

2025-2028 Transportation Improvement Program
for the Greater Bridgeport & Valley Planning Region

Approved by the GBVMPO, May 30th, 2024

Actions, amendments & notifications: <https://ctmetro.ecointeractive.com/>

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Public Comment Period: April 23, 2024 to May 23, 2024

Public Information Meetings

May 21, 2024, 6 pm (hybrid, MetroCOG offices)

May 30, 2024, 10 am (hybrid, GBVMPO meeting, MetroCOG offices)

MetroCOG & NVCOG staff are entirely responsible for the design and format of this report, using a style guide developed through SRMC (Susan Rubinsky Marketing Consulting). The opinions, findings and conclusions expressed in this publication are those of MetroCOG/NVCOG and do not necessarily reflect the official views or policies of the federal and state agencies through which MetroCOG/NVCOG are funded.

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 over the next four years. The TIP includes an overview that describes the organization of the Metropolitan Planning Organization (MPO) and the MOUs that guide the transportation planning process in the Greater Bridgeport and Valley planning regions. It also describes the TIP development process, the project selection procedures, and the results of the regional air quality impact assessment. The TIP is organized by federal aid transportation programs administered by FHWA and 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/STIP and afforded an opportunity to participate in the process. The FFY 2025 ~ 2028 TIP was approved by the GBVMPO on May 30, 2024.

Bridge and safety reports can be found [here](#).

Updated actions, amendments and notifications can be found [here](#).

Contact

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RESOLUTION 2024-04: AIR QUALITY/OZONE

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION
Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

RESOLUTION 2024-04
RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT OZONE
FOR THE GREATER BRIDGEPORT AND VALLEY
METROPOLITAN PLANNING ORGANIZATION

WHEREAS,

the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)** 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 **(GBVMPO)** that the plans and programs approved today, **May 30th, 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-LI 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 by the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**

That the **GBVMPO** finds that the 2023-2050 MTP and the FFY 2025-2028 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department 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, contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the **GBVMPO** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the **GBVMPO** on **May 30th, 2024**.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director
NVCOG – MPO Co-Secretary

Date: May 30th, 2024

Responsible Metropolitan Transportation Planning Agencies

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RESOLUTION 2024-05: AIR QUALITY PM2.5

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION
Ansonia•Bridgeport•Derby•Easton•Fairfield•Monroe•Seymour•Shelton•Stratford•Trumbull

RESOLUTION 2024-05
RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT PM 2.5
FOR THE GREATER BRIDGEPORT AND VALLEY
METROPOLITAN PLANNING ORGANIZATION

WHEREAS,

the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)** 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 **GBVMPO** that the plans and programs approved on **May 30th, 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-LI 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 and Amendments

show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

That the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)** finds that the 2023-2050 MTP and the FFY 2025-2028 TIP and Amendments 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 2023 contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the **GBVMPO** certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the **GBVMPO** on **May 30th, 2024**.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director
NVCOG – MPO Co-Secretary

Date: May 30th, 2024

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RESOLUTION 2024-06: TRANSPORTATION IMPROVEMENT PROGRAM

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION
Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

RESOLUTION 2024-06
FFY 2025~ 2028 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE
GREATER BRIDGEPORT AND VALLEY
METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO) is authorized by the *Bipartisan Infrastructure Law (BIL)* and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the portion of the Bridgeport-Stamford urbanized area located in the Greater Bridgeport and Valley planning regions;

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization has, in cooperation with the Connecticut Department of Transportation, the Greater Bridgeport Transit and the Valley Transit District, jointly prepared the *FFY 2025 – 2028 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization*;

WHEREAS, the *FFY 2025 – 2028 TIP* describes all 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;

WHEREAS, the *FFY 2025 – 2028 TIP* establishes project priorities, indicates project schedules, provides estimates of project cost and identifies federal funding program;

WHEREAS, the financial plans for the *FFY 2025 – 2028 TIP* are included and demonstrate financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the Bridgeport-Stamford urbanized area;

WHEREAS, the *FFY 2025 – 2028 TIP* was made available for review and public notification and review of the proposed TIP was consistent with and followed the procedures set forth in the MPO's *Public Participation Program Handbook*, as amended, including providing a 30-day review and comment period (April 23rd, 2024 to May 23rd, 2024), holding a public information meeting on May 21st, 2024, posting the draft TIP on the Connecticut Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) websites and considering public comments in revising the draft TIP;

WHEREAS, the proposed *FFY 2025 – 2028 TIP* has been presented to the MPO, reviewed and discussed;

WHEREAS, the proposed program of projects in the *FFY 2025 – 2028 TIP* were assessed for their impacts on air quality and the State's ability to attain the *National Ambient Air Quality*

Standards for the 8-hour 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.

NOW, THEREFORE BE IT RESOLVED the Greater Bridgeport and Valley Metropolitan Planning Organization, after reviewing the draft *FFY 2025 – 2028 Transportation Improvement Program for the Greater Bridgeport and Valley Metropolitan Planning Organization* endorses the *FFY 2025 – 2028 TIP* presented and discussed here today as the official *TIP* for the Greater Bridgeport and Valley Metropolitan Planning Region. The endorsement of the TIP covers a four-year period from October 1, 2024 through September 30, 2028.

BE IT FURTHER RESOLVED that the TIP approval constitutes project selection in accordance with the requirements of the *Bipartisan Infrastructure Law (BIL)*.

This resolution shall become effective as of May 30th, 2024.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on May 30th, 2024 at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary

Date: May 30th, 2024



Richard T. Dunne, Executive Director
NVCOG – MPO Co-Secretary

Responsible Metropolitan Transportation Planning Agencies

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RESOLUTION 2024-07: CERTIFICATION

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

RESOLUTION 2024-07

URBAN TRANSPORTATION PLANNING CERTIFICATION GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is authorized by the *Bipartisan Infrastructure Law (BIL)* relating to self-certification of metropolitan planning organizations, requires the MPO to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable US Department of Transportation requirements and must submit such certification concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval;

WHEREAS, the Connecticut Metropolitan Council of Governments conducts the transportation planning process for the Greater Bridgeport and Valley planning region in accordance with the planning regulations promulgated by the US Department of Transportation and specified in the *BIL*, by preparing an annual Unified Planning Work Program, conducting and performing transportation planning activities as contained in the UPWP, cooperatively preparing, maintaining and amending the endorsed short-range transportation improvement program (TIP), preparing and updating a 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 transportation planning process and;

WHEREAS, the GBVMPO 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 Older Americans Act, and regarding the involvement of disadvantaged business enterprises in USDOT funded projects and the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

NOW, THEREFORE BE IT RESOLVED that the Greater Bridgeport and Valley Metropolitan Planning Organization, the Metropolitan Planning Organization for the Bridgeport-Stamford Urbanized Area covered by Greater Bridgeport and the Valley planning regions, hereby certifies that the urban transportation planning process has been and is being conducted in accordance with the terms and provisions of the rules and regulations promulgated by the US Department of Transportation under the *BIL* and that all applicable provisions relative to involvement of 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 U.S.C and 49 U.S.C have been satisfied.

Responsible Metropolitan Transportation Planning Agencies

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This resolution shall become effective as of May 30th, 2024.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on May 30th, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director
NVCOG – MPO Co-Secretary

Date: May 30th, 2024

I. OVERVIEW

The Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is authorized by federal regulations and designated by the Governor of Connecticut to conduct transportation planning and endorse a transportation improvement program (TIP) for the portion of the Bridgeport-Stamford Urbanized Area covered by the Greater Bridgeport and Valley planning regions. The Greater Bridgeport and Valley TIP lists all proposed highway and transit improvement projects within the Greater Bridgeport and Valley planning regions programmed to receive federal assistance over the next four federal fiscal years, beginning October 1, 2024 (FFY 2025) and ending September 30, 2028 (FFY 2028). The TIP is incorporated into the State Transportation Improvement Program (STIP), and is collectively referred to as the TIP/STIP.

Federal regulations require the TIP/STIP to be “financially constrained.” This means there must be a reasonable expectation of federal financial assistance to implement endorsed projects and that the funding sources must be identified for each project. The MPO endorsed the FFY 2020-2024 TIP on October 14, 2020. The TIP has been subsequently amended over the intervening years to advance priority projects and maintain a financially constrained program.

This TIP is organized by federal agency (FHWA or FTA), location (state, municipality, transit district, etc.) and project. The TIP Includes:

- MPO organization and TIP requirements;
- Summary of the Transportation Planning Process Memoranda of Understanding (MOUs);
- TIP development and project selection process;
- Air quality assessment, regional air quality emission analysis results of TIP and air quality conformity determination (Ozone and PM2.5);

- A discussion on how the TIP helps to achieve the adopted transportation performance targets (Appendix A) and Table 2;
- Public involvement activities and public comments;
- Project descriptions, cost estimates and programming schedules;

MPO ORGANIZATION

Membership of the GBVMPO includes the Chief Elected Officials of the ten municipalities of the Greater Bridgeport and Valley planning regions and the chair of the two transit operators serving the regions (detailed in the box below). Representatives of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Connecticut Department of Transportation (CTDOT), and the Connecticut Department of Energy and Environmental Protection (CTDEEP) are included as “Ex Officio” members.

