Capitol Region
Transportation Improvement Program
FFY2025-2028

Adopted: May 22, 2024

CRCOG CAPITOL REGION COUNCIL OF GOVERNMENTS
Working together for a better region.

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1. Introduction

What is the TIP?

The Transportation Improvement Program (TIP) is the list of all federally funded transportation projects in the Capitol Region. The projects included in this list are all scheduled to receive federal transportation funds within the *next four years*. The TIP is prepared at least every four years but is amended frequently.

Approval by the Capitol Region Council of Governments (CRCOG) is required before any federal funds can be expended on any transportation project in the Capitol Region. This project review and approval role is one bestowed on CRCOG by federal regulations. The regulations specifically provide regional agencies like CRCOG the opportunity to cooperate with their state department of transportation in decisions regarding how federal transportation funds are spent in their region. The approval of both agencies (state and regional) is required for projects to be funded.

What is CRCOG?

The Capitol Region Council of Governments is a voluntary association of municipal governments in the Hartford area. The Council was organized to provide municipalities the opportunity to cooperatively address issues of mutual concern. Many of CRCOG's programs are directed to providing technical services to individual municipalities and to helping municipalities share services that cannot be efficiently provided by individual communities. For example, CRCOG administers a regional cooperative purchasing program for items like gasoline and fuel oil. CRCOG also serves as a forum for local elected officials to discuss municipal and regional issues such as transportation planning, solid waste disposal, watershed planning, regional economic planning, regional emergency management planning, state-imposed mandates for municipalities, and state funding for municipalities.

CRCOG is governed by a Policy Board that is comprised of the chief elected official from its 38 member municipalities. The City of Hartford is allowed three representatives and three votes. The Policy Board is advised by CRCOG staff as well as a special Transportation Committee. CRCOG's Transportation Committee is composed of representatives from member municipalities, the Greater Hartford Transit District, and the Connecticut Coalition for Environmental and Economic Justice. The Committee meets regularly to consider transportation matters.

What is the MPO?

In every urbanized area in the United States, a Metropolitan Planning Organization (MPO) is designated to conduct regional transportation planning and to select federally funded projects. This MPO system was established by the federal government to give people who are affected by transportation decisions a say in how those decisions are made. Although the State Department of Transportation has the primary role of administering the expenditure of these funds, all federally funded transportation projects in the Region must be approved by the MPO.

CRCOG's Policy Board is the designated MPO for 38 municipalities in the Capitol Region. As such, the Chief Elected Officials of those municipalities, listed below, solicited public input on the projects listed in this document and approved the projects at the Policy Board meeting on May 22, 2024. Please see *Section 3. Public Outreach Process* for a summary of public comment opportunities that were offered.

The following municipalities are members of the Capitol Region MPO:

Andover	East Windsor	Marlborough	Stafford
Avon	Ellington	New Britain	Tolland
Berlin	Enfield	Newington	Vernon
Bloomfield	Farmington	Plainville	West Hartford
Bolton	Glastonbury	Rocky Hill	Wethersfield
Canton	Granby	Simsbury	Willington
Columbia	Hartford	Somers	Windsor
Coventry	Hebron	South Windsor	Windsor Locks
East Granby	Manchester	Southington	
East Hartford	Mansfield	Suffield	

In addition to the municipalities listed above, the Connecticut Department of Transportation (CTDOT) and the Greater Hartford Transit District (GHTD) each have one member on the Capitol Region MPO to represent transit operators in the Region. The CTDOT representative also serves as the "appropriate State official" on the Capitol Region MPO in accordance with 23 CFR Section 450.310.

Contact Information

Questions regarding this document or any of the projects listed herein can be directed to:

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2. Policy Board Resolutions

The following pages include resolutions from the CRCOG Policy Board that endorse the TIP, confirm conformity with the Clean Air Act for ozone, and certify the compliance of CRCOG's transportation planning program.

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RESOLUTION

ENDORSEMENT OF THE FFY2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region; and

WHEREAS, the metropolitan planning regulations issued by the Federal Transit Administration (FTA) and the Federal Highway Administration (FHWA) require a multi-year Transportation Improvement Program (TIP); and

WHEREAS, the metropolitan planning regulations require that transportation improvement projects be included in the regional TIP as a condition of eligibility for federal funding assistance; and

WHEREAS, citizens of the Region were provided an opportunity to comment on the draft FFY2025-2028 TIP for a minimum of 30 days, from April 3-May 6, 2024 and also at public information meetings on April 24, 2024 (11am and 7pm); and notice of the meetings was given in newspapers, in Town Clerk offices, and on the CRCOG website;

NOW THEREFORE BE IT RESOLVED, that the CRCOG Policy Board endorses the four-year (FFY2025-2028) program of the Capitol Region Transportation Improvement Program.

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on May 22, 2024.

BY: Jason E Bowsza DATE: 5/24/24
Jason Bowsza, Secretary

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RESOLUTION
CONFORMITY WITH THE CLEAN AIR ACT (OZONE)

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

WHEREAS, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if: 1) the plans and programs are consistent with recent estimates of mobile source emissions; 2) the plans and programs provide for the expeditious implementation of certain transportation control measures; and 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 CRCOG that the plans and programs approved today, May 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 Greater Connecticut Ozone Nonattainment Area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation (CTDOT) has jointly assessed the impact of all transportation plans and programs in this Ozone Nonattainment Area (Air Quality Conformity Determination February 2023); and

WHEREAS, CTDOT's assessment has found that plans and programs jointly meet mobile source emissions guidelines advanced by EPA pursuant to Section 7506 (3) (A),

NOW THEREFORE BE IT RESOLVED, that CRCOG finds that the 2023-2050 MTP and the FFY 2025-2028 TIP and all Amendments conform to air quality requirements of the EPA (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450), and Title 42, Section 7506 (3) (A) and hereby approves the Air Quality Conformity Determination dated February 2024, contingent upon no major adverse comments being received during said period.

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on May 22, 2024.

BY: Jason E Bowsza DATE: 5/24/24
Jason Bowsza, Secretary

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RESOLUTION
ANNUAL URBAN PLANNING CERTIFICATION

WHEREAS, the Capitol Region Council of Governments (CRCOG) has been designated as the Metropolitan Planning Organization (MPO) for the Capitol Region,

NOW THEREFORE BE IT RESOLVED, that the CRCOG Policy Board certifies that the urban transportation planning process has been conducted in accordance with the terms and provisions of 23 U.S.C. 134, 49 U.S.C. 5303 and the metropolitan planning regulations at 23 CFR 450, and that all applicable provisions relative to the involvement of public and private providers of mass transit, Civil Rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act, 23 USC and 49 USC, and 23 CFR 450.334(a) have been satisfied.

Dates of adoption of key planning documents:

- FY2024-2025 Unified Planning Work Program (UPWP): May 24, 2023
- FFY2025-2028 Transportation Improvement Program (TIP): May 22, 2024
- 2050 Capitol Region Metropolitan Transportation Plan (MTP): April 26, 2023

CERTIFICATE

I certify the above is a true copy of a resolution adopted by the Policy Board at its meeting held on May 22, 2024.

BY: Jason E Bowsza DATE: 5/24/24
Jason Bowsza, Secretary

3. Public Outreach Process

CRCOG's public involvement policy requires public review of individual projects before they are submitted for consideration in the TIP. This process of extensive public involvement at the individual project level provides the opportunity for residents and businesses to find out about a project, offer comments, and in many cases, help define the scope of the project. The outreach done for individual projects is supplemented with a second public outreach effort that occurs with the adoption of the TIP or more frequently if major amendments are required during the year.

Public Outreach for Projects

CRCOG's and CTDOT's public involvement requirements for individual projects are mutually supportive. Projects require public review early in the design process and before entering the Final Design phase. Municipal officials are typically responsible for convening public meetings on projects in the Surface Transportation Block Grant Program (STBG), the Local Transportation Capital Improvement Program (LOTCIP), or in any other program if they are the project sponsor. CTDOT officials are responsible for convening meetings on most other projects.

Public information meetings are not required on certain types of projects such as maintenance projects and transit operating assistance. Projects with significant impacts (such as to rights-of-way or the environment) are preceded by extensive planning and environmental studies that include more public involvement than is described above.

Public Outreach for the TIP

CRCOG has a Public Participation Plan that guides the public involvement process for MPO transportation planning activities, including the adoption of the TIP and any major amendments to the TIP. Based on the requirements and best practices outlined in the Public Participation Plan, CRCOG conducted the following public outreach activities:

Public Notice and Draft TIP posted on the CRCOG website[1]:	April 3, 2024
Legal Notices:	April 4, 2024 • The Hartford Courant (English) • The Hartford News (English, Spanish) April 5, 2024 • Identidad Latina (English, Spanish) • The White Eagle (English, Polish)
Notice sent to Town/City Clerks:	April 5, 2024

[1] Hardcopies of the Draft TIP were also available upon request.

Public Meetings:	April 24, 2024 (11am and 7pm) These meetings were held in a hybrid format, with virtual and in-person attendance options. The in-person portion of the meetings was held in the CRCOG Conference Room at 350 Church Street, 3rd Floor, Hartford, CT 06103.
Comments accepted until:	May 6, 2024

Public Comments

Date Received	Comment/Question	Response/Action
4/24/24	Connections from the Farmington Canal Heritage Trail to the Connecticut River and the East Coast Greenway should be a priority. Such connections could serve as a commuting resource for the Region. CRCOG is already studying trail connections, and these efforts should continue.	CRCOG will be initiating a Regional Bicycle and Pedestrian Priority Network Plan and is close to completing an East Coast Greenway Gap Closure Study. Projects recommended from these and other planning studies could potentially be added to the TIP in the future through amendments.

