONNECTICUT OZONE NONATTAINMENT ZONE
CENTRAL NAUGATUCK VALLEY MPO**

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

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

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

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, April 19, 2024, and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

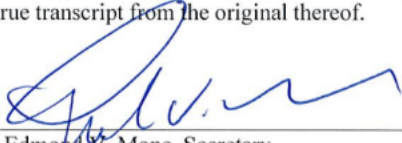
WHEREAS, The State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Nonattainment area (Litchfield, Hartford, Tolland, New London, and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Ozone Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination February 2024); and

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

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley MPO finds that the 2023-2050 MTP and the FFY 2025-2028 TIP conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated February 2024.

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



Edmond V. Mone, Secretary

April 19, 2024
Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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RESOLUTION 2024-10

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
CONNECTICUT PORTION OF THE NY-NJ-CT OZONE NONATTAINMENT ZONE
CENTRAL NAUGATUCK VALLEY MPO**

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

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

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

WHEREAS, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, April 19, 2024, and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

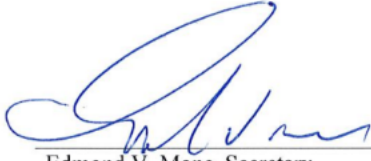
WHEREAS, The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven, and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination February 2024); and

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

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley MPO finds that the 2023-2050 MTP and the FFY 2025-2028 TIP conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated February 2024.

This resolution shall become effective as of April 19, 2024

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



Edmond V. Mone, Secretary

April 19, 2024

Date

CNVMPO Self Certification



CENTRAL NAUGATUCK VALLEY METROPOLITAN PLANNING ORGANIZATION

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688

RESOLUTION 2024-11

URBAN TRANSPORTATION PLANNING CERTIFICATION CENTRAL NAUGATUCK VALLEY MPO

WHEREAS, the Central Naugatuck Valley MPO (CNVMPO) is required by the *Fixing America's Surface Transportation Act (FAST Act)*, *Infrastructure Investment and Jobs Act (IIJA)* and related US Department of Transportation regulations to certify that the metropolitan transportation planning process is being carried out in accordance with all US Department of Transportation requirements and regulations and must submit such certification to the Federal Highway Administration and Federal Transit Administration as part of the STIP and MTP approval; and,

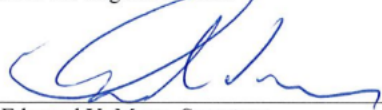
WHEREAS, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation and specified in the *IIJA*, by preparing a Unified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

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

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

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



Edmond V. Mone, Secretary

April 19, 2024

Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2024-12

**ADOPTION OF THE FFY 2025-2028 TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE CENTRAL NAUGATUCK VALLEY MPO**

WHEREAS, the Central Naugatuck Valley MPO is authorized by the *Infrastructure Investment and Jobs Act (IIJA)* and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the Central Naugatuck Valley metropolitan planning area; and,

WHEREAS, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and has, in consultation with the Connecticut Department of Transportation, prepared the *FFY 2025-2028 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization*; and,

WHEREAS, the *FFY 2025-2028 TIP* lists and describes all transportation improvement projects programmed to receive federal transportation funding assistance from the Federal Highway Administration and the Federal Transit Administration over the next four federal fiscal years beginning October 1, 2024; and,

WHEREAS, the *FFY 2025-2028 TIP* establishes project priorities, indicates project schedules, provides project funding estimates, and identifies federal, state, and local funding sources; and,

WHEREAS, the financial plan for the *FFY 2025-2028 TIP* is included and demonstrates financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the various urban areas; and,

WHEREAS, the *FFY 2025-2028 TIP* was made available for public review and comment, and notification of the proposed TIP was consistent with and followed the procedures set forth in the NVCOG's Procedures and Guidelines for Public Meetings, posted June 21, 2022, and the Public Outreach Policy, February 2020, including providing a 45-day review and comment period, holding a public information meeting, posting the draft TIP on the NVCOG website, sharing information about the TIP and meetings on social media platforms, making the projects included within the TIP available via the NVCOG's EcoInteractive Public website, and considering public comments in reviewing the draft TIP; and,