Greater Bridgeport Transit (GBT) provides the Region’s fixed route service, complementary services in accordance with the Americans with Disabilities Act (ADA) and dial-a-ride services for seniors, under a State funded program, known as the Municipal Grant Program (MGP).

Valley Transit District (VTD) operates the complementary ADA services for Ansonia, Derby, Seymour and Shelton. While GBT and CTTransit-New Haven operate fixed-route bus services in these communities, the VTD service mirrors the fixed route services Monday through Friday.

GREATER BRIDGEPORT & VALLEY METROPOLITAN PLANNING ORGANIZATION	
Ansonia	Monroe
Bridgeport	Seymour
Derby	Shelton
Easton	Stratford
Fairfield	Trumbull
Greater Bridgeport Transit (GBT)	
Valley Transit District (VTD)	

MEMORANDA OF UNDERSTANDING

The transportation planning process in the Bridgeport-Stamford Urbanized Area is carried out through cooperative relationships between area municipalities, regional planning organizations, regional transit operators, the state transportation agency, the state environmental agency, and federal transportation agencies. Agreements have been made between

participants to define roles and responsibilities and formalize actions. The Memoranda of Understanding that guide transportation planning in the Bridgeport-Stamford Urbanized Area include:

Transportation Planning Process: The Memorandum of Understanding for Transportation Planning in the Greater Bridgeport and Valley Planning Regions, 1981, consolidated the transportation planning process in the Bridgeport Urbanized Area (as designated by the 1980 Census) under the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO). The MOU specifies transportation planning participants, roles, and responsibilities and designates the Greater Bridgeport Regional Planning Agency (now the Connecticut Metropolitan Council of Governments, or MetroCOG) and the Valley Council of Governments (now the Naugatuck Valley Council of Governments, or NVCOG), as the transportation planning agencies for their respective regions. The MOU was amended in 1996, 2006, and 2021.

The Memorandum of Understanding for Coordination of Transportation Planning Activities in the Multi-State New York-New Jersey-Connecticut-Pennsylvania Metropolitan Region describes how the nine MPOs/Councils of Governments (COGs) will coordinate metropolitan transportation planning and key planning documents and activities, as well as the process for meeting requirements for attainment of the National Ambient Air Quality Standards (NAAQS). The agencies are the New York Metropolitan Transportation Council (NYMTC), North Jersey Transportation Planning Authority (NJTPA), Western Connecticut Council of Governments (WestCOG) Connecticut Metro Council of Governments (MetroCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), Lower Connecticut River Valley Council of Governments (RiverCOG), Capitol Region Council of Governments (CRCOG), Orange County Transportation Council (OCTC) and Lehigh Valley Planning Commission (LVPC). The MOU was adopted in 2017, with an addendum in 2020.

Project Movement within the Adopted TIP: The CTDOT and MPO established an agreement to expedite the selection and movement of projects within the endorsed State and MPO TIPs. The MOU established an

administrative process for endorsing these types of changes and provides flexibility in adjusting the TIP/STIP.

Air Quality Planning and Conformity Efforts: The MPO and CTDEEP 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 Bridgeport-Stamford Urbanized Area: This MOU was developed by the MPOs in the Bridgeport-Stamford urban area to guide how funds allocated under the STP urban program would be divided. 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 Bridgeport-Stamford 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.

II. TIP DEVELOPMENT PROCESS

The TIP is prepared by MetroCOG and NVCOG, in collaboration with CTDOT, GBT and VTD. The MPO selects highway projects for the Greater Bridgeport and Valley attributable portion of FHWA's STPBS program, as well as local transit projects under the FTA's Section 5307 capital formula grant program. The CTDOT submits a list of proposed projects allocated to the other federal-aid programs. The MPO evaluates the draft State TIP (STIP) and incorporates its program into the MPO TIP.

Projects proposed for federal-aid funding under the STPBS program 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.

As previously mentioned, the 2025 – 2028 TIP/STIP will be subsequently amended over the intervening years to advance priority projects and maintain a financially constrained program. As the project list changes over time, modifications to the project listing will occur via amendments, actions, and notifications – initiated by the CTDOT’s TIP/STIP staff to MPO staff. Whether a project requires modification, or it is being included as a new project, this process begins with the inclusion of the project into CTDOT’s working STIP. Some projects may require Air Quality conformity analyses, while others may not. Following confirmation of the project in the CTDOT’s program, communication of the required modification is distributed to the MPO staff as an amendment, action, or notification (see Table 1 for an explanation) and included in the MPO’s TIP through a vote by the MPO Board members. Furthermore the TIP/STIP modification process can be reviewed in CTDOT’s [2025 - 2028 STIP Narrative section](#). For locally selected and initiated projects, the GBVMPO established policy criteria to set priorities:

- Local reconstruction, widening, realignment and intersection improvement projects would be established as the first priority projects.
- Traffic signal modernization projects would be recommended for funding under the FHWA’s CMAQ program. If the shift to the CMAQ program is not feasible, these projects would be established as the second priority projects.
- Reconstruction, widening, realignment and intersection improvement projects involving a state highway would be recommended for funding under the FHWA STPA category. If the shift to the STPA program is not feasible, these would be established as the third priority projects.
- Local and state highway bridge replacement and rehabilitation projects would be recommended for funding under the FHWA Highway Bridge Replacement and Rehabilitation (HBRR) program or the state-sponsored Local Bridge Program. If the shift to either the HBRR or Local Bridge programs is not feasible, these projects would be established as the fourth priority.

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 in lieu of the federal transportation funds allocated under the Surface Transportation Program for urbanized

Table 1. Categories of TIP Modifications

Amendments: Policy Board Approval	Actions: Administrative Approval	Notifications: Informational
<p>New projects</p> <p>Project cancellation/deletion</p> <p>A project is being moved beyond the TIP period into a future year investment (FYI)</p> <p>A project is being moved from the FYI list into one of the TIP’s 4 years</p> <p>A regionally significant state funded project listed in the TIP that will move to federal funding</p> <p>A breakout project that changes the original scope and/or has a significant cost increase</p> <p>Certain project cost increases (above various thresholds)</p> <p>Substantial changes in the intent and/or project limits</p> <p>A new phase that will increase the federal share over 50%</p>	<p>A project moves to another year</p> <p>Certain project cost increases (below amendment thresholds)</p> <p>A project’s federal funding program changes</p> <p>Addition of a small Right of Way (ROW) phase for acquisition if discovered during construction.</p> <p>A breakout project that does not change the original scope nor increase funding</p> <p>Addition of a funding program to a project with no impact to the original cost, such as splitting an existing project with 1 funding program into 2 separate funding programs</p> <p>Deleting a project phase</p> <p>Adding a phase that will increase the federal cost to more than 20% but less than 50%</p> <p>A FTA funded project from the previous TIP, if it was listed in the last ‘active’ year.</p>	<p>Addition of an Advanced Construction (AC) entry only, with no other changes</p> <p>Addition of an Advanced Construction (AC) conversion wording in the description, with no other changes to existing entries</p> <p>Certain FHWA project cost increases (below action thresholds)</p> <p>Addition or adjustment of an emergency declaration project using federal funds</p> <p>A typo in an entry</p>

areas. 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 GBVMPO and CTDOT to collaborate on project selection and evaluation under the STPBS program.

Projects included in the TIP must address the issues and be consistent with the objectives contained in the GBVMPO’s Metropolitan Transportation Plan, as well as CTDOT’s Capital Plan. Project selection is based on thorough evaluation of project purpose and needs. 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.

Projects are intended to meet the following criteria:

- Address a transportation deficiency;
- Improve the movement of people and goods;
- Adequately mitigate the transportation deficiency;
- Minimize adverse environmental and social impacts; and
- Is cost effective.

Table 2. TIP Support for Performance Targets

	Investment	Number of Projects
Highway Safety	\$102,192,230	53
Asset Management	\$307,718,460	82
System Reliability	\$54,316,200	15
Freight Movement	\$54,316,200	15
Air Quality	\$47,919,500	15
Transit Asset Management	468,306,603	49

All projects contained in the TIP are consistent with the Metropolitan Transportation Plan for the Greater Bridgeport and Valley Planning Region as well as the state-wide long range transportation plan.

Based on an assessment of projects by MPO staff, Table 2

summarizes the number of projects and investment totals that support specific performance targets. Some projects support multiple targets, which are detailed in the project listing.

IV. 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 national air quality problem. To reduce transportation-related emissions and improve air quality, areas designated as non-attainment 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.