4. Financial Summary

Federal regulations require that every regional and State TIP[2] (STIP) be fiscally constrained. Fiscal constraint means that program costs for a given year cannot exceed program revenues for that year. However, since most federal funding authorizations are made for statewide programs, individual regions are dependent on CTDOT to provide estimates of the amount of federal funds available statewide and for ensuring that a sufficient portion of those funds are allocated to each region to cover the cost of each region's program of projects.

As summarized in the table below, CRCOG's TIP for FFY2025-2028 programs $290.4 million in transit projects and $702.7 million in highway projects for a total transportation program of $993.1 million. Additional financial details are shown in *Section 7. List of Projects to Be Funded*. It should be noted that the TIP is frequently amended through CTDOT and CRCOG approvals. As such, this financial summary is a snapshot of the projects that are programmed for funding as of March 2024. An updated project list will be available on the CRCOG website as amendments are made.

Capitol Region TIP Financial Summary – FFY2025-2028 ($000s)					
Federal Agency	**Federal Fiscal Year**	**Total**	**Federal Share**	**State Share**	**Local Share**
FTA	2025	72,408	57,319	14,332	757
	2026	53,825	42,357	10,673	795
	2027	69,575	54,957	13,823	795
	2028	94,600	74,977	18,828	795
	Subtotal	*290,408*	*229,611*	*57,655*	*3,143*
FHWA	2025	218,406	178,471	38,947	988
	2026	288,183	240,783	46,892	508
	2027	139,405	116,898	22,000	508
	2028	56,681	47,604	8,570	508
	Subtotal	*702,676*	*583,754*	*116,408*	*2,513*
Total		**993,084**	**813,365**	**174,063**	**5,656**
Percent of Total		***100%***	***81.9%***	***17.5%***	***0.6%***

Note: Slight mathematical anomalies are a result of rounding to the nearest $1,000.

[2] The State TIP is a compilation of every regional TIP and is often referred to as the "STIP."

In addition to the projects planned for Federal Fiscal Years 2025, 2026, 2027, and 2028, the TIP also identifies approximately $73.5 million in projects with "FYI" as their year. FYI projects are those that are expected to occur after FFY2028. They are included in the TIP for information purposes only and are summarized in the table below.

Capital Region TIP Financial Summary – FYI Projects ($000s)					
Federal Agency	**Year**	**Total**	**Federal Share**	**State Share**	**Local Share**
FHWA	FYI	73,543	61,851	10,675	1,017
	Total	**73,543**	**61,851**	**10,675**	**1,017**
	Percent of Total	***100%***	***84.1%***	***14.5%***	***1.4%***

CTDOT's analysis of the statewide TIP (STIP) and each regional TIP demonstrates that both the STIP and CRCOG's TIP for FFY2025-2028 are financially constrained. The cost of projects listed in the statewide TIP does not exceed the total funds *authorized* by Congress for Federal Highway Administration programs or Federal Transit Administration programs in Connecticut for each of the four years. 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 will be re-allocated to reflect total statewide and regional program needs.

5. Funding Program Descriptions

There are three sources of funds within the TIP: Federal transportation appropriations (including Federal Highway Administration and Federal Transit Administration funds), the State Special Transportation Fund (primarily in the form of bond authorizations), and a limited amount of Local funds.

Federal Funding

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL). Explanations of eligible uses of each category of funding, limitations, and availability are provided below:

Federal Highway Administration Program

Federal-aid highway funds for individual programs are apportioned by formula using factors relevant to the particular program.

National Highway Performance Program (NHPP)

The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; 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; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. Bridge projects under $5 million dollars on NHS roadways are programmed using NHPP funds on the Bridge Report, which is updated monthly and included on the STIP website for public review.

The NHS within the Capitol Region includes all the Interstate routes as well as freeways and specially designated "principal Arterials" including: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Route 5 & 15, Route 5, Route 44, and portions of the region's more major arterial routes such as Routes 3, 6, 10, and 20.

National Highway Freight Program (NFRP)

The purpose of this program is to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including: investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; improving the state of good repair of the NHFN; using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; improving the efficiency and productivity of the NHFN; improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and reducing the environmental impacts of freight movement on the NHFN.

Surface Transportation Program / Surface Transportation Block Grant Program (STP)

The purpose of this program is to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Eligibility under this program is extremely broad, but the program does have a variety of subcategories defined below that limit where the funds can be programmed based on project location. Bridge projects on Non-NHS roadways that are under $5 million dollars programmed using STP/STBG-Flex (STPA) funds are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

STP Urban

This is the largest of all 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 within CRCOG include STP-Hartford (STPH) and STP-Springfield (STPSP).

Areas with a population of not less than 50,000 and not more than 200,000 qualify for STP-Other Urban funds (STPO). Areas with a population of not less than 5,000 and not more than 49,999 qualify for STP-Small Urban funds (STPSU), which is a new suballocation under the BIL. *Note: STPO funds apportioned prior to the BIL can be used in areas with a population of not less than 5,000 and not more than 200,000.*

STP-Flex/Anywhere (STPA)

These funds can be used for improvements to eligible roads anywhere in the State, regardless of Rural or Urban designation.

STP Rural (STPR)

These funds can be used for improvements to eligible roads in the Rural areas of the State, which are those areas with a population of less than 5,000.

Transportation Alternatives Program (TAP)

The purpose of this program is to provide opportunities to fund smaller-scale multimodal transportation projects such as pedestrian and bicycle facilities, recreational trails, safe routes to school projects, community improvements such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity. All TAP projects are required to be funded through a competitive process. Similar to STP, a portion of TAP is suballocated based on population. The following are the subcategories of the TAP within CRCOG:

TAP-Flex	Anywhere/Flex
TAPH	Hartford
TAPS	Springfield
TAPO	Other Urban
TAPR	Rural
TAPRT	Recreational Trails
TAPSU	Small Urban

Highway Safety Improvement Program (HSIP)(SIPH) / High Risk Rural Road (SIPR) / Vulnerable Road User (VRUS) / Section 154 (Sect 154)
The purpose of this program is to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The SIPH requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance. The BIL continues the overarching requirement that SIPH funds be used for safety projects that are consistent with the State's strategic highway safety plan (SHSP) and that correct or improve a hazardous road location or feature or address a highway safety problem. Projects under $5 million that are funded with this program are listed on a separate report, the Safety Report. This report is updated at least once every month and included on the STIP website for public review. The largest and most flexible funding source under this program is SIPH, but the program also includes special rules/subcategories that apply depending on certain factor, including:

SIPR – This special rule applies if the fatality rate on rural roads increases over the most recent 2-year period for which data is available, in which case an amount equal to 200% of the State's FY 2009 high-risk rural roads set-aside must be obligated for high-risk rural roads.

VRUS – This special rule applies if vulnerable road user fatalities account for not less than 15% of all annual crash fatalities, in which case not less than 15% of HSIP funds for highway safety improvement projects must be used to address vulnerable road user safety.

Sect 154 – If a State is not in compliance with 23 U.S.C. 154 related to Open Container Laws, a 2.5% penalty is assessed, and funds reserved from its NHPP and/or STP program. A State can elect how these reserved funds will be split between the National Highway Traffic Safety Administration (NHTSA), for alcohol-impaired driving programs, and FHWA for HSIP eligible projects.

Railway-Highway Crossings Program (STPX)
The purpose of this program is to provide funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. The program is funded via a set-aside from the HSIP. Projects under $5 million that are funded with this program are listed on a separate report, the Safety Report. This report is updated at least once every month and included on the STIP website for public review.

Repurposed Earmark Program (REP)
The Consolidated Appropriations Act of 2016 was the first Act that allowed States to repurpose certain funds originally earmarked for specific projects; more specifically, any earmark that was designated more than 10 fiscal years prior to the current fiscal year and less than 10% obligated or final vouchered and closed. These earmark funds could be repurposed to a new or existing STP/STBG eligible project in the State within 50 miles of the original earmark designation. Annual Appropriations Acts of 2017-2023 have provided similar opportunities, while reducing the allowable distance for repurposing to within 25 miles of the original earmark designation. It is possible that future Appropriations Acts may provide similar opportunities.

Highway Bridge Replacement and Rehabilitation Program, Bridge Program: OFF System (BRZ)
The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid Road system, therefore bridges on roads functionally classified as local roads or Rural minor collectors. CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid Road system, they are not qualified for this program. Therefore, the majority of the funded projects are municipal bridges. Bridge projects funded under this program are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

Congestion Mitigation and Air Quality Program (CMAQ)
The purpose of this program is 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). 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 (PM2.5), an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 designated area. CTDOT has set aside $12 million of CMAQ funds for the solicitation of project proposals from the MPOs/Rural COGs. This amount will be reviewed annually based on funds provided and projects programmed.

