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

South Central Regional Council of Governments
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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 – 4th 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.scrcog.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.

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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.

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<u>The Development Process</u>

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.

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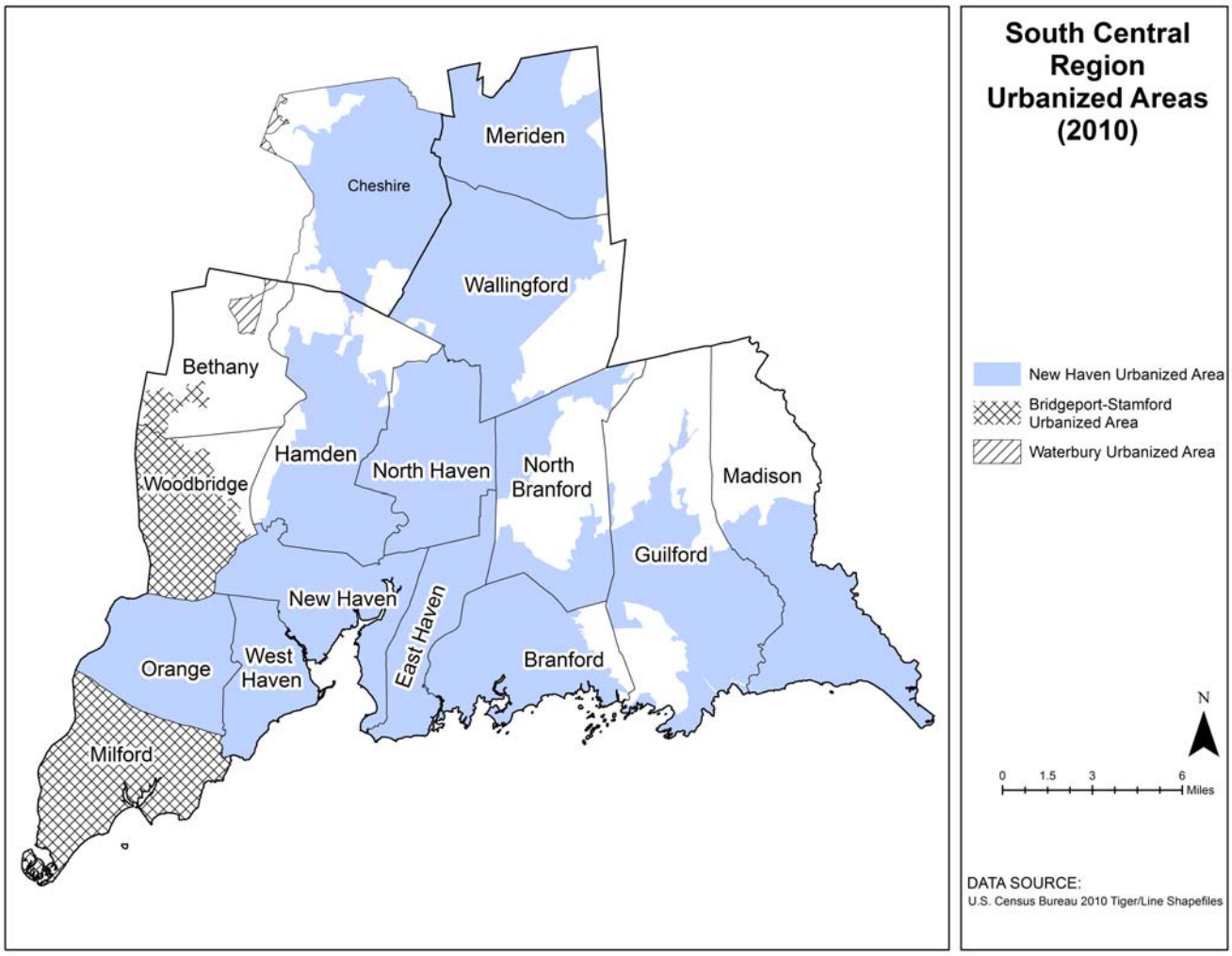
It is the federally defined urbanized area population statistics gathered by the decennial census that determine STP and FTA Section 5307 (transit) capital and operating assistance program levels of support. Almost the entire SCRCOG region is considered to be within the New Haven Urbanized Area, based 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.

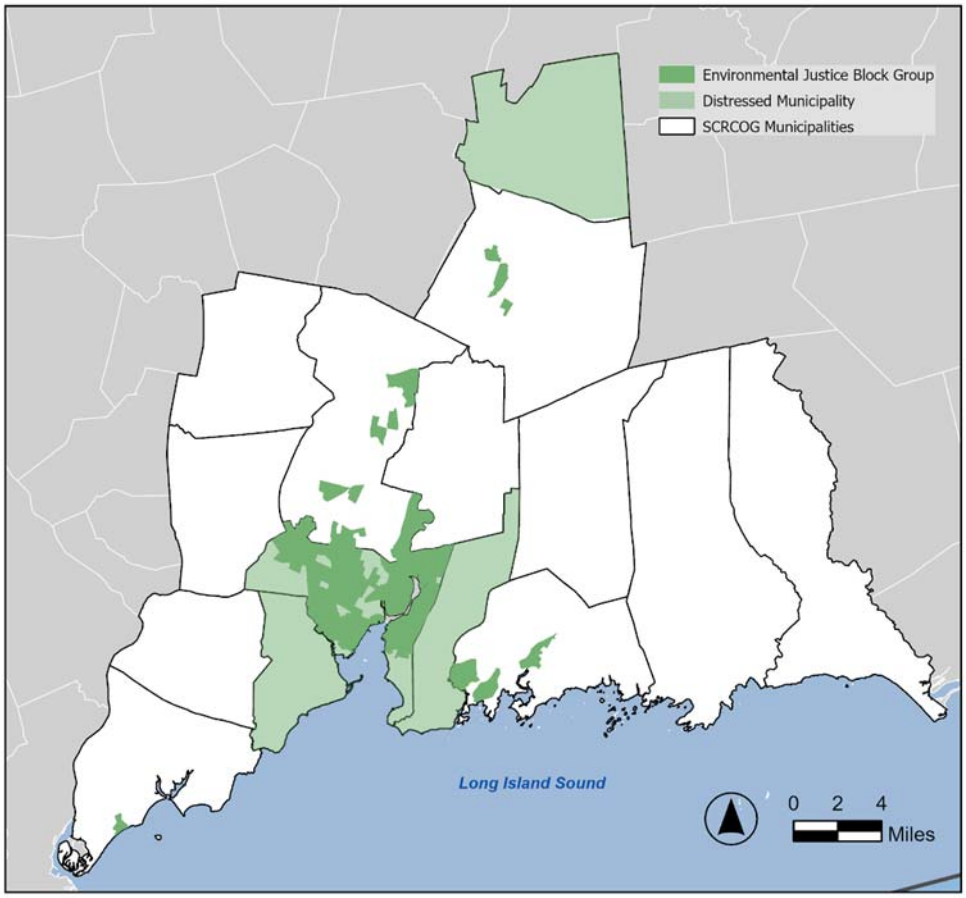


2. FEDERAL REQUIREMENTS

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



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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 Fiscal Constraint Report can be found on the following page.