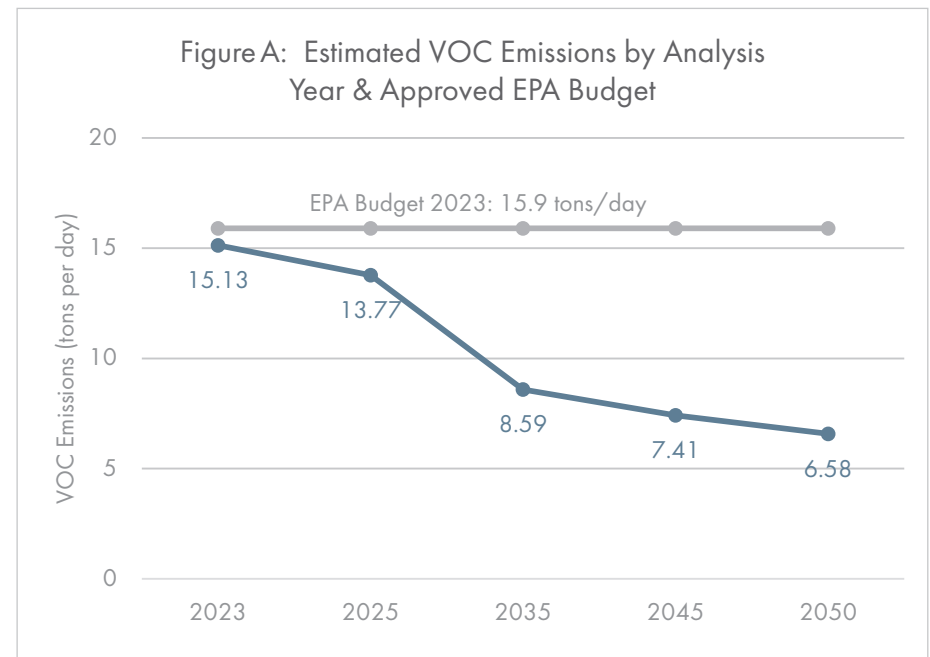


Table 3. Ozone Budget & Future Year Estimates

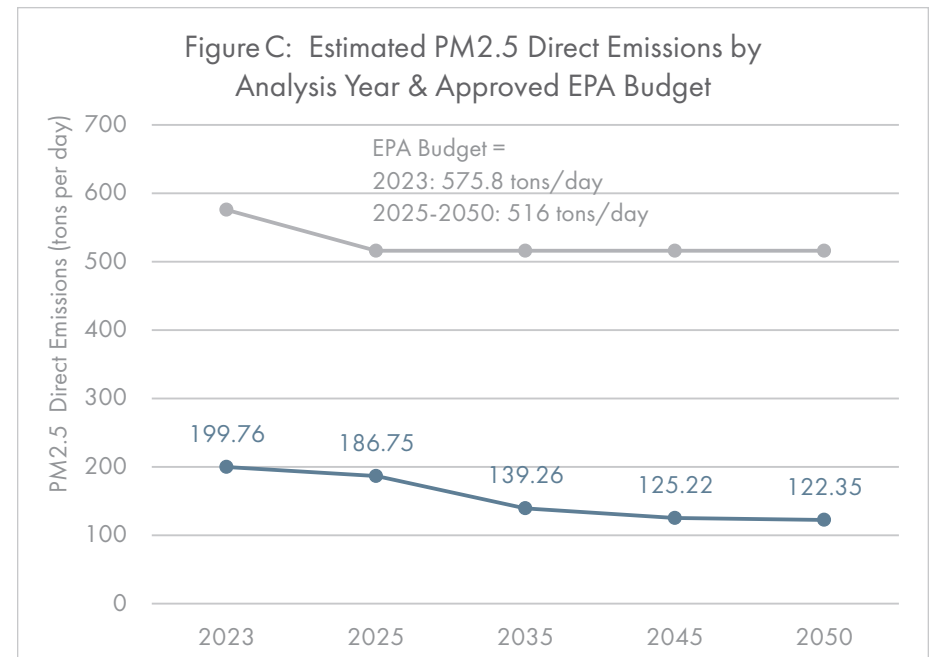
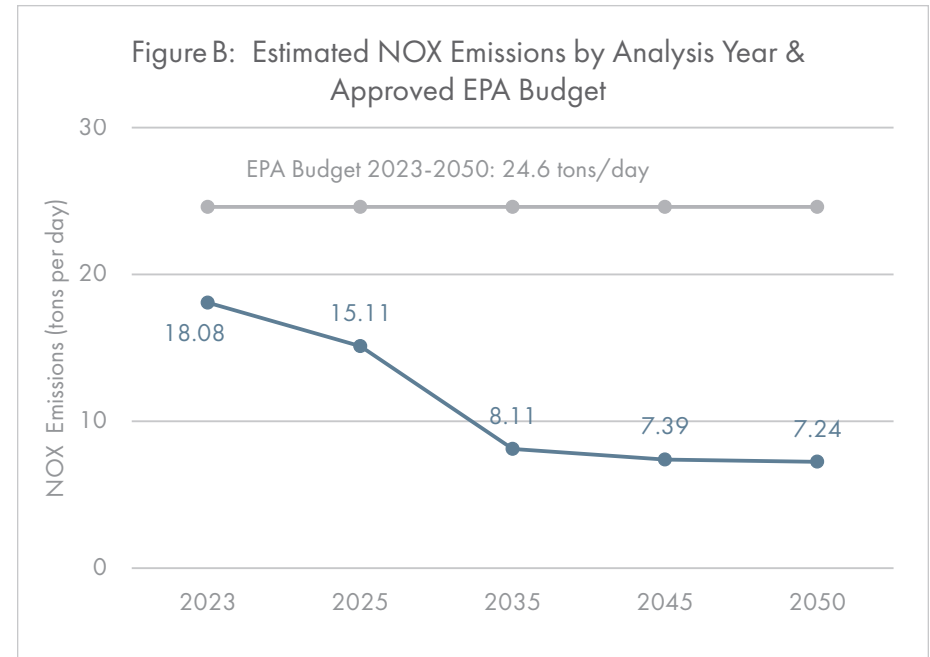
Ozone	Budget	Analysis Year Estimates				
	2023-2050	2023	2025	2035	2045	2050
VOC: Volatile Organic Compounds	15.9	15.13	13.77	8.59	7.41	6.58
NOX: Nitrogen Oxides	24.6	18.08	15.11	8.11	7.39	7.24

To be responsive to the goals of the State Implementation Plan for Air Quality, the TIP is required to contribute to annual reductions in transportation-related emissions, and actively advance TCMs. The CTDOT is responsible for conducting detailed transportation and air quality modeling. The results of the modeling are estimates of transportation-related emissions that are expected to be generated after constructing all regionally significant transportation improvements. CTDOT’s Ozone and PM2.5 Air Quality Conformity Determination for the 2025-2028 TIP can be found [here](#).

Connecticut is divided into two non-attainment areas for the eight-hour ozone standard. 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 for Ozone and is designated as a Moderate Non-attainment area. The Greater Connecticut eight-hour ozone Nonattainment Area consists of the state’s other counties.

For the PM2.5 standard, the Connecticut portion of the New York-New Jersey-Connecticut (NY- NJ-CT) non-attainment area for PM2.5 was redesignated to an Attainment Maintenance area in October of 2013.

To demonstrate conformity, the emissions from the “Action” scenarios must be less than the approved emissions budgets for the Connecticut portion of the non-attainment areas (see box on this page). The results of the quantitative emissions analysis conducted by CTDOT indicate that the expected emissions from the full implementation of the TIP will be within the emissions budget for the base year and each subsequent analysis year for the 8-Hour Ozone (Figure A, Figure B, and Table 3).



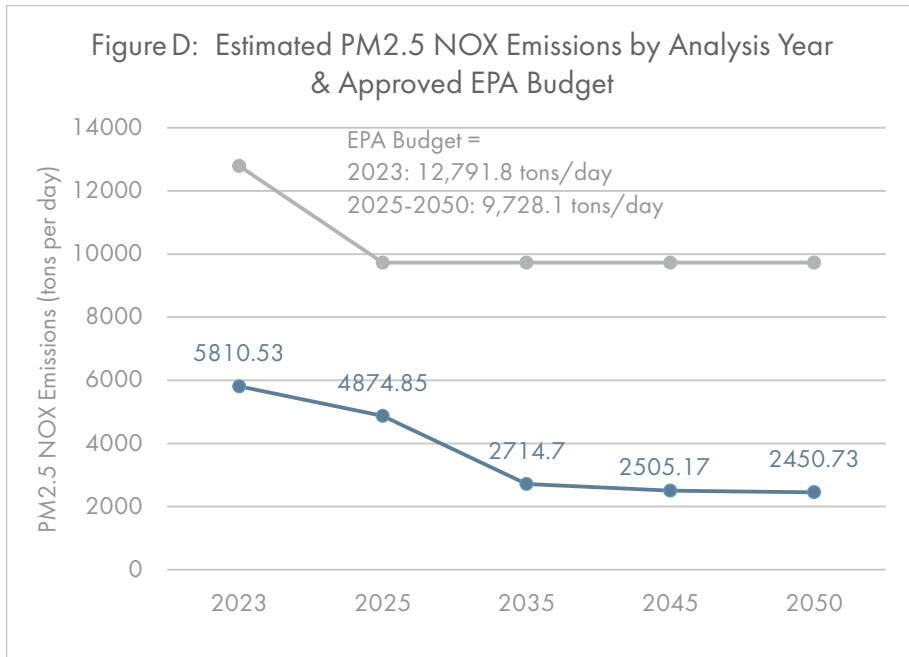


Table 4. PM 2.5 Budget & Future Year Estimates

Particulate Matter 2.5 microns or less	Budget		Analysis Year Estimates				
	2023	2025-2050	2023	2025	2035	2045	2050
Direct PM2.5 Tons/Year	575.8	516.0	199.76	186.75	139.26	125.22	122.35
NOX (indirect) Tons/Year	12,791.8	9728.1	5810.53	4874.85	2714.7	2505.17	2450.73

Further, the results of the quantitative emissions analysis conducted by CTDOT indicate that the expected emissions from the full implementation of the TIP will be within the emissions budget for the base year and each subsequent analysis year for the Annual PM2.5 NAAQS (Figure C, Figure D, and Table 4). For the PM2.5 conformity test, the emissions analyses estimate the amount of Direct PM2.5 pollution that will be generated and the amount of NOX emissions, which are precursors for particulate emissions.