Carbon Reduction Program (CRP)
The purpose of this program is to provide funds for projects designed to reduce transportation emissions, defined as carbon dioxide (CO2) emissions, from on-road highway sources. Funds are suballocated under the CRP, similar to how funds are suballocated under the STBG and TA Programs, except that there are individual subcategories for areas with population not less than 50,000 and not more than 200,000. The following are the subcategories of the CRP:

CRP	Flex/Anywhere
CRPH	Hartford
CRPS	Springfield
CRPSU	"Small Urban" 5,000-49,999 population
CRPR	Rural <5,000 population

Bridge Formula Program (BRFP & BRFZ)
The purpose of this program is to provide funds for projects to replace, rehabilitate, preserve, protect, and construct highway bridges. The program sets aside 15% of each State's BFP apportionment for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

Projects programmed in the BFP follow the same methodology for inclusion in the STIP or Bridge Report as bridge projects programmed under other funding sources. Bridge projects on the NHS and over $5 million require an individual STIP entry. Bridge projects not on the NHS or on the NHS but under $5 million are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

BRFP	Funds for bridges on or off the Federal-aid system
BRFZ	Set aside funds for off-system bridges only

PROTECT Program (PRFP)(PRPL)
The purpose of the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Program is to help make surface transportation more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through support of planning activities, resilience improvements, community resilience and evacuation routes, and at-risk costal infrastructure.

PRFP	Flexible funds
PRPL	Set aside funds for specified types of resiliency planning activities

National Electric Vehicle Infrastructure Formula Program (NEVI)(EVFP)
The purpose of this program is to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Ferry Boat Program (FBP)
The purpose of this program is to fund the construction of ferry boats and ferry terminal facilities. Funds are distributed among eligible entities based on a statutory formula.

Highway Infrastructure Program (HIP)
Appropriations Acts occasionally allocate funds to be used for bridge and highway projects, with specific eligibility identified as part of the allocation process. Sometimes these funds are suballocated similar to STBG/STP. In order to prepare/account for any future funds that may be received, the following funding sources are being identified.

HIBA	Bridge Replacement and Rehabilitation
HIPA	Anywhere/Flex
HIPH	Hartford
HIPB	Bridgeport/Stamford
HIPNH	New Haven
HIPS	Springfield
HIPW	Worcester
HIPO	Other Urban
HIPSU	Small Urban
HIPR	Rural

Community Project Funding / Congressionally Directed Spending (CPCDH)
The Consolidated Appropriations Acts of 2022 and 2023 allocated funds "earmarked" for specific projects identified by Congress. This program/funding is similar to the discontinued High Priority Projects (HPP) program. It is possible that future Appropriations Acts may also include CPCDH projects

Discretionary Grant Funding (DIGR)
The United States Department of Transportation (USDOT) and FHWA have a variety of competitive grant programs used to fund various types of transportation projects and activities under IIJA/BIL. The DIGR (Discretionary Grants) funding source has been established to encompass all current and future grants applied for and obtained by CTDOT or the COGs. This includes both Highway and Transit projects and initiatives. Different grants will be applied for and obtained, but all of them collectively will be categorized under the program DIGR. Projects associated with a specific grant will be identified by naming the specific grant in their descriptions.

Carry-over Funds from Pre-BIL Programs
This section gives a brief explanation on discontinued programs that are not receiving new apportionments under the BIL, but either have carry-over funds that can still be programmed or have small amounts of funds that become available for reprogramming due to milestone reductions and/or completion of previously funded projects.

National Highway System (NHS)
NHS funds can be used for various types of improvements (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials." Qualified major roadways include: I-91, I-84, I-291, I-384, Route 2, Route 66, Route 9, Routes 5 & 15, Route 5, US 44, etc.

Interstate Maintenance (IM)
IM funds can be used to rehabilitate, restore, and resurface the Interstate highway system. This program will not fund reconstruction projects that add new travel lanes to the freeways unless the new lanes are High Occupancy Vehicle (HOV) lanes or auxiliary lanes. However, reconstruction of bridges, interchanges, and overpasses along existing Interstate routes, including the acquisition of right-of-way, may be funded under this program. These funds can only be used on Interstate highways.

Highway Bridge On System Program (BRX)
"On System" Bridge Program funds can be used to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road functionally classified as a Rural major collector or higher. That is, it must be "on" the Federal-Aid Road system. CTDOT has a program of regularly inspecting and rating the condition of bridges.

STP Hazard Elimination (STPZ)
STPZ funds can be used for highway safety improvement projects on all public roadways to correct hazards to motorized and non-motorized users. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

STP Optional Safety (STPY)
STPY funds can be used for either railway-highway crossings or hazard elimination activities. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

Safe Routes to School (SRSI/SRSN)
This program was designed to enable and encourage children, including those with disabilities, to walk and bicycle to school; to make walking and bicycling to school safe and more appealing; and to facilitate the planning, development and implementation of projects that will improve safety, and reduce traffic, fuel consumption, and air pollution in the vicinity of schools. These funds are programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

Transportation Enhancement (STPT)
The Transportation Enhancement Program offered a potential source of funds for making areas more attractive. The program was administered by the State of Connecticut Department of Transportation. Upon the federal government making funding available, the Department solicited projects from the councils of governments, which set the priorities among their member towns. CTDOT set aside 50% of the funds for these COG projects. The remaining 50% were selected by CTDOT for projects of Regional and Statewide significance. Streetscape-type projects that address the beautification of streets in the area were eligible for funding under the Transportation Enhancement Program.

Section 330, 115,117, 112, 120, 125, and 378
This program is dedicated for those projects established by congressional designation.

High Priority Projects (HPP)
This program provides funds for specific projects identified by Congress. These projects are commonly referred to as demonstration projects.

Federal Transit Administration Programs

Congress establishes the funding for FTA programs through Authorization bills (currently IIJA) which amends Chapter 53 of Title 49 of the U.S. Code.

Congress passed the Infrastructure Investment and Jobs Act (IIJA) in November 2021, which funds the transportation program for five years (FFY22-26) subject to annual appropriations. The IIJA provides Connecticut with approximately $5.38 billion in federal transportation funding over the five years, which is an increase of $1.6 billion over the levels authorized in the previous federal legislation, the FAST Act. The FFY22 combined Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) program increased approximately 38% over FFY21 levels, and the funding level at the end of the five years (FFY26) is projected to be an increase of approximately 49% over the FFY21 levels. Despite this increase in federal funding, high levels of inflation, labor shortages, and supply chain disruptions are resulting in significant cost increases to perform the same level of work. The IIJA maintains the FAST Act highway program while providing a focus on safety, bridges, climate change, resiliency, and project delivery. The IIJA also creates more than a dozen new highway programs, including reducing carbon emissions, increasing resiliency, reconnecting communities, and rehabilitating bridges in

critical need of repair. For FTA, the IIJA provides new and increased funding for State of Good Repair and Low or No Emission Grants, while continuing the existing structure for FTA programs with significant funding increases. FTA has established four priorities for implementation of the IIJA: Safety, Modernization, Climate, and Equity.

FTA Section 5307 Capital and Subsidy (Operating) Program
The FTA Section 5307 funds are primarily for capital assistance projects, such as the purchase of new buses and facility construction projects. However, a very small portion of these funds is reserved to help defray transit operating expenses.

The primary distinction of this program is that the funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. The pooling of Section 5307 funds has proven to be extremely beneficial to the bus transit operators across the State, because sufficient federal and State funding has been made available in a timely manner to acquire replacement buses and construct facility improvements, when and where needed. In those years when the bus replacement and/or fixed facility needs for a particular UZA were satisfied, the Section 5307 funds were programmed for priority bus projects in other UZAs. Once the priority bus projects have been programmed, the remaining 5307 funds are programmed for New Haven Line priority capital projects. The programming of funds in the TIPs and the STIP continues to reflect this philosophy.

CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut, including Connecticut Transit.

All specific provisions of FTA Circular 9030.1E, Chapter III-3, Section 5, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to.

FTA Section 5310 Capital Program
This program (49 U.S.C. 5310) provides formula funding to states and designated recipients to meet the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. Funds are apportioned based on each state's share of the population for these two groups. Formula funds are apportioned to direct recipients; for rural and small urban areas, this is the state Department of Transportation, while in large urban areas, a designated recipient is chosen by the governor. Direct recipients have flexibility in how they select subrecipient projects for funding, but their decision process must be clearly noted in a state/program management plan. The selection process may be formula-based, competitive or discretionary, and subrecipients can include states or local government authorities, private non-profit organizations, and/or operators of public transportation.

FTA Section 5311 Capital/Operating/RTAP/ADMIN/Planning
The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for state and national training and technical assistance through the Rural Transportation Assistance Program.

FTA SEC 5312 LoNo Discretionary Program
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). The Low or No Emission competitive program provides funding to state and local governmental authorities for the purchase or lease of zero-emission and low-emission transit buses as well as acquisition, construction, and leasing of required supporting facilities.

FTA SEC 5339 & 5339D Bus and Bus Facilities Formula and Discretionary
This program provides funding to states and transit agencies through a statutory formula to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, the Grants for Buses and Bus Facilities program (49 U.S.C. 5339) includes two competitive components: the Bus and Bus Facilities Competitive Program and the Low or No Emissions Bus Vehicle Program.

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct 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.

FTA SEC 5337 State of Good Repair – FGW
The formula component of the State of Good Repair Grants Program (49 U.S.C. 5337) provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and motorbus systems to help transit agencies maintain assets in a state of good repair in urbanized areas. Additionally, State of Good Repair formula grants are eligible for developing and implementing Transit Asset Management plans. An urbanized area is one that has been defined and designated by the U.S. Department of Commerce, Bureau of the Census, as an 'Urban Area' with a population of 50,000 or more.