Please note that the FHWA fiscal constraint is evaluated based on the total FHWA amount, rather than by individual funding programs

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Transportation Improvement Plan FY 25-28 Fiscal Constraint Summary

	2025			2026			2027			2028		
Funding Source	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance	Revenue	Programmed	Balance
5307C	$99,750,000	$34,700,000	$65,050,000	$132,850,000	$84,000,000	$48,850,000	$180,540,000	$131,690,000	$48,850,000	$165,490,000	$111,240,000	$54,250,000
5337	$97,245,000	$26,169,603	$71,075,397	$139,874,397	$118,779,397	$21,095,000	$93,374,000	$42,279,397	$51,094,603	$96,373,603	$45,279,397	$51,094,206
5339	$8,400,000	$8,400,000	$0	$8,540,000	$8,540,000	$0	$8,540,000	$8,540,000	$0	$8,540,000	$8,540,000	$0
BRFP	$880,000	$880,000	$0	$13,280,000	$0	$13,280,000	$16,560,000	$3,280,000	$13,280,000	$18,280,000	$5,000,000	$13,280,000
CMAQ	$2,400,000	$7,965,860	-$5,565,860	-$3,165,860	$2,732,378	-$5,898,238	-$3,498,238	$5,806,659	-$9,304,897	-$6,904,897	$2,400,000	-$9,304,897
NFRP	$17,412,000	$17,411,723	$277	$17,412,277	$17,411,723	$554	$17,412,554	$17,411,723	$831	$17,412,831	$17,411,723	$1,108
NHPP	$83,016,000	$26,921,000	$56,095,000	$201,961,000	$71,956,000	$130,005,000	$180,495,000	$21,290,000	$159,205,000	$193,445,000	$37,440,000	$156,005,000
STPA	$46,432,000	$20,842,152	$25,589,848	$84,222,848	$35,927,224	$48,295,624	$67,619,624	$19,668,400	$47,951,224	$67,275,224	$19,668,400	$47,606,824
TAPNH	$1,824,000	$2,435,597	-$611,597	$1,212,403	$1,218,157	-$5,754	$206,403	$212,157	-$5,754	-$5,754	$0	-$5,754
Total	$357,359,000	$145,725,935	$211,633,065	$596,187,065	$340,564,879	$255,622,186	$561,249,343	$250,178,336	$311,071,007	$559,906,007	$246,979,520	$312,926,487

*Please note that the FHWA fiscal constraint is evaluated based on the total FHWA amount, rather than by individual funding programs

Performance-Based Planning and Programing

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 26, 2023 (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the CTDOT, SCRCOG, and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

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

The IIJA performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP and TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at www.ct.gov/dot/performancemeasures.

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets, endorsed by SCRCOG on January 22, 2025, are shown below:

Performance Measures	2024 Targets
Number of Fatalities	270 Fatalities / Year
Rate of Fatalities	.850 Fatalities/ 100 million VMT
Number of Serious Injuries	1300 Serious Injuries / Year
Rate of Serious Injuries	4.30 Serious Injuries / 100 Million VMT
Number of non-motorized Fatalities and Non -Motorized Serious Injuries	280 Fatalities and Serious Injuries

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

1. **Programmatic driver safety activities**: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.
2. **Location-specific highway safety projects**: This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.

3. **Programmatic or systematic highway safety improvements**: Projects or programs that are conducted regularly throughout the state such as signing, pavement marking programs, and guide rail.

4. **Systemic highway safety improvement projects:** This includes roadway safety improvements that are widely implemented based on high-risk roadway features that are correlated with severe crash types.

Pavement and Bridge Condition

The four performance measures for Pavement condition include (1) Percentage of pavements of the Interstate System in Good Condition, (2) Percentage of pavements of the Interstate System in Poor Condition, (3 Percentage of pavements of the non-Interstate National Highway System (NHS) in Good Condition, and (4) Percentage of pavements of the non-Interstate NHS In Poor Condition. The two performance measures for Bridge condition include (1) Percentage of National Highway System Bridges Classified as in Good condition, and (2) Percentage of National Highway System Bridges Classified as in Poor condition. The current Pavement and Bridge targets, as endorsed by the SCRCOG Policy Board, May 24, 2023, are shown below:

FHWA Measure for Pavement Condition: Percent of the Interstate System and the non-interstate National Highway System (NHS) pavement in lane miles that are in good and poor condition.

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	68.6%	72.0%	70.0%
Percentage of Pavements of the Interstate System in Good Condition	0.0%	1.0%	1.3%
Percentage of Pavements of the non-Interstate NHS in Good Condition	37.9%	37.0%	35.0%
Percentage of Pavements of the non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%

FHWA Measure for Bridge Condition: Bridges (deck area) on the National Highway System (NHS) that are rated as good and poor condition.

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of National Highway System Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of National Highway System Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG using the Department's Pavement Management System and the Bridge Management System, which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan: TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the NHS to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP-21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP and TIPs.

System Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway "events."[1] Travel time reliability is a significant aspect of transportation system performance.

The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the SHRP-2 study, Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure."[2] Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets, as endorsed by the SCRCOG Policy Board, May 24, 2023, are shown below:

FHWA Measure for System Reliability: Percent of person-miles (VMT) that are reliable. Reliable person miles are defined as locations where the 80th percentile travel time divided the 50th percentile travel time is less than 1.5.

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Person-Miles Traveled on the Interstate that are reliable	86.2%	78.6%	78.6%
Percentage of Person-Miles Traveled on the Non-Interstate NHS that are reliable	90.0%	84.9%	84.9%

The CTDOT and the SCRCOG will program projects in the STIP and TIP to meet the targets set by the CTDOT and agreed upon by the SCRCOG by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

Freight Movement

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more 'buffer' time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut used the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the September 2022, Statewide Freight Plan, and which was approved by FHWA. These targets, as endorsed by the SCRCOG Policy Board, May 24, 2023 are as shown below:

FHWA Measure for Freight Movement: Statewide Truck Travel Time Reliability (TTTR) Index. The TTTR index is calculated by dividing the 95th percentile truck travel time by 50th percentile truck travel time.

Performance Measures	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability Index	1.56	1.95	2.02

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA's National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and SCRCOG must use the trend and truck bottleneck analysis done for the Statewide Freight Plan

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Unified Targets

These targets have been set for two congestion measures for each of the urbanized areas. For the SCRCOG, these urban areas are the Bridgeport—Stamford urban area, area, and the New Haven urban area. These targets will help define peak hour delay and to increase Non-Single Occupancy Vehicle (Non-SOV) Travel.

Performance Measures	Baseline	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport-Stamford,CT-NY	12.6%	20.0%	21.9%
Annual Hours of Peak Hour Excessive Delay Per Capita: Hartford, CT	5.7%	9.8%	9.8%
Annual Hours of Peak Hour Excessive Delay Per Capita: New Haven, CT	7.5%	7.9%	7.9%
Percent of Non-Occupancy Vehicle (Non-SOV) Travel: Bridgeport-Stamford,CT-NY	30.4%	27.8%	27.8%
Percent of Non-Occupancy Vehicle (Non-SOV) Travel: Hartford, CT	22.1%	19.8%	19.8%
Percent of Non-Occupancy Vehicle (Non-SOV) Travel: New Haven, CT	25.1%	23.5%	23.5%

Air Quality

USDOT requires that states and MPO's assess the impact of their transportation systems on air quality and specifically the impacts vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the Congestion Mitigation and Air Quality (CMAQ) program.

The CMAQ program's purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets, as endorsed by the SCRCOG Policy Board, May 24, 2023, are shown below:

Performance Measures	Baseline	2-Year Target	4-Year Target
Total Emissions Reduction:	0.000	6.290	6.290
Total Emissions Reduction:	0.000	81.978	81.978
Total Emissions Reduction:	0.000	87.346	87.346

The STIP and the TIP will include projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by selecting appropriate CMAQ eligible projects including:

congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

Transit

The Transit Asset Management (TAM) rule requires that recipients and sub recipients of Federal Transit Administration (FTA) funds set annual performance targets for federally established State of Good Repair (SGR) measures. Performance targets will be set for one or more asset classes for the following asset categories:

Rolling Stock- Revenue Vehicle The goal for this asset category is to maintain vehicles in a state of good repair and replace vehicles based on a Useful Life Benchmark (ULB). The target is the percentage of vehicles that meet or exceed their ULB

Equipment – Service Vehicles The goal for this asset category is to maintain vehicles in a state of good repair. The target is the percentage of vehicles that meet or exceed their ULB

Facilities – Revenue Vehicles The goal for this asset category is to maintain facilities in a state of good repair. The target is the percentage of facilities that have a Transit Economic Requirements Model (TERM) condition rating of less than 3 on a 1-to-5 scale, with 1 indicating a poor condition and 5 an excellent condition

Infrastructure - Guideway The goal for this asset category is to maintain transit guideway in a state of good repair. The target is the percentage of guideway operating under a speed restriction.

CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus, and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both the categories of Rolling Stock and Equipment. For the facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA's Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the percentage of guideway with a performance restriction, which is interpreted as slow zones.

Under the IIJA, "transit providers are required to submit an annual narrative report to the National Transit Database that provides a description of any change in the condition of

its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." Performance targets are reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompanies the targets.

Coordination among transit providers, States and MPOs influences MPO and State transportation funding investment decisions and is intended to increase the likelihood that transit SGR needs are programmed, committed to, and funded as part of the planning process. As such, the STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans shared with the MPOs. This list of projects will be updated every four years along with the Plans. These projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

A transit asset management performance measure target summary is available on the next page.

The current Transit Asset Management Performance Targets can be found on the CTDOT website here –

https://portal.ct.gov/dot/-/media/dot/tam/2024-public-transit-asset-fact-sheets-tier2.pdf?rev=bdb2d6948baf4198aed2e26bcff90cbf&hash=FF58AEBD8822DDE64551F57E9429E614

Transit Asset Management Performance Measure Target Summary			
Asset Class	**Performance Metric**	**Target**	**Current Percentage (FY 21)**
Transt Bus	ULB 12 Years	14%	22%
Articulated Bus	ULB 12 Years	14%	49%
Over-the-Road Bus	ULB 12 Years	14%	49%
Cutaway Bus	ULB 5 Years	17%	100%
Rail Locomotives	ULB 35 Years	13%	37%
Rail Coaches (Push/Pull)	ULB 35 Years	13%	38%
Rail Self Propelled Cars	ULB 35 Years	13%	0%
Service Vehicles - Trucks	ULB 14 Years	7%	37%
Service Vehicles - Automobiles	ULB 5 Years	17%	100%
Service Vehicles - SUV	ULB 5 Years	17%	72%
Service Vehicles-Van	ULB 5 Years	17%	100%
Rail Guideway	Slow Zone Miles	4%	3%
Facilities- Passenger / Parking	Term >3	0%	0%
Facilities- Admin/Maintenance	Term >3	0%	58%

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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 (PM2.5), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 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

Funding Summary

Funding Source	2025	2026	2027	2028	2099	Grand Total
5307C						
0170-2025AD	$400,000					$400,000
0170-2026AD		$360,000				$360,000
0170-2027AD			$360,000			$360,000
0170-2028AD				$400,000		$400,000
0170-5016CN	$1,200,000	$1,200,000	$1,200,000	$1,200,000		$4,800,000
0300-2025TK	$15,000,000					$15,000,000
0300-2026TK		$9,000,000				$9,000,000
0300-2027TK			$22,000,000			$22,000,000
0300-2028TK				$26,000,000		$26,000,000
0301-0522CN			$54,000,000			$54,000,000
0301-2027WM			$19,250,000			$19,250,000
0301-2028CN				$28,600,000		$28,600,000
0400-2025BE	$10,000,000					$10,000,000
0400-2025EQ	$800,000					$800,000
0400-2026BE		$8,400,000				$8,400,000
0400-2026CN		$5,000,000				$5,000,000
0400-2026EQ		$800,000				$800,000
0400-2027BE			$8,400,000			$8,400,000
0400-2027CN			$5,000,000			$5,000,000
0400-2027EQ			$800,000			$800,000
0400-2028BE				$9,600,000		$9,600,000
0400-2028CN				$5,600,000		$5,600,000

0400-2028EQ				$960,000	$960,000
0402-0034CN		$16,000,000			$16,000,000
0424-2025CN	$80,000				$80,000
0424-2025EQ	$320,000				$320,000
0424-2025PA	$400,000				$400,000
0424-2026CN		$80,000			$80,000
0424-2026EQ		$320,000			$320,000
0424-2026PA		$400,000			$400,000
0424-2027CN			$80,000		$80,000
0424-2027EQ			$320,000		$320,000
0424-2027PA			$400,000		$400,000
0424-2028CN				$120,000	$120,000
0424-2028EQ				$400,000	$400,000
0424-2028PA				$480,000	$480,000
0427-2025EQ	$400,000				$400,000
0427-2025PA	$1,800,000				$1,800,000
0427-2026EQ		$400,000			$400,000
0427-2026PA		$1,840,000			$1,840,000
0427-2027EQ			$400,000		$400,000
0427-2027PA			$1,880,000		$1,880,000
0427-2028EQ				$440,000	$440,000
0427-2028PA				$1,440,000	$1,440,000
0427-NEWFAC		$35,200,000			$35,200,000
VARIOUS25RS	$5,000,000				$5,000,000
VARIOUS26BE		$5,000,000			$5,000,000
VARIOUS27BE			$8,000,000		$8,000,000

VARIOUS27RS			$9,600,000		$9,600,000
VARIOUS28BE				$20,000,000	$20,000,000
VARIOUS28RS				$16,000,000	$16,000,000
5307C Total	**$35,400,000**	**$84,000,000**	**$131,690,000**	**$111,240,000**	**$362,330,000**
5310E					
0499-2025NH	$733,133				$733,133
0499-2026NH		$744,499			$744,499
0499-2027NH			$744,499		$744,499
0499-2028NH				$744,499	$744,499
5310E Total	**$733,133**	**$744,499**	**$744,499**	**$744,499**	**$2,966,630**
5337					
0300-0196CN		$9,600,000			$9,600,000
0300-2025TK	$7,319,603				$7,319,603
0300-2026CN		$20,000,000			$20,000,000
0300-2026TK		$7,179,397			$7,179,397
0300-2027TK			$3,279,397		$3,279,397
0300-2028TK				$3,279,397	$3,279,397
0300-NHLSGL			$30,000,000		$30,000,000
0301-0522CN		$30,000,000			$30,000,000
0301-0530CN			$9,000,000		$9,000,000
0301-2025CD	$18,850,000				$18,850,000
0301-2026CD		$20,000,000			$20,000,000
0301-2026WM		$32,000,000			$32,000,000
0301-2028CN				$42,000,000	$42,000,000
5337 Total	**$26,169,603**	**$118,779,397**	**$42,279,397**	**$45,279,397**	**$232,507,794**
5339					

0400-2025FI	$5,960,000				$5,960,000
0400-2025RS	$2,440,000				$2,440,000
0400-2026FI		$5,960,000			$5,960,000
0400-2026RS		$2,580,000			$2,580,000
0400-2027FI			$5,960,000		$5,960,000
0400-2027RS			$2,580,000		$2,580,000
0400-2028FI				$5,960,000	$5,960,000
0400-2028RS				$2,580,000	$2,580,000
5339 Total	**$8,400,000**	**$8,540,000**	**$8,540,000**	**$8,540,000**	**$34,020,000**
BRFP					
0092-0696			$3,280,000	$5,000,000	$8,280,000
BRFP Total			**$3,280,000**	**$5,000,000**	**$8,280,000**
BRX					
0170-0BRX	$75,000,000	$75,000,000	$75,000,000	$75,000,000	$300,000,000
BRX Total	**$75,000,000**	**$75,000,000**	**$75,000,000**	**$75,000,000**	**$300,000,000**
CMAQ					
0061-0155		$332,378	$3,406,659		$3,739,037
0092-0694	$5,565,860				$5,565,860
TDMX-NYNJ	$2,400,000	$2,400,000	$2,400,000	$2,400,000	$9,600,000
CMAQ Total	**$7,965,860**	**$2,732,378**	**$5,806,659**	**$2,400,000**	**$18,904,897**
CPCDH					
0014-0191	$2,250,000				$2,250,000
0092-0698		$7,000,000			$7,000,000
CPCDH Total	**$2,250,000**	**$7,000,000**			**$9,250,000**
DIGR					
0079-0246	$39,000,000				$39,000,000