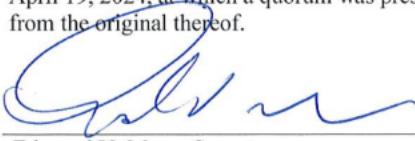
WHEREAS, the proposed *FFY 2025-2028 TIP* has been presented to the CNVMPO at the rescheduled March 17, 2024, meeting, and reviewed and discussed at the regularly scheduled April 19, 2024 CNVMPO meeting; and,

WHEREAS, the proposed program of projects included in the *FFY 2025-2028 TIP* were assessed for their impact on air quality and the State's ability to attain the National Ambient Air Quality Standards for the Ozone and PM_{2.5} pollutants and the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality nor prevent the State from attaining the air quality standards, as required;

NOW, THEREFORE BE IT RESOLVED Central Naugatuck Valley MPO endorses the *FFY 2025-2028 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization* presented and discussed here today. The endorsement of the FFY 2025-2028 TIP covers a four-year period from October 1, 2024 through September 30, 2028.

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



Edmond V. Mone, Secretary

April 19, 2024

Date

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 (PM_{2.5}).

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*.

PM_{2.5}

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 PM_{2.5} 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) PM_{2.5} non-attainment area.

The EPA has determined Connecticut's PM_{2.5} 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 PM_{2.5} 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_x 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

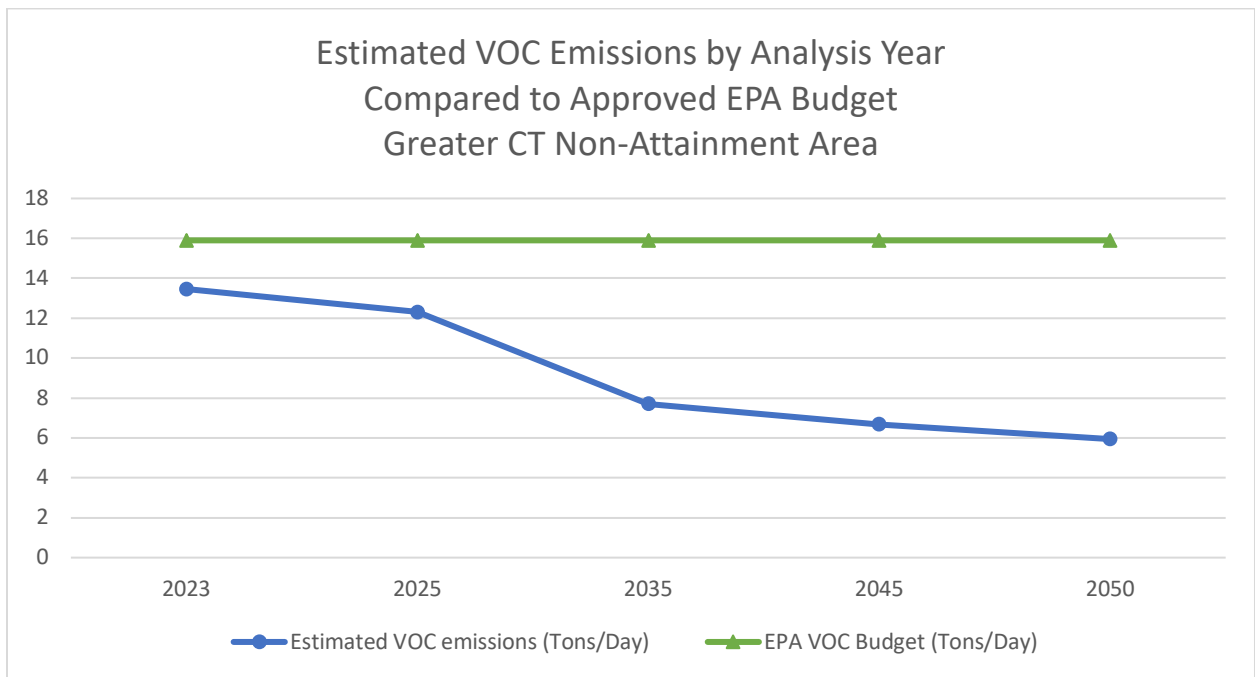
The PM_{2.5} emissions analysis was conducted for the following years for annual average conditions:

