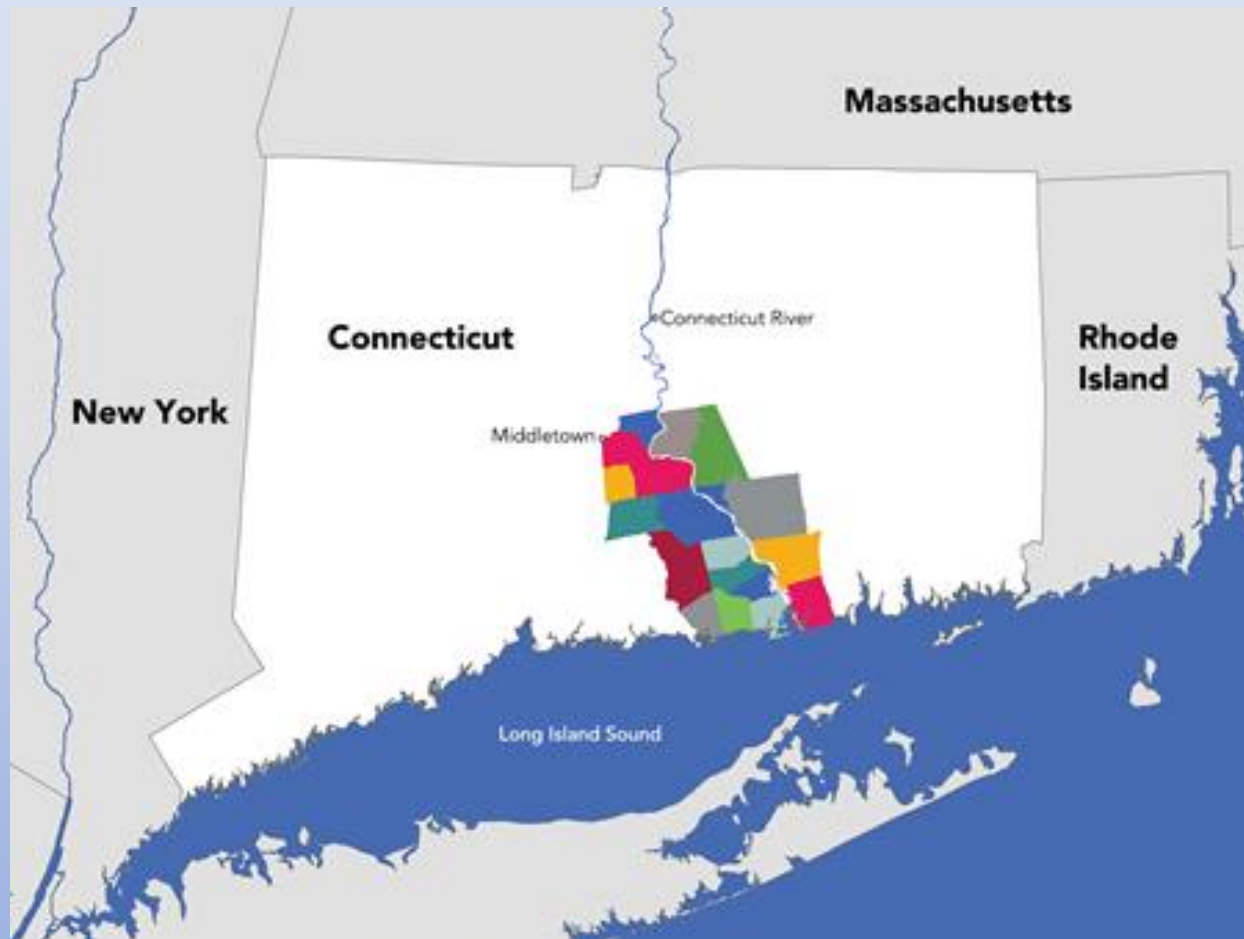


**Transportation Improvement Program
Federal Fiscal Years 2025-2028**



April 24, 2024 (revised November 19, 2025)



Lower Connecticut River Valley Council of Governments

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Metropolitan Planning Organization

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INTRODUCTION

The Lower Connecticut River Valley Council of Governments (RiverCOG) is the Metropolitan Planning Organization (MPO) for the Lower Connecticut River Valley Planning Region. The COG serves the municipalities of Chester, Clinton, Cromwell, Deep River, Durham, East Haddam, East Hampton, Essex, Haddam, Killingworth, Lyme, Middlefield, Middletown, Old Lyme, Old Saybrook, Portland and Westbrook. As an MPO, the LCRVCOG is required to complete a Transportation Improvement Program (TIP) and to certify that the program is based on an endorsed Regional Transportation Plan, and in conformity with the Clean Air Act Amendments of 1990 (CAAA). A new TIP is typically prepared bi-annually and amended on an ongoing basis.

The TIP is a list of federally funded transportation projects to maintain and enhance the transportation network of the region. All projects in the TIP are scheduled to receive funding within the next four fiscal years. Projects for future TIPs can be found in the “Mid-Range Element” and “Long Range Element” sections of the Regional Transportation Plan. To be in conformity with the Clean Air Act Amendments of 1990, projects listed in the TIP must not increase emissions.

The TIP has been developed in accordance with the terms and provisions of the federal Infrastructure Investment and Jobs Act (IIJA), enacted in 2021, the Clean Air Act of 1990, and all regulations issued pursuant thereto. RiverCOG is responsible for approving the programming and prioritization of all projects in the region’s TIP. The TIP is multi modal and includes investments related to highways, transit, bicycle and pedestrian and other facilities.

The draft TIP was available for formal public review and comment from March 15, 2024 through April 15, 2024. The draft TIP was also available on RiverCOG’s website at rivercog.org. Display advertisements were placed in local newspapers that provided the time and date of the public information meeting. Hybrid public informational meetings were held on March 27, 2024 at 9:00 am and 7:00 pm. Projects are selected in consultation with CTDOT, River Valley Transit, and regional municipalities before being adopted into the TIP.

2025 TIP RESOLUTION



Lower Connecticut River Valley Council of Governments
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**Resolution Regarding the Adoption of the Transportation Improvement Program for the Lower
 Connecticut River Valley Planning Region
 Federal Fiscal Years 2025-2028**

WHEREAS,

The Transportation Improvement Program consists of a list of improvements recommended from the Transportation system management and short-range elements of the Regional Metropolitan Transportation Plan;

WHEREAS,

This program establishes guidelines for the development, content, and processing of cooperatively development improvements to the transportation network in the Lower CT River Valley urban area;

WHEREAS,

This program shall be developed and updated bi-annually under the direction of the Lower Connecticut River Valley Council of Governments and shall identify improvements recommended for advancement during the program period, indicate the area's priorities, group improvements of similar urgency and anticipated staging into appropriate staging periods, include realistic estimates of total costs and revenues for the program period, and discuss how recommended improvements were merged into the program;

WHEREAS,

This program has met the public involvement requirements as required in the LCRVCOG adopted Transportation Planning Public Participation Process documents;

WHEREAS,

That, by agreement between the State and the MPO, the public involvement activities carried out in the metropolitan area in response to federal metropolitan planning requirements satisfy the requirements of Statewide Transportation Improvement Program (STIP) public involvement;

WHEREAS,

The Transportation Improvement Program shall be endorsed bi-annually by the Lower Connecticut River Valley Council of Governments;

NOW, THEREFORE, BE IT RESOLVED by the Lower Connecticut River Valley Council of Governments,

To endorse the Fiscal Years 2025-2028 program of improvements prepared for the Lower Connecticut River Valley's urbanized area which has been developed as prescribed in accordance with regulations outlined in Volume 4, Chapter 4, Section 6 of the Federal Aid Highway Program Manual.

CERTIFICATION

The undersigned and duly qualified Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Lower Connecticut River Valley Council of Governments held on April 24, 2024

 4/29/24
 Robert McGarry Date
 Secretary

Estuary Transit District | Middletown Transit District | Middlesex County Chamber of Commerce

Chester | Clinton | Cromwell | Deep River | Durham | East Haddam | East Hampton | Essex | Haddam | Killingworth | Lyme | Middlefield | Middletown | Old Lyme | Old Saybrook | Portland | Westbrook

RiverMPO

2025 AQC RESOLUTION



Lower Connecticut River Valley Council of Governments
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Metropolitan Planning Organization

Resolution on Conformity with the Clean Air Act – Ozone

WHEREAS,

The Lower Connecticut River Valley Council of Governments 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 or when effecting a significant revision of the Region's Transportation Plan; 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 Lower Connecticut River Valley Council of Governments that the plans and programs approved today, April 24, 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 Marginal Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Greater Connecticut Ozone Marginal Nonattainment Area (Hartford, New London, Tolland, Windham and Litchfield counties), and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas Ozone Air Quality Conformity Report 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 Lower Connecticut River Valley Council of Governments,

That the Lower Connecticut River Valley Council of Governments finds that the LCRVCOG 2023-2050 Long Range Regional Transportation Plan and the FFY 2025-2028 Transportation Improvement Program 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 February 2024 Ozone Air Quality Conformity Determination.

CERTIFICATION,

The undersigned duly qualified and acting Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Lower Connecticut River Valley Council of Governments on April 24, 2024.


 Robert McGarry
 Secretary


 Date

Estuary Transit District | Middlesex Transit District | Middlesex County Chamber of Commerce

Chester | Clinton | Cromwell | Deep River | Durham | East Haddam | East Hampton | Essex | Haddam | Killingworth | Lyme | Middlefield | Middletown | Old Lyme | Old Saybrook | Portland | Westbrook

RiverMPO

FEDERAL PROGRAM DESCRIPTIONS

There are three primary sources of funds used in the TIP. There are 1) federal transportation appropriations, 2) state special transportation funds and 3) local funds. Federal funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the federal Infrastructure Investment and Jobs Act (IIJA) also known as the Bipartisan Infrastructure Law (BIL). It authorizes \$1.2 trillion for transportation and infrastructure spending with \$550 billion of that figure going toward "new" investments and programs. Between FFY 2022 and 2026 approximately \$350 billion is provided for federal highway programs. Most of this funding is apportioned to States based on formulas specified in Federal law. However, the bill also provides funding through a wide range of competitive grant programs. Explanations of programs listed in the TIP are described below.

National Highway Performance Program (NHPP, NHPP-BRX)

The enhanced National Highway System (NHS) is composed of rural and urban roads serving major population centers, international border crossings, intermodal transportation facilities, and major travel destinations. It includes the Interstate System, all principal arterials and border crossings on those routes, highways that provide motor vehicle access between the NHS and major intermodal transportation facilities, and the network of highways important to U.S. strategic defense (STRAHNET) and its connectors to major military installations.

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.

MAP-21 established a performance basis for maintaining and improving the NHS. States are required to develop a risk and performance-based asset management plan for the NHS to improve or preserve asset condition and system performance which was continued in the FAST Act and now the IIJA. The Secretary establishes performance measures for Interstate and NHS pavements, NHS bridge conditions, and Interstate and NHS system performance. States will establish targets for these measures, to be periodically updated. Legislation also requires minimum standards for conditions of Interstate pavements and NHS bridges by requiring a State to devote resources to improve the conditions until the established minimum is exceeded.

National Highway Freight Program (NFRP)

The NFRP is focused on improving the efficient movement of freight on the National Highway Freight Network (NHFN). Funds are distributed to states by formula for eligible activities, such as construction, operational improvements, freight planning, and performance measurement. Although the program is highway-focused, each state may use up to 10 percent of its NFRP funds for each fiscal year for public or private freight

rail, water facilities (including ports), and intermodal facilities. As of FY 2018, a state must have a State Freight Plan (compliant with 49 U.S.C. 70202 and approved by DOT) in order to obligate NFRP funds.

Surface Transportation Block Grant Program (STP-H, STP-NH, STP-NL, STP-O, STP-A, STP-R)

The FAST Act converts the long-standing Surface Transportation Program (STP) into the Surface Transportation Block Grant Program acknowledging that this program has the most flexible eligibilities among all Federal-aid highway programs and aligning the program's name with how FHWA has historically administered it. The STBG promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.

The program provides flexible funding that may be used by States and localities for projects to preserve or improve conditions and performance on any Federal-aid highway, bridge projects on any public road, facilities for nonmotorized transportation, transit capital projects and public bus terminals and facilities.

The IIJA STBG Program continues all prior STP eligibilities as well as a few new provisions. As under the FAST Act, IIJA directs FHWA to apportion funding as a lump sum for each State then divide that total among apportioned programs. Each State's STBG apportionment is calculated based on a percentage specified in law. The following are to be set aside from a State's STBG apportionment: 1) 10% of STBG funds for Transportation Alternatives, with State shares determined by statutory formula, 2) 2% for State Planning and Research and, 3) an amount equal to at least 20% of a state's FY 2009 Highway Bridge Program apportionment for use on certain types of projects related to bridges and low water crossings on public roads other than Federal-aid highways (otherwise known as "off-system bridges"). The Secretary, after consultation with State and local officials, may reduce this set-aside requirement if it is determined that the State has inadequate off-system bridge needs.

STP Urban is the largest of the STP programs. Funds are suballocated for use in different areas of the State according to a formula that is based on the area's relative share of the State's population. Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 include STP-Hartford (STPH), STP-New Haven (STPNH), and STP-Norwich/New London within the region. Areas with population greater than 5,000 but less than 200,000 qualify for STP-Other urban funds (STP-O).