V: PUBLIC INVOLVEMENT

The draft FFY 2025 ~ 2028 TIP was made available to the public for review and comment. The 30-day review and comment period began on April 23, 2024 and ended on May 23, 2024. The draft TIP was posted on both the MetroCOG and NVCOG websites and a legal notice was published in the Connecticut Post on April 23, 2024 and Spanish Language version in El Sol on April 26, 2024. A hybrid public information meeting was held on May 21, 2024 at 6 pm at the MetroCOG offices.

Agency and CTDOT staff were available at 5 – 6 PM, prior to the formal meeting at 6 PM, to informally discuss any aspects relating to the draft TIP/STIP and any other transportation issues and concerns. Comments received at the meetings were recorded and staff responded to comments, as needed.

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

Capital projects sponsored by the Greater Bridgeport Transit and the Valley Transit Districts are included in the draft TIP/STIP and the TIP development process is used to satisfy federal requirements for public notice, review and comment for routine and traditional local bus capital projects funded by the FTA under the Section 5307 capital grant program. The MPO's process, the notice of public involvement activities and the time established for public review of and comments on the TIP will satisfy the program of projects requirements of both transit agencies.

The public was also provided an opportunity to comment on the draft TIP and air quality conformity determinations at a meeting of the Greater Bridgeport and Valley MPO held on May 30th, 2024 at MetroCOG's offices in Bridgeport, CT, with a virtual option provided.

Documentation of the public involvement process can be found in Appendix B.

VI: 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 GBVMPO.

The TIP is expected to require about \$856 Million to implement over the next four years. This funding requirement includes regional (specific projects located in one of the ten GBVMPO municipalities) and statewide and multi-region projects. These latter projects involve actions that will be implemented in either CTDOT Maintenance and Construction Districts 3 or 4, both of which overlap the MPO area.

For projects specific to the GBVMPO, including Metro-North's New Haven Line, the funding requirement for the next four years totals about \$476 million.

As shown in Figure E, the US Department of Transportation will provide about 82.1% of the funds (or \$703.4 million) required to implement the MPO TIP projects, with the state contributing 17% (or \$145.5 million). Local sources of funds are expected to provide less than 1% (0.9%) of the total cost to implement region-based projects (\$7.5 million). The vast majority of federal funds are allocated to state roads and facilities where the State is responsible for the non-federal matching funds. Since its inception, local projects are primarily being completed with 100% State funds under the LOTCIP. Because local projects are sorted into the LOTCIP, there are very few locally sponsored projects in the TIP, and therefore local funds account for only a small portion of spending in the TIP.

About 45% of the total cost of the MPO's transportation improvement program is targeted at highway and road projects with about 55% of the funds used to support various transit projects (Figure F). Highway improvement projects are estimated to cost about \$388 million, with \$329 million allocated from various FHWA programs. This represents roughly 85% of

Figure E: Funding Sources

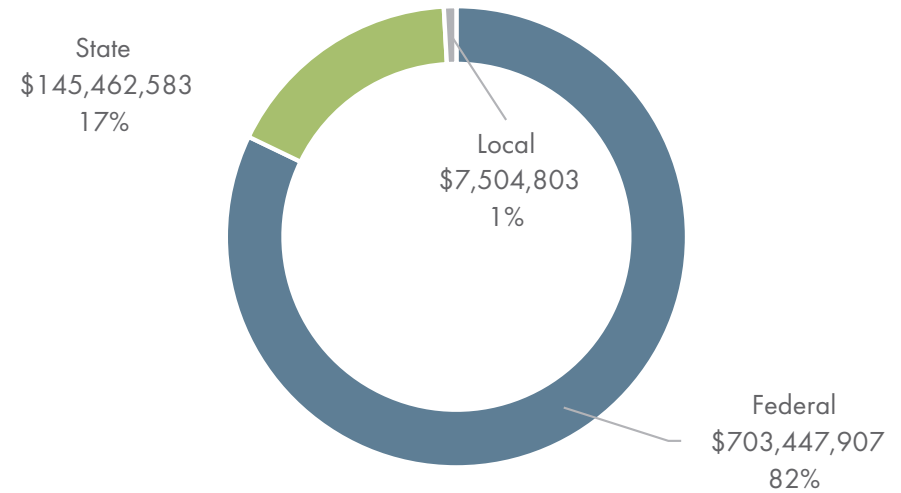
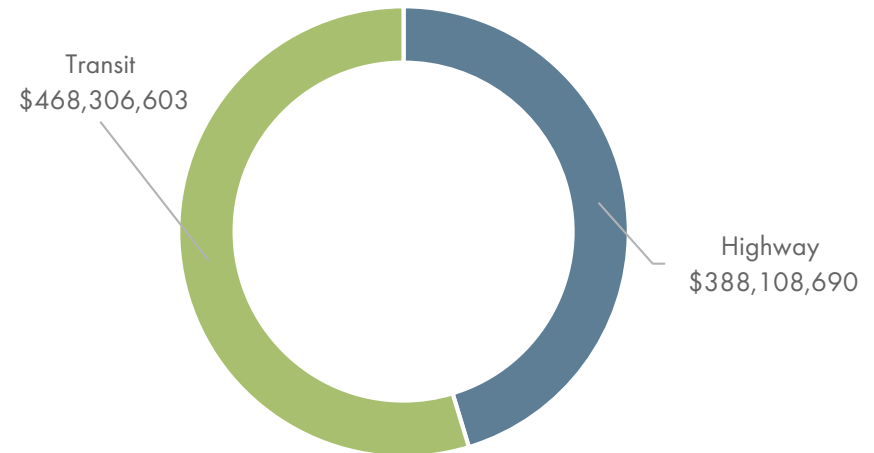


Figure F: Transit/Highway Split



the financial requirement for highway projects. Line items for GBT and VTD capital projects will require about \$6.4 million and \$2.1 million to implement, respectively. Statewide transit funding is programmed within

Table 5. FHWA Funding Distribution, 2025-2028

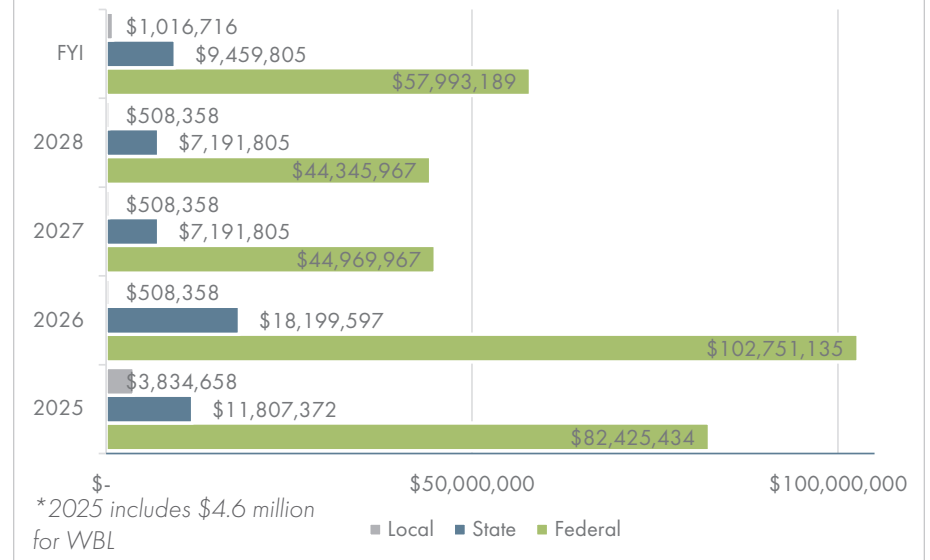
Program	Allocation
BRFP: Bridge Formula Program	\$27,500,000
CMAQ: Congestion Mitigation and Air Quality Program*	\$20,590,334
HSIP/SIPH: Highway Safety Improvement Program	\$30,501,480
NHPP-BRX: Highway Bridge Replacement and Rehabilitation Program	\$108,300,000
NHPP: National Highway Performance Program	\$39,149,250
STPA: Surface Transportation Program Anywhere	\$142,149,460
STPB: Surface Transportation Program Urban Bridgeport-Stamford	\$21,500,000
TA: Transportation Alternatives	\$3,022,000
Total	\$392,712,524

*includes \$4.6 million in CMAQ funding for Waterbury Branch Line (WBL)

the TIP at a total of \$110 million. Specific allocations to transit districts have not yet been allocated but are still shown within the TIP. Bus service operations are 100% state funded. The \$5.6 million in 5310 funding is for the entire BS-UZA and assists nonprofits and local public agencies with providing service that goes beyond the requirements of the ADA; recipients will provide the local cost share, totaling \$1.13 million. Maintaining a state of good repair and improvement projects along Metro-North’s New Haven line will utilize the bulk of the transit funding, at \$339 million, including the TIME (Track Improvement and Mobility Enhancement) Phase 1 Project of the Metro North New Haven Line Improvements.