- 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

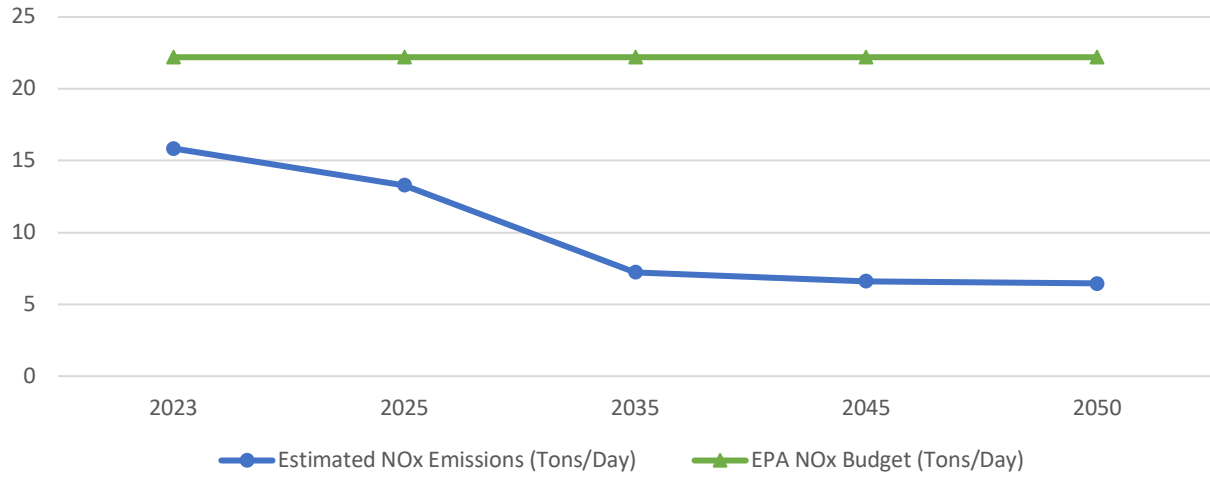
The results of the quantitative emissions analyses conducted by CTDOT are shown in the following tables and the analysis year trends are depicted in the charts following the tables.

Greater CT Ozone Serious Nonattainment Area

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

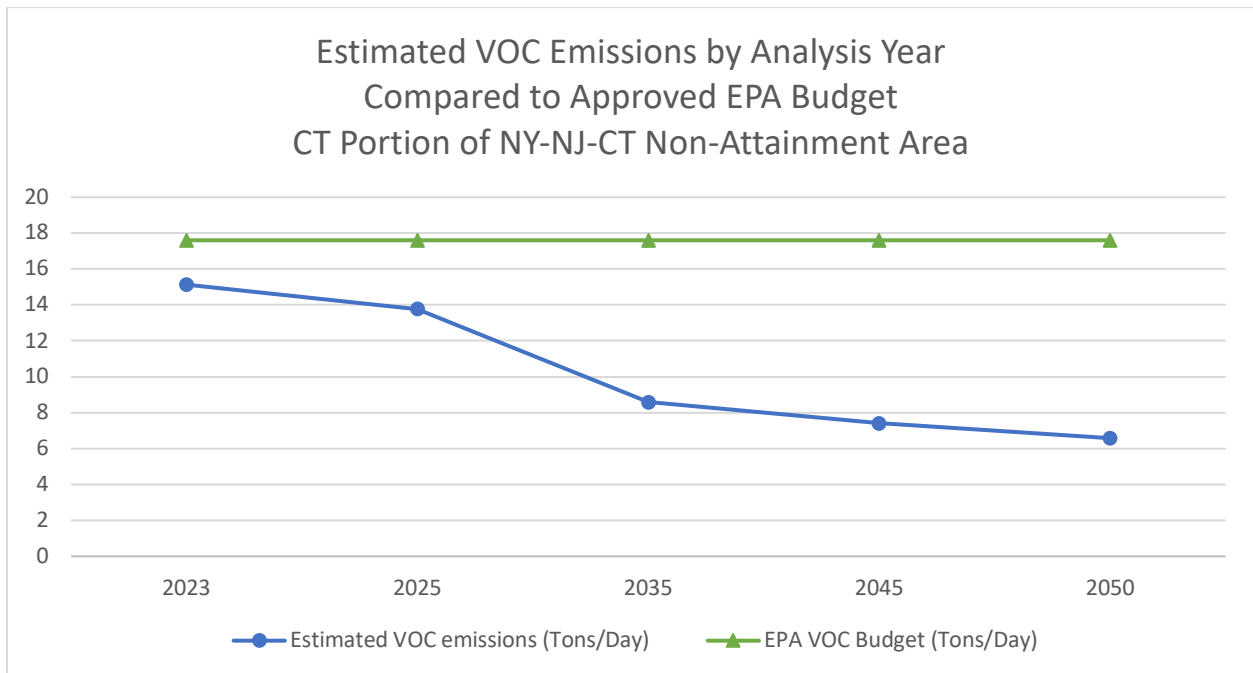


Estimated NOX Emissions by Analysis Year Compared to Approved EPA Budget Greater CT Non-Attainment Area