STP Anywhere, (STP-A) funds can be used for improvements to eligible roads anywhere in the state, regardless of rural or urban designation. STP Rural (STP-R) funds can be used for improvements to eligible roads in the rural areas of the State, which are those areas with population of 5,000 or less.

Transportation Alternative Program (TAP-Flex, TAP-H, TAP-NH, TAP-NL, TAP-O, TAP-RT)

The TAP provides funding for programs and projects defined as transportation alternatives, including on and off- road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such

as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TAP is sub-allocated based on population. All TAP projects are required to be funded through a competitive process.

Subcategories in the region include: TAP – Anywhere/Flex (TAP-Flex), TAP – Hartford (TAPH), TAP – New Haven (TAPNH), TAP– Norwich/New London (TAPNL), TAP – Other Urban (TAPO), TAP – Recreational Trails (TAPRT).

Highway Safety Improvement Program (HSIP) (SIPH)

The Highway Safety Improvement Program (HSIP) is designed to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.

Safety throughout all transportation programs remains DOT’s number one priority. The HSIP emphasizes a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The foundation for this approach is a safety data system, which each State is required to have to identify key safety problems, establish their relative severity, and then adopt strategic and performance-based goals to maximize safety. Every State is required to develop a Strategic Highway Safety Plan (SHSP) that lays out strategies to address these key safety problems. The SHSP remains a statewide coordinated plan developed in cooperation with a broad range of multidisciplinary stakeholders.

Map-21 created safety performance measures and states will set and meet targets for the number of serious injuries and fatalities and the number per vehicle mile of travel which were continued in the FAST Act and IIJA. Also, states are required to incorporate strategies focused on older drivers and pedestrians if fatalities and injuries per capita for those groups increase.

Congestion Mitigation and Air Quality (CMAQ)

The IIJA continued the CMAQ program to provide a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).

Funds may be used for a transportation project or program that is likely to contribute to the attainment or maintenance of a national ambient air quality standard, with a high level of effectiveness in reducing air pollution. All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM_{2.5}), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM_{2.5} designated area. In addition, CTDOT set aside \$12 million of CMAQ funds for the solicitation of project proposals from the MPOs/Rural COGs. This amount will be reviewed annually on the basis of funds provided and projects programmed.

Ferry Boat Program FBP

This program is administered by the FHWA to fund designing and constructing ferry boats and for designing, acquiring right-of-way, constructing ferry terminal facilities, including ferry maintenance facilities, and other activities as described in the FBP Implementation Guidance. The FAST Act modified the formula, giving more weight to the number of passengers carried by ferry systems.

TIGER/BUILD/RAISE Discretionary

Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants is a supplementary discretionary grant for the national transportation system. These grants are to be awarded on a competitive basis for capital investments in surface transportation projects that will have a significant impact on the nation, a metropolitan area or a region. The Better Utilizing Investments to Leverage Development (BUILD) Discretionary Grant replaced the TIGER grants in 2018. The program selection criteria encompass safety, economic competitiveness, quality of life, state of good repair, environmental sustainability, innovation, and partnerships with a broad range of stakeholders.

Previously known as BULD and TIGER, the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Transportation Discretionary Grant program provides a unique opportunity for the USDOT to invest in road, rail, transit and port projects that promise to achieve national objectives. RAISE replaced BUILD in 2021.

Emergency Relief (ER)

The Emergency Relief (ER) program assists Federal, State, tribal and local governments with the expense of repairing serious damage to Federal-aid, tribal, and Federal Lands highways resulting from natural disasters or catastrophic failures. Unlike other highway programs, ER is funded by a permanent authorization of \$100 million per year.

Federal share is 100% for emergency repair work to restore essential travel, minimize the extent of damage, or protect the remaining facilities that is accomplished in the first 180 days after the disaster occurs. FHWA may extend this time period based on delay in the ability to access damaged areas.

Federal share is up to 90% for eligible permanent repairs to restore damaged facilities if the total eligible expenses that a state incurs due to natural disasters or catastrophic failures in a federal fiscal year exceeds the states for the fiscal year in which the event occurred

FTA Section 5307 Urbanized Area Formula Grants (5307C, 5307O)

The Urbanized Area Formula Funding program (49 U.S.C. 5307) makes Federal resources available to urbanized areas for transit capital and operating assistance and for transportation related planning in urbanized areas.

Eligible activities include planning, engineering, design and evaluation of transit projects and other technical transportation related studies; capital investments in bus and bus related activities such as replacement of buses, overhaul of buses, rebuilding of buses, crime prevention and security equipment and construction of maintenance and passenger facilities; and capital investments in new and existing fixed guideway systems including rolling stock, overhaul and rebuilding of vehicles, track, signals, communications, and computer hardware and software. All preventive maintenance and some Americans with Disabilities Act complementary paratransit service costs are considered capital costs. For urbanized areas with populations less than 200,000, operating assistance is an eligible expense. For urbanized areas with 200,000 in population and over, funds are apportioned and flow directly to a designated recipient selected locally to apply for and receive Federal funds. For urbanized areas under 200,000 in population, the funds are apportioned to the Governor of each state for distribution.

The Federal share is not to exceed 80 percent of the net project cost. The Federal share may be 90 percent for the cost of vehicle-related equipment attributable to compliance with the Americans with Disabilities Act and the Clean Air Act. The Federal share may also be 90 percent for projects or portions of projects related to bicycles. The Federal share may not exceed 50 percent of the net project cost of operating assistance.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities (5310)

The 5310 program is designed to improve mobility for seniors and individuals with disabilities by removing barriers to transportation service and expanding transportation mobility options. This program supports transportation services planned, designed, and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas – large urbanized (over 200,000), small urbanized (50,000-200,000), and rural (under 50,000). Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

At least 55 percent of program funds must be used on capital or “traditional” 5310 projects such as wheel chair lift equipped buses and vans. The remaining 45 percent is for other “nontraditional” projects. Under MAP-21, the program was modified to include projects eligible under the former 5317 New Freedom program, described as capital and operating expenses for new public transportation services and alternatives beyond those required by the ADA, designed to assist individuals with disabilities and seniors. Examples include: travel training; volunteer driver programs; building an accessible path to a bus stop including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features; improving signage, or way-finding technology; incremental cost of providing same day service or door-to-door service; purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs; and mobility management.

FTA Section 5311 Rural Area Formula Grants (5311C, 5311O)

The 5311 program provides capital, planning, and operating assistance to support public transportation in rural areas, defined as areas with fewer than 50,000 residents. Funding is based on a formula that uses land area, population, and transit service. Funding is used for planning, capital, operating, job access and reverse commute projects, and the acquisition of public transportation services. The federal share is 80% for capital projects, 50% for operating assistance and 80% for Americans with Disabilities Act (ADA) non-fixed-route paratransit service using up to 10% of a recipient's apportionment.

FTA SEC 5312 Public Transportation Innovation

This section is to advance public transportation through; research, innovation and development, demonstration, deployment and evaluation, low or no emission vehicle component testing (Low-No Testing), and transit cooperative research program (TCRP).

FTA SEC 5329 Public Transportation Safety and Oversight

This section requires FTA to implement and maintain a national public transportation safety program to improve the safety of all public transportation systems that receive federal funding. The safety program includes a national public transportation safety plan,

a safety certification training program, a public transportation agency safety plan, and a state safety oversight program. Under the FAST Act, section 5329 provides for a temporary federal assumption of rail transit safety oversight, under certain circumstances. This section also authorizes FTA to issue restrictions and prohibitions to address unsafe conditions or practices, and to withhold funds for non-compliance with safety requirements.

FTA Section 5339 Bus and Bus Facility Grants (5339)

The Grants for Buses and Bus Facilities program makes Federal resources available to States and designated recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants. A sub-program provides competitive grants for bus and bus facility projects that support low and zero-emission vehicles.

Eligible projects include capital projects to replace, rehabilitate and purchase buses, vans, and related equipment, and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. The Federal Share is not to exceed 80 percent of the net project cost.

DEFINITIONS

Region Code	1 – Western CT
	3 – Northwest Hills
	5 – Naugatuck Valley
	7 – CT Metropolitan
	8 – South Central
	10 – Capital
	11 – Lower CT River Valley
	13 – Southeastern CT
	15 – Northeastern CT
Other Code	70 – Statewide
	71 – District 1
	72 – District 2
	75 – NY/NJ/CT Moderate Non-attainment
	76 – Greater CT Moderate Non-attainment
	79 – CT Transit Statewide
FA Code	Federal funding source code
Project Number	State identification number
ACQ Code	Air quality modeling codes
	X6 - Exempt under 40CFR 93.126

X7 - Exempt under 40CFR 93.127

X8 - Exempt under 40 CFR 93.128

CC - Conformity completed

NM - Needs modeling in travel demand network for conformity process

NRS - Not regionally significant but needs conformity process

Route	The primary route where the project is located
Town	The primary project area
Description	A brief description of the project
Phase	A financial category of estimated costs of a project. This includes: <ul style="list-style-type: none"> PE - Preliminary Engineering (Project Design) PD - Preliminary Design FD - Final Design ROW - Right of Way CON - Construction AC - Advanced Construction AC Conv. - Advanced Construction Conversion Phase Fin. - Phase Financed ALL - All Phases ACQ - Capital Acquisition Activities Other - Other Activities PL - Planning Studies

Year	<p>Obligation year - The year in which federal obligation is scheduled</p> <p>25 - FFY 2025 (October 1, 2024 - September 30, 2025)</p> <p>26 - FFY 2026 (October 1, 2025 - September 30, 2026)</p> <p>27 - FFY 2027 (October 1, 2026 - September 30, 2027)</p> <p>28 - FFY 2028 (October 1, 2027 - September 30, 2028)</p> <p>FYI - expected to be initiated after Sept. 30, 2028 and included in the TIP for information purposes only</p>
Total	The total estimated cost for the subject phase
Federal	The estimated Federal share of the subject phase
State	The estimated State share of the subject phase
Local	The estimated Local share of the subject phase
AC/AC Conversion	<p>“AC” appears in the descriptions of some highway projects. AC stands for Advance Construction, which describes a financing procedure in which a project is ‘advertised’ for construction bids late in one fiscal year (AC Entry), but the actual funding commitment occurs in the following fiscal year (AC Conversion.) Thus, these projects are typically listed for both years, with “\$0” funding showing in the first year of advertisement, and the full funding showing in the subsequent year(s) of funding obligation. In some cases, a portion of the AC Conversion can occur in the year of the AC Entry, with additional funding occurring in the following year(s). It allows states to begin a project even in the absence of sufficient Federal-aid obligation authority to cover the Federal share of project costs. It is codified in Title 23, Section 115. Advance construction eliminates the need to set aside full obligational authority before starting projects.</p>

FINANCIAL PLAN

All projects included the TIP are consistent with the fiscally constrained Long-Range Transportation Plan adopted by the Lower Connecticut River Valley Council of Governments and Statewide Long-Range Transportation Plan. The Connecticut Department of Transportation (CTDOT), in cooperation with the MPO's, has developed a twenty-five year revenue estimate for the development of the Long-Range Plan. This serves as the basis for the TIP development and fiscal constraint. The TIP is prepared through an ongoing planning process in cooperation with CTDOT and area transit operators.

The TIP for federal fiscal years 2025 through 2028 is financially constrained to the congressional authorized amounts for Federal Highway Administration and Federal Transit Administration programs, estimated as constant values based on the previous federal authorized levels. Most of the non-federal matching funds will be provided by the State of Connecticut and to a lesser extent the regions' municipalities. This TIP contains a list of transportation projects by federal funding categories that will be funded during the period noted above. Current estimates indicate the regional projects will require \$127.5 million in federal funds over the five-year period, which will be matched by \$28.6 million in state funds, and \$0.4 million in local funds, for a total investment of \$156.5 million. Within federal transportation agency programs at the U.S. DOT, a total of \$105.7 million is programmed for federal highway (FHWA) purposes, and a total of \$21.8million will be used for federal transit (FTA) capital and operation purposes.

The projects listed in this TIP are funded from reasonably expected public resources. The federal funds identified in the TIP are a portion of the expected authorizations to the State of Connecticut. When these funds are summed with all other expected federal funds shown in Connecticut MPO TIP's and the rural regions of the state in the Statewide Transportation Improvement Program (STIP), the total equals the expected federal authorization to the State of Connecticut. The state transportation agency and MPO concurred in the use of these federal funds for the projects listed in this five-year TIP. A detailed description of this process is provided in the STIP.

The majority of federal funds shown in the TIP will be matched from state funding resources. The state transportation agency has committed to utilize State of Connecticut Special Transportation Fund (STF) resources for this purpose. Connecticut's STF was established by the 1983 state legislature to finance the state's share of the Transportation Infrastructure Renewal Program. The fund is required to pay the operating expenses of CTDOT, the state 100 percent funded infrastructure improvement projects, and the interest and principal due from the sale of bonds. The sale of bonds has consistently been at a level sufficient to match available federal funds. The principal sources of the STF revenues are the motor fuel tax, and motor vehicle receipts, which combined make up approximately 80 percent of the total fund revenue. State resources are sufficiently available to match TIP projects. This is evident by Connecticut's performance in financing its Transportation Infrastructure Renewal Program over the past years. All federal funds have been sufficiently matched during this period.

