



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS  
Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

**South Central Regional Council of Governments  
Transportation and Transportation Technical Committee  
Meeting Notice & Agenda  
Wednesday, April 10, 2024 – 12:00.**

This is a hybrid meeting with in-person attendance at the SCRCOG Office and remote access via Zoom.  
Office Location: 127 Washington Avenue, 4<sup>th</sup> Floor West, North Haven, CT 06473

Join Zoom Meeting: <https://us02web.zoom.us/j/81855035822>

Call-In Number: +1-929-205-6099

Meeting ID: 818 5503 5822

**Presentation:**

The Bus Stop Enhancement Program (BSEP) and the Stop Enhancement Application (SEA)  
*Tyler Roth, Transportation Planner, CTDOT Office of Transit & Ridesharing*

**Action Items:**

- 1. Meeting Minutes of March 13, 2024. Pages 2-4
- 2. 2021-2024 Transportation Improvement Program Amendment Thirty Five Pages 5-9  
*Recommend SCRCOG adoption of Resolution- James Rode*
- 3. 2025-2028 Transportation Improvement Program Attached  
*Recommend SCRCOG for adoption.*
  - a) Ozone Air Quality Conformity Resolution Pages 10,11
  - b) PM 2.5 Air Quality Conformity Resolution Pages 12,13
  - c) 2025-2028 TIP Resolution Page 14

**Informational Items:**

- 4. LOTICIP Program Update  
*James Rode*
- 5. MS4 Asset Mapping & Inventory Project  
*Tatum Thomas*
- 6. Other Business

The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.org). Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week's notice.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en [www.scrkog.org](http://www.scrkog.org). Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de aviso

127 Washington Avenue, 4th Floor West, North Haven, CT 06473

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Transportation Committee Minutes – March 13, 2024

**Transportation Committee Members**

FS James Cosgrove, Branford  
Mayor Lauren Garrett, Hamden  
Mayor Vincent Cervoni, Wallingford  
Mayor Dorinda Borer, West Haven

**Transportation Technical Committee**

Branford, John Hoeffler  
East Haven, John Bodwell  
Guilford, Janice Plaziak  
Hamden, Stephen White  
Madison, John Iennaco  
Meriden, Brian Ennis  
New Haven, Giovanni Zinn  
North Branford, Victor Benni  
North Haven, Andrew Bevilacqua  
Orange, Bob Brinton  
Wallingford, Alison Kapushinski  
West Haven, Abdul Quadir

**Guests**

Melissa Evans, UConn T2 Center  
Jim Menser, Hamden  
Mario Marrero, GNHTD  
Lou Mangini, *Congresswoman Rosa DeLauro's office*  
Michael Dion, BL  
Jennifer Pacacha, CT DOT  
Joe Balskus, VHB  
Laurie McElwee, Kennedy Collective  
John Lawlor, Meriden

**SCRCOG**

James Rode, Gabriel Filer, Amelia Maynard,  
Tatum Thomas, Laura Francis

FS Cosgrove called the meeting to order at 12:05 PM.

**Action Item #1: Safety Circuit Rider Program Update**

FS Cosgrove introduced Melissa Evans from the University of Connecticut (UConn) T2 Center. She discussed the Safety Circuit Rider Program, which added a new employee last year. Jason Hughes is the newest member of the T2 Center and previously worked in law enforcement. Prior to Jason joining, Melissa's work covered the whole state, however he now serves Northern Connecticut. The T2 Center provides technical assistance to municipalities including road safety assessments, crash data analysis, coffee conversations, and roundtables. Her office helps with crash data requests, while working with the data safety research center. Additionally, she hosts 1-hour webinars (which started during COVID) allowing municipalities to ask and learn about upcoming statewide traffic safety legislation. The T2 Center has a free Equipment Loan Program, which lends traffic counters, speed feedback signs and radar guns to municipalities. Her office purchased more traffic counters due to high demand. Overall, her office is tasked with promoting roadway safety. Another topic that came up was automated traffic safety enforcement. Her agency provides technical assistance to help municipalities comply with recent legislation allowing municipalities to install red light and speed cameras.

L. Francis noted the T2 Center offers both in-person and virtual trainings. Melissa mentioned that her office provides vouchers to make training more accessible to communities.

**Action Item #2: Meeting Minutes of February 14, 2024**

B. Ennis made a motion to approve the Minutes of the February 14, 2024, meeting; A. Kapushinski seconded the motion, which passed unanimously.



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**Action Item #2: 2021-2024 Transportation Improvement Program Amendment Thirty-Four**

G. Filer discussed TIP project 0014-0188, which would replace highway signs along Interstate 95 in Madison and Brandford. This amendment was needed because federal funding for this project increased from \$1.375 million to \$1.723 million.

G. Filer covered TIP project 0092-0695 which pays for bridge rehabilitation along Interstate 91 in New Haven. This project increases federal funding from \$11.7 million to \$26.64 million.

G. Filer briefly mentioned TIP project 0173-0535 which is a new project. It involves repairing end beams along various bridges on Interstate 91 and Interstate 95. This project occurs in District 3 which encompasses the SCRCOG region.

G. Filer shared TIP project 0402-0034 which is New Haven's Bus Rapid Transit (BRT) project. This amendment was needed to cover systematic design work and leverage additional Section 5307 funds, increasing the total project budget to \$6 million of which \$4.8 million comes from federal funds.

Lastly, G. Filer explained three ongoing projects concerning Greater New Haven Transit District (GNHTD). TIP project 0427-XXXX provides administrative and capital support to GNHTD by moving the project into FY 24.

TIP project 0427-XXXX also provides funding for the replacement of paratransit vehicles to GNHTD. This amendment also moves the project into FY 24.

TIP project 0427-XXXX covers facility improvements on Sherman Avenue. Thereby, fixing sink holes and repairing the parking lot while also moving this project into FY 24. A. Kapushinski made a motion to approve the Transportation Improvement Program Amendment Thirty-Four; B. Brinton seconded the motion, which passed unanimously.

**Information Item #3: Transportation Alternatives (TA) Grant opportunity**

J. Rode discussed the Transportation Alternatives program which provides funding for bicycle and pedestrian improvements, including Safe Routes to Schools. Funding is apportioned by urbanized areas. The New Haven urbanized area includes portions of RiverCOG. Projects that impact elderly housing facilities, housing authority (public housing), safe routes to school, ethnic community, transit dependent or low or very low-income neighborhoods in rural or urban areas

L. Francis asked if anyone was interested. G. Zinn said New Haven would be applying and Mayor Borer also chimed that West Haven would be applying as well.