FTA RAISE (Rebuilding American Infrastructure with Sustainability & Equity)
This grant program includes projects that will improve safety, sustainability, quality of life, mobility and community connectivity, and state of good repair. The Rebuilding American Infrastructure with Sustainability and Equity (RAISE) Discretionary Grant program provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.

FTA ASAP (All Stations Accessibility Program)
The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use. Eligible activities are capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or exceed the new construction standards of title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131).

State Funding

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 Department of Transportation; 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% of the total fund revenue.

Local Funding

Limited projects included in the STIP require a local match to federal funds. The municipality in which these projects are located, are responsible for the local match if required. Local funding sources may include bonding, Local Capital Improvement Program (LOCIP) or other sources.

6. How to Read Project Listings

Project Table Headings

Region Region where project is located

- **10** Capitol Region Metropolitan Planning Organization
- **70** Statewide
- **71** Districtwide – District 01
- **72** Districtwide – District 02
- **74** Districtwide – District 04
- **76** Greater CT Non-Attainment Area
- **79** CTtransit Systemwide

FA Code Name of the federal program that will be used to fund the project. *See detailed list of program codes beginning on following page.*

Proj# CTDOT assigned project number

AQCd Air Quality Code

- **X6** Exempt from Conformity under Title 40 Section 93.126
- **X7** Exempt from Conformity under Title 40 Section 93.127
- **X8** Exempt from Conformity under Title 40 Section 93.128
- **PD** Project in Preliminary Design
- **CC** Conformity Determination Completed
- **NM** Need Analysis under Conformity Requirement
- **NRS** Not Regionally Significant
- **RS** Regionally Significant

Rte/Sys Route Number or Transit System where project is located

Town Project location: name of the town/area (or multi-town / statewide)

Description Brief description of the project

The initials "AC" appear 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).

Phase Identification of project phase

ACQ Capital Acquisition Activities
ALL All Phases
CON Construction
FD Final Design
OTH Other Activities
PD Preliminary Design
PE Preliminary Engineering
PL Planning
ROW Rights Of Way

Year Federal Fiscal Year the project is expected to be obligated

25 Federal Fiscal Year 2025 (Oct. 1, 2024 - Sept. 30, 2025)
26 Federal Fiscal Year 2026 (Oct. 1, 2025 - Sept. 30, 2026)
27 Federal Fiscal Year 2027 (Oct. 1, 2026 - Sept. 30, 2027)
28 Federal Fiscal Year 2028 (Oct. 1, 2027 - Sept. 30, 2028)
FYI Expected to be initiated after Sept. 30, 2028 - *included in the TIP for information purposes only*

Tot$(000) Total project dollars in thousands

Fed$(000) Federal dollars in thousands

Sta$(000) State dollars in thousands

Loc$(000) Local or Town dollars in thousands

Program Funding Codes

Federal Transit Administration

ASAP All Stations Accessibility Program
RAISE Rebuilding American Infrastructure with Sustainability and Equity
SECTION 5307C Capital Funding Programs
SECTION 5307E Transit Enhancements Funding Programs (Set-Aside)
SECTION 5307O Operating Subsidy Funding Programs
SECTION 5307P Carryover: Capital Funding Programs
SECTION 5307R Carryover: Transit Enhancements Funding Programs
SECTION 5307S Flex Funds Programs

SECTION 5310 Enhanced Mobility (Seniors/Disabled)
SECTION 5310C Capital Funding Programs (Seniors / Disabled)
SECTION 5310E Program Enhanced Mobility
SECTION 5310P Carryover: Enhanced Mobility (Seniors/Disabled)

SECTION 5311 Capital/Operating/RTAP/Admin/Planning
SECTION 5311C Capital for Non-Urbanized and Small Urban Areas
SECTION 5311O Operating Subsidy for Non-Urbanized Areas
SECTION 5311P Carryover for Non-Urbanized Areas
SECTION 5311T Rural Transportation Assistance Programs (RTAP)

SECTION 5312 Low/No Emission Discretionary Program

SECTION 5337 State of Good Repair (FGW)
SECTION 5337H FGW and High Intensity Hartford
SECTION 5337P Carryover: FGW
SECTION 5337Q Carryover: FGW Hartford

SECTION 5339 Bus and Bus Facilities
SECTION 5339D Bus & Bus Facilities Discretionary
SECTION 5339P Carryover: Bus & Bus Facilities
SECTION 5339Q Carryover: Bus & Bus Facilities Discretionary

Federal Highway Administration

Carbon Reduction Program (CRP)

CRPA CRP Flex/Anywhere
CRPH CRP Hartford
CRPR CRP Rural
CRPS CRP Springfield
CRPSU CRP Small Urban

Highway Infrastructure Program (HIP)

HIBA Bridge Replacement and Rehabilitation
HIPA HIP Flex/Anywhere
HIPH HIP Hartford
HIPO HIP Other Urban
HIPR HIP Rural
HIPS HIP Springfield
HIPSU HIP Small Urban

Surface Transportation Programs (STP/STBG)

STPA STP Flex/Anywhere
STPH STP Hartford Program (STP Urban)
STPO STP Other Urban
STPR STP Rural
STPSP STP Springfield (STP Urban)
STPSU STP Small Urban

Transportation Alternatives Program (TAP)

TAP-Flex TAP Flex/Anywhere
TAPH TAP Hartford
TAPS TAP Springfield

TAPO	TAP Other Urban
TAPR	TAP Rural
TAPRT	TAP Recreational Trails
TAPSU	TAP Small Urban

All Other FHWA Programs

BRFP	Bridge Formula Program – On or Off System
BRFZ	Bridge Formula Program – Off System
BRX	Bridge On System Programs
BRZ	Bridge Off System Programs
CMAQ	Congestion Mitigation and Air Quality Programs
CPCDH	Community Project Funding / Congressionally Directed Spending
DIGR	Discretionary Grant Funding
EVFP	National Electric Vehicle Infrastructure Formula Program
FBP	Ferry Boat Program
HPP	High Priority Programs
HSIP/SIPH	Highway Safety Improvement Program
IM	Interstate Maintenance
NFRP	National Highway Freight Program
NEVI	National Electric Vehicle Infrastructure Formula Program
NHPP	National Highway Performance Program
NHS	National Highway System
PRFP	PROTECT Program – Flexible Funds
PRPL	PROTECT Program – Resiliency Planning Funds
REP	Repurposing Earmark Program
SECTION 154	Open Container Non-Compliance Penalty for Safety Projects
SIPR	High Risk Rural Road
SRSI/SRSN	Safe Route To School Program
STPT	Transportation Enhancement Program
STPX	Railway-Highway Crossings Program
STPY	STP Optional Safety
STPZ	STP Hazard Elimination
VRUS	Vulnerable Road User

7. List of Projects to Be Funded

TRANSIT PROJECTS

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - REPLACE PARATRANSIT VEHICLES FY 25	ACQ	2025	3,500	2,800	700	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - UNION STATION REHAB/IMPROVEMENTS FY 25	ALL	2025	1,000	800	200	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - ADMIN CAPITAL/MISC SUPPORT FY 25	OTH	2025	750	600	150	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - REPLACE PARATRANSIT VEHICLES FY 26	ACQ	2026	3,500	2,800	700	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - UNION STATION REHAB/IMPROVEMENTS FY 26	ALL	2026	1,000	800	200	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - ADMIN CAPITAL/MISC SUPPORT FY 26	OTH	2026	750	600	150	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - REPLACE PARATRANSIT VEHICLES FY 27	ACQ	2027	3,500	2,800	700	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - UNION STATION REHAB/IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	750	600	150	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - REPLACE PARATRANSIT VEHICLES FY 28	ACQ	2028	3,000	2,400	600	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - UNION STATION REHAB/IMPROVEMENTS FY 28	ALL	2028	1,100	880	220	0
10	5307C	0426-XXXX		X6	GHTD	HARTFORD	GHTD - ADMIN CAPITAL/MISC SUPPORT FY 28	OTH	2028	800	640	160	0
10	5310E	0170-XXXX	HTFD-URBN	X6	VARIOUS BUS	HARTFORD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-HARTFORD	OTH	2025	1,509	1,207	0	302
10	5310E	0170-XXXX	SPFLD-URBN	X6	VARIOUS BUS	SPFLD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-SPFLD	OTH	2025	163	130	0	33
10	5310E	0170-XXXX	HTFD-URBN	X6	VARIOUS BUS	HARTFORD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-HARTFORD	OTH	2026	1,531	1,225	0	306
10	5310E	0170-XXXX	SPFLD-URBN	X6	VARIOUS BUS	SPFLD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-SPFLD	OTH	2026	163	131	0	33
10	5310E	0170-XXXX	HTFD-URBN	X6	VARIOUS BUS	HARTFORD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-HARTFORD	OTH	2027	1,531	1,225	0	306
10	5310E	0170-XXXX	SPFLD-URBN	X6	VARIOUS BUS	SPFLD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-SPFLD	OTH	2027	163	131	0	33
10	5310E	0170-XXXX	HTFD-URBN	X6	VARIOUS BUS	HARTFORD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-HARTFORD	OTH	2028	1,531	1,225	0	306
10	5310E	0170-XXXX	SPFLD-URBN	X6	VARIOUS BUS	SPFLD URBANIZED AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-SPFLD	OTH	2028	163	131	0	33

STATEWIDE TRANSIT PROJECTS

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

MULTI-REGION TRANSIT PROJECTS

Region	FA Code	Proj#	TempP#	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 25	OTH	2025	1,000	800	200	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2025	12,500	10,000	2,500	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26	ALL	2026	1,000	800	200	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2026	10,500	8,400	2,100	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2026	6,250	5,000	1,250	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2027	10,500	8,400	2,100	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2027	6,250	5,000	1,250	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28	ALL	2028	1,200	960	240	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2028	12,000	9,600	2,400	0
79	5307C	0400-XXXX		X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2028	7,000	5,600	1,400	0
5,10,11,13,15	5310E	0170-XXXX	OTHR-RURL	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2025	501	400	0	100
5,10,11,13,15	5310E	0170-XXXX	OTHR-RURL	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2026	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	OTHR-RURL	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2027	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	OTHR-RURL	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2028	508	407	0	102
10,13,15	5311C	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2025	OTH	2025	1,020	816	204	0
10,13,15	5311C	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2026	OTH	2026	625	500	125	0
10,13,15	5311C	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2027	OTH	2027	625	500	125	0
10,13,15	5311C	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 CAPITAL FY 2028	OTH	2028	500	400	100	0

MULTI-REGION TRANSIT PROJECTS (ctd.)