A relatively small amount of federal funds will be matched by town/city government resources. Where local funds are shown in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match.

This TIP and the STIP, which the TIP is a part of, is financially constrained and the spending plan is based on reasonable projections of available statewide resources. As 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.

The following tables provide a year by year cost summary of projects programmed in the TIP. Estimated revenues equal TIP project cost estimates. Regional estimates are those for projects exclusively within the MPO planning area. Statewide estimates are for projects to be implemented on a statewide basis.

Regional

Federal Highway Administration

FFY	2025	2026	2027	2028	FYI	Total
FHWA	\$9,720,000	\$66,960,000	\$15,000,000	\$14,000,000	\$0	\$105,680,000
STATE	\$2,430,000	\$12,990,000	\$3,750,000	\$3,500,000	\$0	\$22,760,000
OTHER LOCAL	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$12,149,000	\$79,950,000	\$18,750,000	\$17,500,000	\$0	\$128,349,000

Federal Transit Administration

FFY	2025	2026	2027	2028	FYI	Total
FTA	\$1,785,000	\$16,377,000	\$1,377,000	\$2,305,000	\$0	\$21,843,000
STATE	\$539,000	\$4,216,000	\$466,000	\$698,000	\$0	\$5,918,000
OTHER LOCAL	\$77,000	\$101,000	\$101,000	\$101,000	\$0	\$379,000
TOTAL	\$2,400,000	\$20,693,000	\$1,943,000	\$3,103,000	\$0	\$28,139,000

Multi-Regional**Federal Highway Administration**

FFY	2025	2026	2027	2028	FYI	Total
FHWA	\$53,200,000	\$59,593,000	\$29,400,000	\$17,200,000	\$0	\$159,393,000
STATE	\$13,613,000	\$15,211,000	\$7,663,000	\$4,613,000	\$0	\$41,098,000
OTHER LOCAL	\$0	\$0	\$0	\$0	\$0	\$0
TOTAL	\$66,813,000	\$74,804,000	\$37,063,000	\$21,813,000	\$0	\$200,492,000

Federal Transit Administration

FFY	2025	2026	2027	2028	FYI	Total
FTA	\$20,100,000	\$23,647,000	\$22,847,000	\$25,607,000	\$0	\$92,200,000
STATE	\$4,800,000	\$5,685,000	\$5,485,000	\$6,175,000	\$0	\$22,145,000
OTHER LOCAL	\$100,000	\$102,000	\$102,000	\$102,000	\$0	\$405,000
TOTAL	\$25,001,000	\$29,433,000	\$28,433,000	\$31,883,000	\$0	\$114,750,000

Statewide**Federal Highway Administration**

FFY	2025	2026	2027	2028	FYI	Total
FHWA	\$43,534,000	\$40,657,000	\$40,657,000	\$40,140,000	\$56,187,000	\$211,175,000
STATE	\$6,039,000	\$6,391,000	\$6,391,000	\$6,391,000	\$9,259,000	\$34,526,000
OTHER LOCAL	\$508,000	\$508,000	\$508,000	\$508,000	\$1,017,000	\$3,050,000
TOTAL	\$50,136,000	\$47,557,000	\$47,557,000	\$47,039,000	\$66,463,000	\$258,751,000

Federal Transit Administration

FFY	2025	2026	2027	2028	FYI	Total
FTA	\$25,000,000	\$6,560,000	\$19,160,000	\$37,600,000	\$0	\$88,320,000
STATE	\$6,250,000	\$1,640,000	\$4,790,000	\$9,400,000	\$0	\$22,080,000
OTHER LOCAL	\$0	\$0	\$75,000	\$0	\$0	\$0
TOTAL	\$31,250,000	\$8,200,000	\$23,950,000	\$47,000,000	\$0	\$110,400,000

Funding Program**Programs Specified in TIP**

FFY	2025	2026	2027	2028	FYI	Total
FHWA STPA-BRX	\$974,000	\$18,600,000	\$0	\$0	\$0	\$19,574,000
FHWA STPR	\$11,175,000	\$0	\$0	\$0	\$0	\$11,175,000
FHWA NHPP	\$52,250,000	\$72,250,000	\$40,000,000	\$36,000,000	\$4,500,000	\$205,000,000
FHWA NHPP-BRX	\$18,050,000	\$18,050,000	\$18,050,000	\$18,050,000	\$36,100,000	\$108,300,000
SIPH/HSIP	\$5,084,000	\$5,084,000	\$5,084,000	\$5,084,000	\$10,167,000	\$30,503,000
FHWA STPA	\$20,166,000	\$30,687,000	\$21,656,000	\$21,656,000	\$15,696,000	\$109,861,000
FHWA STPNH	\$15,000,000	\$0	\$0	\$0	\$0	\$15,000,000
FHWA STPH	\$0	\$12,500,000	\$12,500,000	\$0	\$0	\$25,000,000

FHWA TAPB	\$319,000	\$0	\$0	\$0	\$0	\$319,000
FHWA TAP-Flex	\$301,000	\$301,000	\$301,000	\$0	\$0	\$903,000
FHWA TAPH	\$112,000	\$112,000	\$112,000	\$0	\$0	\$336,000
FHWA TAPNH	\$68,000	\$68,000	\$68,000	\$0	\$0	\$204,000
FHWA TAPNL	\$23,000	\$23,000	\$23,000	\$0	\$0	\$69,000
FHWA TAPS	\$11,000	\$11,000	\$11,000	\$0	\$0	\$33,000
FHWA TAPW	\$3,000	\$3,000	\$3,000	\$0	\$0	\$9,000
FHWA CMAQ	\$5,000,000	\$5,000,000	\$5,000,000	\$5,000,000	\$0	\$20,000,000
FHWA FBP	\$563,000	\$563,000	\$563,000	\$563,000	\$0	\$2,252,000
FHWA BRFP	\$0	\$30,000,000	\$0	\$0	\$0	\$30,000,000
FHWA Total	\$129,097,000	\$202,311,000	\$103,369,000	\$86,352,000	\$66,463,000	587,592,000
FTA 5307	\$46,550,000	\$45,900,000	\$42,900,000	\$69,510,000	\$0	\$204,860,000
FTA 5310	\$501,000	\$508,000	\$508,000	\$508,000	\$0	\$2,025,000
FTA 5311	\$1,100,000	\$1,243,000	\$1,243,000	\$1,293,000	\$0	\$4,879,000
FTA 5339	\$10,500,000	\$10,675,000	\$10,675,000	\$10,675,000	\$0	\$42,525,000
FTA Total	\$58,651,000	\$58,326,000	\$55,326,000	\$81,986,000	\$0	\$254,289,000
Total	\$187,748,000	\$260,637,000	\$158,696,000	\$168,338,000	\$66,463,000	\$841,881,000

LIST OF PROJECTS TO BE FUNDED

HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	BRFP	0105-0217	X6	I-95	OLD SAYBROOK	REHAB BRS 06200 A/B (BALDWIN) over CT RIVER	CON	2026	30,000	27,000	3,000	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CON	2026	0	0	0	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2026	16,250	13,000	3,250	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2027	6,250	5,000	1,250	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2028	17,500	14,000	3,500	0
11	STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	ROW	2025	50	40	10	0
11	STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	FD	2025	924	739	185	0
11	STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	CON	2026	18,600	14,880	3,720	0
11	STPH	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CON	2026	0	0	0	0
11	STPH	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2026	12,500	10,000	2,500	0
11	STPH	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2027	12,500	10,000	2,500	0
11	STPNH	0154-0127	X6	US 1	WESTBROOK	BRIDGE 00349 DECK REPLACEMENT over PATCHOGUE RIVER	CON	2026	2,600	2,080	520	0
11	STPR	0040-0141	X6	CT 82	EAST HADDAM	REHAB BR 01138 over CT RIVER - AC ENTRY	CON	2025	0	0	0	0
11	STPR	0040-0141	X6	CT 82	EAST HADDAM	REHAB BR 01138 over CT RIVER - AC CONVERSION	CON	2025	7,775	6,220	1,555	0
11	STPR	0040-0148	X6	CT 149	EAST HADDAM	REPLACE BR 02698 over BROOK	CON	2025	3,400	2,720	680	0

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

2025-2028 TIP

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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	ASST-MGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	PVMT-MGMT	X6	VARIOUS	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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0

2025-2028 TIP

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	VARIOUS	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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,210	968	242	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0

2025-2028 TIP

70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0
70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0
70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0
70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0

MULTI REGION HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
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
72	STPA	0172-0529	X6	VARIOUS	DISTRICT 2	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 2A	CON	2026	6,818	5,454	1,364	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	3,000	2,400	600	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	2,000	1,600	400	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC ENTRY	OTH	2025	0	0	0	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2025	563	200	363	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2026	563	200	363	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2027	563	200	363	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2028	563	200	363	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	46,250	37,000	9,250	0

2025-2028 TIP

8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN/MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2026	53,750	43,000	10,750	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2027	31,500	25,200	6,300	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2028	16,250	13,000	3,250	0
8,11	STPNH	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0
8,11	STPNH	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	15,000	12,000	3,000	0

TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2025	ALL	2025	500	400	100	0
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2025	OTH	2025	700	560	140	0
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - SMALL BUS REPLACEMENT - FY 2025	ACQ	2025	600	480	120	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD/CTDOT - NEW FACILITY	ALL	2026	18,750	15,000	3,750	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2026	ALL	2026	500	400	100	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2026	OTH	2026	700	560	140	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2027	ALL	2027	500	400	100	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2027	OTH	2027	700	560	140	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - PARATRANSIT VEHICLES - FY 2028	ACQ	2028	960	768	192	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2028	ALL	2028	500	400	100	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2028	OTH	2028	850	680	170	0
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2025	OTH	2025	150	120	30	0
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2026	OTH	2026	150	120	30	0
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2027	OTH	2027	150	120	30	0
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2028	OTH	2028	200	160	40	0
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2025	OTH	2025	200	100	66	34
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2025	OTH	2025	250	125	83	43
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2026	OTH	2026	293	147	97	50
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2026	OTH	2026	300	150	99	51
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2027	OTH	2027	293	147	97	50
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2027	OTH	2027	300	150	99	51
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2028	OTH	2028	293	147	97	50
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2028	OTH	2028	300	150	99	51

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 2025	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 2026	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 2027	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

2025-2028 TIP

70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 2028	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)\$
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS - FY 2025	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 2026	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 2027	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 2028	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
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2025	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 2025	ACQ	2025	3,050	2,440	610	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2026	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 2026	ACQ	2026	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2027	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 2027	ACQ	2027	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2028	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 2028	ACQ	2028	3,225	2,580	645	0
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2025	OTH	2025	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2026	OTH	2026	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2027	OTH	2027	500	500	0	0
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2028	OTH	2028	500	500	0	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

ENVIRONMENTAL JUSTICE (EJ) REVIEW

Minority Population

RiverCOG keeps statistics and maps at the various geographic census levels for race and ethnicity as defined by the U.S. Census Bureau. Race is defined as a person's self-identification with one or more social groups. An individual can report as White, Black or African American, Asian, American Indian and Alaska Native, Native Hawaiian and Other Pacific Islander, some other race or multiple races. Ethnicity determines whether a person is of Hispanic origin or not. Ethnicity is broken out in two categories, Hispanic or Latino and Not Hispanic or Latino of any race.

Low Income Population

The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine who is in poverty. If a family's total income is less than the family's threshold, then that family and every individual in it is considered in poverty. Poverty level statistics are then produced for persons residing in households below the poverty level. Poverty status cannot be determined for people in: institutional group quarters (such as prisons or nursing homes), college dormitories, military barracks, or living situations without conventional housing (and who are not in shelters).

Limited English Proficiency (LEP)

RiverCOG also keeps LEP data and maps based on Census American Community Survey (ACS) and other state source in an effort to identify and engage non English speaking persons in the transportation planning process. Using this data and the four factor analysis the Language Assistance Plan assess language needs and determines what reasonable steps they should take to ensure meaningful access for LEP persons. Based on LEP guidelines, Spanish speakers are the only single language LEP population in the LCRVR. There are approximately 723 Spanish-speaking households who speak English "less than very well" according to the 2022 ACS. This group accounts for 1 percent of the total households in the region. The largest concentration is found in Middletown, Old Saybrook and Westbrook.

Transit

Transit is not included in the following maps. Fixed route transit is mapped in relation to minority and low income census tracts in the transit district's Title VI reports which identifies minority communities, and inventories transit service and travel patterns. It also analyses and compares level of service and quality of service in the minority and low income tracts versus the non-minority and low income tracts.

Other Unmapped Factors

Many projects, programs, and investments are difficult to map geographically but are still considered in relation to EJ. These projects and investments include, but are not limited to transit operating subsidies, transit capital purchases, and transportation control measures (TCM) such as vehicle controls, fuel standards, encouraging employer rideshare incentives, bicycle and pedestrian programs that promote non-motorized transportation alternatives, and land development strategies that help to manage transportation demand. Transit system operating subsidies, and capital purchases, as well as other projects benefit the target EJ populations.

EJ Assessment

One purpose of EJ is to promote public participation in an effort to involve minority and low income populations in decision making from the early stages of the planning process through to the end. Another purpose of EJ is to determine if minority and low income populations are receiving their fair share of benefits or a disproportionate share of burdens as a result of transportation projects and investments. These purposes are directly related since one of the best determinants of benefits and burdens is through those whom are actually being affected by the projects.