**Information Item #4: CT DOT Active Transportation Microgrant Program**

G. Filer shared a recent solicitation from CT DOT as part of their Safe Routes to Schools initiative called Active Transportation Microgrants. This program offers up to \$5,000 to cover costs associated with bike helmets, safety vests, and bike racks. Awards are capped at two per municipality. Nonprofits, schools, school districts, and municipalities are eligible to apply. Applications are being accepted on a rolling basis. Right now, SCRCOG has been promoting this grant on social media as well as sending out email blasts to the Transportation Committee and SCRCOG Board of Directors. G. Filer noted he has already received his first application and will be serving as the point of contact for this grant.



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Carl J. Amento, Executive Director

Mayor Borer asked a question seeking clarity on how CT DOT capped awards for recipients. G. Filer mentioned that each City/Town was eligible for up to two awards and the split of those awards was flexible. For instance, a City/Town may elect to have one award designated to local government and one award allocated to a nonprofit. He also said that a local government could receive up to two awards as long as no other entity in that City/Town applied.

#### **Information Item #5: LOTCIP Update**

J. Rode gave a brief status update of the LOTCIP program. J. Rode told the Transportation Committee that CT DOT has been quick processing requests. He broke down a list of applications under review, projects with commitment to fund letters, and projects with a Project Authorization Letter. New Haven received two Project Authorization Letters last month. J. Rode will be working with municipalities next month, collecting information to put together those quarterly reports for CT DOT.

#### **Information Item #6: Legislation Updates**

L. Francis announced that SCRCOG didn't testify in favor of legislation that would have restored Shoreline East service back to pre-pandemic levels. L. Francis didn't feel comfortable speaking on behalf of all fifteen municipalities because SCRCOG doesn't have an official legislative agenda in place. She noted she'll be working with the Executive Committee to put forth a legislative agenda so the organization could testify in favor of future legislation. Guilford and Madison both testified in favor of increasing Shoreline East service. L. Francis will monitor legislative updates as they become available.

#### **Other Business**

G. Zinn revealed New Haven received federal and state funding to construct a 4.4-mile greenway from East Haven to the New Haven harbor. This project will open new recreation opportunities.

L. Francis discussed the Route 146 Corridor Plan and said they're getting close to publishing a final report before the end of 2024.

L. Francis discussed SCROG's ongoing transportation studies and explained the upcoming Regional Bike and Pedestrian Plan. She encouraged anyone interested in joining a project advisory committee to contact her.

T. Thomas is creating a regional GIS map of stormwater analysis. They are importing GIS layers and developing an inventory to assist communities to adapt to natural disasters.. L. Francis hopes this work will be valuable to communities in the SCROCG region.

J. Plaziak made a motion to adjourn at 12:48 PM, J. Hoefflerle seconded.

**South Central Regional Council of Governments**  
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment Number 35

**Project**      **0079-0240**      **Interchange Improvements I-91SB,I-691EB, Rte 15**      **Page 6**

**Changes**      Amendment 35 moves NHPP funding from FY24 to FY25 (FYI)

**Reason**      Action is necessary based on a revised schedule and to move the project into the new TIP

**Project**      **0156-0184**      **Replace BR 03612 o/ WEST RIVER**      **Page 7**

**Changes**      Amendment 35 increases funding

**Reason**      This project was initially planned as a bridge rehab and was included in the Bridge Report. Given its condition and the need to address the structural deficiencies of the bridge the project has changed to a full bridge replacement and requires an individual entry in the TIP/STIP

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 35

**State Project #0079-0240**

**SCRCOG # 2022-A22-3**

**Municipality** Meriden

**AQ Code** CC

Proposed

**Project Name** Interchange Improvements I-91SB,I-691EB, Rte 15 SB

**Description** The purpose of this project is to reduce congestion and improve safety for the southbound movements on Route 15 and I-91 within the I-91, I-691, and Route 15 Interchange in Meriden and Middletown, CT.

**Current TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
NHPP	CON AC-Entry					0	
	Federal					5,000	118,200
	State					1,250	29,550
STPNH	AC-Entry					0	
	Federal						12,000
	State						3,000
<b>Total Cost</b>	<b>\$169,000</b>	0	0	0	0	6,250	162,750

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
NHPP	CON AC-Entry						0
	Federal						123,000
	State						30,800
STPNH	AC-Entry						0
	Federal						12,000
	State						3,000
<b>TIP Funds</b>	<b>\$168,800</b>	0	0	0	0	0	168,800

**Amendment Notes**

FY21 TIP Amend 22 adds a new project

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 35

**State Project #0156-0184**  
**Municipality** West Haven

**SCRCOG # 2023-A24-1**  
**AQ Code**

Proposed

**Project Name** REHAB BR 03612 o/ WEST RIVER

**Description** Rehabilitation of Bridge No. 03612 carrying SR 745 (Kimberly Avenue) over the West River between West Haven and New Haven.

**Current TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
STPNH	CON	Federal					9,840
		State					2,460
<b>Total Cost</b>	<b>\$12,300</b>		0	0	0	0	12,300

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
STPA	FD	Federal					1,200
		State					300
	ROW	Federal					40
		State					10
	CON	AC-Entry					0
		Federal					38,000
		State					9,500
STPNH		AC-Entry					0
		Federal					10,000
		State					2,500
<b>TIP Funds</b>	<b>\$61,550</b>		0	0	0	0	61,550

**Amendment Notes**

FY21 TIP Amend 24 adds new project FY21 TIP Amend 35 reconfigures funding



Carl J. Amento, Executive Director

**Resolution**

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Thirty Five***

- Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and
- Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program* on September 23, 2020, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: *Air Quality Conformity Reports: Fiscal Year 2021-2024 Transportation Improvement Program* and the Region’s *Metropolitan Transportation Plans—2023 to 2050, (April, 2023)*; and
- Whereas:* The Council, on *September 23, 2020*, indicated that periodic *Program* adjustment or amendment was possible; and
- Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s metropolitan transportation plan *Metropolitan Transportation Plans—2023 to 2050, (April, 2023)*; and
- Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and
- Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and
- Whereas:* Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.