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2025	OTH	2025	1,100	550	363	187
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2025	OTH	2025	800	400	264	136
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2025	OTH	2025	58	29	29	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2025	OTH	2025	400	200	200	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2026	OTH	2026	1,180	590	389	201
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2026	OTH	2026	905	453	299	154
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2026	OTH	2026	63	32	32	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2026	OTH	2026	528	264	264	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2027	OTH	2027	1,180	590	389	201
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2027	OTH	2027	905	453	299	154
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2027	OTH	2027	63	32	32	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2027	OTH	2027	528	264	264	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (FIXED ROUTE) - FY 2028	OTH	2028	1,180	590	389	201
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (DIAL A RIDE) - FY 2028	OTH	2028	905	453	299	154
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (WILLIMANTIC-DANIELSON) - FY 2028	OTH	2028	63	32	32	0
10,13,15	5311O	0474-XXXX		X6	WINDHAM TD	WINDHAM	WINDHAM TD - SECTION 5311 OPERATING (JOB ACCESS) - FY 2028	OTH	2028	528	264	264	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	5337H	0171-XXXX		X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 25	ALL	2025	5,858	4,686	1,172	0
5,10	5337H	0171-XXXX		X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 26	ALL	2026	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX		X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 27	ALL	2027	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX		X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATON/FACILITY IMPROVEMENTS FY 28	ALL	2028	5,946	4,757	1,189	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 25	ALL	2025	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25	ACQ	2025	3,050	2,440	610	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 26	ALL	2026	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26	ACQ	2026	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 27	ALL	2027	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27	ACQ	2027	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 28	ALL	2028	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX		X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28	ACQ	2028	3,225	2,580	645	0

HIGHWAY PROJECTS

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
10	BRFP	0063-0731		X6	I-84	HARTFORD	REHAB BR 05868 CARRYING I-84 EB TR 839 TO I-91 NB	CN	2025	6,400	5,760	640	0
10	BRFP	0076-0227		X6	I-384	MANCHESTER/BOLTON	BRIDGE DECK PRESERVATION OF VARIOUS BRIDGES - AC ENTRY	CN	2025	0	0	0	0
10	BRFP	0076-0227		X6	I-384	MANCHESTER/BOLTON	BRIDGE DECK PRESERVATION OF VARIOUS BRIDGES - AC CONVERSION	CN	2025	11,100	8,880	2,220	0
10	BRFP	0053-0199		X6	CT 3	GLASTONBURY	REHAB BR 00417 (PUTNAM) o/ CT RIVER	CN	2026	19,500	15,600	3,900	0
10	BRFP	0063-0732		X6	I-84	HARTFORD	REHAB BRS 03160A & B (AETNA VIADUCT) o/ AMTRAK, BUSWAY & CITY STREETS	CN	2026	30,500	27,450	3,050	0
10	BRFP	0063-0734		X6	I-84	HARTFORD/EAST HARTFORD	REHAB BR 00980A (BULKELEY) o/ CT RIVER	CN	2026	12,000	10,800	1,200	0
10	BRFP	0063-0735		X6	MAIN STREET #2	HARTFORD	REPLACE BR 01626 o/ SR 598	CN	2026	15,000	12,000	3,000	0
10	BRFP	0164-0245		X6	I-291	WINDSOR/SOUTH WINDSOR	REHAB BR 01431 (BISSELL) o/ CT RIVER	CN	2026	42,100	37,890	4,210	0
10	CMAQ	0042-0330		X6	I-84/I-384	VARIOUS	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT - AC ENTRY	CN	2025	0	0	0	0
10	CMAQ	0042-0330		X6	I-84/I-384	VARIOUS	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT - AC CONVERSION	CN	2025	18,294	16,464	1,829	0
10	CMAQ	0042-0330		X6	I-84/I-384	VARIOUS	REPLACE CAMERAS AND COMMUNICATION EQUIPMENT - AC CONVERSION	CN	2026	18,294	16,464	1,829	0
10	DIGR	0088-0202		X6	TRAIL	NEW BRITAIN	BEELINE TRAIL, RAISE PHASE NB3	CN	2025	3,940	3,940	0	0
10	DIGR	0109-0177		X7	TRAIL	PLAINVILLE	BEELINE TRAIL, RAISE PHASE P4	FD	2025	535	535	0	0
10	DIGR	0109-0177		X7	TRAIL	PLAINVILLE	BEELINE TRAIL, RAISE PHASE P4	RW	2025	250	250	0	0
10	DIGR(STATE)	0109-0177		X7	TRAIL	PLAINVILLE	BEELINE TRAIL, RAISE PHASE P4	CN	2026	6,795	0	6,795	0
10	DIGR	0109-0176		X6	TRAIL	PLAINVILLE	FCHT, RAISE PHASE P2	CN	2025	15,500	3,305	12,195	0
10	NHPP	0093-0246		X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER - AC ENTRY	OTH	2025	0	0	0	0
10	NHPP	0093-0246		X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	2025	7,080	5,664	1,416	0
10	NHPP	0131-0209		X6	I-84 EB	SOUTHINGTON/PLAINVILLE	PAVEMENT REHAB & UPGRADE GUIDERAILS	FD	2025	1,000	900	100	0
10	NHPP	0093-XHOC	0093-XHOC	X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2026	0	0	0	0
10	NHPP	0093-XHOC	0093-XHOC	X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	7,080	5,664	1,416	0
10	NHPP	0131-0209		X6	I-84 EB	SOUTHINGTON/PLAINVILLE	PAVEMENT REHAB & UPGRADE GUIDERAILS - AC ENTRY	CN	2026	0	0	0	0
10	NHPP	0131-0209		X6	I-84 EB	SOUTHINGTON/PLAINVILLE	PAVEMENT REHAB & UPGRADE GUIDERAILS - AC CONVERSION	CN	2026	30,000	27,000	3,000	0
10	NHPP	0093-XHOC	0093-XHOC	X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	7,080	5,664	1,416	0
10	NHPP	0131-0209		X6	I-84 EB	SOUTHINGTON/PLAINVILLE	PAVEMENT REHAB & UPGRADE GUIDERAILS - AC CONVERSION	CN	2027	29,900	26,910	2,990	0

HIGHWAY PROJECTS (ctd.)