The majority of EJ studies are done on a project level basis due to the small minority and low income population found in the region. For example, special studies, such as corridor studies have an EJ representative on the advisory committee and neighborhood organizations are consulted when affected. Similarly, these persons and organizations are contacted on a project level basis such as for meetings relating to STP projects. Outreach efforts for the TIP and similar documents include publishing notices in local and Spanish newspapers, and also sending information to those on the special EJ mailing list in addition to the standard mailing list.

The projects shown on the following maps are small scale projects such as roadway rehabilitation or reconstruction projects and intersection improvement projects which equally benefit and burden all roadway users regardless of the census block group of residence. These types of system preservation and improvement projects provide considerably greater benefits than burdens. As noted above the burdens and benefits, are evaluated at the project level since factors such as noise, dust, travel delay, displacement and other negative factors associated with projects are generally localized and effect primarily those adjacent to the project. To determine burdens and benefits at the regional level, the regions minority and low income populations were mapped based on the overall minority and low income populations in the region.

This assessment provides an indication of the benefits and burdens of transportation investments are distributed between the targeted and non-targeted EJ areas. It is an inexact indicator since the TIP is a short-range document that constantly amended over its time span. As each new TIP produced, the burdens and benefits will be compared with prior TIP's in an effort to track the distributions of investments over a longer term to assess their equitability.

Investment Impact Considerations

Overall the minority population comprises 16.4% of the region's population. The first of the following maps shows the 2020 Census tracts where the minority population is greater than 10%. Six regional roadway segment and spot projects are mapped in relation to the minority population. Approximately 50% of the regional projects are in or adjacent to the identified tracts. Based on investment levels of regional projects in the TIP, approximately 70% of the regional funds are spent in areas in or adjacent to minority populations.

The low income population, consisting of persons below the poverty level, comprises 7.4% of the region's population. The second of the followings map shows the 2020 Census tracts where the low income population is greater than 20%. The specific roadway segment and spot projects are mapped in relation to the low income population. Approximately 17% of the regional projects are in or adjacent to low income areas. Based on investment levels of regional projects in the TIP, approximately 51% of the regional funds are spent in areas in or adjacent to low income populations.

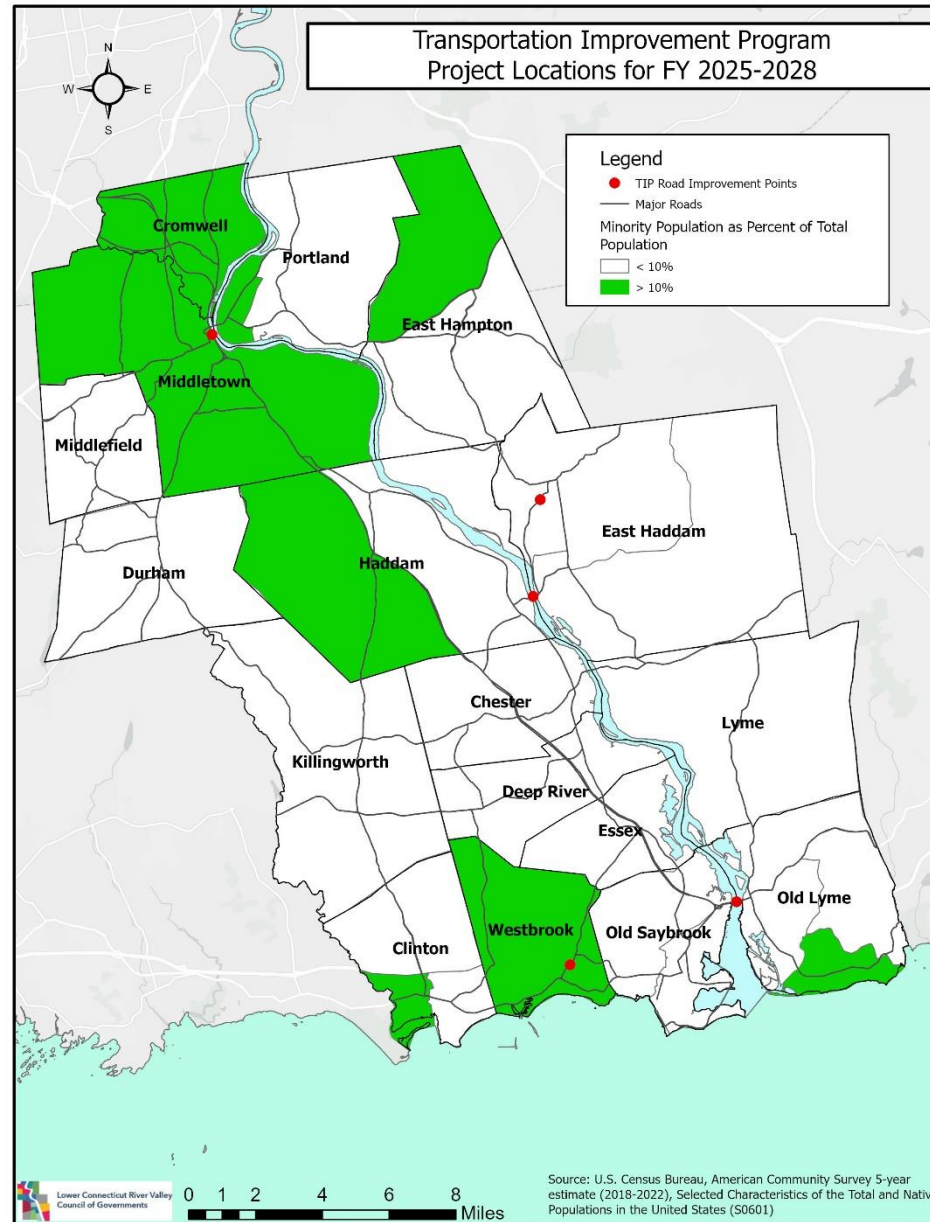
The Limited English Proficiency (LEP) population, consisting of all persons who speak English less than very well comprises 2.2% of the region's population. The third of the followings map shows the 2020 Census tracts where the LEP population is greater than 5%. The specific roadway segment and spot projects are mapped in relation to the LEP population. Approximately 67% of the regional projects are in or adjacent to LEP areas. Based on investment levels of regional projects in the TIP, approximately 91% of the regional funds are spent in areas in or adjacent to LEP areas.

Implementation Impact Considerations

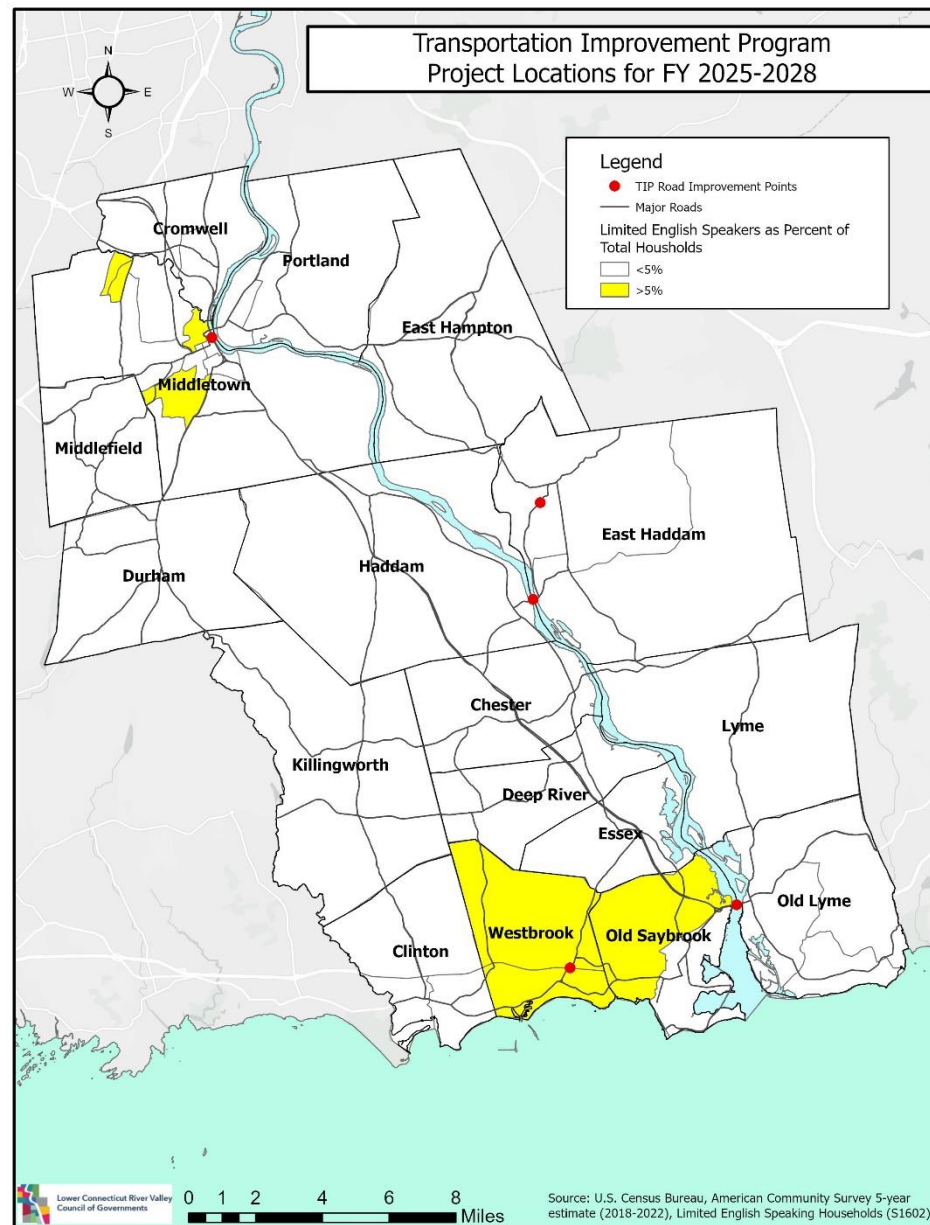
Three STP projects mapped in the TIP are primarily maintenance projects and two are enhancement projects. These types of roadway maintenance and improvement projects typically cause temporary disruptions to the motoring and abutting communities. The resulting disturbances to motorists commonly include traffic delays, diversions and increased congestion on both the project roadway as well as surrounding streets. Disturbances to abutters include increased particulate matter or other air pollutants, noise pollutions and light pollution if the construction work is performed at night. Project implementation impacts are generally burdens.

Operational Impact Considerations

The projects shown provide for maintaining the existing infrastructure in the region. Benefits and burdens will affect the current users of the facilities, which in most cases will be primarily local residents. The RT 9 and Arrigoni Bridge projects in Middletown may also benefit additional users from beyond the region based on land use and transportation patterns in the vicinity if the project. Operational impacts can concurrently be benefits and burdens to different user populations.







Appendix A - Project Listing by Year and Program

FY 2025													
Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$	
11	STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	ROW	2025	50	40	10	0	
11	STPA-BRX FHWA 2025 STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	FD	2025	924	739	185	0	
									974	779	195	0	
11	STPR	0040-0141	X6	CT 82	EAST HADDAM	REHAB BR 01138 over CT RIVER - AC ENTRY	CON	2025	0	0	0	0	
11	STPR	0040-0141	X6	CT 82	EAST HADDAM	REHAB BR 01138 over CT RIVER - AC CONVERSION	CON	2025	7,775	6,220	1,555	0	
11	STPR FHWA 2025 STPR	0040-0148	X6	CT 149	EAST HADDAM	REPLACE BR 02698 over BROOK	CON	2025	3,400	2,720	680	0	
									11,175	8,940	2,235	0	
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	
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0	
8,11	NHPP FHWA 2025 NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	46,250	37,000	9,250	0	
									52,250	42,550	9,700	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 FHWA 2025 NHPP-BRX	0170-3609	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2025	1,050	840	210	0	
									18,050	14,440	3,610	0	
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2025	0	0	0	0	
70	SIPH FHWA 2025 SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2025	5,084	4,575	0	508	
									5,084	4,575	0	508	
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	
						COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2025	4,970	3,976	994	0	
70	STPA	0170-3639	X8	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	0170-3649	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	0170-3650	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 ENTRY	CON	2025	0	0	0	0	

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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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	ASST-MGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	PVMT-MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,210	968	242	0
	STPA	FHWA 2025							20,166	18,132	2,033	0
8,11	STPNH	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0
8,11	STPNH	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	15,000	12,000	3,000	0
	STPNH	FHWA 2025							15,000	12,000	3,000	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0
70	TAPB	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0
	TAPB	FHWA 2025							319	319	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0
	TAP-Flex	FHWA 2025							301	301	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0
	TAPH	FHWA 2025							112	112	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0
	TAPNH	FHWA 2025							68	68	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0
	TAPNL	FHWA 2025							23	23	0	0