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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Thirty Five (Continued)***

*Now, Therefore, Be It Resolved by the Council of Governments:*

The Program Amendment *Thirty Five* shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **April 24, 2024**

Date April 24, 2024

By: \_\_\_\_\_

Mayor Lauren Garrett, *Secretary*  
South Central Regional Council of Governments



Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
OZONE**

WHEREAS,

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

WHEREAS,

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

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

WHEREAS,

it is the opinion of the SCRCOG that the plans and programs approved today, April 24, 2024 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

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

WHEREAS,



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

Now, THEREFORE BE IT RESOLVED by the SCRCOG

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

CERTIFICATE

The undersigned duly qualified and acting Secretary of the SCRCOG certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on April 24, 2024

Date April 24, 2024

By: \_\_\_\_\_  
Mayor Lauren Garrett, *Secretary*  
South Central Regional Council of Governments



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Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
PM 2.5**

**WHEREAS,**

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

**WHEREAS,**

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

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

**WHEREAS,**

It is the opinion of the SCRCOG that the plans and programs approved on April 24, 2024 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

**WHEREAS,**

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

**WHEREAS,**

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



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WHEREAS,

The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2023-2050 MTP and the FFY 2025-2028 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

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

CERTIFICATE

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

Date April 24, 2024

By: \_\_\_\_\_

Mayor Lauren Garrett, *Secretary*  
South Central Regional Council of Governments



Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2025 - Fiscal Year 2028 Transportation Improvement Program***

*Whereas:* U.S. Department of Transportation Metropolitan Planning Regulations (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

*Whereas:* The Council (SCRCOG), in cooperation with the Connecticut Department of Transportation (CTDOT) and major transit operators and relying upon financial constraints offered by CTDOT, framed a four-year draft Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program addressing projects and programs per the terms of 23 CFR 450.324; and

*Whereas:* The Council has provided a substantial opportunity for public review and comment during the March 2024 – April 2024 period consistent with SCRCOG’s Public Participation Guidelines (adopted December, 2012) and has considered public comments per 23 CFR 450; and

*Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the Council in response to U.S. Department of Transportation metropolitan transportation planning requirements are intended to satisfy requirements associated with development of a Statewide Transportation Improvement Program (STIP); and

*Whereas:* Significant Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program proposals reflected in a Connecticut Department of Transportation air quality assessment for serious non-attainment portions of Connecticut (Air Quality Conformity Report for Ozone and PM 2.5 (2024), Transportation Improvement Program and Metropolitan Transportation Plan (April 2023)) and, in the context of all relevant regional transportation improvement programs, have been found to be conforming by CTDOT and by the Council’s current Air Quality Conformity Resolution (attached) per U.S. Environmental Protection Administration guidelines (40 CFR 51 and 93); and



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***Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program (Continued)***

*Whereas:* The Council of Governments’ transportation planning process that continuously reviews goals, projects and opportunities may result in periodic adjustment or amendment of the TIP.

*Now, Therefore, Be It Resolved By the Council of Governments*

The Fiscal Year 2025-2028 Transportation Improvement Program is hereby adopted and shall be transmitted to the Connecticut Department of Transportation for inclusion in the State Transportation Improvement Program without change subsequent to an air quality conformity finding by the U.S. Federal Highway Administration and/or the U.S. Federal Transit Administration per 23 CFR 450.328.

Consistent with the intent of 23 *CFR* 3450.324(k) only transit projects explicitly associated with funds allocated to the New Haven-Meriden Urbanized Area per Section 5307 of the Federal Transit Act and, in the aggregate, not exceeding authorized federal fiscal year allocations, shall be pursued with those funds.

The region’s planning transportation process addressing major regional issues and opportunities is being conducted in accordance with all applicable requirements established in 23 *CFR* 450.334.

Certificate

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

Date April 24, 2024

By: \_\_\_\_\_  
Mayor Lauren Garrett, *Secretary*  
South Central Regional Council of Governments





**South Central Regional Council of Governments  
Fiscal Year 2025 - 2028  
Transportation Improvement Program**

DRAFT

South Central Regional Council of Governments  
127 Washington Avenue – 4<sup>th</sup> Floor West  
North Haven, CT 06473-1715

# FY2025-2028 Transportation Improvement Program

## ABSTRACT

**TITLE:** *FFY2025-FFY2028 Transportation Improvement Program*

**AUTHOR:** South Central Regional Council of Governments

**SUBJECT:** Four-year multimodal transportation program

**SOURCE:** South Central Regional Council of Governments,  
127 Washington Avenue – 4<sup>th</sup> Floor West  
North Haven, CT 06473-1715

**ABSTRACT:** The South Central Regional Council of Government's FFY2025-FFY2028 Transportation Improvement Program (TIP) identifies all federally funded transportation projects, which have been programmed for the duration of the TIP cycle. The program includes support for all modes of transportation, including highway, transit, travel demand management, and non-motorized facilities and services. This program was developed in coordination with the Statewide Transportation Improvement Program (STIP), and is incorporated into the STIP for the purposes of air quality conformity determination. Amendments to this program occur as necessary and are available at [www.scrkog.org](http://www.scrkog.org).

**DISCLAIMER:** This report was prepared in cooperation with the Federal Highway Administration, Federal Transit Administration, Connecticut Department of Transportation, and Connecticut Office of Policy and Management. The opinions, findings, and conclusions expressed in this report are those of the South Central Regional Council of Governments and do not necessarily reflect the official views of other government agencies.

# **FY2025-2028 Transportation Improvement Program**

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  - What is the amendment process?
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  - Annual Planning Certification

# FY2025-2028 Transportation Improvement Program

## 1. INTRODUCTION

### **What is the TIP?**

The Transportation Improvement Program (TIP) is a four-year financial document that identifies all projects expected to be funded with Federal participation in those four years. This document covers federal fiscal years 2025, 2026, 2027 and 2028. Future funding (FYI) is provided for information purposes only. The TIP is incorporated fully into the Connecticut Department of Transportation's (CTDOT) Statewide Transportation Improvement Program (STIP). In order to be eligible for reimbursement, projects utilizing Federal Highway and Federal Transit Administration funding must be included in both the TIP and STIP. Once it is adopted the TIP does not remain stagnant for long. Project information is constantly being updated and new projects added. The STIP and TIP must be updated regularly, and these changes are made through an amendment process that begins with a request for TIP Actions or Amendments

### **What is the Amendment Process?**

The majority of projects in the TIP are Highway projects overseen by CTDOT. For this reason requests for Actions and Amendments generally flow from the State to the Region. There are times when the request will begin at the regional level; however, CTDOT's Air Quality Conformity Determination process requires that project additions or changes must be reviewed before they can be included in the TIP.