DIGR Total	**$39,000,000**					**$39,000,000**
EM21						
0092-EM01					$20,000,000	$20,000,000
EM21 Total					**$20,000,000**	**$20,000,000**
HSIP						
0170-SFTY	$35,000,000	$35,000,000	$35,000,000	$35,000,000		$140,000,000
CHMP-XXXX	$4,575,222	$4,575,222	$4,575,222	$4,575,222	$9,150,444	$27,451,332
HSIP Total	**$39,575,222**	**$39,575,222**	**$39,575,222**	**$39,575,222**	**$9,150,444**	**$167,451,332**
NFRP						
0079-0246	$17,411,723	$17,411,723	$17,411,723	$17,411,723	$17,411,723	$87,058,615
NFRP Total	**$17,411,723**	**$17,411,723**	**$17,411,723**	**$17,411,723**	**$17,411,723**	**$87,058,615**
NHPP						
0014-0189	$156,000					$156,000
0079-0240	$5,000,000	$2,000,000	$2,000,000	$38,000,000		$47,000,000
0079-0246	$0	$0	$0	$0	$0	$0
0083-0272	$585,000		$4,050,000			$4,635,000
0083-0273	$240,000	$4,800,000				$5,040,000
0083-0275		$4,776,000				$4,776,000
0092-0689	$3,008,000	$1,000,000	$15,416,800	$10,000,000		$29,424,800
0092-0695		$11,700,000				$11,700,000
0092-0696	$691,200			$5,000,000		$5,691,200
0100-0182		$16,000,800				$16,000,800
0156-0181		$13,932,000				$13,932,000
0170-3588	$1,600,000					$1,600,000
0170-3590	$12,000,000					$12,000,000
0170-3592	$1,800,000					$1,800,000

0170-3609	$840,000					$840,000
0170-3640	$6,700,000					$6,700,000
0173-0535	$3,000,000					$3,000,000
170C-ENHS		$12,000,000	$12,000,000	$12,000,000	$24,000,000	$60,000,000
170S-FNHS		$1,600,000	$1,600,000	$1,600,000	$3,200,000	$8,000,000
170S-SNHS		$1,800,000	$1,800,000	$1,800,000	$3,600,000	$9,000,000
BRDG-LRNH		$840,000	$840,000	$840,000	$1,680,000	$4,200,000
NHPP Total	**$35,620,200**	**$70,448,800**	**$37,706,800**	**$69,240,000**	**$32,480,000**	**$245,495,800**
PRFP						
0043-0133	$280,000		$2,480,000			$2,760,000
PRFP Total	**$280,000**		**$2,480,000**			**$2,760,000**
RAISE (FTA)						
0402-0034CN	$25,000,000					$25,000,000
RAISE (FTA) Total	**$25,000,000**					**$25,000,000**
STPA						
0092-0701	$400,000	$280,000				$680,000
0156-0184	$1,240,000					$1,240,000
0170-3593	$400,000					$400,000
0170-3639	$3,976,000	$5,168,000				$9,144,000
0170-3649	$2,500,000					$2,500,000
0170-3650	$2,500,000					$2,500,000
0170-3651	$2,500,000					$2,500,000
0170-3652	$2,500,000					$2,500,000
0170-3713	$560,000	$560,000	$560,000	$560,000		$2,240,000
0170-3751	$1,268,400	$1,268,400	$1,268,400	$1,268,400	$1,268,400	$6,342,000
0170-3752	$1,304,000	$1,304,000	$1,304,000	$1,304,000		$5,216,000

0170-3753	$968,000	$968,000	$968,000	$968,000	$968,000	$4,840,000
0170-5041	$500,000					$500,000
0171-0471	$0					$0
0171-0496		$6,938,824				$6,938,824
0173-0539		$9,040,000				$9,040,000
170S-SNON		$400,000	$400,000	$400,000	$800,000	$2,000,000
CTSS-OIPX			$5,168,000	$5,168,000		$10,336,000
PVMT-MARK		$10,000,000	$10,000,000	$10,000,000	$10,000,000	$40,000,000
STPA Total	**$20,616,400**	**$35,927,224**	**$19,668,400**	**$19,668,400**	**$13,036,400**	**$108,916,824**
STPNH						
0079-0240	$12,000,000					$12,000,000
0092-0681		$3,520,000				$3,520,000
0106-0108	$0	$2,000,000	$9,000,000	$9,000,000		$20,000,000
0148-0213	$5,800,000					$5,800,000
0156-0184		$9,840,000				$9,840,000
STPNH Total	**$17,800,000**	**$15,360,000**	**$9,000,000**	**$9,000,000**		**$51,160,000**
TAPB						
0170-5032	$106,277	$106,277	$106,277			$318,831
TAPB Total	**$106,277**	**$106,277**	**$106,277**			**$318,831**
TAP-FLEX						
0061-0153		$650,000				$650,000
0170-5032	$300,764	$300,764	$300,764			$902,292
TAP-FLEX Total	**$300,764**	**$950,764**	**$300,764**			**$1,552,292**
TAPH						
0170-5032	$111,996	$111,996	$111,996			$335,988
TAPH Total	**$111,996**	**$111,996**	**$111,996**			**$335,988**
TAPNH						
0061-0153	$1,041,680	$1,150,000				$2,191,680

0061-0154	$1,325,760					$1,325,760
0170-5032	$68,157	$68,157	$68,157			$204,471
TAPNH Total	**$2,435,597**	**$1,218,157**	**$68,157**			**$3,721,911**
TAPNL						
0170-5032	$22,771	$22,771	$22,771			$68,313
TAPNL Total	**$22,771**	**$22,771**	**$22,771**			**$68,313**
TAPS						
0170-5032	$10,864	$10,864	$10,864			$32,592
TAPS Total	**$10,864**	**$10,864**	**$10,864**			**$32,592**
TAPW						
0170-5032	$3,171	$3,171	$3,171			$9,513
TAPW Total	**$3,171**	**$3,171**	**$3,171**			**$9,513**
WCPP (FHWA)						
0170-3762	$363,104					$363,104
WCPP (FHWA) Total	**$363,104**					**$363,104**
Grand Total	**$354,576,685**	**$477,943,243**	**$393,806,700**	**$403,099,241**	**$92,078,567**	**$1,721,504,436**

0014-0189 - REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Branford

Air Quality Status
X8 - Project is exempt under 40CFR 93.128

Total Cost
$5,251,000

Project Description
REPLACE COMPUTERIZED TRAFFIC SIGNAL SYSTEM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	$1,050,000	-	-	-	-	$1,050,000
Construction	NHPP	-	$4,201,000	-	-	-	-	$4,201,000
Total Construction		-	$5,251,000	-	-	-	-	$5,251,000
Total Programmed		**-**	**$5,251,000**	**-**	**-**	**-**	**-**	**$5,251,000**

0043-0133 - Rock Slope Stabilization CT 100

Lead Agency
CONNDOT

Project Type
Roadway

Region
-

Town
East Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,950,000

Project Description
Stabilize rock slope adjacent to U.S. 1 @ CT 100 (Int.43-208) in East Haven. Cut back rock face approx. 20 ft to create suitable catchment area & new stable rock face. Traffic signal replacement expected due to span pole conflict during blasting.

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	PRFP	$400,000	-	-	-	-	-	$400,000
Preliminary Design	State	$100,000	-	-	-	-	-	$100,000
Total Preliminary Design		$500,000	-	-	-	-	-	$500,000
Final Design	State	-	$60,000	-	-	-	-	$60,000
Final Design	PRFP	-	$240,000	-	-	-	-	$240,000
Total Final Design		-	$300,000	-	-	-	-	$300,000
Rights-Of-Way	State	-	$10,000	-	-	-	-	$10,000
Rights-Of-Way	PRFP	-	$40,000	-	-	-	-	$40,000
Total Rights-Of-Way		-	$50,000	-	-	-	-	$50,000
Construction	PRFP	-	$2,480,000	-	-	-	-	$2,480,000
Construction	State	-	$620,000	-	-	-	-	$620,000
Total Construction		-	$3,100,000	-	-	-	-	$3,100,000
Total Prior Costs		**$500,000**	**-**	**-**	**-**	**-**	**-**	**$500,000**
Total Programmed		**$500,000**	**$3,450,000**	**-**	**-**	**-**	**-**	**$3,950,000**

0061-0153 - Walkable Sidewalk Ped/Bike Improvements

Lead Agency
CONNDOT

Project Type
Active Transportation

Region
-

Town
Hamden

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,180,000

Project Description
Hamden's Walkable Sidewalk project includes pedestrian and bicycle improvements at various locations along Augur, Benham, Davis, & Treadwall Streets. Improvements include sidewalks, crosswalks, accessible curb ramps, signage, and roadway restriping.