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70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPS FHWA 2025 TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0
									11	11	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPW FHWA 2025 TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0
									3	3	0	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	3,000	2,400	600	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
76	CMAQ FHWA 2025 CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	2,000	1,600	400	0
									5,000	4,000	1,000	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC ENTRY	OTH	2025	0	0	0	0
10,11	FBP FHWA 2025 FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2025	563	200	363	0
									563	200	363	0
	FHWA 2025 Regional Subtotal								12,149	9,720	2,430	0
	FHWA 2025 Multiregional Subtotal								66,813	53,200	13,613	0
	FHWA 2025 Statewide Subtotal								50,136	43,534	6,093	508
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2025	ALL	2025	500	400	100	0
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2025	OTH	2025	700	560	140	0
11	5307C	0422-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - SMALL BUS REPLACEMENT - FY 2025	ACQ	2025	600	480	120	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 2025	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
						TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2025	23,000	18,400	4,600	0
						CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS - FY 2025	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
									46,550	37,240	9,310	
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2025	OTH	2025	150	120	30	0
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2025	OTH	2025	200	100	66	34
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2025	OTH	2025	250	125	83	43
3,10,11, 13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2025	OTH	2025	500	500	0	0
									1,100	845	179	
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
									501	400	0	
1,5,8,10 ,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2025	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 2025	ACQ	2025	3,050	2,440	610	0
									10,500	8,400	2,100	

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FTA 2025 Regional Subtotal	2,400	1,785	539	77
FTA 2025 Multiregional Subtotal	25,001	20,100	4,800	100
FTA 2025 Statewide Subtotal	31,250	25,000	6,250	0

USDOT 2025 Project Total	187,748	153,339	33,724	685
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FY 2026 Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	STPA-BRX FHWA 2026 STPA-BRX	0154-0128	X7	CT 153	WESTBROOK	REPLACE BR 00232 over I-95 & INTERSECTION IMPROVEMENTS	CON	2026	18,600	14,880	3,720	0
11	BRFP FHWA 2026 BRFP	0105-0217	X6	I-95	OLD SAYBROOK	REHAB BRS 06200 A/B (BALDWIN) over CT RIVER	CON	2026	30,000	27,000	3,000	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CON	2026	0	0	0	0
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2026	16,250	13,000	3,250	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN/MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2026	53,750	43,000	10,750	0
70	NHPP	1705-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP FHWA 2026 NHPP	1705-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2026	2,250	1,800	450	0
11	STPH	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC ENTRY	CON	2026	0	0	0	0
11	STPH FHWA 2026 STPH	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2026	12,500	10,000	2,500	0
11	STPNH FHWA 2026 STPNH	0154-0127	X6	US 1	WESTBROOK	BRIDGE 00349 DECK REPLACEMENT over PATCHOGUE RIVER	CON	2026	2,600	2,080	520	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 FHWA 2026 NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	SIPH FHWA 2026 SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2026	18,050	14,440	3,610	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2026	5,084	4,575	0	508
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2026	6,460	5,168	1,292	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2026	0	0	0	0
70	STPA	ASST-MGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	500	400	100	0
70	STPA	MGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,586	1,268	317	0

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70	STPA	BRDG-MGMT	X6	VARIOUS	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	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,210	968	242	0
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
72	STPA	0172-0529	X6	VARIOUS	DISTRICT 2	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 2A	CON	2026	6,818	5,454	1,364	0
	FHWA 2026 STPA								30,687	26,550	4,137	0
70	TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0
	FHWA 2026 TAP-Flex								301	301	0	0
70	TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0
	FHWA 2026 TAPH								112	112	0	0
70	TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0
	FHWA 2026 TAPNH								68	68	0	0
70	TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0
	FHWA 2026 TAPNL								23	23	0	0
70	TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0
	FHWA 2026 TAPS								11	11	0	0
70	TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0
	FHWA 2026 TAPW								3	3	0	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	3,000	2,400	600	0
76	CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	2,000	1,600	400	0
	FHWA 2026 CMAQ								5,000	4,000	1,000	0
10,11	FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2026	563	200	363	0
	FHWA 2026 FBP								563	200	363	0
	FHWA 2026 Regional Subtotal								79,950	66,960	12,990	0
	FHWA 2026 Multiregional Subtotal								74,804	59,593	15,211	0
	FHWA 2026 Statewide Subtotal								47,557	40,657	6,391	508
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD/CTDOT - NEW FACILITY	ALL	2026	18,750	15,000	3,750	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2026	ALL	2026	500	400	100	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2026	OTH	2026	700	560	140	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 2026	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

2025-2028 TIP

79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS - FY 2026	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
	FTA 2026 5307								45,900	36,720	9,180	0
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2026	OTH	2026	293	147	97	50
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2026	OTH	2026	300	150	99	51
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2026	OTH	2026	150	120	30	0
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2026	OTH	2026	500	500	0	0
	FTA 2026 5311								1,243	917	226	101
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
	FTA 2026 5310								508	407	0	102
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2026	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 2026	ACQ	2026	3,225	2,580	645	0
	FTA 2026 5339								10,675	8,540	2,135	0
	FTA 2026 Regional Subtotal								20,693	16,377	4,216	101
	FTA 2026 Multiregional Subtotal								29,433	23,647	5,685	102
	FTA 2026 Statewide Subtotal								8,200	6,560	1,640	0
	USDOT 2026 Project Total								260,637	213,794	46,133	711

FY 2027	Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN		REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2027	6,250	5,000	1,250	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE		CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0
8,11	NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN		INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2027	31,500	25,200	6,300	0
	FHWA 2027 NHPP									40,000	32,000	8,000	0
11	STPH	0082-0318	CC	CT 9	MIDDLETOWN		REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2027	12,500	10,000	2,500	0
	FHWA 2027 STPH									12,500	10,000	2,500	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
	FHWA 2027 NHPP-BRX									18,050	14,440	3,610	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE		CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
	FHWA 2027 SIPH									5,084	4,575	0	508
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	VARIOUS	STATEWIDE		ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	STATEWIDE		BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0

2025-2028 TIP

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 FHWA 2027 STPA	PVMT- MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,210	968	242	0
									21,656	19,324	2,331	0
70	TAP-Flex FHWA 2027 TAP-Flex	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0
									301	301	0	0
70	TAPH FHWA 2027 TAPH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0
									112	112	0	0
70	TAPNH FHWA 2027 TAPNH	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0
									68	68	0	0
70	TAPNL FHWA 2027 TAPNL	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0
									23	23	0	0
70	TAPS FHWA 2027 TAPS	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0
									11	11	0	0
70	TAPW FHWA 2027 TAPW	0170-5032	X6	VARIOUS	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0
									3	3	0	0
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	3,000	2,400	600	0
76	CMAQ FHWA 2027 CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	2,000	1,600	400	0
10,11	FBP FHWA 2027 FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2027	5,000 563	4,000 200	1,000 363	0 0
									563	200	363	0
									18,750	15,000	3,750	0
									37,063	29,400	7,663	0
									47,557	40,657	6,391	508
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2027	ALL	2027	500	400	100	0
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT - FY 2027	OTH	2027	700	560	140	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 2027	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
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS - FY 2027	ALL	2027	1,000	800	200	0

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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
	FTA 2027 5307								42,900	34,320	8,580	0
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL- FY 2027	OTH	2027	150	120	30	0
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2027	OTH	2027	293	147	97	50
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2027	OTH	2027	300	150	99	51
3,10,11,13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2027	OTH	2027	500	500	0	0
	FTA 2027 5311								1,243	917	226	101
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
	FTA 2027 5310								508	407	0	102
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2027	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 2027	ACQ	2027	3,225	2,580	645	0
	FTA 2027 5339								10,675	8,540	2,135	0
	FTA 2027 Regional Subtotal								1,943	417	226	101
	FTA 2027 Multiregional Subtotal								29,433	22,847	5,485	102
	FTA 2027 Statewide Subtotal								23,950	19,160	4,790	0
	USDOT 2027 Project Total								158,696	127,480	28,304	711

FY 2028

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
11	NHPP	0082-0318	CC	CT 9	MIDDLETOWN	REMOVAL OF TRAFFIC SIGNALS ON ROUTE 9 - AC CONVERSION	CON	2028	17,500	14,000	3,500	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0
8,11	NHPP FHWA 2028 NHPP	0079-0240	CC	I-91/I-691/RT 15	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2028	16,250	13,000	3,250	0
									36,000	28,800	7,200	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 FHWA 2028 NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	SIPH FHWA 2028 SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	18,050	14,440	3,610	0
									5,084	4,575	0	508
									5,084	4,575	0	508
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	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6	VARIOUS	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

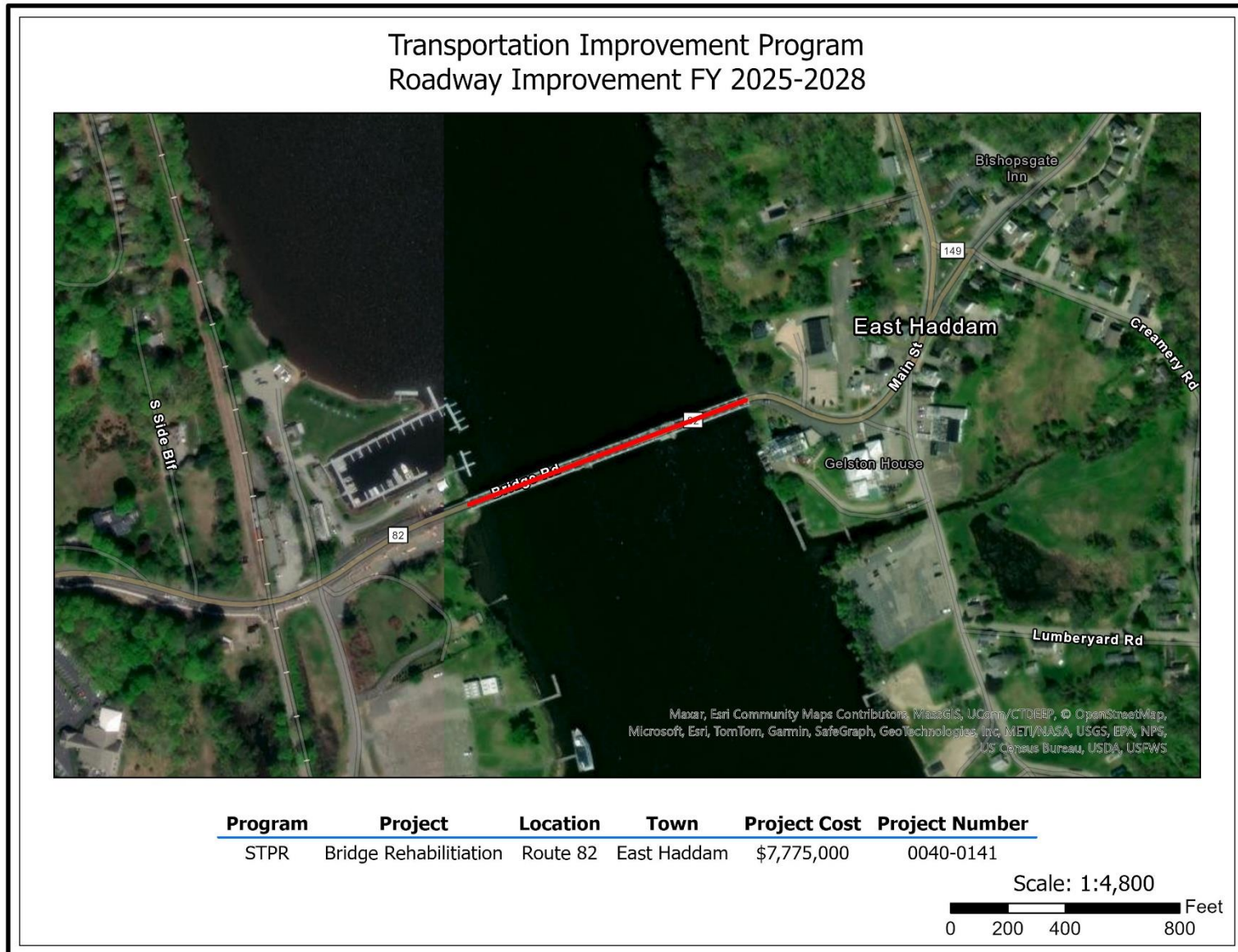
2025-2028 TIP

70	STPA FHWA 2028 STPA	PVMT- MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0	
						STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	21,656	19,324	2,331	0	
75	CMAQ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	3,000	2,400	600	0	
76	CMAQ FHWA 2028 CMAQ	TDMX-CTXX	X6	VARIOUS	STATEWIDE		OTH	2028	2,000	1,600	400	0	
10,11	FBP FHWA 2028 FBP	0170-3693	X6	VARIOUS	STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2028	5,000 563	4,000 200	1,000 363	0 0	
									563	200	363	0	
	FHWA 2028 Regional Subtotal								17,500	14,000	3,500	0	
	FHWA 2028 Multiregional Subtotal								21,813	17,200	4,613	0	
	FHWA 2028 Statewide Subtotal								47,039	40,140	6,391	508	
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - PARATRANSIT VEHICLES - FY 2028	ACQ	2028	960	768	192	0	
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - FACILITY IMPROVEMENTS - FY 2028	ALL	2028	500	400	100	0	
11	5307C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ETD - ADMIN CAPITAL/MISC SUPPORT- FY 2028	OTH	2028	850	680	170	0	
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 2028	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	
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS - FY 2028	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 69,510	5,600 55,608	1,400 13,902	0 0	
11	5311C	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK/MIDDLETOWN	ESTUARY TD - SECTION 5311 CAPITAL - FY 2028	OTH	2028	200	160	40	0	
11	5311O	0478-XXXX	X6	ESTUARY TD	OLD SAYBROOK	ESTUARY TD - SECTION 5311 TRANSIT ON CALL OPERATING - FY 2028	OTH	2028	293	147	97	50	
11	5311O	0480-XXXX	X6	ESTUARY TD	MIDDLETOWN	ESTUARY TD - SECTION 5311 MIDDLETOWN OPERATING (RURAL SERVICES) - FY 2028	OTH	2028	300	150	99	51	
3,10,11, 13,15	5311T	0170-XXXX	X6	SECTION 5311	VARIOUS	SECTION 5311 PROG ADJUST TO ACTUAL APPR, ADMIN & RTAP PROG - FFY 2028	OTH	2028	500 1,293	500 957	0 236	0 101	
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	508 508	407 407	0 0	102 102	
1,5,8,10 ,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS - FY 2028	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 2028	ACQ	2028	3,225 10,675	2,580 8,540	645 2,135	0 0	
	FTA 2028 Regional Subtotal								3,103	2,305	698	101	
	FTA 2028 Multiregional Subtotal								31,883	25,607	6,175	102	
	FTA 2028 Statewide Subtotal								47,000	37,600	9,400	0	
	USDOT 2028 Project Total								168,338	136,851	30,776	711	
FYI	Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE		CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,500	3,600	900	0