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

Figure G: FHWA: Funding Source by Year



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. In Connecticut, state funding for transportation is provided through the Special Transportation Fund (STF), which supports debt service on state bonds issued to pay for transportation projects (including matching federal funds), as well as a small program of pay-as-you-go activities. The major sources of STF dollars are the motor fuels tax and motor vehicle receipts. In addition to CTDOT, other state agencies provide funds that can be used toward transportation improvements. The sale of bonds has consistently been at a level sufficient to match all available federal funds.

Local resources provided by the municipalities composing the GBVMPO will also be used to match federal funds to the extent necessary. Where local funds are indicated in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds

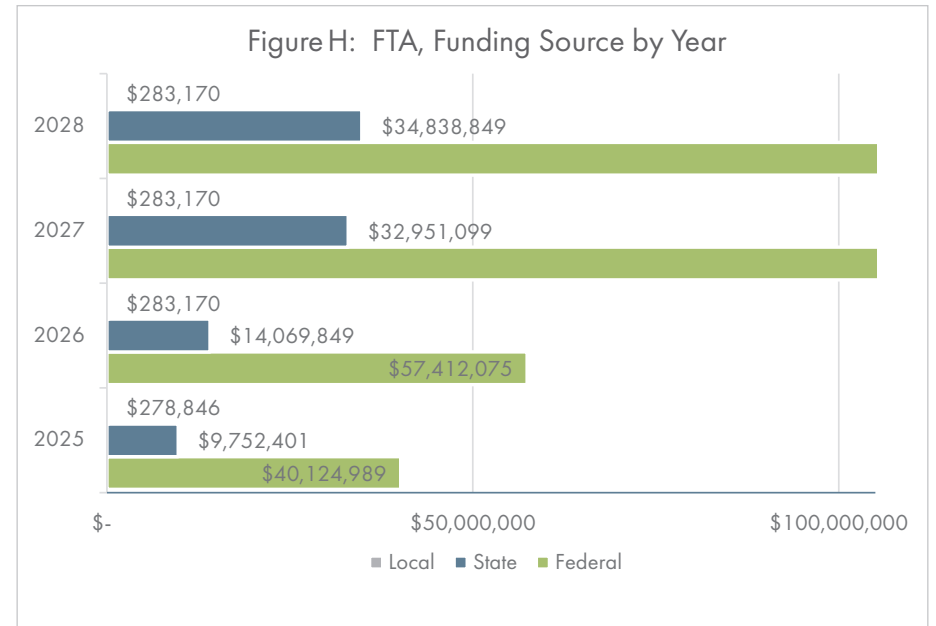
Table 6. FTA Funding Distribution, 2025-2028

Program	Allocation
5307C: Capital and Subsidy (Operating) Program, carryover	\$219,832,500
5310E: Enhanced Mobility of Seniors & People with Disabilities	\$5,641,776
5337: State of Good Repair Grants Program	\$238,228,493
Total	\$550,382,474

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.

As project, program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be reallocated to reflect total statewide and regional program needs.

Descriptions of each funding program can be found in Appendix C.



VII: PROJECT LIST: AS OF MAY 30TH, 2024

Updated actions, amendments & notifications: <https://ctmetro.ecointeractive.com/>

Project Overview

55 Projects Listed

0002-0130 - DRAINAGE & OUTLET IMPROVEMENTS

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$3,160,000	Federal Performance Measure Highway Asset Management
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Project Description
DRAINAGE & OUTLET IMPROVEMENTS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Rights-Of-Way	State Funds	\$12,000	-	-	-	-	-	\$12,000
Rights-Of-Way	STPA	\$48,000	-	-	-	-	-	\$48,000
Total Rights-Of-Way		\$60,000	-	-	-	-	-	\$60,000
Construction	State Funds	-	\$620,000	-	-	-	-	\$620,000
Construction	STPA	-	\$2,480,000	-	-	-	-	\$2,480,000
Total Construction		-	\$3,100,000	-	-	-	-	\$3,100,000
Total Prior Costs		\$60,000	-	-	-	-	-	\$60,000
Total Programmed		\$60,000	\$3,100,000	-	-	-	-	\$3,160,000

0002-0131 - PEDESTRIAN IMPROVEMENTS AT VARIOUS INTERSECTIONS & INSTALL EV CHARGING STATION

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$584,000	Federal Performance Measure Highway Safety
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Project Description
PEDESTRIAN IMPROVEMENTS AT VARIOUS INTERSECTIONS & INSTALL EV CHARGING STATIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	CMAQ	\$41,200	-	-	-	-	-	\$41,200
Preliminary Design	Local Funds	\$5,300	-	-	-	-	-	\$5,300
Preliminary Design	State Funds	\$5,000	-	-	-	-	-	\$5,000
Total Preliminary Design		\$51,500	-	-	-	-	-	\$51,500
Final Design	Local Funds	\$5,300	-	-	-	-	-	\$5,300
Final Design	CMAQ	\$41,200	-	-	-	-	-	\$41,200
Final Design	State Funds	\$5,000	-	-	-	-	-	\$5,000
Total Final Design		\$51,500	-	-	-	-	-	\$51,500
Construction	Local Funds	-	\$96,000	-	-	-	-	\$96,000
Construction	CMAQ	-	\$385,000	-	-	-	-	\$385,000
Total Construction		-	\$481,000	-	-	-	-	\$481,000
Total Prior Costs		\$103,000	-	-	-	-	-	\$103,000
Total Programmed		\$103,000	\$481,000	-	-	-	-	\$584,000

0015-0368 - REALIGNMENT OF LAFAYETTE CIRCLE & IMPROVS ON SR 700

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$12,000,000	Federal Performance Measure Freight Movement, Highway Asset Management, Highway Safety, System Reliability
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Project Description
REALIGNMENT OF LAFAYETTE CIRCLE & IMPROVS ON SR 700

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State Funds	-	\$1,000,000	-	-	-	-	\$1,000,000
Construction	Local Funds	-	\$3,000,000	-	-	-	-	\$3,000,000
Construction	STPB	-	\$8,000,000	-	-	-	-	\$8,000,000
Total Construction		-	\$12,000,000	-	-	-	-	\$12,000,000
Total Programmed		-	\$12,000,000	-	-	-	-	\$12,000,000

0015-0386 - REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$30,400,000	Federal Performance Measure Highway Asset Management
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Project Description
REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	NHPP-BRX	\$1,485,000	-	-	-	-	-	\$1,485,000
Preliminary Design	State Funds	\$165,000	-	-	-	-	-	\$165,000
Total Preliminary Design		\$1,650,000	-	-	-	-	-	\$1,650,000
Final Design	State Funds	\$125,000	-	-	-	-	-	\$125,000
Final Design	NHPP-BRX	\$1,125,000	-	-	-	-	-	\$1,125,000
Total Final Design		\$1,250,000	-	-	-	-	-	\$1,250,000
Construction	State Funds	-	-	\$2,750,000	-	-	-	\$2,750,000
Construction	BRFP	-	-	\$24,750,000	-	-	-	\$24,750,000
Total Construction		-	-	\$27,500,000	-	-	-	\$27,500,000
Total Prior Costs		\$2,900,000	-	-	-	-	-	\$2,900,000
Total Programmed		\$2,900,000	-	\$27,500,000	-	-	-	\$30,400,000

0015-0387 - BRIDGEPORT HIGHWAY OPERATIONS CENTER

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$8,040,680	Federal Performance Measure Freight Movement, Highway Safety, System Reliability
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Project Description
BRIDGEPORT HIGHWAY OPERATIONS CENTER

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	\$603,368	\$201,000	-	-	-	-	\$804,368
Other Activity	NHPP	\$5,430,312	\$1,806,000	-	-	-	-	\$7,236,312
Total Other Activity		\$6,033,680	\$2,007,000	-	-	-	-	\$8,040,680
Total Prior Costs		\$6,033,680	-	-	-	-	-	\$6,033,680
Total Programmed		\$6,033,680	\$2,007,000	-	-	-	-	\$8,040,680

0015-0388 - MODERNIZE TRAFFIC SIGNALS AT VARIOUS LOCATIONS

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$4,300,000	Federal Performance Measure Freight Movement, Highway Asset Management, Highway Safety, System Reliability
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Project Description
MODERNIZE TRAFFIC SIGNALS AT VARIOUS LOCATIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	CMAQ	\$400,000	-	-	-	-	-	\$400,000
Total Preliminary Design		\$400,000	-	-	-	-	-	\$400,000
Final Design	CMAQ	\$395,000	-	-	-	-	-	\$395,000
Total Final Design		\$395,000	-	-	-	-	-	\$395,000
Construction	CMAQ	-	\$3,505,000	-	-	-	-	\$3,505,000
Total Construction		-	\$3,505,000	-	-	-	-	\$3,505,000
Total Prior Costs		\$795,000	-	-	-	-	-	\$795,000
Total Programmed		\$795,000	\$3,505,000	-	-	-	-	\$4,300,000