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	Local	$52,000	-	-	-	-	-	$52,000
Preliminary Design	TAPNH	$208,000	-	-	-	-	-	$208,000
Total Preliminary Design		$260,000	-	-	-	-	-	$260,000
Final Design	Local	$62,000	-	-	-	-	-	$62,000
Final Design	TAPNH	$248,000	-	-	-	-	-	$248,000
Total Final Design		$310,000	-	-	-	-	-	$310,000
Rights-Of-Way	Local	$23,000	-	-	-	-	-	$23,000
Rights-Of-Way	TAPNH	$92,000	-	-	-	-	-	$92,000
Total Rights-Of-Way		$115,000	-	-	-	-	-	$115,000
Construction	TAPNH	-	$1,996,000	-	-	-	-	$1,996,000
Construction	Local	-	$499,000	-	-	-	-	$499,000
Total Construction		-	$2,495,000	-	-	-	-	$2,495,000
Total Prior Costs		**$685,000**	**-**	**-**	**-**	**-**	**-**	**$685,000**
Total Programmed		**$685,000**	**$2,495,000**	**-**	**-**	**-**	**-**	**$3,180,000**

0061-0155 - TRAFFIC SIGNAL MODERNIZATION AT Various INTERSECTIONS

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Hamden

Air Quality Status
X8 - Project is exempt under 40CFR 93.128

Total Cost
$3,407,000

Project Description
TRAFFIC SIGNAL MODERNIZATION AT Various INTERSECTIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	CMAQ	-	-	$3,407,000	-	-	-	$3,407,000
Total Construction		-	-	$3,407,000	-	-	-	$3,407,000
Total Programmed		**-**	**-**	**$3,407,000**	**-**	**-**	**-**	**$3,407,000**

0079-0240 - INTERCHANGE IMPROVEMENTS - SB & EB TO SB

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Meriden

Air Quality Status
CC - Conformity Completed

Total Cost
$162,750,000

Project Description
INTERCHANGE IMPROVEMENTS - SB & EB TO SB

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	$37,000,000	$43,000,000	$25,200,000	$13,000,000	-	$118,200,000
Construction	State	-	$12,250,000	$10,750,000	$6,300,000	$3,250,000	-	$32,550,000
Construction	STPNH	-	$12,000,000	-	-	-	-	$12,000,000
Total Construction		-	$61,250,000	$53,750,000	$31,500,000	$16,250,000	-	$162,750,000
Total Programmed		**-**	**$61,250,000**	**$53,750,000**	**$31,500,000**	**$16,250,000**	**-**	**$162,750,000**

0079-0246 - INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240)

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Meriden

Air Quality Status
CC - Conformity Completed

Total Cost
$161,988,000

Project Description
INTERCHANGE IMPROVEMENTS - NB & NB TO WB (B/O of 79-240)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	$20,000,000	$10,000,000	$5,000,000	$5,000,000	$2,530,000	$42,530,000
Construction	State	-	$9,353,000	$6,853,000	$5,603,000	$5,603,000	$4,986,000	$32,398,000
Construction	NFRP	-	$17,412,000	$17,412,000	$17,412,000	$17,412,000	$17,412,000	$87,060,000
Total Construction		-	$46,765,000	$34,265,000	$28,015,000	$28,015,000	$24,928,000	$161,988,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$24,928,000**	**$24,928,000**
Total Programmed		**-**	**$46,765,000**	**$34,265,000**	**$28,015,000**	**$28,015,000**	**$24,928,000**	**$161,988,000**

0083-0272 - EXTENSION OF DECELERATION LANE FOR SB OFF-RAMP AT EXIT 38

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$5,150,000

Project Description
EXTENSION OF DECELERATION LANE FOR SB OFF-RAMP AT EXIT 38

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	NHPP	-	$540,000	-	-	-	-	$540,000
Final Design	State	-	$60,000	-	-	-	-	$60,000
Total Final Design		-	$600,000	-	-	-	-	$600,000
Rights-Of-Way	NHPP	-	$45,000	-	-	-	-	$45,000
Rights-Of-Way	State	-	$5,000	-	-	-	-	$5,000
Total Rights-Of-Way		-	$50,000	-	-	-	-	$50,000
Construction	NHPP	-	-	-	$4,050,000	-	-	$4,050,000
Construction	State	-	-	-	$450,000	-	-	$450,000
Total Construction		-	-	-	$4,500,000	-	-	$4,500,000
Total Programmed		**-**	**$650,000**	**-**	**$4,500,000**	**-**	**-**	**$5,150,000**

0083-0273 - SIGNING AND PAVEMENT MARKING CHANGES

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Milford

Air Quality Status
X7 - Project is exempt under 40CFR 93.127

Total Cost
$6,300,000

Project Description
SIGNING AND PAVEMENT MARKING CHANGES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	NHPP	-	$240,000	-	-	-	-	$240,000
Final Design	State	-	$60,000	-	-	-	-	$60,000
Total Final Design		-	$300,000	-	-	-	-	$300,000
Construction	NHPP	-	-	$4,800,000	-	-	-	$4,800,000
Construction	State	-	-	$1,200,000	-	-	-	$1,200,000
Total Construction		-	-	$6,000,000	-	-	-	$6,000,000
Total Programmed		**-**	**$300,000**	**$6,000,000**	**-**	**-**	**-**	**$6,300,000**

0083-0275 - DRAINAGE & OPERATIONAL IMPROVEMENTS

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Milford

Air Quality Status
X7 - Project is exempt under 40CFR 93.127

Total Cost
$5,970,000

Project Description
DRAINAGE & OPERATIONAL IMPROVEMENTS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	-	$4,776,000	-	-	-	$4,776,000
Construction	State	-	-	$1,194,000	-	-	-	$1,194,000
Total Construction		-	-	$5,970,000	-	-	-	$5,970,000
Total Programmed		**-**	**-**	**$5,970,000**	**-**	**-**	**-**	**$5,970,000**

0092-0681 - NTERSECTION IMPROVEMENT AT SR745 & KIMBERLY AVE

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X7 - Project is exempt under 40CFR 93.127

Total Cost
$4,400,000

Project Description
NTERSECTION IMPROVEMENT AT SR745 & KIMBERLY AVE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$880,000	-	-	-	$880,000
Construction	STPNH	-	-	$3,520,000	-	-	-	$3,520,000
Total Construction		-	-	$4,400,000	-	-	-	$4,400,000
Total Programmed		**-**	**-**	**$4,400,000**	**-**	**-**	**-**	**$4,400,000**

0092-0689 - INTERCHANGE 59/ROUTE 69 IMPROVEMENTS (PHASE 2)

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
New Haven

Air Quality Status
CC - Conformity Completed

Total Cost
$33,021,000

Project Description
INTERCHANGE 59/ROUTE 69 IMPROVEMENTS (PHASE 2)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	$1,000,000	$25,417,000	-	-	-	$26,417,000
Construction	State	-	$250,000	$6,354,000	-	-	-	$6,604,000
Total Construction		-	$1,250,000	$31,771,000	-	-	-	$33,021,000
Total Programmed		**-**	**$1,250,000**	**$31,771,000**	**-**	**-**	**-**	**$33,021,000**

0092-0694 - I-91 Camera Upgrade/Expansion

Lead Agency
CONNDOT

Project Type
Roadway

Region
-

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$29,200,000

Project Description
Install new fiber optic cable and cameras along the I-91 corridor from Exit 8 in New Haven to Exit 16 in Meriden. Replace cameras on I-91 from Exit 8 to I-95 in New Haven and run fiber trunkline to the East Haven Communications shelter.