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	FHWA FYI NHPP								4,500	3,600	900	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 FHWA FYI 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 FHWA FYI SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	FYI	36,100 10,167	28,880 9,150	7,220 0	0 1,017
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	10,167	9,150	0	1,017
70	STPA	ASST- MGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,000	800	200	0
70	STPA	BRDG- MGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,586	1,268	317	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	1,200	960	240	0
70	STPA	PVMT- MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	FYI	700	560	140	0
70	STPA FHWA FYI STPA	PVMT- MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	10,000 1,210	10,000 968	0 242	0 0
									15,696	14,556	1,139	0
	FHWA FYI Regional Subtotal								0	0	0	0
	FHWA FYI Multiregional Subtotal								0	0	0	0
	FHWA FYI Statewide Subtotal								66,463	56,187	9,259	1,017
	FTA FYI Regional Subtotal								0	0	0	0
	FTA FYI Multiregional Subtotal								0	0	0	0
	FTA FYI Statewide Subtotal								0	0	0	0
	USDOT FYI Project Total								66,463	56,187	9,259	1,017
	FHWA 25-FYI Regional Subtotal								128,349	105,680	22,670	0
	FHWA 25-FYI Multiregional Subtotal								200,492	159,393	41,098	0
	FHWA 25-FYI Statewide Subtotal								258,751	221,175	34,526	3,050
	FTA 25-FYI Regional Subtotal								28,139	20,883	5,678	379
	FTA 25-FYI Multiregional Subtotal								115,750	92,200	22,145	405
	FTA 25-FYI Statewide Subtotal								110,400	88,320	22,080	0
	USDOT 25-FYI Project Total								841,881	687,651	148,196	3,834

Appendix B - Regional Project Maps



Transportation Improvement Program Roadway Improvement FY 2025-2028



Program	Project	Location	Town	Project Cost	Project Number
NHPP / STPH	Removal of Signals	Route 9	Middletown	\$65,000,000	0082-0318

Scale: 1:7,200

0 300 600 1,200 Feet

Transportation Improvement Program Roadway Improvement FY 2025-2028



Program	Project	Location	Town	Project Cost	Project Number
BRFP	Bridge Rehabilitation	I-95	Old Saybrook	\$30,000,000	0105-0217

Scale: 1:9,600
0 400 800 1,600 Feet

Transportation Improvement Program Roadway Improvement FY 2025-2028



Program	Project	Location	Town	Project Cost	Project Number
STPA / BRX	Bridge Replacement & Intersection Improvements	Route 153	Westbrook	\$19,574,000	0154-0128

Scale: 1:4,800

0 200 400 800 Feet

Transportation Improvement Program Roadway Improvement FY 2025-2028

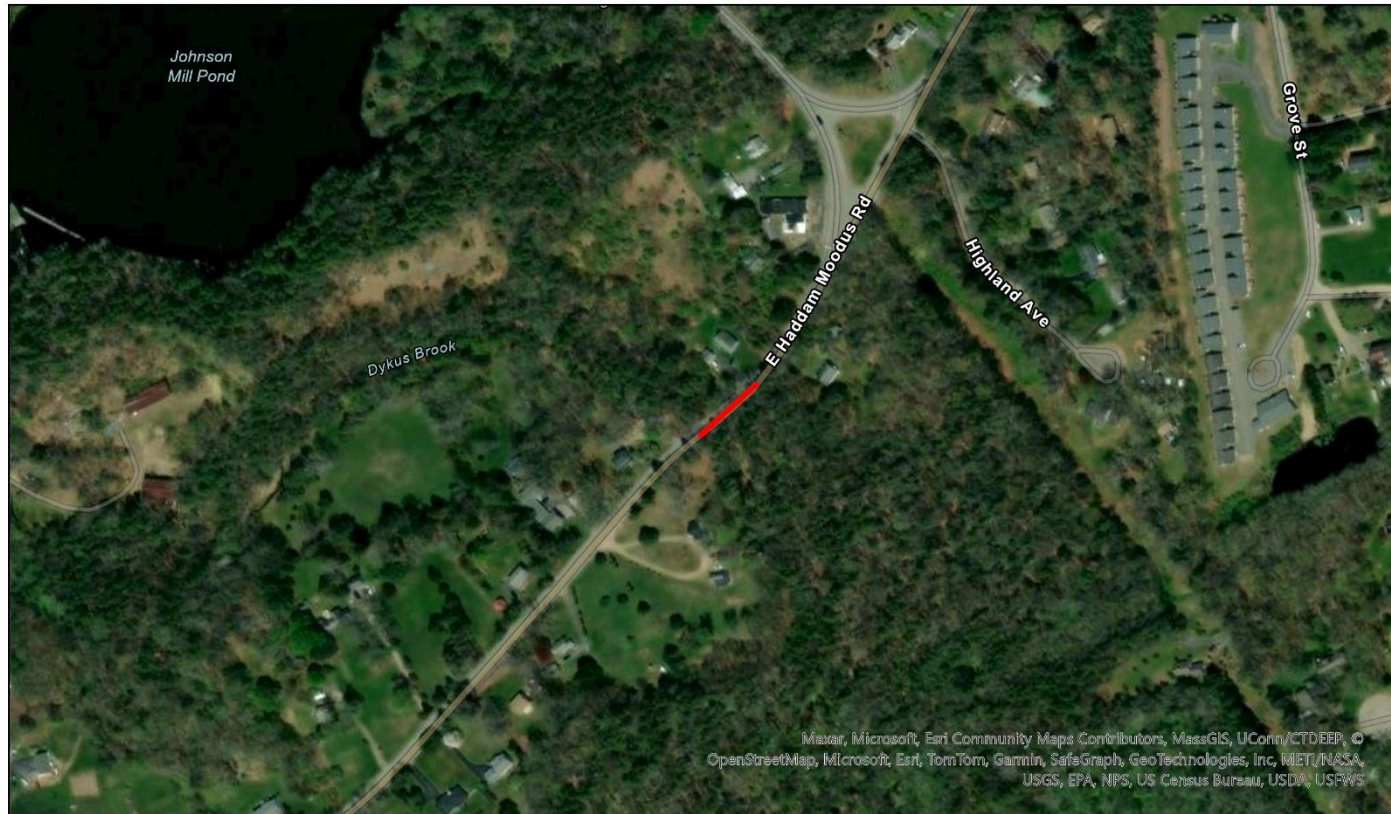


Program	Project	Location	Town	Project Cost	Project Number
STPNH	Bridge Replacement	Route 1	Westbrook	\$2,600,000	0154-0127

Scale: 1:4,800

0 200 400 800 Feet

Transportation Improvement Program Roadway Improvement FY 2025-2028



Program	Project	Location	Town	Project Cost	Project Number
STRP	Bridge Replacement	Route 149	East Haddam	\$3,400,000	0040-0148

Scale: 1:4,800

0 200 400 800 Feet

Appendix C - Performance based Planning and Programming

Performance Based Planning and Programming

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), MPOs 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 including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

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

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (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 shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP 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 <https://portal.ct.gov/dot/performance-measures/performance-measures> The link includes active dashboards, target setting activities, and congestion maps,

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current (2024) Highway Safety targets are shown below:

Performance Measures	Numeric Target for 2024
Fatalities	270 per year
Fatality Rate	0.850 per 100 million VMT
Serious Injuries	1,300 per year
Serious Injury Rate	4.30 per 100 million VMT
Non-motorist Fatalities and Serious Injuries	280 per year

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

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 improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.
3. Programmatic or Systematic highway safety improvements: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.
4. Systemic highway safety improvement projects: This includes roadway safety improvements that are widely implemented based on high risk roadway features that are correlated with particular severe crash types.

Pavement and Bridge Condition

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition. The current (2022) Pavement and Bridge targets are shown below:

Performance Measures	Baseline	2-Year	4-Year
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%	37.070%	35.0%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%
Percentage of NHS Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

The STIP will program projects to meet the targets set by the CTDOT 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 National Highway System (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.

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 same SHRP-2 study, "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 (2022) system reliability targets are shown below:

Performance Measures	Baseline	2-Year	4-Year
Percent of the Person-Miles Traveled on the Interstate that are Reliable	86.2%	78.6%	78.6%
Percent of the Person-Miles Traveled on the non-Interstate NHS that are Reliable	90.0%	84.9%	84.9%

The STIP will program projects to meet the targets set by CTDOT 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.

Congestion Measures

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. RiverCOG is in three urbanized areas to report on, in collaboration with other COGs in the urbanized areas, CTDOT and RIDOT.

Performance Measure – Annual Hours of Peak Hour Excessive Delay Per Capita			
Urbanized Area	Baseline	2-Year	4-Year
Hartford	5.7%	9.8%	9.8%
New Haven	7.6%	7.9%	7.9%
Norwich/New London/RI	3.6%	4.0%	4.0%

Performance Measure – Percent Non-Single Occupancy Vehicle Travel			
Urbanized Area	Baseline	2-Year	4-Year
Hartford	22.1%	19.8%	19.8%
New Haven	25.1%	19.4%	18.5%
Norwich/New London/RI	22.3%	4.0%	4.0%

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 will be assessed by the Truck Travel Time Reliability (TTTR) index. The current (2022) index targets are shown below:

Performance Measures	Baseline	2-Year	4-Year
Truck Travel Time Reliability (TTTR) Index	1.56	1.95	2.02

The current and future targets are based on data from FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. For the initial report CTDOT used the trend and truck bottleneck analysis done for the Statewide Freight Plan in 1017.

Air Quality

US DOT requires that states and MPO's assess the impact of their transportation systems on air quality and specifically the impacts from 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 Improvement (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 (2022) Air Quality targets are shown below:

Performance Measures	Baseline	2-Year	4-Year
Total Emission Reduction: PM2.5	0.000	6.290 kg/day	6.290 kg/day
Total Emission Reduction NOx	0.000	81.978 kg/day	81.978 kg/day
Total Emission Reduction VOC	0.000	87.346 kg/day	kg/day
Total Emission Reduction PM10	n/a	n/a	n/a
Total Emission Reduction CO	n/a	n/a	n/a

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

Greenhouse Gas Measures

Published as a final rule from the FHWA, a new national performance measure was established in November 2023. CTDOT will be responsible for establishing an initial declining 4-year target (2026) by February 1, 2024. This GHG measure requires State DOT's and MPOs that have NHS mileage within their geographic and planning area boundaries to establish a declining target for reducing CO2 emissions generated by on-road mobile sources. In addition, MPOs with urbanized areas over 50,000 must establish joint targets with those MPOs whose boundaries overlap a UZA.

CTDOT's Performance Management Unit developed five scenarios (options) to the Executive Board and Commissioner. In addition, CTDOT discussed the 4-year target options with CTDEEP. Upon review, CTDOT selected the goal-oriented target to reduce emissions by 9.5%. This target aligns with the state requirement to reduce GHG by 45% by the year 2030. The transportation sector is included in the percentage, as that sector alone requires a 29% reduction in DEEP's model. In the next performance period beginning in 2026, CTDOT will establish 2 and 4-year targets on reducing tailpipe emissions on the NHS.

Performance Measure	4-Year target reduction
Percent change in tailpipe CO2 emissions on the NHS compared to reference year (2022)	-9.5%

MPOs must submit targets by MPO boundary and urbanized area. The performance measure identified urbanized areas greater than a population of 50,000. Targets provided by MPOs are due to CTDOT on July 29, 2024. RiverCOG is in the Hartford, New Haven and Norwich/New London urbanized areas and expects to adopt the state's target in each UZA.