0015-XHOC - BRIDGEPORT HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER)

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$8,028,000	Federal Performance Measure Freight Movement, Highway Safety, System Reliability
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Project Description
BRIDGEPORT HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP	-	-	\$1,806,000	\$1,806,000	\$1,806,000	\$1,806,000	\$7,224,000
Other Activity	State Funds	-	-	\$201,000	\$201,000	\$201,000	\$201,000	\$804,000
Total Other Activity		-	-	\$2,007,000	\$2,007,000	\$2,007,000	\$2,007,000	\$8,028,000
Total Future Costs		-	-	-	-	-	\$2,007,000	\$2,007,000
Total Programmed		-	-	\$2,007,000	\$2,007,000	\$2,007,000	\$2,007,000	\$8,028,000

0036-XXXX-B - NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$1,700,000	Federal Performance Measure -
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Project Description
NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	\$80,000	\$80,000	\$80,000	\$100,000	-	\$340,000
Other Activity	5307C	-	\$320,000	\$320,000	\$320,000	\$400,000	-	\$1,360,000
Total Other Activity		-	\$400,000	\$400,000	\$400,000	\$500,000	-	\$1,700,000
Total Programmed		-	\$400,000	\$400,000	\$400,000	\$500,000	-	\$1,700,000

0036-XXXX-H - NVCOG/VTD - FACILITY IMPROVEMENTS/REPAIRS

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$400,000	Federal Performance Measure -
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Project Description
NVCOG/VTD - FACILITY IMPROVEMENTS/REPAIRS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	-	-	\$320,000	-	\$320,000
All	State Funds	-	-	-	-	\$80,000	-	\$80,000
Total All		-	-	-	-	\$400,000	-	\$400,000
Total Programmed		-	-	-	-	\$400,000	-	\$400,000

0050-0223 - REPLACE CTSS ALONG US 1

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$13,975,000	Federal Performance Measure Highway Asset Management, Highway Safety
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Project Description
REPLACE CTSS ALONG US 1

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State Funds	\$294,600	-	-	-	-	-	\$294,600
Preliminary Design	NHPP	\$1,178,400	-	-	-	-	-	\$1,178,400
Total Preliminary Design		\$1,473,000	-	-	-	-	-	\$1,473,000
Final Design	NHPP	\$422,400	-	-	-	-	-	\$422,400
Final Design	State Funds	\$105,600	-	-	-	-	-	\$105,600
Total Final Design		\$528,000	-	-	-	-	-	\$528,000
Rights-Of-Way	NHPP	\$88,000	-	-	-	-	-	\$88,000
Rights-Of-Way	State Funds	\$22,000	-	-	-	-	-	\$22,000
Total Rights-Of-Way		\$110,000	-	-	-	-	-	\$110,000
Construction	State Funds	-	\$2,373,000	-	-	-	-	\$2,373,000
Construction	NHPP	-	\$9,491,000	-	-	-	-	\$9,491,000
Total Construction		-	\$11,864,000	-	-	-	-	\$11,864,000
Total Prior Costs		\$2,111,000	-	-	-	-	-	\$2,111,000
Total Programmed		\$2,111,000	\$11,864,000	-	-	-	-	\$13,975,000

0144-0199 - ROUTE 127 TRAIL CONNECTOR

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$1,450,000 Federal Performance Measure: Highway Safety

Project Description
ROUTE 127 TRAIL CONNECTOR

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	Local Funds	\$25,000	-	-	-	-	-	\$25,000
Preliminary Design	TAP-B	\$100,000	-	-	-	-	-	\$100,000
Total Preliminary Design		\$125,000	-	-	-	-	-	\$125,000
Final Design	Local Funds	\$25,000	-	-	-	-	-	\$25,000
Final Design	TAP-B	\$100,000	-	-	-	-	-	\$100,000
Total Final Design		\$125,000	-	-	-	-	-	\$125,000
Rights-Of-Way	TAP-B	\$40,000	-	-	-	-	-	\$40,000
Rights-Of-Way	Local Funds	\$10,000	-	-	-	-	-	\$10,000
Total Rights-Of-Way		\$50,000	-	-	-	-	-	\$50,000
Construction	TAP-B	-	\$920,000	-	-	-	-	\$920,000
Construction	Local Funds	-	\$230,000	-	-	-	-	\$230,000
Total Construction		-	\$1,150,000	-	-	-	-	\$1,150,000
Total Prior Costs		\$300,000	-	-	-	-	-	\$300,000
Total Programmed		\$300,000	\$1,150,000	-	-	-	-	\$1,450,000

0144-0200 - REPLACE BR 06816 (CULVERT) o/ BROOK

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$9,500,000 Federal Performance Measure: Highway Asset Management

Project Description
REPLACE BR 06816 (CULVERT) o/ BROOK

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPB	-	-	\$7,600,000	-	-	-	\$7,600,000
Construction	State Funds	-	-	\$1,900,000	-	-	-	\$1,900,000
Total Construction		-	-	\$9,500,000	-	-	-	\$9,500,000
Total Programmed		-	-	\$9,500,000	-	-	-	\$9,500,000

0170-3403 - TRANSIT CAPITAL PLANNING -

Project Type: FTA Lead Agency: Connecticut DOT Total Cost: \$1,900,000 Federal Performance Measure: -

Project Description: TRANSIT CAPITAL PLANNING -

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	\$400,000	\$360,000	\$360,000	\$400,000	-	\$1,520,000
Other Activity	State Funds	-	\$100,000	\$90,000	\$90,000	\$100,000	-	\$380,000
Total Other Activity		-	\$500,000	\$450,000	\$450,000	\$500,000	-	\$1,900,000
Total Programmed		-	\$500,000	\$450,000	\$450,000	\$500,000	-	\$1,900,000

0170-3588 - SF BRIDGE INSPECTION - NHS ROADS

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$10,000,000 Federal Performance Measure: Highway Asset Management

Project Description: SF BRIDGE INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	\$1,600,000	\$400,000	-	-	-	-	\$2,000,000
Other Activity	NHPP-BRX	\$6,400,000	\$1,600,000	-	-	-	-	\$8,000,000
Total Other Activity		\$8,000,000	\$2,000,000	-	-	-	-	\$10,000,000
Total Prior Costs		\$8,000,000	-	-	-	-	-	\$8,000,000
Total Programmed		\$8,000,000	\$2,000,000	-	-	-	-	\$10,000,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$75,000,000 Federal Performance Measure: Highway Asset Management

Project Description: CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	\$48,000,000	\$12,000,000	-	-	-	-	\$60,000,000
Other Activity	State Funds	\$12,000,000	\$3,000,000	-	-	-	-	\$15,000,000
Total Other Activity		\$60,000,000	\$15,000,000	-	-	-	-	\$75,000,000
Total Prior Costs		\$60,000,000	-	-	-	-	-	\$60,000,000
Total Programmed		\$60,000,000	\$15,000,000	-	-	-	-	\$75,000,000

0170-3592 - CE SIGN SUPPORT INSPECTION - NHS ROADS

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$11,250,000 Federal Performance Measure: Highway Asset Management

Project Description
CE SIGN SUPPORT INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	\$1,800,000	\$450,000	-	-	-	-	\$2,250,000
Other Activity	NHPP	\$7,200,000	\$1,800,000	-	-	-	-	\$9,000,000
Total Other Activity		\$9,000,000	\$2,250,000	-	-	-	-	\$11,250,000
Total Prior Costs		\$9,000,000	-	-	-	-	-	\$9,000,000
Total Programmed		\$9,000,000	\$2,250,000	-	-	-	-	\$11,250,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$2,500,000 Federal Performance Measure: Highway Asset Management

Project Description
CE SIGN SUPPORT INSPECTION - NON-NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	\$1,600,000	\$400,000	-	-	-	-	\$2,000,000
Other Activity	State Funds	\$400,000	\$100,000	-	-	-	-	\$500,000
Total Other Activity		\$2,000,000	\$500,000	-	-	-	-	\$2,500,000
Total Prior Costs		\$2,000,000	-	-	-	-	-	\$2,000,000
Total Programmed		\$2,000,000	\$500,000	-	-	-	-	\$2,500,000

0170-3609 - LOAD RATINGS FOR BRIDGES - NHS ROADS

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$9,050,000 Federal Performance Measure: Highway Asset Management

Project Description
LOAD RATINGS FOR BRIDGES - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	\$6,400,000	\$840,000	-	-	-	-	\$7,240,000
Other Activity	State Funds	\$1,600,000	\$210,000	-	-	-	-	\$1,810,000
Total Other Activity		\$8,000,000	\$1,050,000	-	-	-	-	\$9,050,000
Total Prior Costs		\$8,000,000	-	-	-	-	-	\$8,000,000
Total Programmed		\$8,000,000	\$1,050,000	-	-	-	-	\$9,050,000