When SCRCOG receives a request for an Action or Amendment to our TIP, it is reviewed by the Transportation Committee at their monthly meeting and then it is recommended to the full SCRCOG board for approval. In the South Central Region, both TIP Actions and Amendments follow the same process and must receive full board approval. It is through this process that the Mayors and First Selectmen participate in and influence CTDOT's transportation investment in the region.

### **What is the Role of SCRCOG?**

The South Central Regional Council of Governments (SCRCOG) is responsible for the preparation of the TIP in cooperation with local governments, CTDOT, Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and Connecticut Office of Policy and Management. The geographic area covered by the TIP includes the following 15 member municipalities: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

# FY2025-2028 Transportation Improvement Program



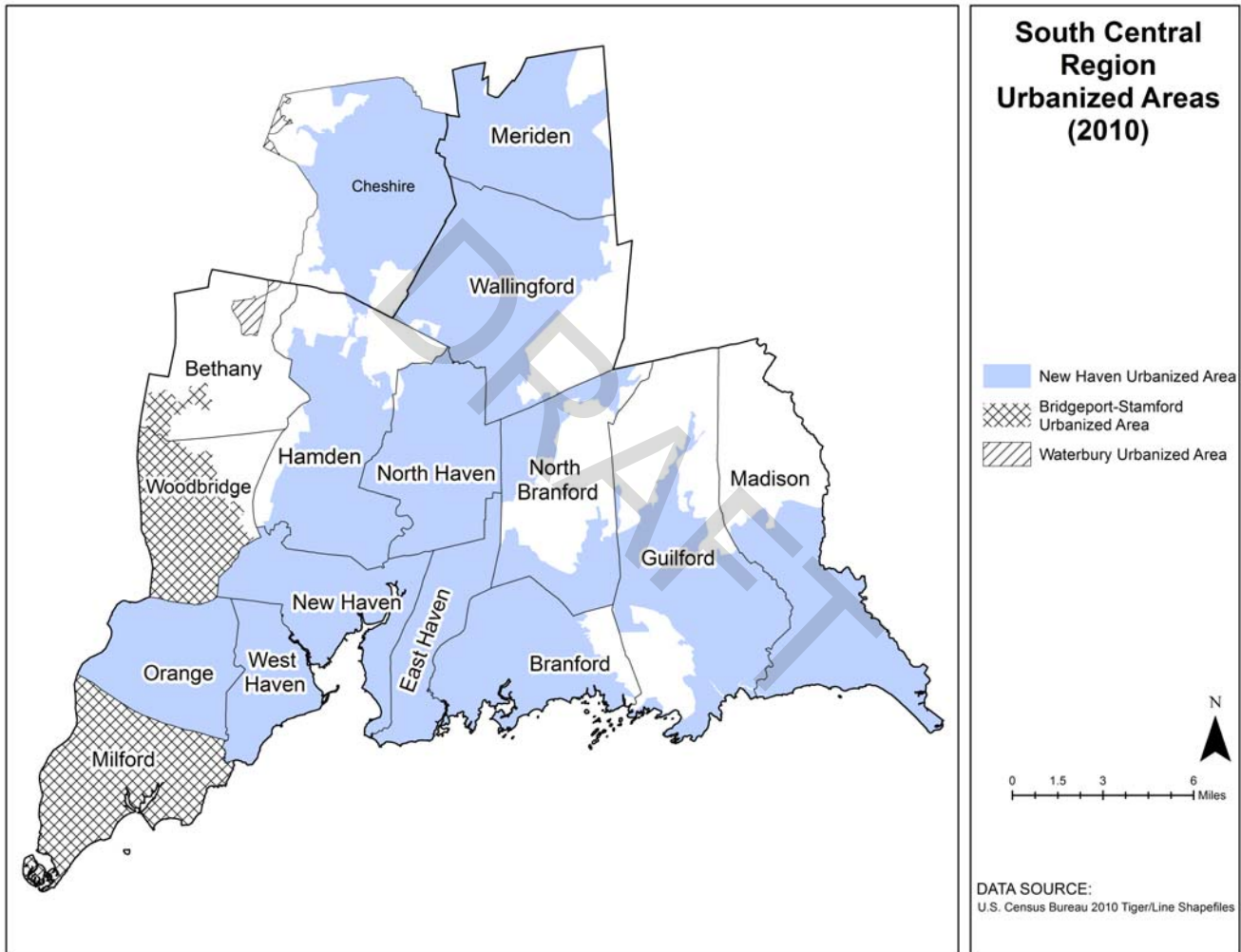
## The Development Process

The TIP is developed through a defined process that commits available federal funding, along with state and local matching funds to reflect needs and available resources. Only projects consistent with the region's Metropolitan Transportation Plan can be included in the TIP. The TIP is updated every two years, which assists in setting clear priorities and commitments. **Section 4** of the document identifies the individual projects that are anticipated during the four-year interval (2025-2028) by CTDOT. The region's chief elected officials, working with CTDOT and transit operators, shape the process through their approval of the TIP and subsequent amendments at monthly Council meetings.

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), provides long-term funding for surface transportation infrastructure planning and investment. IIJA maintains focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery and provides a dedicated source of federal dollars for freight projects.

# FY2025-2028 Transportation Improvement Program

It is the federally defined urbanized area population statistics gathered by the decennial census that determine STP and FTA Section 5307 (transit) capital and operating assistance program levels of support. Almost the entire SCRCOG region is considered to be within the New Haven Urbanized Area, based on its land use patterns. The town of Cheshire is located within the New Haven-Meriden Urbanized Area and is provided with STP-Urban funding through SCRCOG. Milford, as well as parts of Woodbridge are included in the Bridgeport – Stamford Urbanized Area and parts of Bethany are included in the Waterbury Urbanized area.