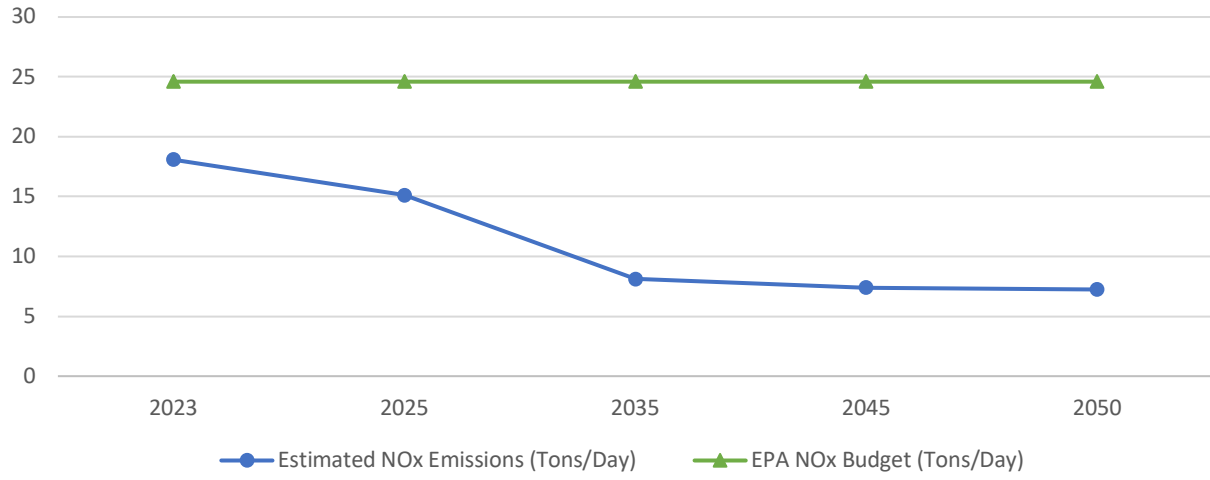


CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area

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

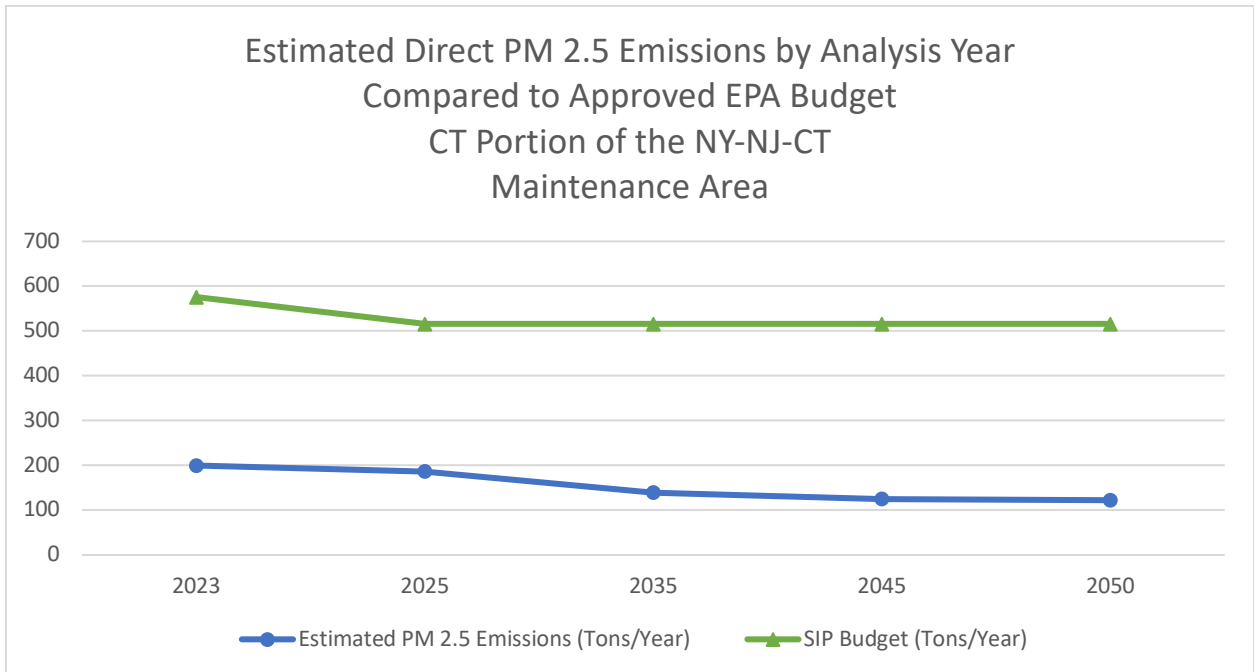


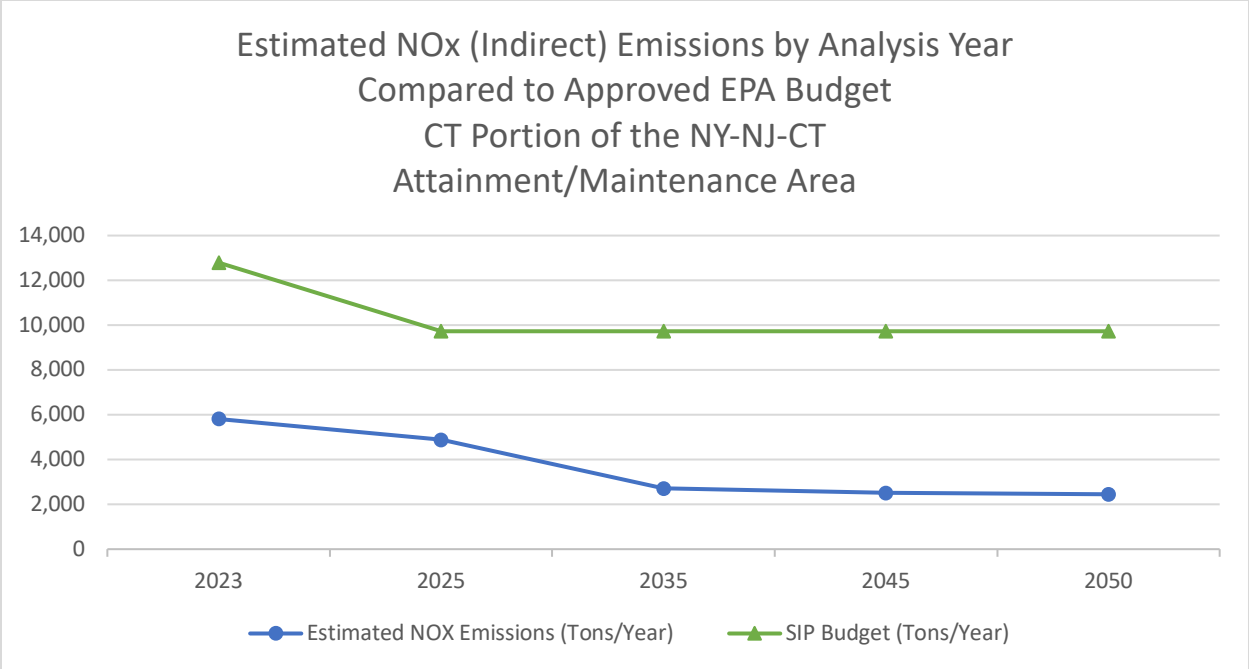
Estimated NOx Emissions by Analysis Year
Compared to Approved EPA Budget
CT Portion of NY-NJ-CT Non-Attainment Area



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

Direct PM _{2.5} Emission Analysis				NO _x (indirect) Emissions Analysis			
Year	Estimated PM 2.5 Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference	Year	Estimated NO _x Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference
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 or the Air Quality Conformity page of the NVCOG 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.

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 IIJA 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.

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 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.”¹ Travel time reliability is a significant aspect of transportation system performance.

The national system reliability performance measures assess the impact of the CTDOT’s various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the SHRP-2 study, Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, “travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure.”² Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, are shown below:

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

² Ibid, p. 1-1.