0170-3639 - COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$19,710,000	Federal Performance Measure Freight Movement, Highway Safety, System Reliability
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Project Description
COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	\$6,624,000	\$3,976,000	\$5,168,000	-	-	-	\$15,768,000
Other Activity	State Funds	\$1,656,000	\$994,000	\$1,292,000	-	-	-	\$3,942,000
Total Other Activity		\$8,280,000	\$4,970,000	\$6,460,000	-	-	-	\$19,710,000
Total Prior Costs		\$8,280,000	-	-	-	-	-	\$8,280,000
Total Programmed		\$8,280,000	\$4,970,000	\$6,460,000	-	-	-	\$19,710,000

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

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$3,750,000	Federal Performance Measure Highway Asset Management
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Project Description
SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT

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

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

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$7,500,000	Federal Performance Measure Highway Asset Management
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Project Description
PAVEMENT MARKINGS (PROJECT 1 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Construction		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Prior Costs		\$5,000,000	-	-	-	-	-	\$5,000,000
Total Programmed		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$2,500,000 Federal Performance Measure: Highway Asset Management

Project Description
PAVEMENT MARKINGS (PROJECT 2 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	-	\$2,500,000	-	-	-	-	\$2,500,000
Total Construction		-	\$2,500,000	-	-	-	-	\$2,500,000
Total Programmed		-	\$2,500,000	-	-	-	-	\$2,500,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$7,500,000 Federal Performance Measure: Highway Asset Management

Project Description
PAVEMENT MARKINGS (PROJECT 3 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Construction		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Prior Costs		\$5,000,000	-	-	-	-	-	\$5,000,000
Total Programmed		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$7,500,000 Federal Performance Measure: Highway Asset Management

Project Description
PAVEMENT MARKINGS (PROJECT 4 OF 4)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Construction		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000
Total Prior Costs		\$5,000,000	-	-	-	-	-	\$5,000,000
Total Programmed		\$5,000,000	\$2,500,000	-	-	-	-	\$7,500,000

0170-5032 - TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES

Project Type FHWA Lead Agency Connecticut DOT Total Cost \$1,872,000 Federal Performance Measure Highway Safety

Project Description
TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Engineering	TAP-Flex	-	\$301,000	\$301,000	\$301,000	-	-	\$903,000
Preliminary Engineering	TAP-W	-	\$3,000	\$3,000	\$3,000	-	-	\$9,000
Preliminary Engineering	TAP-S	-	\$11,000	\$11,000	\$11,000	-	-	\$33,000
Preliminary Engineering	TAP-B	-	\$106,000	\$106,000	\$106,000	-	-	\$318,000
Preliminary Engineering	TAP-H	-	\$112,000	\$112,000	\$112,000	-	-	\$336,000
Preliminary Engineering	TAP-NL	-	\$23,000	\$23,000	\$23,000	-	-	\$69,000
Preliminary Engineering	TAP-NH	-	\$68,000	\$68,000	\$68,000	-	-	\$204,000
Total Preliminary Engineering		-	\$624,000	\$624,000	\$624,000	-	-	\$1,872,000
Total Programmed		-	\$624,000	\$624,000	\$624,000	-	-	\$1,872,000

0170-XXXX-B - STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM

Project Type FTA Lead Agency Connecticut DOT Total Cost \$6,000,000 Federal Performance Measure -

Project Description
STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM

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

0170-XXXX-D - SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/

Project Type FTA Lead Agency Connecticut DOT Total Cost \$5,642,000 Federal Performance Measure -

Project Description
SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-BRDGPT/STMF

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5310E	-	\$1,115,000	\$1,133,000	\$1,133,000	\$1,133,000	-	\$4,514,000
Other Activity	Local Funds	-	\$279,000	\$283,000	\$283,000	\$283,000	-	\$1,128,000
Total Other Activity		-	\$1,394,000	\$1,416,000	\$1,416,000	\$1,416,000	-	\$5,642,000
Total Programmed		-	\$1,394,000	\$1,416,000	\$1,416,000	\$1,416,000	-	\$5,642,000

0173-0539 - REPLACE, REHAB, OR ELIMINATE RETAINING WALLS IN PODS 3A & 3B

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$11,350,000	Federal Performance Measure -
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Project Description
REPLACE, REHAB, OR ELIMINATE RETAINING WALLS IN PODS 3A & 3B

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Rights-Of-Way	STPA	\$40,000	-	-	-	-	-	\$40,000
Rights-Of-Way	State Funds	\$10,000	-	-	-	-	-	\$10,000
Total Rights-Of-Way		\$50,000	-	-	-	-	-	\$50,000
Construction	State Funds	-	-	\$2,260,000	-	-	-	\$2,260,000
Construction	STPA	-	-	\$9,040,000	-	-	-	\$9,040,000
Total Construction		-	-	\$11,300,000	-	-	-	\$11,300,000
Total Prior Costs		\$50,000	-	-	-	-	-	\$50,000
Total Programmed		\$50,000	-	\$11,300,000	-	-	-	\$11,350,000

0174-0459 - REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$7,696,000	Federal Performance Measure -
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Project Description
REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	STPA	\$470,000	-	-	-	-	-	\$470,000
Total Preliminary Design		\$470,000	-	-	-	-	-	\$470,000
Final Design	STPA	\$443,000	-	-	-	-	-	\$443,000
Total Final Design		\$443,000	-	-	-	-	-	\$443,000
Rights-Of-Way	STPA	\$350,000	-	-	-	-	-	\$350,000
Total Rights-Of-Way		\$350,000	-	-	-	-	-	\$350,000
Construction	STPA	-	\$6,433,000	-	-	-	-	\$6,433,000
Total Construction		-	\$6,433,000	-	-	-	-	\$6,433,000
Total Prior Costs		\$1,263,000	-	-	-	-	-	\$1,263,000
Total Programmed		\$1,263,000	\$6,433,000	-	-	-	-	\$7,696,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$20,589,000 Federal Performance Measure: -

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

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

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

Project Type: FTA Lead Agency: Connecticut DOT Total Cost: \$37,500,000 Federal Performance Measure: -

Project Description: NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION)

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

0300-0196 - SCOUR REHABILITATION 4 NHL BRIDGES

Project Type: FTA Lead Agency: Connecticut DOT Total Cost: \$20,000,000 Federal Performance Measure: -

Project Description: SCOUR REHABILITATION 4 NHL BRIDGES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State Funds	\$1,600,000	-	\$2,400,000	-	-	-	\$4,000,000
Construction	5337	\$6,400,000	-	\$9,600,000	-	-	-	\$16,000,000
Total Construction		\$8,000,000	-	\$12,000,000	-	-	-	\$20,000,000
Total Prior Costs		\$8,000,000	-	-	-	-	-	\$8,000,000
Total Programmed		\$8,000,000	-	\$12,000,000	-	-	-	\$20,000,000

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

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$224,906,000	Federal Performance Measure -
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Project Description
NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	\$20,000,000	\$26,425,000	\$53,500,000	-	\$99,925,000
Construction	State Funds	\$20,000,000	-	\$5,000,000	\$6,606,000	\$13,375,000	-	\$44,981,000
Construction	5307P	\$80,000,000	-	-	-	-	-	\$80,000,000
Total Construction		\$100,000,000	-	\$25,000,000	\$33,031,000	\$66,875,000	-	\$224,906,000
Total Prior Costs		\$100,000,000	-	-	-	-	-	\$100,000,000
Total Programmed		\$100,000,000	-	\$25,000,000	\$33,031,000	\$66,875,000	-	\$224,906,000

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

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$100,938,000	Federal Performance Measure -
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Project Description
NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State Funds	-	\$1,438,000	-	\$5,500,000	\$10,250,000	-	\$17,188,000
Construction	5307C	-	\$5,750,000	-	\$22,000,000	\$41,000,000	-	\$68,750,000
Total Construction		-	\$7,188,000	-	\$27,500,000	\$51,250,000	-	\$85,938,000
All	5307C	-	-	\$12,000,000	-	-	-	\$12,000,000
All	State Funds	-	-	\$3,000,000	-	-	-	\$3,000,000
Total All		-	-	\$15,000,000	-	-	-	\$15,000,000
Total Programmed		-	\$7,188,000	\$15,000,000	\$27,500,000	\$51,250,000	-	\$100,938,000

0300-XXXX-B - NHL - SIGNAL SYSTEM REPLACEMENT

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$37,500,000	Federal Performance Measure -
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Project Description
NHL - SIGNAL SYSTEM REPLACEMENT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5337	-	-	-	\$30,000,000	-	-	\$30,000,000
All	State Funds	-	-	-	\$7,500,000	-	-	\$7,500,000
Total All		-	-	-	\$37,500,000	-	-	\$37,500,000
Total Programmed		-	-	-	\$37,500,000	-	-	\$37,500,000

0300-XXXX-F - NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$26,322,000	Federal Performance Measure -
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Project Description
NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State Funds	-	\$1,830,000	-	\$820,000	\$820,000	-	\$3,470,000
Construction	5337	-	\$7,320,000	-	\$3,279,000	\$3,279,000	-	\$13,878,000
Total Construction		-	\$9,150,000	-	\$4,099,000	\$4,099,000	-	\$17,348,000
All	5337	-	-	\$7,179,000	-	-	-	\$7,179,000
All	State Funds	-	-	\$1,795,000	-	-	-	\$1,795,000
Total All		-	-	\$8,974,000	-	-	-	\$8,974,000
Total Programmed		-	\$9,150,000	\$8,974,000	\$4,099,000	\$4,099,000	-	\$26,322,000