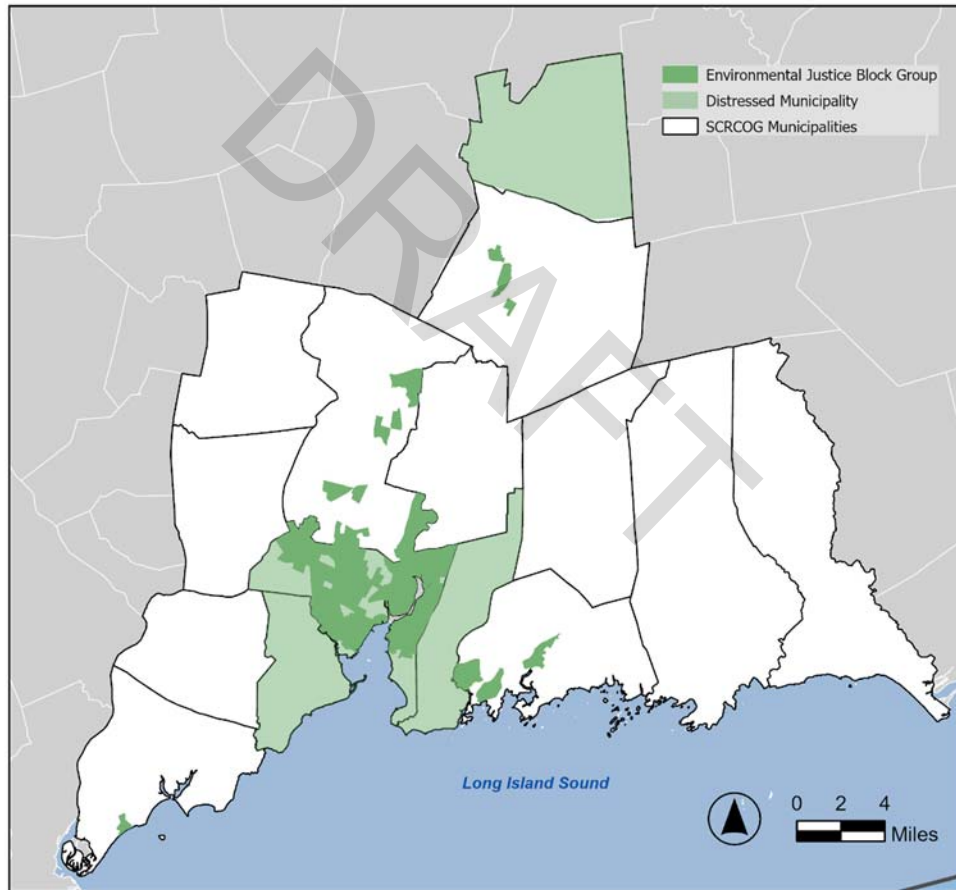
# FY2025-2028 Transportation Improvement Program

## 2. FEDERAL REQUIREMENTS

### Environmental Justice

SCRCOG conducts outreach to traditionally underserved individuals and communities, including low income and minority communities, and to people with limited English proficiency. Concentrations of these populations are displayed in Figure 2. These efforts will be in accordance with Executive Order 12898, “Federal Actions to Address Minority Populations and Low-Income Populations” dated February 11, 1994, and Executive Order 13166, “Improving Access to Services for Persons with Limited English Proficiency” dated August 11, 2000.

**Figure 2**  
**Environmental Justice Target Areas**



# FY2025-2028 Transportation Improvement Program

## **Public Involvement**

Public involvement within the development and modification of the TIP is a continuous process, which ensures that project selection considers citizen concerns at both local and regional levels. Citizen involvement begins when local agencies develop projects for submittal to SCRCOG for regional review. In shaping public involvement programs, local governments often consider the size of their community, level of public awareness about transportation issues, and involvement of community-based organizations. Setting realistic goals and ensuring accountability between local officials and community organizations promotes successful public involvement activities.

## **Financial Constraint**

Federal regulations require that both the STIP and TIP be “fiscally constrained.” Fiscal constraint means that program costs for a given year cannot exceed program revenues for a given year. Since most of the federal funding authorizations are made for statewide programs, our region is dependent on the Connecticut Department of Transportation (CTDOT) to provide estimates of federal funds available statewide, and for assuring that a sufficient portion of those funds is allocated to our region to cover the cost of our program of projects. As part of the preparation of the TIP, CTDOT provided a summary analysis of project cost and anticipated federal revenues. 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.

All of the funding listed in the TIP is expected to come into the region and go towards the projects listed. Projects are consistent with the goals identified in the fiscally constrained *South Central Regional Metropolitan Transportation Plan 2023-2050* (MTP). 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.

A link to our interactive FY 25-28 TIP is available on our website at [www.scrkog.org](http://www.scrkog.org). This site allows users to view costs by year (FFY 2025, 2026, 2027, 2028 and FYI) and by federally funded program.



# FY2025-2028 Transportation Improvement Program

## 3. FINANCIAL PROGRAMMING

### Description of Federal Funding Programs

#### **FTA Section 5307 Capital Program (5307)**

The FTA Section 5307 funds are for capital assistance projects, such as the purchase of new buses. 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, 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. When the priority bus needs had been satisfied, the uncommitted funds were programmed for New Haven Line 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 9030.1A, Chapter III, Paragraph III-4, which identifies the requirements applicable to the transfer of the apportionment between and among urbanized areas, will be adhered to. The capital program requires a 20 percent non-federal match.

#### **FTA Section 5309 Capital Funding Program (5309)**

The Federal Transit Administration (FTA) administers several transit funding programs. The Section 5309 Program provides capital funding for the establishment of new transit service projects ("New Start" - 40%), the improvement and maintenance of existing rail and other fixed guideway systems ("Rail Modernization"- 40%), and the rehabilitation of bus systems ("Bus and Other"- 20%). The "New Start" funds are all awarded on a discretionary basis. Proposed new rail services must compete against proposals from other areas of the country. The FTA will pay 80 percent of the total project costs for projects funded through Section 5309. State and local governments are required to fund 20 percent of project costs, although they are permitted and expected to provide a larger local share.

#### **FTA Section 5310 Capital Program (5310C)**

The FTA Section 5310 Program provides capital assistance to nonprofit organizations that provide specialized transportation services to elderly persons and persons with disabilities. It supports transportation services planned, designed and carried out to meet the special transportation needs of seniors and individuals with disabilities in all areas of Connecticut and provides funding for both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.

#### **FTA Section 5337 State of Good Repair (SGR) Grants Program**

# **FY2025-2028 Transportation Improvement Program**

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair. Additionally, SGR grants are eligible for developing and implementing Transit Asset Management plans.