Twenty-two States have challenged the rule in federal court. See *State of Texas, et al. v. USDOT, et al.* (N.D. Tex., Civil Action No. 5:23-cv-304) and *Commonwealth of Kentucky, et al. v. FHWA, et al.* (W.D. Ky., Civil Action No. 5:23-cv-162). At the end of March 2024, a federal judge vacated the Federal Highway Administration's final rule entitled "National Performance Management Measures; Assessing Performance of the National Highway System, Greenhouse Gas Emissions Measure. Originally, the FHWA rule would have required states to submit initial declining GHG targets along with their initial reports by February 1, 2024, with MPOs to follow within 180 days of their state's submission. Due to court challenges, FHWA issued a revised memo in January noting "the FHWA has agreed that it will not seek to enforce the February 1, 2024, deadline for States to submit initial targets and reports, until March 29, 2024." Since then CTDOT learned from FHWA that states and MPOs do not have to submit GHG targets and reports going forward. CTDOT intends to continue to monitor the GHG measures

Transit

CTDOT's Public Transportation Transit Asset Management Plan (PT-TAMP) and Transit Asset Management Group Plan (Group-TAMP) lay out strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and budgets to achieve state of good repair (SGR) goals. In accordance with 49 CFR 625.5, SGR is defined by Federal Transit Administration (FTA) as the condition in which a capital asset is able to operate at a full level of performance. Recipients and sub recipients of FTA funds set annual performance targets for federally established SGR measures. Performance targets are set annually for asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT has 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 categories, Rolling Stock and Equipment. For 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 % of guideway with a performance restriction which is interpreted as slow zones.

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database (NTD) 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.” As of October 2018, performance targets were being reported annually to the NTD by CTDOT and its service operators for the transit system. The report describes strategies for setting targets and progress on the targets. The current Transit Asset Management Performance Targets from the 22-25 plan updated September 2022 are shown below:

Tier II – Group-TAMP

The purpose of the rolling stock condition assessment is to provide an overall snapshot of the current state of repair of a fleet to aid in decisions concerning when it is most cost effective to replace it. FTA’s mandated performance measure for rolling stock is the percentage of assets within a class that have met or exceed their useful life benchmark (ULB). CTDOT has worked with transit service providers in Connecticut to define custom ULB values aligned more with the Connecticut operating environment including transit bus 14/12, cutaway 10/5, minivan 8/5 (FTA/CTDOT years).

Similarly, CTDOT has worked with transit service providers to define custom ULB values for equipment including truck 14/14/, automobile 8/5, sport utility vehicle 8/5 and van 8/5 (FTA/CTDOT years).

Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark all transit districts

Asset Type	Inventory	Vehicles Below ULB	Vehicles Meet/Exceed ULB
Transit Bus	172	95%	5%
Cutaway	279	43%	57%
Minivan	7	0%	100%

Asset Type	Inventory	Vehicles Below ULB	Vehicles Meet/Exceed ULB
Truck	23	78%	22%
Automobile	2	0%	100%
SUV	26	19%	81%
Van	7	29%	71%

Transit districts own and operate two basic types of transit facilities: administrative/ maintenance facilities, and passenger facilities. Major facility components are inspected and rated on a 1 to 5 condition scale with 1/poor, 2/marginal, 3?adequate, 4/good and 5/excellent broken out for specific components and the site as a whole.

Administrative/Maintenance Facility Inventory and Condition

Asset Type	Inventory	Components rated 3+ on TERM scale	Components rated below 3 on TERM scale
Admin./Maint. Facility	10	94%	6%

Passenger Facility Inventory and Condition

Asset Type	Inventory	Components rated 3+ on TERM scale	Components rated below 3 on TERM scale
Passenger Facility	5	94%	6%

Performance Measure and Target for Rolling Stock/Equipment – Percentage of vehicles that have met or exceed their ULB

Asset Type	Previous Performance FY17	Current Performance FY21	Performance Target FY22
Transit Bus	24%	5%	14%
Cutaway	46%	57%	17%
Minivan	0%	100%	17%

Asset Type	Previous Performance FY17	Current Performance FY21	Performance Target FY22
Truck	32%	22%	7%
Automobile	100%	100%	17%
SUV	29	81%	17%
Van	40%	71%	17%

Performance Measure and Target for Passenger and Maintenance Facilities – Percentage of facilities within an asset class, rated below condition 3 on the TERM scale

Asset Type	Previous Performance FY17	Current Performance FY21	Performance Target FY22
Admin./Maint. Facility	0%	0%	0%
Passenger Facility	0%	0%	0%

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT’s PT-TAMP and Group-TAMP that were shared with the MPOs in October 2018 and September 2022. 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.

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.

Summary

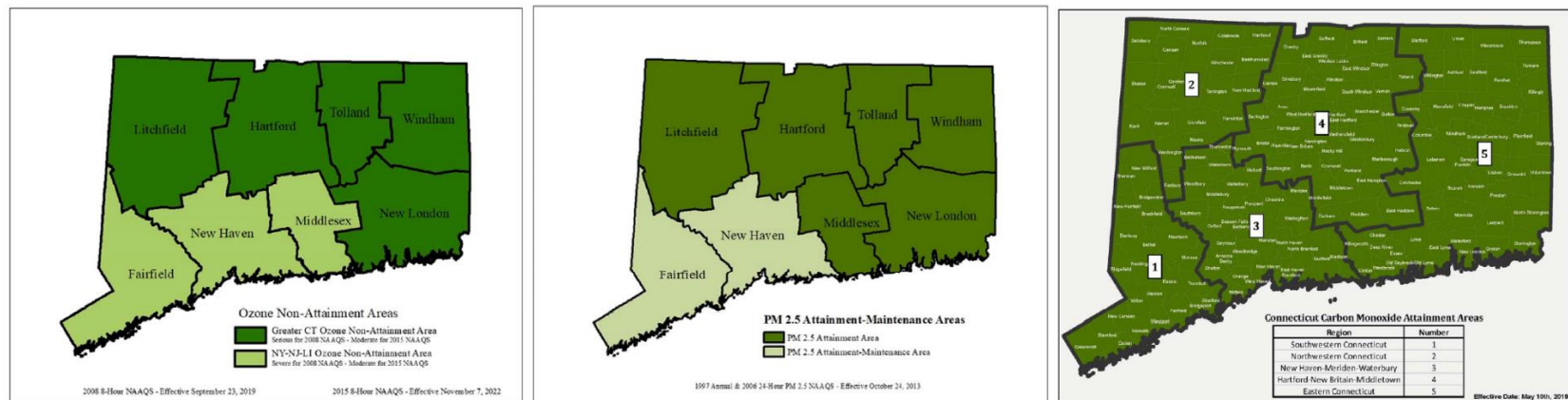
Projects in the TIP are anticipated to be working toward achieving the adopted performance targets. CTDOTs Performance Management Unit, under the Office of Program Development and Forecasting in the Bureau of Policy and Planning updates the dashboards with information showing the collected data and metrics for the national performance measures as well as additional metrics for safety, infrastructure, highway reliability, mobility (bus, rail, bicycle and pedestrian), air quality, and project delivery. This is important to provide accountability and transparency in the transportation planning and decision-making process. Projects included in the TIP help to achieve safety, state of good repair, highway and transit asset management, system reliability, congestion, freight, and air quality goals.

Appendix D - Air Quality Conformity Determination

Air Quality Conformity Analysis and Determination of the NJ-NJ-CT Ozone Non-Attainment Area and Greater CT Ozone Non-Attainment Area

Transportation conformity is a planning process required by the Federal Clean Air Act Amendments CAAA Section 176(c) (42U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A, which establishes the framework for improving air quality to protect public health and the environment. The goal of transportation conformity is to ensure that FHWA and FTA funding and approvals are given to highway and public transportation activities that are consistent with air quality goals.

The CAAA requires that metropolitan transportation plans MTPs, transportation improvement programs TIPs, and Federal projects conform to the purpose of the state implementation plan SIP. Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone. The determination shows that the total emissions from on-road travel on an area's transportation system are consistent with the motor vehicle emissions budgets MVEBs and goals for air quality found in the state's SIP. Conformity requirements apply in areas that either do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas", respectively. Connecticut contains nonattainment areas for ozone (O₃) and attainment/maintenance areas for PM 2.5 and carbon monoxide (CO) which are shown below.



Ozone is reactive, colorless gas comprised of three atoms of oxygen. Ozone exists naturally in a layer of the earth's upper atmosphere known as the stratosphere, where it shields the earth from the sun's harmful ultraviolet rays. However, ozone found close to the earth's surface, called ground-level ozone, is a component of smog and a harmful pollutant. Ground-level ozone is produced by a chemical reaction between VOCs and NO_x in the presence of sunlight. Mobile source NO_x emissions form when nitrogen and oxygen atoms chemically react inside the high pressure and temperature conditions in an engine. VOC emissions are a product of partial fuel combustion, fuel evaporation and refueling losses caused by spillage and vapor leakage. Exposure to ozone has been linked to a number of respiratory health effects, including significant decreases in lung function, inflammation of airways, and increased symptoms such as cough and pain when breathing deeply. High concentrations of ozone can also contribute to reductions in agricultural crop production and forest yields, as well as increased susceptibility of plants to disease, pests and other environmental stresses such as harsh weather. This pollutant alone contributes to the majority of unhealthy air quality days in Connecticut, as measured by the Air Quality Index (AQI).

Fine particulate matter, also called PM_{2.5}, is a mixture of microscopic solids and liquid droplets suspended in air, where the size of the particles is equal to or less than 2.5 micrometers (about one-thirtieth the diameter of a human hair). Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides. The health effects associated with exposure to fine particles are serious. Scientific studies have shown significant associations between elevated fine particle levels and premature death. Effects associated with fine particle exposure include aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days), lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and cardiac arrhythmia. While fine particles are unhealthy for anyone to breathe, people with heart or lung disease, asthmatics, older adults, and children are especially at risk.

Carbon monoxide is produced by the incomplete burning of carbon in fuels, including gasoline. High concentrations of CO occur along roadsides in heavy traffic, particularly at major intersections and in enclosed areas such as garages and poorly ventilated tunnels. Peak concentrations occur during the colder months of the year when CO vehicular emissions are greater and meteorological inversion conditions occur more frequently, trapping pollutants near the ground. There were formerly three CO nonattainment areas in the state. These were the Southwestern portion of the state, the New Haven-Meriden-Waterbury area, and the Hartford-New Britain-Middletown area. The remainder of the state was in attainment for CO. Attainment was demonstrated in each of the nonattainment areas and, subsequently, they were designated as full maintenance areas. In the future, "hot-spot" carbon monoxide analyses will not be performed to satisfy "project level" conformity determinations as the whole State of Connecticut is in attainment for CO.

Conformity Tests and Results

For the NY-NJ-LI ozone nonattainment area and the Greater CT ozone nonattainment area, VOC and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is 2017 or later.

For the NY-NJ-LI PM 2.5 maintenance area, PM 2.5 and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is between 2017 and 2024 or be less than the 2025 transportation emission budgets if analysis year is 2025 or later. The maintenance area consists of Fairfield and New Haven Counties. The RiverCOG region includes towns in Middlesex and New London Counties which are in the PM 2.5 attainment area. No tests for CO are required because the CO areas have completed their Limited Maintenance Plans.

For the 23-50 MTPs and 25-28 TIPs summer day emission estimates for ozone precursors, volatile organic compounds (VOC), and nitrogen oxides (NOx) and annual emissions estimates for particulate matter 2.5 microns or smaller (PM2.5) and NOx as a precursor were developed for forecast years 2023, 2025, 2035, 2045, and 2050. Emission estimates were calculated using EPA's Motor Vehicle Emission Simulator (MOVES3). Moves3 was developed by EPA that estimates mobile source emissions at the national, county and project level for criteria air pollutants, greenhouse gasses and air toxics. The following table shows the modeled emissions for ozone areas compared to the applicable MVEBs for each pollutant. In all cases, the MPOs TIPs meets the required conformity tests.

Year	Ozone Area	Tons per day					
		Cube Series 2A		Budgets		Difference	
		VOC	NOx	VOC	NOx	VOC	NOx
2023	CT Portion of NY-NJ-LI Area	15.13	18.08	17.6	24.6	-2.47	-6.52
	Greater CT Area	13.46	15.85	15.9	22.2	-2.44	-6.35
2025	CT Portion of NY-NJ-LI Area	13.77	15.11	17.6	24.6	-3.83	-9.49
	Greater CT Area	12.31	13.29	15.9	22.2	-3.59	-8.91
2035	CT Portion of NY-NJ-LI Area	8.59	8.11	17.6	24.6	-9.01	-16.49
	Greater CT Area	7.71	7.24	15.9	22.2	-8.19	-14.96
2045	CT Portion of NY-NJ-LI Area	7.41	7.39	17.6	24.6	-10.19	-17.21
	Greater CT Area	6.68	6.60	15.9	22.2	-9.22	-15.60
2050	CT Portion of NY-NJ-LI Area	6.58	7.24	17.6	24.6	-11.02	-17.36
	Greater CT Area	5.94	6.46	15.9	22.2	-9.96	-15.74

This analysis does not reflect the full benefit in air quality from the MPOs TIPs. While the network-based modeling process is capable of assessing the impact of major new highway or transit service, it does not reflect the impact from the many projects, which are categorically excluded from the requirement of conformity. These projects include improvements to intersections, which will allow traffic to flow more efficiently, thus reducing delay, fuel usage and emissions. Also included in the MPOs TIPs, but not reflected in this analysis, are many projects to maintain existing rail and bus systems. Which help mass transit systems function more efficiently, improve safety, and provide a more dependable and aesthetically appealing service. The technology to quantify the air quality benefits from these programs is not currently available.

Changes in the transportation system will not produce significant emissions reductions because of the massive existing rail, bus, highway systems, and land development already in place. As shown the table above, transportation emissions are declining dramatically 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 (LEV) program.