0304-XXXX-B - WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA

Project Type FHWA	Lead Agency Connecticut DOT	Total Cost \$4,604,000	Federal Performance Measure -
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Project Description
WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	\$921,000	-	-	-	-	\$921,000
Other Activity	CMAQ	-	\$3,683,000	-	-	-	-	\$3,683,000
Total Other Activity		-	\$4,604,000	-	-	-	-	\$4,604,000
Total Programmed		-	\$4,604,000	-	-	-	-	\$4,604,000

0410-XXXX-G - GBTA - PARATRANSIT VEHICLES (26)

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$3,120,000	Federal Performance Measure -
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Project Description
GBTA - PARATRANSIT VEHICLES (26)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	-	-	-	\$2,496,000	-	\$2,496,000
Capital Acquisition Activity	State Funds	-	-	-	-	\$624,000	-	\$624,000
Total Capital Acquisition Activity		-	-	-	-	\$3,120,000	-	\$3,120,000
Total Programmed		-	-	-	-	\$3,120,000	-	\$3,120,000

0410-XXXX-J - GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS

Project Type: FTA Lead Agency: Connecticut DOT Total Cost: \$850,000 Federal Performance Measure: -

Project Description: GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	\$160,000	\$160,000	\$160,000	\$200,000	-	\$680,000
All	State Funds	-	\$40,000	\$40,000	\$40,000	\$50,000	-	\$170,000
Total All		-	\$200,000	\$200,000	\$200,000	\$250,000	-	\$850,000
Total Programmed		-	\$200,000	\$200,000	\$200,000	\$250,000	-	\$850,000

0410-XXXX-L - GBTA - ADMIN CAPITAL/MISC SUPPORT

Project Type: FTA Lead Agency: Connecticut DOT Total Cost: \$2,425,000 Federal Performance Measure: -

Project Description: GBTA - ADMIN CAPITAL/MISC SUPPORT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	\$460,000	\$460,000	\$460,000	\$560,000	-	\$1,940,000
Other Activity	State Funds	-	\$115,000	\$115,000	\$115,000	\$140,000	-	\$485,000
Total Other Activity		-	\$575,000	\$575,000	\$575,000	\$700,000	-	\$2,425,000
Total Programmed		-	\$575,000	\$575,000	\$575,000	\$700,000	-	\$2,425,000

170C-ENHS - CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$75,000,000 Federal Performance Measure: Highway Asset Management

Project Description: CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	-	\$3,000,000	\$3,000,000	\$3,000,000	\$6,000,000	\$15,000,000
Other Activity	NHPP-BRX	-	-	\$12,000,000	\$12,000,000	\$12,000,000	\$24,000,000	\$60,000,000
Total Other Activity		-	-	\$15,000,000	\$15,000,000	\$15,000,000	\$30,000,000	\$75,000,000
Total Future Costs		-	-	-	-	-	\$30,000,000	\$30,000,000
Total Programmed		-	-	\$15,000,000	\$15,000,000	\$15,000,000	\$30,000,000	\$75,000,000

170S-FNHS - SF BRIDGE INSPECTION - NHS ROADS

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$10,000,000 Federal Performance Measure: Highway Asset Management

Project Description: SF BRIDGE INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	-	\$1,600,000	\$1,600,000	\$1,600,000	\$3,200,000	\$8,000,000
Other Activity	State Funds	-	-	\$400,000	\$400,000	\$400,000	\$800,000	\$2,000,000
Total Other Activity		-	-	\$2,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$10,000,000
Total Future Costs		-	-	-	-	-	\$4,000,000	\$4,000,000
Total Programmed		-	-	\$2,000,000	\$2,000,000	\$2,000,000	\$4,000,000	\$10,000,000

170S-SNHS - CE SIGN SUPPORT INSPECTION - NHS ROADS

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$11,250,000 Federal Performance Measure: Highway Asset Management

Project Description: CE SIGN SUPPORT INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	-	\$450,000	\$450,000	\$450,000	\$900,000	\$2,250,000
Other Activity	NHPP	-	-	\$1,800,000	\$1,800,000	\$1,800,000	\$3,600,000	\$9,000,000
Total Other Activity		-	-	\$2,250,000	\$2,250,000	\$2,250,000	\$4,500,000	\$11,250,000
Total Future Costs		-	-	-	-	-	\$4,500,000	\$4,500,000
Total Programmed		-	-	\$2,250,000	\$2,250,000	\$2,250,000	\$4,500,000	\$11,250,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$2,500,000 Federal Performance Measure: Highway Asset Management

Project Description: CE SIGN SUPPORT INSPECTION - NON-NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	-	\$100,000	\$100,000	\$100,000	\$200,000	\$500,000
Other Activity	STPA	-	-	\$400,000	\$400,000	\$400,000	\$800,000	\$2,000,000
Total Other Activity		-	-	\$500,000	\$500,000	\$500,000	\$1,000,000	\$2,500,000
Total Future Costs		-	-	-	-	-	\$1,000,000	\$1,000,000
Total Programmed		-	-	\$500,000	\$500,000	\$500,000	\$1,000,000	\$2,500,000

PVMT-MARK - TAM PAVEMENT MARKINGS PROGRAM

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$40,000,000 Federal Performance Measure: Highway Asset Management

Project Description: TAM PAVEMENT MARKINGS PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	-	-	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
Total Construction		-	-	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000
Total Future Costs		-	-	-	-	-	\$10,000,000	\$10,000,000
Total Programmed		-	-	\$10,000,000	\$10,000,000	\$10,000,000	\$10,000,000	\$40,000,000

PVMT-MGMT - PAVEMENT MANAGEMENT GROUP

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$6,050,000 Federal Performance Measure: Highway Asset Management

Project Description: PAVEMENT MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STPA	-	\$968,000	\$968,000	\$968,000	\$968,000	\$968,000	\$4,840,000
Planning	State Funds	-	\$242,000	\$242,000	\$242,000	\$242,000	\$242,000	\$1,210,000
Total Planning		-	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000	\$6,050,000
Total Future Costs		-	-	-	-	-	\$1,210,000	\$1,210,000
Total Programmed		-	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000	\$1,210,000	\$6,050,000

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

Project Type: FHWA Lead Agency: Connecticut DOT Total Cost: \$12,000,000 Federal Performance Measure: -

Project Description: STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State Funds	-	\$600,000	\$600,000	\$600,000	\$600,000	-	\$2,400,000
Other Activity	CMAQ	-	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	-	\$9,600,000
Total Other Activity		-	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	-	\$12,000,000
Total Programmed		-	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	-	\$12,000,000

VARIOUS-1 - TRANSIT DISTRICT BUS REPLACEMENTS

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$38,250,000	Federal Performance Measure -
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Project Description
TRANSIT DISTRICT BUS REPLACEMENTS

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

VARIOUS-2 - TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES

Project Type FTA	Lead Agency Connecticut DOT	Total Cost \$64,250,000	Federal Performance Measure -
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Project Description
TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES

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

ACKNOWLEDGMENTS

Greater Bridgeport & Valley Metropolitan Planning Organization

Ansonia	Mayor David Cassetti	Monroe	First Selectman Terry Rooney
Bridgeport	Mayor Joseph P. Ganim	Seymour	First Selectwoman Annmarie Drugonis
Derby	Mayor Joseph L. DiMartino	Shelton	Mayor Mark Lauretti
Easton	First Selectman David Bindelglass	Stratford	Mayor Laura Hoydick
Fairfield	First Selectman William A. Gerber	Trumbull	First Selectman Vicky Tesoro
Greater Bridgeport Transit	Doug Sutherland	Valley Transit District	Mayor Mark Lauretti



Patrick Carleton, AICP, Deputy Director
Lawrence Ciccarelli, Administrative Services Director
Devin Clarke, Senior Transportation Planner
Nicolas Dostal, Regional Planner
Matthew Fulda, Executive Director
Mark Hoover, GIS Director
Colleen Kelleher, Finance Director
Lindsay Naughton, AICP, Regional Planner
Hannah Reichle, Regional Planner
Meghan A. Sloan, AICP, Planning Director

Drew Baklik, Director of Municipal Affairs
Trish Bauer, Office/Financial Manager
Desira Blanchard, Communications & Community Engagement Manager
Patricia Bruder, Executive Administrative Clerk
Aaron Budris, Environmental Planning Director
Arthur Bogen, Environmental Planner-Brownfields
Heidy Coronel, Communications Associate
Richard Crowther Jr., GISP, Senior GIS Analyst
Christian Damiana, Transportation Planner
Jack DeOliveira, Transportation Planner
John DiCarlo, Municipal Shared Services Director

Richard Donovan, Transportation Planning Director
Thomas Dougherty, Environmental Planner
Rick Dunne, Executive Director
Kevin Ellis, P.E., Transportation Engineer
Molly Johnson, Community Planner
Mark Nielsen, Assistant Director
Eyitayo Olaleye, Transportation Planner
Christine O'Neill, Regional Environmental Planner II
Mark Pandolfi, Transit Capital Administrator
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Phoebe Ploof, Community Planner

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Keith Rosenfeld, Regional Municipal Planner
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