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
10	NHPP	0093-XHOC	0093-XHOC	X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	7,080	5,664	1,416	0
10	NHPP	0093-XHOC	0093-XHOC	X6	VARIOUS	NEWINGTON	NEWINGTON HIGHWAY OPERATIONS CENTER (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	FYI	7,080	5,664	1,416	0
10	NHPP-BRX	0042-0329		X6	I-384	EAST HARTFORD	REHAB BRS 05685 & 05686 o/ I-84	CN	2025	9,500	8,550	950	0
10	PRFP	0053-0200		X6	CT 83	GLASTONBURY	REPLACE CULVERT CARRYING UNNAMED BROOK UNDER CT 83	FD	2025	400	320	80	0
10	PRFP	0053-0200		X6	CT 83	GLASTONBURY	REPLACE CULVERT CARRYING UNNAMED BROOK UNDER CT 83	RW	2025	50	40	10	0
10	PRFP	0053-0200		X6	CT 83	GLASTONBURY	REPLACE CULVERT CARRYING UNNAMED BROOK UNDER CT 83	CN	2027	2,200	1,760	440	0
10	STPA	0109-0173		X6	TRAIL	PLAINVILLE	FCHT PHASE 3 - NORTON PARK TO ROUTE 72	CN	2026	15,000	12,000	3,000	0
10	STPH	0011-0157		X7	CT 189	BLOOMFIELD	CONSTRUCT ROUNDABOUTS AT CT 178 & WINTONBURY AVE	CN	2025	6,290	5,032	1,258	0
10	STPH	0011-0159		X6	CT 305	BLOOMFIELD	REPLACE CULVERT AT MILL BROOK CROSSING	CN	2025	2,900	2,320	580	0
10	STPH	0011-0160		X8	CT 218	BLOOMFIELD	REPLACE CTSS FROM CIGNA WAY/BAY HILL DRIVE TO GRANBY STREET	CN	2025	6,485	5,188	1,297	0
10	STPH	0088-0197		X6	WASHINGTON STREET	NEW BRITAIN	SUPERSTRUCTURE REPAIRS TO BR 04246 o/ CT 72	CN	2025	2,500	2,000	500	0
10	STPH	0109-0174		X6	CROOKED STREET (SR 536)	PLAINVILLE	REPLACE BR 02214 o/ PAN AM RR	CN	2025	8,000	6,400	1,600	0
10	STPH	0155-0176		X7	US 44/CT 218	WEST HARTFORD	INTERSECTION MODIFICATIONS & TRAFFIC SIGNAL REPLACEMENT	CN	2025	2,500	2,000	500	0
10	STPH	0109-0174		X6	CROOKED STREET (SR 536)	PLAINVILLE	REPLACE BR 02214 o/ PAN AM RR	CN	2026	8,000	6,400	1,600	0
10	STPSP	0011-0160		X8	CT 218	BLOOMFIELD	REPLACE CTSS FROM CIGNA WAY/BAY HILL DRIVE TO GRANBY STREET	CN	2025	2,750	2,200	550	0
10	STPSU	0134-0151		X6	CT 19	STAFFORD	CULVERT REPLACEMENT UNDER EAST STREET	CN	2025	726	581	145	0
10	TAPH	0088-0198		X6	TRAIL	NEW BRITAIN	BEELINE TRAIL (PHASE 1) - CONSTRUCT MULTI-USE TRAIL ALONG CT 72 CORRIDOR	CN	2025	2,400	1,920	0	480
10	STPH	0088-0196		X6	HIGH STREET	NEW BRITAIN	REHAB BR 04247 o/ CT 72	CN	2025	5,300	4,240	1,060	0
10	NHPP-BRX	0053-0189		CC	CT 17	GLASTONBURY	NHS - REMOVE BRS. 00388 & 00389 & REVISE CT 17 SB @ NEW LONDON TURNPIKE & DECK REPLACEMENT FOR BRIDGE 00870	CN	2025	15,300	12,240	3,060	0
10	NHPP	0088-0200		X6	CT 72	NEW BRITAIN	REPLACE NOISE BARRIER/GUIDRAIL BETWEEN CT 555 & CT 372	FD	2025	250	200	50	0
10	NHPP	0171-0482		X6	I-91/CT 190	DISTRICT 1	REPLACE HIGHWAY SIGNS AND SUPPORTS	CN	2025	18,000	18,000	0	0
10	NHPP	0171-0483		X6	I-91/CT 20	DISTRICT 1	REPLACE HIGHWAY SHEET ALUMINUM SIGNS	CN	2025	1,750	1,750	0	0
10	BRFP	0063-0737		X6	CT 2	HARTFORD	REHAB BR 00371A (FOUNDERS BRIDGE) O/ I-91 & CT RIVER - AC ENTRY	CN	2026	0	0	0	0
10	BRFP	0063-0737		X6	CT 2	HARTFORD	REHAB BR 00371A (FOUNDERS BRIDGE) O/ I-91 & CT RIVER - AC CONVERSION	CN	2026	5,700	4,560	1,140	0
10	BRFP	0063-0737		X6	CT 2	HARTFORD	REHAB BR 00371A (FOUNDERS BRIDGE) O/ I-91 & CT RIVER - AC CONVERSION	CN	2027	50,000	40,000	10,000	0
10	NHPP-BRX	0063-0737		X6	CT 2	HARTFORD	REHAB BR 00371A (FOUNDERS BRIDGE) O/ I-91 & CT RIVER	FD	2025	2,378	1,902	476	0
10	STPA	0063-0739		X6		HARTFORD	DRS: MOTOR FUEL TAX ENFORCEMENT - AC ENTRY	CN	2025	0	0	0	0
10	STPA	0063-0739		X6		HARTFORD	DRS: MOTOR FUEL TAX ENFORCEMENT - AC CONVERSION	CN	2025	35	35	0	0

STATEWIDE HIGHWAY PROJECTS

Region	FA Code	Proj#	TempP#	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	CN	2025	3,750	3,750	0	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP	170S-SNHS	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	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	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	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	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	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	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170S-FNHS	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	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	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170C-ENHS	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	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	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	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	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	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	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	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,000	3,200	800	0

STATEWIDE HIGHWAY PROJECTS (ctd.)

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	NHPP-BRX	BRDG-LRNH	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	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2025	0	0	0	0
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2025	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2026	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	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	CN	2025	0	0	0	0
70	STPA	0170-3649		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC CONVERSION	CN	2025	2,500	2,500	0	0
70	STPA	0170-3650		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC ENTRY	CN	2025	0	0	0	0
70	STPA	0170-3650		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC CONVERSION	CN	2025	2,500	2,500	0	0
70	STPA	0170-3651		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC ENTRY	CN	2025	0	0	0	0
70	STPA	0170-3651		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC CONVERSION	CN	2025	2,500	2,500	0	0
70	STPA	0170-3652		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC ENTRY	CN	2025	0	0	0	0
70	STPA	0170-3652		X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC CONVERSION	CN	2025	2,500	2,500	0	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,200	960	240	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2025	700	560	140	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,210	968	242	0
70	STPA	0170-3639		X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2026	6,460	5,168	1,292	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2026	500	400	100	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,586	1,268	317	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,200	960	240	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2026	700	560	140	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC ENTRY	CN	2026	0	0	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CN	2026	10,000	10,000	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,210	968	242	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,586	1,268	317	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0
70	STPA	CTSS-OIPX	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	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	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CN	2027	10,000	10,000	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,210	968	242	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,200	960	240	0
70	STPA	CTSS-OIPX	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	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CN	2028	10,000	10,000	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0
70	STPA	170S-SNON	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	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,586	1,268	317	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,200	960	240	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	700	560	140	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CN	FYI	10,000	10,000	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,210	968	242	0

STATEWIDE HIGHWAY PROJECTS (ctd.)

Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0
70	TAP-Flex	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAP-Flex	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0
70	TAP-Flex	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0
70	TAP-Flex	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0
70	TAPNL	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNL	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0
70	TAPNL	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0
70	TAPNL	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0
70	TAPS	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPS	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0
70	TAPS	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0
70	TAPS	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0
70	TAPW	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPW	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0
70	TAPW	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0
70	TAPW	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0

MULTI-REGION HIGHWAY PROJECTS

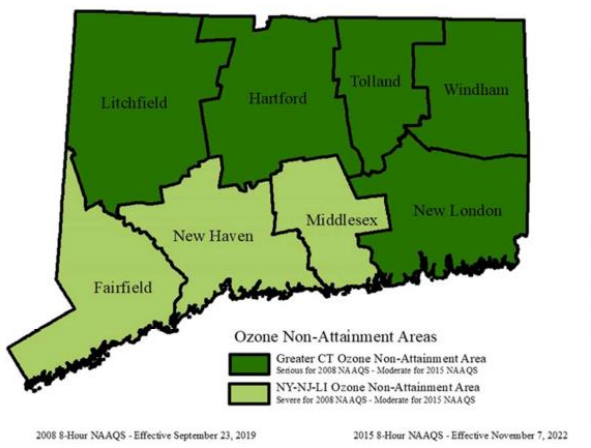
Region	FA Code	Proj#	TempP#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
71	STPA	0171-0496		X6	VARIOUS	DISTRICT 1	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A	CN	2026	8,674	6,939	1,735	0
72	STPA	0172-0529		X6	VARIOUS	DISTRICT 2	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 2A	CN	2026	6,818	5,454	1,364	0
74	STPA	0174-0466		X6	VARIOUS	DISTRICT 4	REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C	CN	2026	20,489	16,391	4,098	0
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	2,000	1,600	400	0
2,3,6,10	STPA	0174-0459		X7	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	CN	2025	6,433	6,433	0	0
5,8,10	STPA	0171-0471		X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC ENTRY	CN	2025	0	0	0	0
5,8,10	STPA	0171-0471		X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC CONVERSION	CN	2025	7,875	6,300	1,575	0
10, 11	FBP	0170-3693		X6		STATEWIDE	FERRY BOAT OPERATING COSTS - AC ENTRY	OTH	2025	0	0	0	0
10, 11	FBP	0170-3693		X6		STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2025	563	200	363	0
10, 11	FBP	0170-3693		X6		STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2026	563	200	363	0
10, 11	FBP	0170-3693		X6		STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2027	563	200	363	0
10, 11	FBP	0170-3693		X6		STATEWIDE	FERRY BOAT OPERATING COSTS - AC CONVERSION	OTH	2028	563	200	363	0

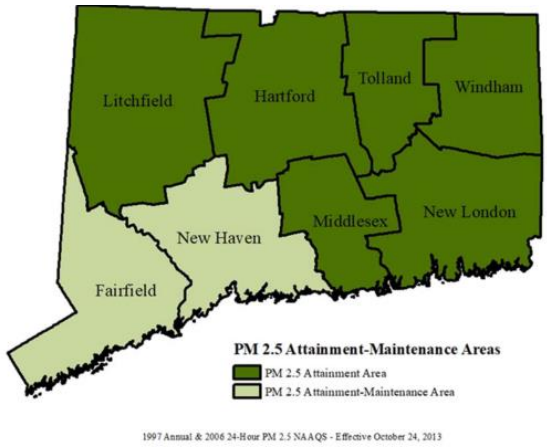
8. *Air Quality Conformity Analysis Summary*

for the FFY2025-2028 Transportation Improvement Program
and the 2023-2050 Metropolitan Transportation Plan

Each regional planning agency (including CRCOG) is required to demonstrate that its Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) do not violate the federal Clean Air Act. This demonstration requires tests for several types of pollutants, for several different analysis years, and for several different analysis areas or districts as explained below. For reasons also described below, the Connecticut Department of Transportation (CTDOT) performs a statewide analysis, with all Plans and TIP projects in the state analyzed together.