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.

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.
- **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 can comment on individual projects at any time.
- **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 3rd 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 7th 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_{2.5}) 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.

Appendix A: 2025-2028 Project Listing

TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
5	5307C	0430-XXXX	X6	CTTRANSIT	WATERBURY	CTTRANSIT WATERBURY - SMALL BUS REPLACEMENT FY 28	ACQ	2028	2,400	1,920	480	0
5	ASAP	0304-XXXX	X6	NHL	VARIOUS	WATERBURY BRANCH LINE - TRAIN STATIONS ADA ACCESSIBLE- ASAP GRANT PROG	ALL	2025	37,000	29,600	7,400	0

STATEWIDE TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 25	OTH	2025	500	400	100	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM	ALL	2025	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2025	6,250	5,000	1,250	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2025	23,000	18,400	4,600	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 26	OTH	2026	450	360	90	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM	ALL	2026	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2026	6,250	5,000	1,250	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 27	OTH	2027	450	360	90	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	ALL	2027	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2027	12,000	9,600	2,400	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2027	10,000	8,000	2,000	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 28	OTH	2028	500	400	100	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	ALL	2028	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2028	20,000	16,000	4,000	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2028	25,000	20,000	5,000	0

MULTI-REGION TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2025	9,150	7,320	1,830	0
78	5337	0300-0196	X6	NHL	VARIOUS	SCOUR REHABILITATION 4 NHL BRIDGES	CON	2026	12,000	9,600	2,400	0
78	5337	0300-0214	X6	NHL	VARIOUS	NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING)	CON	2026	25,000	20,000	5,000	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2026	8,974	7,179	1,795	0
78	5337	0300-0191	X6	NHL	VARIOUS	NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION)	CON	2027	37,500	30,000	7,500	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2027	4,099	3,279	820	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	ALL	2027	37,500	30,000	7,500	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2028	4,099	3,279	820	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2025	7,188	5,750	1,438	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2026	15,000	12,000	3,000	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2027	27,500	22,000	5,500	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2028	51,250	41,000	10,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 25	OTH	2025	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2025	12,500	10,000	2,500	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26	ALL	2026	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2026	10,500	8,400	2,100	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2026	6,250	5,000	1,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2027	10,500	8,400	2,100	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2027	6,250	5,000	1,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28	ALL	2028	1,200	960	240	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2028	12,000	9,600	2,400	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2028	7,000	5,600	1,400	0
1,2,5	5337	0302-0023	X6	NHL	VARIOUS	DANBURY BRANCH - SLOPE AND TRACK STABILIZATION	CON	2026	12,500	10,000	2,500	0
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2025	986	788	0	197
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2026	1,001	801	0	200
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2027	1,001	801	0	200
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2028	1,001	801	0	200
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 25	ALL	2025	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25	ACQ	2025	3,050	2,440	610	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 26	ALL	2026	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26	ACQ	2026	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 27	ALL	2027	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27	ACQ	2027	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 28	ALL	2028	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28	ACQ	2028	3,225	2,580	645	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 25	ALL	2025	5,858	4,686	1,172	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 26	ALL	2026	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 27	ALL	2027	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 28	ALL	2028	5,946	4,757	1,189	0
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2025	501	400	0	100
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2026	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2027	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2028	508	407	0	102

HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
5	CMAQ	0017-0195	X8	VARIOUS	BRISTOL	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS	CON	2026	3,111	3,111	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II	ROW	2025	1,110	1,110	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II - COMPONENT 1 GREENWAY	CON	2026	8,900	8,900	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II - COMPONENTS 2 & 3 WEST MAIN STREET AND EV CHARGERS	CON	2026	9,890	9,890	0	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	ROW	2025	190	152	38	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	FD	2025	816	653	163	0
5	NHPP	0080-0135	X6	I-84	MIDDLEBURY	REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK	FD	2025	583	525	58	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC ENTRY	CON	2025	0	0	0	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC CONVERSION	CON	2025	22,222	20,000	2,222	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	FD	2025	1,000	900	100	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	ROW	2025	50	45	5	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	CON	2026	18,354	14,683	3,671	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC CONVERSION	CON	2026	5,656	5,090	566	0
5	NHPP	0080-0135	X6	I-84	MIDDLEBURY	REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK	CON	2027	10,825	9,743	1,083	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	CON	2027	17,800	16,020	1,780	0
5	STPA	0025-0149	X6	CT 42	CHESHIRE	DRAINAGE IMPROVEMENTS	CON	2025	3,025	2,420	605	0
5	STPA	0151-0340	CC	I-84	WATERBURY	REMOVE EXIT 21 EB OFF-RAMP, EXTEND AUXILIARY LANE	CON	2025	21,500	17,200	4,300	0
5	STPO	0080-0128	CC	I-84/CT 63 & 64	MIDDLEBURY	IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17 - AC ENTRY	CON	2025	0	0	0	0
5	STPO	0080-0128	CC	I-84/CT 63 & 64	MIDDLEBURY	IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17 - AC CONVERSION	CON	2025	4,375	3,500	875	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC ENTRY	CON	2025	0	0	0	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC CONVERSION	CON	2025	625	500	125	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC CONVERSION	CON	2026	9,875	7,900	1,975	0
5	STPR	0010-0090	X7	CT 132	BETHLEHEM	INTERSECTION IMPROVEMENTS AT MAGNOLIA HILL & NONNEWAUG ROADS	CON	2025	2,014	1,611	403	0
5	TAP0	0153-0125	X6	TRAIL	WATERTOWN	CONSTRUCT STEELE BROOK GREENWAY MULTI-USE TRAIL	CON	2025	2,205	1,764	0	441

STATEWIDE HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	NHPP	0170-3592	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP	0170-3592	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2025	2,250	1,800	450	0
70	NHPP	0170-3640	X6	I-95 & I-395	STATEWIDE	SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT	CON	2025	3,750	3,750	0	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2026	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,500	3,600	900	0
70	NHPP-BRX	0170-3588	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3588	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2025	2,000	1,600	400	0
70	NHPP-BRX	0170-3590	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3590	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2025	15,000	12,000	3,000	0
70	NHPP-BRX	0170-3609	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3609	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2025	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2026	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2026	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2026	1,050	840	210	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2027	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2027	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2027	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2028	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2028	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	30,000	24,000	6,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,000	3,200	800	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	2,100	1,680	420	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2025	0	0	0	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2025	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2026	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	FYI	10,167	9,150	0	1,017
70	STPA	0170-3593	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	0170-3593	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2025	500	400	100	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2025	4,970	3,976	994	0
70	STPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC ENTRY	CON	2025	0	0	0	0

70	STPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2025	700	560	140	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,210	968	242	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2026	6,460	5,168	1,292	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2026	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2026	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC ENTRY	CON	2026	0	0	0	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2026	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	6,460	5,168	1,292	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2027	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,200	960	240	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	6,460	5,168	1,292	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2028	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	1,000	800	200	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	FYI	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,210	968	242	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0

MULTI-REGION HIGHWAY PROJECTS

<u>Region</u>	<u>FA Code</u>	<u>Proj#</u>	<u>AQCd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot(000)\$</u>	<u>Fed(000)\$</u>	<u>Sta(000)\$</u>	<u>Loc(000)\$</u>
71	STPA	0171-0496	X6	VARIOUS	DISTRICT 1	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A	CON	2026	8,674	6,939	1,735	0
74	STPA	0174-0466	X6	VARIOUS	DISTRICT 4	REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C	CON	2026	20,489	16,391	4,098	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	3,000	2,400	600	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	2,000	1,600	400	0
3,5	BRFP	0174-0470	X6	CT 8	THOMASTON/HARWINTON	REHAB OF BRIDGES 01730, 03359, 01733, 01734	CON	2027	15,407	12,325	3,081	0
3,5	NHPP-BRX	0174-0470	X6	CT 8	THOMASTON/HARWINTON	REHAB OF BRIDGES 01730, 03359, 01733, 01734	FD	2025	766	613	153	0
5,6,7	CMAQ	0304-XXXX	CC	NHL	VARIOUS	WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA - AC ENTRY	OTH	2025	0	0	0	0
5,6,7	CMAQ	0304-XXXX	CC	NHL	VARIOUS	WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA - AC CONVERSION	OTH	2025	4,604	3,683	921	0
5,8,10	STPA	0171-0471	X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC ENTRY	CON	2025	0	0	0	0
5,8,10	STPA	0171-0471	X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC CONVERSION	CON	2025	7,875	6,300	1,575	0