Determination

CTDOT has assessed its compliance with the applicable conformity criteria requirements of the 1990 CAAA. Based upon this analysis, it is concluded that all elements of Metropolitan Transportation Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets. The formal Air Quality Conformity Statement for RiverCOG's 2025-2028 TIP can be viewed on page four of this document.

Appendix E - Disposition of Comments

January 25, 2023 COG/MPO Board Meeting - Begin discussion regarding 2025 TIP update

February 28, 2024 COG/MPO Board Meeting - Draft 2025 TIP update and schedule

March 15, 2024 Draft 2025 TIP public comment period begins

March 27, 2024 COG/MPO Board Meeting - Draft 2025 TIP presentation and public comment

March 27, 2024 Hybrid Public Information Meeting - Draft 2025 TIP presentation and public comment - CTDOT staff available to discuss STIP and AQC Determination

April 15, 2024 Draft 2025 TIP public comment period ends

April 24, 2024 COG/MPO Board Meeting TIP endorsement

Appendix F – Certification



Lower Connecticut River Valley Council of Governments
 145 Dennison Road Essex, CT 06426 | +1 860 581 8554 | www.rivercog.org
Metropolitan Planning Organization

MPO PLANNING CERTIFICATION

WHEREAS, the Lower Connecticut River Valley Council of Governments has been designated by the Governor of the State Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Lower Connecticut River Valley planning region; and

WHEREAS, the Lower Connecticut River Valley Council of Governments conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation by preparing a Unified Planning Work Program (UPWP), preparing, maintaining and amending the endorsed Transportation Improvement Program (TIP), preparing and updating the endorsed 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.

NOW THEREFORE BE IT RESOLVED, that the Lower Connecticut River Valley Council of Governments hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
- (7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;
- (8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
- (9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
- (10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

CERTIFICATE: The undersigned duly qualified Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the Lower Connecticut River Valley Council of Governments on April 24, 2024.


 Robert McGarry
 Secretary


 Date

Estuary Transit District | Middletown Transit District | Middlesex County Chamber of Commerce

Chester | Clinton | Cromwell | Deep River | Durham | East Haddam | East Hampton | Essex | Haddam | Killingworth | Lyme | Middlefield | Middletown | Old Lyme | Old Saybrook | Portland | Westbrook

RiverMPO

Appendix G – Financial Constraint Addendum

There are three sources of funds for the 2025-2028 TIP: 1) Federal transportation appropriations, 2) the State Special Transportation Fund, primarily in the form of bond authorizations, and 3) a small amount of local funds.

Federal funding is determined by federal surface transportation authorizations. The TIP is based on authorization levels established under the Infrastructure Investment and Jobs Act (IIJA) sometimes referred to as the Bipartisan Infrastructure Law (BIL) which refers to the same legislation signed November 15, 2021. State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the CTDOT; the State (100%) funded infrastructure improvement projects, and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 percent of the total fund revenue. A limited number of projects included in the STIP require a local match to the federal funds. The municipalities in which these projects are located, are responsible for the local match as required. Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

Federal authorizations for FFY 2025-2028 are estimated as constant values based on IIJA authorization levels. Most federal funds will be matched from state funding resources. A small amount of federal funds will be matched by municipal governments. The STIP is financially constrained, and the spending plan is based on reasonable projections of available resources. Tables 1 through 4 of the STIP Narrative provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the four years of this STIP. These tables also demonstrate that the program is financially constrained by showing the balance of each funding category (Authorization vs. STIP programmed amount).

A corrective action from the 2025 New Haven Transportation Management Area (TMA) Planning Certification Review stated the TIP must be improved to include a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint. Continued coordination with the CTDOT will ensure reasonable funding program estimates. This comparison should make a good faith effort to demonstrate fiscal constraint based on available resources or documented assumptions made by the RiverCOG. The TIP document must include a summary demonstrating financial constraint by year by funding source. This must be completed no later than November 30, 2025.

Addendum table 1 below provides a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint for the 2025-2028 TIP broken out by year and funding source. It was developed through EcoInteractive Project Tracker's Financial Constraint Summary Report current as of 09/02/2025.

The table is based on funding for the region and also statewide, district 1, district 2, CTransit, and SLE funding which is also spent in the region through CTDOT.

Addendum Table 1

Financial Constraint by Year by Funding Source

25-28 TIP Revenues and Expenditures by Year and Funding Source

Funding Source	Revenue (2025)	Programmed (2025)	Balance (2025)	Revenue (2026)	Programmed (2026)	Balance (2026)	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)
5307C	\$36,040,000	\$36,040,000	\$0	\$36,720,000	\$36,720,000	\$0	\$34,320,000	\$34,320,000	\$0	\$55,608,000	\$55,608,000	\$0
5307P	\$1,268,000	\$1,268,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
5310E	\$400,416	\$400,416	\$0	\$406,624	\$406,624	\$0	\$406,624	\$406,624	\$0	\$406,624	\$406,624	\$0
5311C	\$120,000	\$120,000	\$0	\$120,000	\$120,000	\$0	\$120,000	\$120,000	\$0	\$160,000	\$160,000	\$0
5311O	\$225,000	\$225,000	\$0	\$296,500	\$296,500	\$0	\$296,500	\$296,500	\$0	\$296,500	\$296,500	\$0
5311T	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0	\$500,000	\$500,000	\$0
5339	\$8,400,000	\$8,400,000	\$0	\$8,540,000	\$8,540,000	\$0	\$8,540,000	\$8,540,000	\$0	\$8,540,000	\$8,540,000	\$0
BRDG-RP	\$75,000,000	\$75,000,000	\$0	\$75,000,000	\$75,000,000	\$0	\$75,000,000	\$75,000,000	\$0	\$75,000,000	\$75,000,000	\$0
BRFP	\$0	\$0	\$0	\$27,000,000	\$27,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
CMAQ	\$4,960,000	\$4,960,000	\$0	\$4,640,000	\$4,640,000	\$0	\$14,000,000	\$14,000,000	\$0	\$10,000,000	\$10,000,000	\$0
CPCDH	\$150,000	\$150,000	\$0	\$150,000	\$150,000	\$0	\$700,000	\$700,000	\$0	\$0	\$0	\$0
CRPSU	\$0	\$0	\$0	\$872,320	\$872,320	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DIGR	\$86,900,000	\$86,900,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FBP	\$200,000	\$200,000	\$0	\$200,000	\$200,000	\$0	\$200,000	\$200,000	\$0	\$200,000	\$200,000	\$0
HSIP	\$6,675,222	\$6,675,222	\$0	\$7,510,422	\$7,510,422	\$0	\$11,897,022	\$11,897,022	\$0	\$11,897,022	\$11,897,022	\$0
NHPP	\$22,940,000	\$22,940,000	\$0	\$19,400,608	\$19,400,608	\$0	\$36,640,000	\$36,640,000	\$0	\$48,240,000	\$48,240,000	\$0
SFTY-RP	\$35,000,000	\$35,000,000	\$0	\$35,000,000	\$35,000,000	\$0	\$35,000,000	\$35,000,000	\$0	\$35,000,000	\$35,000,000	\$0
STPA	\$22,441,352	\$22,441,352	\$0	\$47,661,688	\$47,661,688	\$0	\$19,668,400	\$19,668,400	\$0	\$30,868,400	\$30,868,400	\$0
STPH	\$972,800	\$972,800	\$0	\$10,544,000	\$10,544,000	\$0	\$10,000,000	\$10,000,000	\$0	\$0	\$0	\$0
STPNH	\$12,000,000	\$12,000,000	\$0	\$2,080,000	\$2,080,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0
STPR	\$4,912,586	\$4,912,586	\$0	\$556,800	\$556,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
TAP-FLEX	\$300,764	\$300,764	\$0	\$300,764	\$300,764	\$0	\$300,764	\$300,764	\$0	\$0	\$0	\$0
TAPB	\$106,277	\$106,277	\$0	\$106,277	\$106,277	\$0	\$106,277	\$106,277	\$0	\$0	\$0	\$0
TAPH	\$111,996	\$111,996	\$0	\$111,996	\$111,996	\$0	\$111,996	\$111,996	\$0	\$0	\$0	\$0
TAPNH	\$68,157	\$68,157	\$0	\$642,717	\$642,717	\$0	\$1,452,157	\$1,452,157	\$0	\$1,000,000	\$1,000,000	\$0
TAPNL	\$22,771	\$22,771	\$0	\$22,771	\$22,771	\$0	\$22,771	\$22,771	\$0	\$0	\$0	\$0
TAPS	\$10,864	\$10,864	\$0	\$10,864	\$10,864	\$0	\$10,864	\$10,864	\$0	\$0	\$0	\$0
TAPW	\$3,171	\$3,171	\$0	\$3,171	\$3,171	\$0	\$3,171	\$3,171	\$0	\$0	\$0	\$0
WCPP (FHWA)	\$363,104	\$363,104	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Federal Subtotal	\$320,092,480	\$320,092,480	\$0	\$278,397,522	\$278,397,522	\$0	\$249,296,546	\$249,296,546	\$0	\$272,716,546	\$272,716,546	\$0
State Match	\$74,084,935	\$74,084,935	\$0	\$62,070,924	\$62,070,924	\$0	\$57,422,490	\$57,422,490	\$0	\$63,242,490	\$63,242,490	\$0
State Only	\$98,000,000	\$98,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
State Subtotal	\$172,084,935	\$172,084,935	\$0	\$62,070,924	\$62,070,924	\$0	\$57,422,490	\$57,422,490	\$0	\$63,242,490	\$63,242,490	\$0
Local Match	\$809,550	\$809,550	\$0	\$891,964	\$891,964	\$0	\$1,231,824	\$1,231,824	\$0	\$960,824	\$960,824	\$0
Local Subtotal	\$809,550	\$809,550	\$0	\$891,964	\$891,964	\$0	\$1,231,824	\$1,231,824	\$0	\$960,824	\$960,824	\$0
Total	\$492,986,965	\$492,986,965	\$0	\$341,360,410	\$341,360,410	\$0	\$307,950,860	\$307,950,860	\$0	\$336,919,860	\$336,919,860	\$0

Source: Ecolnteractive Project Tracker, Financial Constraint Summary Report, 09/02/2025

Table 1 shows that the TIP reflects realistic assumptions regarding future revenues, therefore the list of projects is accurate and does not include more projects than could be completed with the expected resources. As the projected revenues are sufficient to cover the costs, and the estimates of both revenues and costs are reasonable, then the fiscal constraint requirement is satisfied.

Addendum Table 2

Funding Source Acronyms from Addendum Table 1

5307	FTA Section 5307 Capital and Subsidy (Operating) Program
5310	FTA Section 5310 Capital Program
5311	FTA Section 5311 Capital/Operating/RTAP/ADMIN/Planning
5339	FTA SEC 5339 & 5339D Bus and Bus Facilities Formula and Discretionary
BRDG RP	Bridge Report
BRFP	Bridge Formula Program (BRFP & BRFZ)
CMAQ	Congestion Mitigation and Air Quality Program
CPCDH	Community Project Funding / Congressionally Directed Spending
CRPSU	Carbon Reduction Program (Small Urban)
DIGR	Discretionary Grant Funding
FBP	Ferry Boat Program
HSIP	Highway Safety Improvement Program (HSIP & SIPH)
NHPP	National Highway Performance Program
SFTY RP	Safety Report
STPA	Surface Transportation Program / Surface Transportation Block Grant Program Flex/Anywhere
STPH	Surface Transportation Program – Hartford
STPNH	Surface Transportation Program – New Haven
STPR	Surface Transportation Program – Rural
TAP FLEX	Transportation Alternatives Program
TAPB	Transportation Alternatives Program – Bridgeport/Stamford
TAPH	Transportation Alternatives Program – Hartford
TAPNH	Transportation Alternatives Program – New Haven
TAPNL	Transportation Alternatives Program – Norwich/New London
TAPS	Transportation Alternatives Program – Springfield
TAPW	Transportation Alternatives Program – Worcester
WCPP	Wildlife Crossings Pilot Program



Lower Connecticut River Valley Council of Governments
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Metropolitan Planning Organization

RESOLUTION REGARDING THE ADDENDUM OF THE TRANSPORTATION IMPROVEMENT PROGRAM FOR THE LOWER CONNECTICUT VALLEY PLANNING REGION FOR FEDERAL FISCAL YEARS 2025-2028

WHEREAS,

The Transportation Improvement Program consists of a list of improvements recommended from the Transportation system management and short-range elements of the Regional Metropolitan Transportation Plan;

WHEREAS,

The Transportation Improvement Program has been modified to include Appendix G – Financial Constraint Addendum that provides a clear comparison of anticipated revenues and programmed expenditures demonstrating financial constraint by year and funding source;

NOW, THEREFORE, BE IT RESOLVED BY THE LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS

To revise the 2025-2028 Transportation Improvement Program to include Appendix G – Financial Constraint Addendum resulting from a corrective action from The New Haven Transportation Management Area Planning Certification Review dated May 23, 2025. This endorsement by the Lower Connecticut River Valley Council of Governments constitutes the metropolitan planning organization revision of the 2025-2028 Transportation Improvement Program.

CERTIFICATION

The undersigned and duly qualified Secretary of the Lower Connecticut River Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Lower Connecticut River Valley Council of Governments held on November 19, 2025


Eric Couture
Secretary


Date