Air Quality Analysis Districts. The federal air quality districts are shown in the figures below. CRCOG is part of the Greater Connecticut Ozone Non-Attainment Area. The Greater Connecticut district includes other planning regions in addition to CRCOG. It uses county boundaries and includes the following counties: Hartford, Tolland, Litchfield, Windham, and New London. CRCOG is in an attainment area for fine particulate matter (PM2.5).





Since the air quality districts overlap many regional planning districts, the emissions analysis is coordinated by CTDOT to include the TIPs and MTPs of several regions. Each region submits its draft TIP and MTP to CTDOT where the projects are combined to analyze the emissions impacts within each air quality district. CTDOT's most recent Air Quality Conformity determination was completed in February 2024. That full document is available on CTDOT's STIP website and on CRCOG's TIP website.

Types of Pollutants. The air quality analysis for ozone includes calculations of vehicle emissions of two types of pollutants:

1. Hydrocarbons (HC or VOC-Volatile Organic Compounds)
2. Nitrogen Oxides (NOx)

Emissions Test. Under conformity rules provided by the U.S. Environmental Protection Agency (EPA), a test is applied to determine if the TIP or the MTP violate the

Clean Air Act. In order to be compliant, VOC and NOx transportation emissions must be less than the following transportation emission budgets:

- VOC: 15.9 tons/day
- NOx: 22.2 tons/day

Findings and Conclusions. The analysis conducted by CTDOT indicates that the Capitol Region's MTP and TIP, when combined with all other regional plans and TIPs in the relevant air quality district, pass the test required under current conformity rules. The Region is in conformity with the federal Clean Air Act and the Connecticut State Implementation Plan. The quantitative analysis required for this determination are summarized in the table below.

Ozone Conformity - NOx and VOC Emissions Budget Test Results for the Greater Connecticut Ozone Nonattainment Area (tons per day)

Year	Results		Budget		Difference	
	VOC	NOx	VOC	NOx	VOC	NOx
2023	13.46	15.85	15.90	22.20	- 2.44	- 6.35
2025	12.31	13.29	15.90	22.20	- 3.59	- 8.91
2035	7.71	7.24	15.90	22.20	- 8.19	- 14.96
2045	6.68	6.60	15.90	22.20	- 9.22	- 15.60
2050	5.94	6.46	15.90	22.20	- 9.96	- 15.74

VOC: Hydrocarbons or Volatile Organic Compounds
NO_X: Nitrogen Oxides

9. Performance Targets

"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."

– Connecticut State Transportation Improvement Program (STIP) Report
Connecticut Department of Transportation, February 2024

Introduction

Metropolitan planning organizations (MPOs) are required to select projects based on their impact on federally mandated performance measures for their region. This implementation of performance-based planning is meant to result in a more economically and financially efficient, and environmentally sustainable transportation system. MPOs may either endorse performance targets set by state departments of transportation or set their own targets and assume greater responsibility for attaining them.

CRCOG has chosen to adopt the FHWA performance targets set by CTDOT in the areas of safety (PM1), infrastructure condition (PM2), and national highway system (NHS) performance, freight, and congestion mitigation and air quality (CMAQ) (PM3). CRCOG has also chosen to adopt the FTA performance targets set by CTDOT and its subordinate agencies in the area of Transportation Asset Management (TAM) and Transit Safety. CRCOG's planning efforts will be aimed at contributing to the attainment of statewide goals rather than regionally defined performance targets.

State and regional recipients of FHWA and FTA funds can link their transportation investments to these federal performance measures through a discussion of the anticipated effect of their TIP/STIP on attaining performance targets.

A current list of performance targets adopted by CRCOG can be found at https://crcog.org/transportation-planning/performance-based-planning-and-programming. Additional detailed information can be found on the CTDOT website at www.ct.gov/dot/performancemeasures.

Highway Safety

Highway safety is largely determined by the interplay between driver behavior and the built environment. Other factors, such as weather, may also have a significant impact on safety. The five performance measures for highway safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets are as follows:

Highway Safety Performance Measures	Target for 2024
Fatalities (yearly number)	**270 or less**
Fatality Rate (per 100 million VMT)	**0.85 or less**
Serious Injuries (yearly number)	**1,300 or less**
Serious Injury Rate (per 100 million VMT)	**4.30 or less**
Non-Motorist Fatalities & Serious Injuries (yearly number)	**280 or less**

The CRCOG TIP will program projects to meet the targets set by the CTDOT and endorsed by CRCOG through a variety of means, including:

1. Support for the recommendations of CRCOG Regional Transportation Safety Plan (RSTP) produced in coordination with CTDOT and their consultants, including those recommendations calling for roadway design-based solutions. Interventions that target driver behavior will also be pursued.
2. Support for the Safety Circuit Rider program and working in partnership with UCONN's Technology Transfer Center in addressing safety on local roads and incorporating safety countermeasures in projects.
3. Support for CTDOT programmatic or systematic highway safety improvements, including projects or programs that are conducted regularly throughout the state such as signing, pavement marking and guide rail.
4. Integrating highway safety in the standard work tasks, and special studies and projects, that are included in the CRCOG Unified Planning Work Program.

Pavement and Bridge Condition

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

Category	System	Bridge and Pavement Performance Measures	Base-line	2-Year Target	4-Year Target
Pavement	Interstate	Pavements of the Interstate System in Good Condition	68.6%	72.0%	70.0%
		Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.3%
	Non-Interstate NHS	Pavements of the Non-Interstate NHS in Good Condition	37.9%	37.0%	35.0%
		Pavements of the Non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%
Bridges	All NHS	NHS Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
		NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

CRCOG will support CTDOT in its efforts to reach targets. CTDOT has a number of tools at its disposal for reaching these targets, including the 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).

The CTDOT 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.” 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." Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets are as follows:

NHS System	System Reliability Performance Measures	Baseline	2-Year Target	4-Year Target
Interstate	Person-Miles Traveled that Are Reliable	86.2%	78.6%	**78.6%**
Non-Interstate	Person-Miles Traveled that Are Reliable	90.0%	84.9%	**84.9%**

No one program or effort is specific to system reliability on the NHS as defined above. CRCOG does engage with an internal congestion management process (CMP) as a review or study at regular intervals, but the CMP is not an effort in and of itself to design and program traffic interventions. Rather, CRCOG can take expected impacts on system reliability into consideration when considering projects for inclusion in its TIP, with the goal of improving system performance.

Congestion

The two performance measures for congestions include 1) annual hours of peak hour excessive delay per capita and 2) percent of non-single occupancy vehicle (non-SOV) travel. These measures consider movement of people and goods in urbanized areas (UZAs) greater than 200,000 established from the Census Bureau. Within the Capitol Region, these include the Hartford UZA and the Springfield UZA. Measures for the Springfield UZA require coordination with the Massachusetts Department of Transportation, as that agency had the lead on developing targets. The current congestion targets are as follows:

Urbanized Area	Congestion Performance Measures	Base-line	2-Year Target	4-Year Target
Hartford	Annual Hours of Peak Hour Excessive Delay Per Capita	5.7	9.8	**9.8**
	Percent of Non-SOV Travel	22.1%	19.8%	**19.8%**
Springfield	Annual Hours of Peak Hour Excessive Delay Per Capita	6.2	6.5	**6.5**
	Percent of Non-SOV Travel	21.5%	22.2%	**22.2%**

Freight Movement

Freight movement is measured by the Truck Travel Time Reliability (TTTR) index, where the smaller the value of the index, the more reliable the system is. TTTR is better suited to the unique needs of the trucking industry than the entire freight system, which includes

multiple modes of transportation. Truck freight uses the transportation system at all hours of the day and features a high percentage of travel during off-peak periods. Shippers and receivers factor in more buffer time when planning their logistics to enable on-time arrivals.

Truck traffic tends to travel at slower speeds compared to other traffic, is concentrated on the NHS, and its speed is sensitive to changes in grade, which can lead to freight bottlenecks affecting the TTTR index in ways that do not mirror the other system reliability measures. It is possible for passenger travel time reliability to improve while TTTR worsens along the same stretch of the NHS.

NHS System	Freight Reliability Performance Measure	Baseline	2-Year Target	4-Year Target
Interstate	Truck Travel Time Reliability (TTTR) Index	1.56	1.95	**2.02**

CRCOG, CTDOT, and the other Connecticut MPOs have access to the National Performance Management Research Data Set (NPRMDS), which provides truck travel times for the full NHS.