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State	$126,000	-	-	-	-	-	$126,000
Preliminary Design	CMAQ	$1,136,000	-	-	-	-	-	$1,136,000
Total Preliminary Design		$1,262,000	-	-	-	-	-	$1,262,000
Final Design	CMAQ	$844,000	-	-	-	-	-	$844,000
Final Design	State	$94,000	-	-	-	-	-	$94,000
Total Final Design		$938,000	-	-	-	-	-	$938,000
Construction	State	$1,111,000	$1,589,000	-	-	-	-	$2,700,000
Construction	CMAQ	$10,000,000	$14,300,000	-	-	-	-	$24,300,000
Total Construction		$11,111,000	$15,889,000	-	-	-	-	$27,000,000
Total Prior Costs		**$13,311,000**	**-**	**-**	**-**	**-**	**-**	**$13,311,000**
Total Programmed		**$13,311,000**	**$15,889,000**	**-**	**-**	**-**	**-**	**$29,200,000**

0092-0695 - REHAB BRS 03015A & 03015B

Lead Agency
CONNDOT

Project Type
Bridge

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$13,000,000

Project Description
REHAB BRS 03015A & 03015B

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$1,300,000	-	-	-	$1,300,000
Construction	NHPP-BRX	-	-	$11,700,000	-	-	-	$11,700,000
Total Construction		-	-	$13,000,000	-	-	-	$13,000,000
Total Programmed		**-**	**-**	**$13,000,000**	**-**	**-**	**-**	**$13,000,000**

0092-0696 - REHAB BR 00333 o/ US 1 & MNRR

Lead Agency
CONNDOT

Project Type
Bridge

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$16,600,000

Project Description
REHAB BR 00333 o/ US 1 & MNRR

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$3,320,000	-	-	-	$3,320,000
Construction	BRFP	-	-	$13,280,000	-	-	-	$13,280,000
Total Construction		-	-	$16,600,000	-	-	-	$16,600,000
Total Programmed		**-**	**-**	**$16,600,000**	**-**	**-**	**-**	**$16,600,000**

0092-EM01 - CONSTRUCTION OF NEW HAVEN DOWNTOWN CROSSING PHASE 4-TEMPLE STREET CROSSING

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
New Haven

Air Quality Status
Needs modeling in travel demand network for conformity process

Total Cost
$25,000,000

Project Description
CONSTRUCTION OF NEW HAVEN DOWNTOWN CROSSING PHASE 4-TEMPLE STREET CROSSING

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	EM21	-	-	-	-	-	$20,000,000	$20,000,000
Final Design	State	-	-	-	-	-	$1,800,000	$1,800,000
Final Design	Local	-	-	-	-	-	$3,200,000	$3,200,000
Total Final Design		-	-	-	-	-	$25,000,000	$25,000,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$25,000,000**	**$25,000,000**
Total Programmed		**-**	**-**	**-**	**-**	**-**	**$25,000,000**	**$25,000,000**

0100-0182 - EXIT 62 NB RAMPS RECONFIGURATION

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
North Haven

Air Quality Status
X7 - Project is exempt under 40CFR 93.127

Total Cost
$20,001,000

Project Description
EXIT 62 NB RAMPS RECONFIGURATION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	-	-	$16,001,000	-	-	-	$16,001,000
Construction	State	-	-	$4,000,000	-	-	-	$4,000,000
Total Construction		-	-	$20,001,000	-	-	-	$20,001,000
Total Programmed		**-**	**-**	**$20,001,000**	**-**	**-**	**-**	**$20,001,000**

0106-0108 - OPERATIONAL LANE FROM MILFORD TO LAMBERT ROAD

Lead Agency
CONNDOT

Project Type
Roadway

Region
South Central Regional COG

Town
Orange

Air Quality Status
CC - Conformity Completed

Total Cost
$25,000,000

Project Description
OPERATIONAL LANE FROM MILFORD TO LAMBERT ROAD

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	$2,500,000	$2,500,000	-	-	-	$5,000,000
Construction	STPNH	-	$10,000,000	$10,000,000	-	-	-	$20,000,000
Total Construction		-	$12,500,000	$12,500,000	-	-	-	$25,000,000
Total Programmed		**-**	**$12,500,000**	**$12,500,000**	**-**	**-**	**-**	**$25,000,000**

0156-0181 - NHS - REPLACE BR 00162 o/ MNRR & 00161 o/ SR 745 & WIDEN TO EXTEND DECELERATION LANE

Lead Agency
CONNDOT

Project Type
Bridge

Region
South Central Regional COG

Town
West Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$15,480,000

Project Description
NHS - REPLACE BR 00162 o/ MNRR & 00161 o/ SR 745 & WIDEN TO EXTEND DECELERATION LANE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$1,548,000	-	-	-	$1,548,000
Construction	NHPP-BRX	-	-	$13,932,000	-	-	-	$13,932,000
Total Construction		-	-	$15,480,000	-	-	-	$15,480,000
Total Programmed		**-**	**-**	**$15,480,000**	**-**	**-**	**-**	**$15,480,000**

0156-0184 - REHAB BR 03612 o/ WEST RIVER

Lead Agency
CONNDOT

Project Type
Bridge

Region
South Central Regional COG

Town
West Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$12,300,000

Project Description
REHAB BR 03612 o/ WEST RIVER

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$2,460,000	-	-	-	$2,460,000
Construction	STPNH	-	-	$9,840,000	-	-	-	$9,840,000
Total Construction		-	-	$12,300,000	-	-	-	$12,300,000
Total Programmed		**-**	**-**	**$12,300,000**	**-**	**-**	**-**	**$12,300,000**

0156-0186 - AUXILIARY LANE CONSTRUCTION, REPLACE BR 00158 & 00159

Lead Agency
CONNDOT

Project Type
Bridge

Region
-

Town
West Haven

Air Quality Status
-

Total Cost
$72,726,000

Project Description
Project for the construction of auxiliary lanes in both directions on I-95 between Exits 42 and 43 in West Haven. This Project also includes the replacement of 2 bridges. Bridge #00158 which carries I-95 over Greta St and Bridge #00159 which carries Stevens Avenue over I-95

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State	$550,000	-	-	-	-	-	$550,000
Preliminary Design	NHPP	$4,950,000	-	-	-	-	-	$4,950,000
Total Preliminary Design		$5,500,000	-	-	-	-	-	$5,500,000
Final Design	State	-	$400,000	-	-	-	-	$400,000
Final Design	NHPP	-	$3,600,000	-	-	-	-	$3,600,000
Total Final Design		-	$4,000,000	-	-	-	-	$4,000,000
Rights-Of-Way	State	-	$8,000	-	-	-	-	$8,000
Rights-Of-Way	NHPP	-	$68,000	-	-	-	-	$68,000
Total Rights-Of-Way		-	$76,000	-	-	-	-	$76,000
Construction	NHPP	-	$56,835,000	-	-	-	-	$56,835,000
Construction	State	-	$6,315,000	-	-	-	-	$6,315,000
Total Construction		-	$63,150,000	-	-	-	-	$63,150,000
Total Prior Costs		**$5,500,000**	**-**	**-**	**-**	**-**	**-**	**$5,500,000**
Total Programmed		**$5,500,000**	**$67,226,000**	**-**	**-**	**-**	**-**	**$72,726,000**

0170-3403 - TRANSIT CAPITAL PLANNING - FY 25

Lead Agency
CONNDOT

Project Type
Transit - Planning

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,900,000

Project Description
TRANSIT CAPITAL PLANNING - FY 25

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

0170-3588 - SF BRIDGE INSPECTION - NHS ROADS

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,000,000

Project Description
SF BRIDGE INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	$1,600,000	-	-	-	-	$1,600,000
Other Activity	State	-	$400,000	-	-	-	-	$400,000
Total Other Activity		-	$2,000,000	-	-	-	-	$2,000,000
Total Programmed		**-**	**$2,000,000**	**-**	**-**	**-**	**-**	**$2,000,000**