## **FTA SEC 5339 Bus and Bus Facilities Formula Grants**

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. It replaced the Section 5309 Bus and Bus Facilities program under SAFETEA-LU. The federal share is 80% with a required 20% local match.

## **Bridge Program: ON System (BRZ)**

The primary federal bridge program is the "On System" Bridge Program. It provides funds to replace or rehabilitate bridges on eligible roads. To be eligible, a bridge must be on a road classified as a 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. Candidate projects are selected from the list of bridges with poor or fair condition ratings. Available funds are currently programmed for Bridges on the State

## **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 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.

## **Congestion Mitigation and Air Quality Program (CMAQ)**

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

All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State.

For a State that has a nonattainment or maintenance area for fine particulate matter (PM<sub>2.5</sub>), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM<sub>2.5</sub> designated area.

CTDOT has set aside \$10 million of CMAQ funds for the solicitation of project proposals from the Planning Regions. This amount will be reviewed annually on the basis of funds provided and projects programmed.

# **FY2025-2028 Transportation Improvement Program**

## **High Priority Projects (HPP) (HPPS)**

These program funds are for specific projects identified by Congress. They are commonly referred to as demonstration projects.

## **Highway Safety Improvement Program (HSIP)**

This program provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The HSIP requires a data-drive, strategic approach to improving highway safety on all public roads that focuses on performance. The FAST Act continues the overarching requirement that HSIP 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.

## **National Highway Performance Program (NHPP)**

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements. FAST Act allows States to use NHPP funds for reconstruction, resurfacing, restoration, rehabilitation, or preservation of a bridge on a non-NHS Federal-aid highway if Interstate System and NHS Bridge Condition provision requirements are satisfied.

## **Surface Transportation Program (STP)**

The Surface Transportation Program funds may be used by states and municipalities for roadway improvements on roads that are functionally classified as rural minor collector or above. Functional classification of local road is not eligible. This Program has a variety of subcategories defined below.

### ***STP Anywhere (STPA)***

These funds can be used anywhere in the state, regardless of rural or urban designation. Since they are not allocated to specific urban areas or regions, CTDOT usually determines where the funds will be spent. The funding ratio for the STP-Anywhere Program is 80 percent federal funds to be matched by 20 percent state..

### ***STP Urban (STPNH)***

It is the largest of all the STP programs. Funds are allocated to states and regions according to a formula that is based on the population of the urban area. The funding ratio for the STP-Urban Program is 80 percent federal funds to be matched by 20 percent state and/or local funds. Subcategories of the STP Urban program for the South Central Region are STP-Bridgeport/Stamford (STPBS), STP-New Haven (STPNH).

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

# FY2025-2028 Transportation Improvement Program

## Transportation Alternatives (TAP)

The TA provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TA is suballocated based on population.

## List of Funding Codes

### Federal Transit Administration (FTA)

5307C	Capital Funding Programs
5307P	Carryover Capital Funding Programs
5307S	Flex Funds
5309A	Fixed Guideway Modernization Capital Funding Programs
5309B	Carryover Fixed Guideway Modernization Capital Funding Programs
5309F	Bus Funding Programs
5309G	Carryover Bus Funding Programs
5309Q	Carryover New Starts
5310	Capital Funding for Elderly and Disabled Transportation
5337	State of Good Repair Program
5339	Bus and Bus Facilities Grant Program

### Federal Highways Administration (FHWA)

BRZ	Bridge Rehabilitation and Replacement (includes both on and off system bridges)
BRFP	Bridges Formula Program
CMAQ	Congestion Mitigation and Air Quality Programs
HPP/S	High Priority Programs
HSIP	Highway Safety Improvement Program
NFRP	National Highway Freight Program
NHPP	National Highway Preservation Program
NHTSA	National Highway Traffic Safety Administration Funds
REP	Repurposed Earmark Funds
RT	Recreational Trails Program
SIPH	Highway Safety Improvement Program
SRTS	Safe Routes to School
STPA	Surface Transportation Program – Anywhere Funds
STPBS	Surface Transportation Program – Urban funding for Bridgeport/Stamford Region
STPNH	Surface Transportation Program – Urban funding for New Haven Region
TCSP	Transportation and Community and System Preservation Program
TAP	Transportation Alternatives Program