Air Quality

USDOT 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 Air Quality targets set by CTDOT and endorsed by CRCOG are shown below:

Air Quality Performance Measures (Emission Reduction)	Baseline	2-Year Target	4-Year Target
Particulate Matter 2.5 (PM2.5)	0.000 kg/day	6.290 kg/day	**6.290 kg/day**
Nitrogen Oxides (NOx)	0.000 kg/day	81.978 kg/day	**81.978 kg/day**
Volatile Organic Compounds (VOC)	0.000 kg/day	87.346 kg/day	**87.346 kg/day**

CRCOG will include projects in its TIP that contribute towards the state meeting the CTDOT targets 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 Emissions

Published as a final rule from FHWA, a new national performance measure was established in November 2023. This greenhouse gas (GHG) measure required State DOTs 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 were directed to establish joint targets with those MPOs whose boundaries overlap a UZA. CTDOT was responsible for establishing an initial declining 4-year target (2026) by February 1, 2024. CTDOT selected the goal-oriented target to reduce emissions by 9.5%, which aligns with the state requirement to reduce GHG by 45% by the year 2030.

CRCOG had planned to establish GHG targets by July 29, 2024. However, due to a recent court decision, FHWA has determined that states and MPOs do not have to submit GHG targets and reports going forward. While CTDOT intends to continue to report on progress towards its emissions reduction goal, CRCOG will not be setting a target.

Transit Asset Management

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. CRCOG has lent its support and endorsement to these plans in the past. 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. CRCOG itself has limited influence over transit operations within its region and thus plays more of a role as an advocate and coordinator for planning purposes. Thus, CRCOG will often follow CTDOT's lead in these matters.

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 percent 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 are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown below:

Tier II – Group-TAMP

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

Rolling Stock/ Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Bus	14.00%	11.79%	2.21%	**14.00%**	**12 years**
Cutaway Bus	17.00%	71.20%	-54.20%	**17.00%**	**5 years**
Minivan	17.00%	100.00%	-83.00%	**17.00%**	**5 years**
Sport Utility Vehicle	17.00%	79.59%	-62.59%	**17.00%**	**5 years**
Van	17.00%	66.67%	-49.67%	**17.00%**	**5 years**
Automobiles	17.00%	100.00%	-83.00%	**17.00%**	**5 years**
Truck and other Rubber Tire Vehicle	7.00%	80.00%	-73.00%	**7.00%**	**14 years**

Facilities – Percentage of Facilities Rated below 3 on TERM Condition Scale					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**TERM**
Passenger / Parking	0.00%	0.00%	0.00%	**0.00%**	**3 or below**
Administrative / Maintenance	0.00%	0.00%	0.00%	**0.00%**	**3 or below**

Connecticut Department of Transportation (CTDOT)

Full Reporters: *Arrow, Collins, Shore Line East, Metro North Railroad*

Rolling Stock/Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Over the Road Bus	14.00%	50.00%	-36.00%	**14.00%**	**12 Years**
Commuter Rail Locomotive (MNR)	13.00%	0.00%	13.00%	**13.00%**	**35 Years**
Commuter Rail Locomotive (SLE/HL)	17.00%	100.00%	-83.00%	**17.00%**	**25 Years**
Commuter Rail Passenger Coach (MNR)	13.00%	40.43%	-23.43%	**13.00%**	**35 Years**
Commuter Rail Passenger Coach (SLE/HL)	17.00%	100.00%	-83.00%	**17.00%**	**25 Years**
Commuter Rail Self-Propelled Passenger Car	13.00%	0.00%	13.00%	**13.00%**	**35 Years**
Steel Wheel Vehicles	0.00%	100.00%	-100.00%	**0.00%**	**25 Years**

Facilities – Percentage of Facilities Rated below 3 on TERM Condition Scale					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**TERM**
Passenger / Parking	0.00%	0.00%	0.00%	**0.00%**	**3 or below**
Administrative / Maintenance	0.00%	16.70%	-16.70%	**0.00%**	**3 or below**

Infrastructure – Percentage of Track Segments with Performance Restrictions					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**Restrictions**
CR – Commuter Rail	4.00%	2.42%	1.58%	**4.00%**	% Track Miles under Slow Zones

CT*transit* New Britain – NBT

Rolling Stock/ Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Bus	14.00%	100.00%	-86.00%	**14.00%**	**12 years**

Facilities – Percentage of Facilities Rated below 3 on TERM Condition Scale					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**TERM**
Passenger / Parking	0.00%	0.00%	0.00%	**0.00%**	**3 or below**
Administrative / Maintenance	0.00%	0.00%	0.00%	**0.00%**	**3 or below**

CT*transit* New Britain – DATTCO

Rolling Stock/ Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Over the Road Bus	14.00%	42.86%	-28.86%	**14.00%**	**12 years**
Bus	14.00%	66.67%	-52.67%	**14.00%**	**12 years**

CT*transit* Hartford

Rolling Stock/ Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Articulated Bus	14.00%	45.45%	-31.45%	**14.00%**	**12 years**
Over the Road Bus	14.00%	8.70%	5.30%	**14.00%**	**12 years**
Bus	14.00%	6.78%	7.22%	**17.00%**	**12 years**
Automobile	17.00%	100.00%	-83.00%	**17.00%**	**5 years**
Sport Utility Vehicle	17.00%	86.67%	-69.67%	**17.00%**	**5 years**
Truck	7.00%	16.67%	-9.67%	**7.00%**	**14 years**
Van	17.00%	100.00%	-83.00%	**17.00%**	**5 years**

Facilities – Percentage of Facilities Rated below 3 on TERM Condition Scale					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**TERM**
Passenger / Parking	0.00%	0.00%	0.00%	**0.00%**	**3 or below**
Administrative / Maintenance	0.00%	0.00%	0.00%	**0.00%**	**3 or below**

Greater Hartford Transit District (GHTD)

Rolling Stock/ Equipment – Percentage of Vehicles Meeting or Exceeding ULB					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**ULB**
Cutaway Bus	17.00%	64.19%	-47.19%	**17.00%**	**5 years**
Van	17.00%	0.00%	17.00%	**17.00%**	**5 years**
Sport Utility Vehicle	20.00%	80.00%	-60.00%	**20.00%**	**5 years**
Automobile	20.00%	50.00%	-30.00%	**20.00%**	**5 years**
Truck and other Rubber Tire Vehicle	7.00%	11.11%	-4.11%	**7.00%**	**14 years**

Facilities – Percentage of Facilities Rated below 3 on TERM Condition Scale					
Performance Measure	**2023 Target**	**2023 Performance %**	**2023 Difference**	**2024 Target**	**TERM**
Passenger / Parking	0.00%	0.00%	0.00%	**0.00%**	**3 or below**
Administrative / Maintenance	0.00%	0.00%	0.00%	**0.00%**	**3 or below**

CTDOT's STIP and CRCOG's TIP 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. 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. CRCOG will support and advocate for these efforts.

Transit Safety

The Public Transportation Agency Safety Plan (PTASP) regulation (49 CFR Part 673) requires covered public transportation providers and State Departments of Transportation to establish safety performance targets to address the safety performance measures identified in the National Public Transportation Safety Plan (49 CFR § 673.11(a)(3)). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets. Transit providers may choose to establish additional targets for the purpose of safety performance monitoring and

measurement. Transit providers must establish, by mode, seven targets in four categories. For fatalities, injuries, and safety events, targets are shown as total number of fatalities reported to the National Transit Database (NTD) and rate per total vehicle revenue miles (VRM). System Reliability targets are shown as the mean distance between major mechanical failures. The current Transit Safety Performance Targets for transit operators in the Capitol Region, and endorsed by CRCOG, are shown below:

Fatalities			
Operator	**Mode**	**Total**	**Per 100k VRM**
CTtransit – Hartford	Motor Bus	0	0.00
	Bus Rapid Transit	0	0.00
Arrow	Commuter Bus	0	0.00
Collins	Commuter Bus	0	0.00
Dattco ***(Per 1 million VRM)***	Motor Bus	0	0.00
	Commuter Bus	0	0.00
New Britain Transit ***(per 1 million VRM)***	Motor Bus	0	0.00
GHTD	Demand-Response ADA Paratransit	0	0.00

Injuries			
Operator	**Mode**	**Total**	**Per 100k VRM**
CTtransit – Hartford	Motor Bus	84	0.97
	Bus Rapid Transit	3	0.44
Arrow	Commuter Bus	0	0.00
Collins	Commuter Bus	1	0.60
Dattco ***(Per 1 million VRM)***	Motor Bus	0	0.00
	Commuter Bus	0	0.00
New Britain Transit ***(per 1 million VRM)***	Motor Bus	2	2.32
GHTD	Demand-Response ADA Paratransit	24	6.50

Safety Events			
Operator	**Mode**	**Total**	**Per 100k VRM**
CTtransit – Hartford	Motor Bus	309	3.60
	Bus Rapid Transit	12	1.76
Arrow	Commuter Bus	1	0.49
Collins	Commuter Bus	4	2.39
Dattco ***(Per 1 million VRM)***	Motor Bus	0	0.00
	Commuter Bus	0	0.00
New Britain Transit ***(per 1 million VRM)***	Motor Bus	2	2.32
GHTD	Demand-Response ADA Paratransit	14.8	3.90

System Reliability		
Operator	**Mode**	**VRM / Mechanical Failures**
CTtransit – Hartford	Motor Bus	51,495
	Bus Rapid Transit	75,807
Arrow	Commuter Bus	101,838
Collins	Commuter Bus	83,682
Dattco	Motor Bus	8,758
	Commuter Bus	9,250
New Britain Transit	Motor Bus	18,347
GHTD	Demand-Response ADA Paratransit	64,796