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

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$15,000,000

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	$12,000,000	-	-	-	-	$12,000,000
Other Activity	State	-	$3,000,000	-	-	-	-	$3,000,000
Total Other Activity		-	$15,000,000	-	-	-	-	$15,000,000
Total Programmed		**-**	**$15,000,000**	**-**	**-**	**-**	**-**	**$15,000,000**

0170-3592 - CE SIGN SUPPORT INSPECTION - NHS ROADS

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,250,000

Project Description
CE SIGN SUPPORT INSPECTION - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP	-	$1,800,000	-	-	-	-	$1,800,000
Other Activity	State	-	$450,000	-	-	-	-	$450,000
Total Other Activity		-	$2,250,000	-	-	-	-	$2,250,000
Total Programmed		**-**	**$2,250,000**	**-**	**-**	**-**	**-**	**$2,250,000**

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
CE SIGN SUPPORT INSPECTION - NON-NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	-	$400,000	-	-	-	-	$400,000
Other Activity	State	-	$100,000	-	-	-	-	$100,000
Total Other Activity		-	$500,000	-	-	-	-	$500,000
Total Programmed		**-**	**$500,000**	**-**	**-**	**-**	**-**	**$500,000**

0170-3609 - LOAD RATINGS FOR BRIDGES - NHS ROADS

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,050,000

Project Description
LOAD RATINGS FOR BRIDGES - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	$840,000	-	-	-	-	$840,000
Other Activity	State	-	$210,000	-	-	-	-	$210,000
Total Other Activity		-	$1,050,000	-	-	-	-	$1,050,000
Total Programmed		**-**	**$1,050,000**	**-**	**-**	**-**	**-**	**$1,050,000**

0170-3639 - COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X8 - Project is exempt under 40CFR 93.128

Total Cost
$11,430,000

Project Description
COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	-	$3,976,000	$5,168,000	-	-	-	$9,144,000
Other Activity	State	-	$994,000	$1,292,000	-	-	-	$2,286,000
Total Other Activity		-	$4,970,000	$6,460,000	-	-	-	$11,430,000
Total Programmed		**-**	**$4,970,000**	**$6,460,000**	**-**	**-**	**-**	**$11,430,000**

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,750,000

Project Description
SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,500,000

Project Description
PAVEMENT MARKINGS (PROJECT 1 OF 4)

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,500,000

Project Description
PAVEMENT MARKINGS (PROJECT 2 OF 4)

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,500,000

Project Description
PAVEMENT MARKINGS (PROJECT 3 OF 4)

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,500,000

Project Description
PAVEMENT MARKINGS (PROJECT 4 OF 4)

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

0170-5032 - TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES

Lead Agency
CONNDOT

Project Type
Active Transportation

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,872,000

Project Description
TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Engineering	TAPNL	-	$23,000	$23,000	$23,000	-	-	$69,000
Preliminary Engineering	TAPH	-	$112,000	$112,000	$112,000	-	-	$336,000
Preliminary Engineering	TAPS	-	$11,000	$11,000	$11,000	-	-	$33,000
Preliminary Engineering	TAPB	-	$106,000	$106,000	$106,000	-	-	$318,000
Preliminary Engineering	TAPNH	-	$68,000	$68,000	$68,000	-	-	$204,000
Preliminary Engineering	TAP-Flex	-	$301,000	$301,000	$301,000	-	-	$903,000
Preliminary Engineering	TAPW	-	$3,000	$3,000	$3,000	-	-	$9,000
Total Preliminary Engineering		-	$624,000	$624,000	$624,000	-	-	$1,872,000
Total Programmed		**-**	**$624,000**	**$624,000**	**$624,000**	**-**	**-**	**$1,872,000**

0170-XXXX-B - STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM

Lead Agency
CONNDOT

Project Type
Bus

Region
Statewide

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$6,000,000

Project Description
STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM

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

0170-XXXX-O - SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-NEW HAVEN

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,706,000

Project Description
SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS w/DISABILITIES-NEW HAVEN

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5310E	-	$733,000	$744,000	$744,000	$744,000	-	$2,965,000
Other Activity	Local	-	$183,000	$186,000	$186,000	$186,000	-	$741,000
Total Other Activity		-	$916,000	$930,000	$930,000	$930,000	-	$3,706,000
Total Programmed		**-**	**$916,000**	**$930,000**	**$930,000**	**$930,000**	**-**	**$3,706,000**

0171-0471 - REPLACE TRAFFIC CONTROL SIGNALS AT Various LOCATIONS

Lead Agency
CONNDOT

Project Type
Roadway

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG

Town
District 1

Air Quality Status
X7 - Project is exempt under 40CFR 93.127

Total Cost
$7,875,000

Project Description
REPLACE TRAFFIC CONTROL SIGNALS AT Various LOCATIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	-	$6,300,000	-	-	-	-	$6,300,000
Construction	State	-	$1,575,000	-	-	-	-	$1,575,000
Total Construction		-	$7,875,000	-	-	-	-	$7,875,000
Total Programmed		**-**	**$7,875,000**	**-**	**-**	**-**	**-**	**$7,875,000**

0171-0496 - REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A

Lead Agency
CONNDOT

Project Type
Roadway

Region
District 1

Town
District 1

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$8,674,000

Project Description
REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	STPA	-	-	$6,939,000	-	-	-	$6,939,000
Construction	State	-	-	$1,735,000	-	-	-	$1,735,000
Total Construction		-	-	$8,674,000	-	-	-	$8,674,000
Total Programmed		**-**	**-**	**$8,674,000**	**-**	**-**	**-**	**$8,674,000**

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
District 3

Town
District 3

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$11,300,000

Project Description
REPLACE, REHAB, OR ELIMINATE RETAINING WALLS IN PODS 3A & 3B

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$2,260,000	-	-	-	$2,260,000
Construction	STPA	-	-	$9,040,000	-	-	-	$9,040,000
Total Construction		-	-	$11,300,000	-	-	-	$11,300,000
Total Programmed		**-**	**-**	**$11,300,000**	**-**	**-**	**-**	**$11,300,000**

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

Lead Agency
CONNDOT

Project Type
Rail

Region
New Haven Line - System-Wide

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$37,500,000

Project Description
NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION)

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

0300-0196 - SCOUR REHABILITATION 4 NHL BRIDGES

Lead Agency
CONNDOT

Project Type
Bridge

Region
New Haven Line - System-Wide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$12,000,000

Project Description
SCOUR REHABILITATION 4 NHL BRIDGES

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$2,400,000	-	-	-	$2,400,000
Construction	5337	-	-	$9,600,000	-	-	-	$9,600,000
Total Construction		-	-	$12,000,000	-	-	-	$12,000,000
Total Programmed		**-**	**-**	**$12,000,000**	**-**	**-**	**-**	**$12,000,000**

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

Lead Agency
CONNDOT

Project Type
Rail

Region
New Haven Line - System-Wide

Town
Regional

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$50,000,000

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

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	$20,000,000	-	-	-	$20,000,000
Construction	State	-	-	$10,000,000	-	-	-	$10,000,000
Construction	5307C	-	-	$20,000,000	-	-	-	$20,000,000
Total Construction		-	-	$50,000,000	-	-	-	$50,000,000
Total Programmed		**-**	**-**	**$50,000,000**	**-**	**-**	**-**	**$50,000,000**