# Complete Project Listing

HIGHWAY PROJECTS					STATEWIDE HIGHWAY PROJECTS							
Region	FA Code	Proj#	ACCD	Rel/Sys	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	Stat(000)\$	Loc(000)\$
8	BRFP	0092-0696	X6	CT 34	NEW HAVEN	REHAB BR 00333 of US 1 & MNR	CON	2026	16,600	13,280	3,320	0
8	CMQA	0061-0155	X8	DIWVEL AVE/SKIFF ST	HAMDEN	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS	CON	2026	3,407	3,407	0	0
8	EM21	0092-EM01	CC	RT34/1-91	NEW HAVEN	CONSTRUCTION OF NEW HAVEN DOWNTOWN CROSSING PHASE 4-TEMPLE STREET CROSSING	FD	2025	25,000	20,000	1,800	3,200
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC ENTRY	CON	2025	0	0	0	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2025	21,765	0	17,412	4,353
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2026	21,765	17,412	4,353	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2027	21,765	17,412	4,353	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2028	21,765	17,412	4,353	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2028	21,765	17,412	4,353	0
8	NFRP	0014-0189	X8	US 1	BRAVNFORD/EAST HAVEN	REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM	CON	2025	5,251	4,201	1,050	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O FROM 79-240) - AC ENTRY	CON	2025	0	0	0	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O FROM 79-240) - AC CONVERSION	CON	2025	25,000	20,000	5,000	0
8	NFRP	0083-0272	X6	1-95	MILFORD	EXTENSION OF DECELERATION LANE FOR SB OFF-RAMP AT EXIT 3E	ROW	2025	50	45	5	0
8	NFRP	0083-0272	X6	1-95	MILFORD	EXTENSION OF DECELERATION LANE FOR SB OFF-RAMP AT EXIT 3E	FD	2025	600	540	60	0
8	NFRP	0083-0273	X7	SR 796	MILFORD	SIGNING AND PAVEMENT MARKING CHANGES	FD	2025	300	240	60	0
8	NFRP	0092-0889	CC	CT 15	MILFORD	INTERCHANGE 59/ROUTE 69 IMPROVEMENTS (PHASE 2) - AC ENTRY	CON	2025	0	0	0	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE 59/ROUTE 69 IMPROVEMENTS (PHASE 2) - AC CONVERSION	CON	2025	1,250	1,000	250	0
8	NFRP	0083-0273	X7	SR 796	MILFORD	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2026	12,500	10,000	2,500	0
8	NFRP	0083-0273	X7	SR 796	MILFORD	SIGNING AND PAVEMENT MARKING CHANGES	CON	2026	6,000	4,800	1,200	0
8	NFRP	0083-0273	X7	SR 796	MILFORD	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O FROM 79-240) - AC CONVERSION	CON	2026	5,970	4,776	1,194	0
8	NFRP	0092-0889	CC	CT 15	MILFORD	INTERCHANGE 59/ROUTE 69 IMPROVEMENTS (PHASE 2)	CON	2026	31,771	25,417	6,354	0
8	NFRP	0100-0182	X7	CT 15	NORTH HAVEN	EXIT 62 NB RAMPS RECONFIGURATION	CON	2026	20,001	16,001	4,000	0
8	NFRP	0079-0246	X6	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2026	6,250	5,000	1,250	0
8	NFRP	0083-0272	X6	1-95	MERIDEN	EXTENSION OF DECELERATION LANE FOR SB OFF-RAMP AT EXIT 3E	CON	2027	4,000	4,050	450	0
8	NFRP	0079-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2028	6,250	5,000	1,250	0
8	NFRP	0092-0246	CC	1-91/-691/RT 15	MERIDEN	INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240) - AC CONVERSION	CON	2028	3,163	2,530	633	0
8	NFRP-BRX	0092-0695	CC	1-91-SB	NEW HAVEN	REHAB BR5 03015A & 03015B	CON	2026	13,000	11,700	1,300	0
8	NFRP-BRX	0156-0181	X6	1-95	WEST HAVEN	NHS - REPLAC BR 00162 g / MNRK & 00161 of SR 745 & WIDEN TO EXTEND DECELERATION LANE - AC ENTRY	CON	2026	0	0	0	0
8	NFRP-BRX	0156-0181	X6	1-95	WEST HAVEN	NHS - REPLAC BR 00162 g / MNRK & 00161 of SR 745 & WIDEN TO EXTEND DECELERATION LANE - AC CONVER	CON	2026	15,480	13,992	1,548	0
8	STNH	0106-0108	CC	US 1	ORANGE	OPERATIONAL LANE FROM MILFORD TO LAMBERT ROAD - AC ENTRY	CON	2025	0	0	0	0
8	STNH	0106-0108	CC	US 1	ORANGE	OPERATIONAL LANE FROM MILFORD TO LAMBERT ROAD - AC CONVERSION	CON	2025	12,500	10,000	2,500	0
8	STNH	0092-0681	X7	CT 10	NEW HAVEN	INTERSECTION IMPROVEMENT AT SZ75 & KIMBERLY AVE	CON	2026	4,400	3,520	880	0
8	STNH	0106-0108	CC	US 1	ORANGE	OPERATIONAL LANE FROM MILFORD TO LAMBERT ROAD - AC CONVERSION	CON	2026	12,500	10,000	2,500	0
8	STNH	0156-0184	X6	US 1	WEST HAVEN	REHAB BR 03612 of WEST RIVER	CON	2026	12,300	9,840	2,460	0

# Complete Project Listing

70	NHPP-BRX	BRDG-IRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	PI	2,100	1,680	420	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2025	0	0	0	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2025	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2026	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508
70	SIPA	0170-3593	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	SIPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2025	500	400	100	0
70	SIPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC ENTRY	CON	2025	4,970	3,976	994	0
70	SIPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	SIPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	SIPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	SIPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	SIPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	SIPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	SIPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	SIPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	SIPA	ASST-MIGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	SIPA	ASST-MIGMT	X6	VARIOUS	STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	SIPA	BRDG-MIGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	SIPA	BRDG-MIGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,200	960	240	0
70	SIPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2025	0	0	0	0
70	SIPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2025	700	560	140	0
70	SIPA	PVMT-MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	SIPA	PVMT-MGMT	X6	VARIOUS	STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,210	968	242	0
70	SIPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2026	6,460	5,168	1,292	0
70	SIPA	1705-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2026	500	400	100	0
70	SIPA	1705-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2027	1,586	1,268	317	0
70	SIPA	BRDG-MIGMT	X6	VARIOUS	STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0
70	SIPA	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - A	OTH	2027	0	0	0	0	0	0	0	0
70	SIPA	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - A	OTH	2027	6,460	5,168	1,292	0	0	0	0	0
70	SIPA	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0	0	0	0	0
70	SIPA	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	CON	2028	10,000	10,000	0	0	0	0	0	0
70	SIPA	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	10,000	10,000	0	0	0	0	0	0
70	SIPA	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,210	968	242	0	0	0	0	0
70	SIPA	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2027	1,210	968	242	0	0	0	0	0
70	SIPA	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0	0	0	0	0
70	SIPA	ASSET MANAGEMENT GROUP - AC CONVERSION	OTH	2028	1,586	1,268	317	0	0	0	0	0
70	SIPA	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,200	960	240	0	0	0	0	0
70	SIPA	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - A	OTH	2028	6,460	5,168	1,292	0	0	0	0	0
70	SIPA	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0	0	0	0	0
70	SIPA	TAMI PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2028	10,000	10,000	0	0	0	0	0	0
70	SIPA	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0	0	0	0	0
70	SIPA	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2028	1,000	800	200	0	0	0	0	0
70	SIPA	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0	0	0	0	0
70	SIPA	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,200	960	240	0	0	0	0	0
70	SIPA	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0	0	0	0	0
70	SIPA	TAMI PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2028	10,000	10,000	0	0	0	0	0	0
70	SIPA	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0	0	0	0	0
70	SIPA	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0	0	0	0
70	SIPA	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0	0	0	0	0

# Complete Project Listing

70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0	0
70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0	0
70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0
70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0	0
70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0	0
70	TAPH	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0	0
70	TAPN	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0
70	TAPN	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0	0
70	TAPN	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0	0
70	TAPN	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0	0
70	TAPS	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0
70	TAPS	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0	0
70	TAPS	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0	0
70	TAPS	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0	0
70	TAPV	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0	0
70	TAPV	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0	0
70	TAPV	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0	0
70	TAPV	0170-5032	X6	STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0	0

### MULTI-REGION HIGHWAY PROJECTS

Region	FA Code	Profile	ACQD	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	Stat(000)\$	Loc(000)\$
71	STPA	0171-0966	X6	DISTRICT 1	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A	CON	2026	8,674	6,939	1,735	0
73	STPA	0173-0539	X6	DISTRICT 3	REPLACE, REHAB, OR ELIMINATE RETAINING WALLS IN PODS 3A & 3B	CON	2026	11,300	9,040	2,260	0
75	CMAQ	TDMAK-NVNI	X6	STATEWIDE	STATEWIDE TDM: WV-NI-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
75	CMAQ	TDMAK-NVNI	X6	STATEWIDE	STATEWIDE TDM: WV-NI-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	3,000	2,400	600	0
75	CMAQ	TDMAK-NVNI	X6	STATEWIDE	STATEWIDE TDM: WV-NI-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	3,000	2,400	600	0
75	CMAQ	TDMAK-NVNI	X6	STATEWIDE	STATEWIDE TDM: WV-NI-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	3,000	2,400	600	0
75	CMAQ	TDMAK-NVNI	X6	STATEWIDE	STATEWIDE TDM: WV-NI-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	3,000	2,400	600	0
5,8.10	STPA	0171-0471	X7	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS	CON	2025	0	0	0	0
5,8.10	STPA	0171-0471	X7	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC CONVERSION	CON	2025	7,875	6,300	1,575	0
8.11	NHPP	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0
8.11	NHPP	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	46,250	37,000	9,250	0
8.11	NHPP	0079-0240	CC	MERIDEN/MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2026	53,750	43,000	10,750	0
8.11	NHPP	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2027	31,500	25,200	6,300	0
8.11	NHPP	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2028	16,250	13,000	3,250	0
8.11	STRNH	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC ENTRY	CON	2025	0	0	0	0
8.11	STRNH	0079-0240	CC	MERIDEN-MIDDLETOWN	INTERCHANGE IMPROVEMENTS - SB & EB TO SB - AC CONVERSION	CON	2025	15,000	12,000	3,000	0

### TRANSIT PROJECTS

Region	FA Code	Profile	ACQD	Town	Description	Phase	Year	Total(000)\$	Fed(000)\$	Stat(000)\$	Loc(000)\$
8	5337	0301-XXXX	X6	NEW HAVEN	NHY - MASTER COMPLEX - CAR AND DIESEL SHOP	CON	2025	112,406	89,925	22,481	0
8	5337	0301-0522	X6	NEW HAVEN	NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT	CON	2026	40,000	32,000	8,000	0
8	5337	0301-XXXX	X6	NEW HAVEN	NHY - MASTER COMPLEX - CAR AND DIESEL SHOP	CON	2026	25,000	20,000	5,000	0
8	5337	0301-0530	X6	NHL	NHL - INDIAN RIVER BRIDGE - MILFORD	CON	2027	11,250	9,000	2,250	0
8	5307C	0402-0034	CC	NEW HAVEN	MOVE NEW HAVEN ON-STREET BRT SYSTEM - CONSTRUCTION	CON	2028	52,500	42,000	10,500	0
8	5307C	0424-XXXX	CC	MILFORD	MILFORD TD - PARATRANSIT VEHICLES FY 25	ALL	2025	25,000	20,000	5,000	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - FACILITY IMPROVEMENTS FY 25	ALL	2025	500	400	100	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 25	OTH	2025	100	80	20	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 25	OTH	2025	400	320	80	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - PARATRANSIT VEHICLES FY 26	ACQ	2026	2,300	1,840	460	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - FACILITY IMPROVEMENTS FY 26	OTH	2026	500	400	100	0
8	5307C	0427-XXXX	X6	GNHTD	REPLACE PARATRANSIT VEHICLES FY 26	CON	2026	67,500	54,000	13,500	0
8	5307C	0301-0522	X6	NHL	NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT	CON	2027	24,063	19,250	4,813	0
8	5307C	0301-XXXX	X6	NHL	NHY-MASTER COMPLEX - WHEEL MILL UPGRADE	CON	2027	500	400	100	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - PARATRANSIT VEHICLES FY 27	ACQ	2027	100	80	20	0
8	5307C	0424-XXXX	X6	MILFORD	MILFORD TD - FACILITY IMPROVEMENTS FY 27	OTH	2027	400	320	80	0
8	5307C	0427-XXXX	X6	GNHTD	REPLACE PARATRANSIT VEHICLES FY 27	ACQ	2027	2,350	1,880	470	0
8	5307C	0427-XXXX	X6	GNHTD	ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	500	400	100	0
8	5307C	0301-XXXX	X6	NHL	NHY-MASTER COMPLEX	CON	2028	35,750	28,600	7,150	0





**PROGRAM FUNDING SUMMARY**

<b>FA Code</b>	<b>Description</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	<b>FY1</b>
BRFP	Bridges Formula Program		\$13,280,000			
CMAAQ	Congestion Mitigation and Air Quality Prog	\$2,400,000	\$2,400,000	\$2,400,000	\$2,400,000	
NFRP	National Highway Freight Program	\$17,412,000	\$17,412,000	\$17,412,000	\$17,412,000	
NHPP	National Highway Performance Program	\$83,016,000	\$145,866,000	\$50,490,000	\$34,240,000	\$35,010,000
RAISE	Rebuilding American Infrastructure with Si	\$25,000,000				
SIPH	Highway Safety Improvement Program (HS	\$4,575,000	\$4,575,000	\$4,575,000	\$4,575,000	\$9,150,000
STPA	Surface Transportation Program	\$46,432,000	\$58,663,000	\$19,324,000	\$19,324,000	\$14,556,000
TAP	Transportation Alternatives Program (TAP	\$1,824,000	\$1,824,000			
5307	FTA Section 5307	\$99,750,000	\$67,800,000	\$131,690,000	\$116,640,000	
5310	FTA Section 5310	\$733,000	\$744,000	\$744,000	\$744,000	
5337	FTA Section 5337	\$97,245,000	\$68,779,000	\$72,279,000	\$45,279,000	
5339	FTA Section 5339	\$8,400,000	\$8,540,000	\$8,540,000	\$8,540,000	

**APPENDIX A**  
**PUBLIC OUTREACH COMMENTS**

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