0300-XXXX - NEW HAVEN LINE TRACK PROGRAM

Lead Agency
CONNDOT

Project Type
Rail

Region
New Haven Line - System-Wide

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$110,922,000

Project Description
NEW HAVEN LINE TRACK PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	-	$3,279,000	$3,279,000	-	$6,558,000
Construction	State	-	-	-	$6,320,000	$11,070,000	-	$17,390,000
Construction	5307C	-	-	-	$22,000,000	$41,000,000	-	$63,000,000
Total Construction		-	-	-	$31,599,000	$55,349,000	-	$86,948,000
All	5337	-	-	$7,179,000	-	-	-	$7,179,000
All	5307C	-	-	$12,000,000	-	-	-	$12,000,000
All	State	-	-	$4,795,000	-	-	-	$4,795,000
Total All		-	-	$23,974,000	-	-	-	$23,974,000
Total Programmed		**-**	**-**	**$23,974,000**	**$31,599,000**	**$55,349,000**	**-**	**$110,922,000**

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

Lead Agency
CONNDOT

Project Type
Rail

Region
New Haven Line - System-Wide

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$16,338,000

Project Description
NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5307C	-	$5,750,000	-	-	-	-	$5,750,000
Construction	5337	-	$7,320,000	-	-	-	-	$7,320,000
Construction	State	-	$3,268,000	-	-	-	-	$3,268,000
Total Construction		-	$16,338,000	-	-	-	-	$16,338,000
Total Programmed		**-**	**$16,338,000**	**-**	**-**	**-**	**-**	**$16,338,000**

0300-XXXX-C - NHL - SIGNAL SYSTEM REPLACEMENT

Lead Agency
CONNDOT

Project Type
Rail

Region
New Haven Line - System-Wide

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$37,500,000

Project Description
NHL - SIGNAL SYSTEM REPLACEMENT

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

0301-0522 - NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT

Lead Agency
CONNDOT

Project Type
Rail

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$122,500,000

Project Description
NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	State	-	-	$11,000,000	$13,500,000	-	-	$24,500,000
Construction	5337	-	-	$32,000,000	-	-	-	$32,000,000
Construction	5307C	-	-	$12,000,000	$54,000,000	-	-	$66,000,000
Total Construction		-	-	$55,000,000	$67,500,000	-	-	$122,500,000
Total Programmed		**-**	**-**	**$55,000,000**	**$67,500,000**	**-**	**-**	**$122,500,000**

0301-0530 - NHL - INDIAN RIVER BRIDGE - MILFORD

Lead Agency
CONNDOT

Project Type
Bridge

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$11,850,000

Project Description
NHL - INDIAN RIVER BRIDGE - MILFORD

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	$600,000	$9,000,000	-	-	$9,600,000
Construction	State	-	-	-	$2,250,000	-	-	$2,250,000
Total Construction		-	-	$600,000	$11,250,000	-	-	$11,850,000
Total Programmed		**-**	**-**	**$600,000**	**$11,250,000**	**-**	**-**	**$11,850,000**

0301-XXXX-D - NHY - MASTER COMPLEX - CAR AND DIESEL SHOP

Lead Agency
CONNDOT

Project Type
Rail

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$137,406,000

Project Description
NHY - MASTER COMPLEX - CAR AND DIESEL SHOP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	$89,925,000	$20,000,000	-	-	-	$109,925,000
Construction	State	-	$22,481,000	$5,000,000	-	-	-	$27,481,000
Total Construction		-	$112,406,000	$25,000,000	-	-	-	$137,406,000
Total Programmed		**-**	**$112,406,000**	**$25,000,000**	**-**	**-**	**-**	**$137,406,000**

0301-XXXX-E - NHY-MASTER COMPLEX

Lead Agency
CONNDOT

Project Type
Rail

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$88,250,000

Project Description
NHY-MASTER COMPLEX

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5337	-	-	-	-	$42,000,000	-	$42,000,000
Construction	5307C	-	-	-	-	$28,600,000	-	$28,600,000
Construction	State	-	-	-	-	$17,650,000	-	$17,650,000
Total Construction		-	-	-	-	$88,250,000	-	$88,250,000
Total Programmed		**-**	**-**	**-**	**-**	**$88,250,000**	**-**	**$88,250,000**

0301-XXXX-F - NHY-MASTER COMPLEX - WHEEL MILL UPGRADE

Lead Agency
CONNDOT

Project Type
Rail

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$49,063,000

Project Description
NHY-MASTER COMPLEX - WHEEL MILL UPGRADE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	5307C	-	-	$20,000,000	$19,250,000	-	-	$39,250,000
Construction	State	-	-	$5,000,000	$4,813,000	-	-	$9,813,000
Total Construction		-	-	$25,000,000	$24,063,000	-	-	$49,063,000
Total Programmed		**-**	**-**	**$25,000,000**	**$24,063,000**	**-**	**-**	**$49,063,000**

0400-XXXX-AA - CTTRANSIT FACILITY IMPROVEMENTS FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$7,450,000

Project Description
CTTRANSIT FACILITY IMPROVEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5339	-	-	$5,960,000	-	-	-	$5,960,000
All	State	-	-	$1,490,000	-	-	-	$1,490,000
Total All		-	-	$7,450,000	-	-	-	$7,450,000
Total Programmed		**-**	**-**	**$7,450,000**	**-**	**-**	**-**	**$7,450,000**

0400-XXXX-AB - CTTRANSIT FACILITY IMPROVEMENTS FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$7,450,000

Project Description
CTTRANSIT FACILITY IMPROVEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5339	-	-	-	$5,960,000	-	-	$5,960,000
All	State	-	-	-	$1,490,000	-	-	$1,490,000
Total All		-	-	-	$7,450,000	-	-	$7,450,000
Total Programmed		**-**	**-**	**-**	**$7,450,000**	**-**	**-**	**$7,450,000**

0400-XXXX-AC - CTTRANSIT FACILITY IMPROVEMENTS FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$7,450,000

Project Description
CTTRANSIT FACILITY IMPROVEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	-	-	$1,490,000	-	$1,490,000
All	5339	-	-	-	-	$5,960,000	-	$5,960,000
Total All		-	-	-	-	$7,450,000	-	$7,450,000
Total Programmed		**-**	**-**	**-**	**-**	**$7,450,000**	**-**	**$7,450,000**

0400-XXXX-AD - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,050,000

Project Description
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	$610,000	-	-	-	-	$610,000
Capital Acquisition Activity	5339	-	$2,440,000	-	-	-	-	$2,440,000
Total Capital Acquisition Activity		-	$3,050,000	-	-	-	-	$3,050,000
Total Programmed		**-**	**$3,050,000**	**-**	**-**	**-**	**-**	**$3,050,000**

0400-XXXX-AE - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,225,000

Project Description
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5339	-	-	$2,580,000	-	-	-	$2,580,000
Capital Acquisition Activity	State	-	-	$645,000	-	-	-	$645,000
Total Capital Acquisition Activity		-	-	$3,225,000	-	-	-	$3,225,000
Total Programmed		**-**	**-**	**$3,225,000**	**-**	**-**	**-**	**$3,225,000**

0400-XXXX-AF - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,225,000

Project Description
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5339	-	-	-	$2,580,000	-	-	$2,580,000
Capital Acquisition Activity	State	-	-	-	$645,000	-	-	$645,000
Total Capital Acquisition Activity		-	-	-	$3,225,000	-	-	$3,225,000
Total Programmed		**-**	**-**	**-**	**$3,225,000**	**-**	**-**	**$3,225,000**

0400-XXXX-AG - CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,225,000

Project Description
CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5339	-	-	-	-	$2,580,000	-	$2,580,000
Capital Acquisition Activity	State	-	-	-	-	$645,000	-	$645,000
Total Capital Acquisition Activity		-	-	-	-	$3,225,000	-	$3,225,000
Total Programmed		**-**	**-**	**-**	**-**	**$3,225,000**	**-**	**$3,225,000**

0400-XXXX-U - CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM

Lead Agency
CONNDOT

Project Type
Bus

Region
CT Transit

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$19,500,000

Project Description
CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	$5,000,000	$5,000,000	$5,600,000	-	$15,600,000
All	State	-	-	$1,250,000	$1,250,000	$1,400,000	-	$3,900,000
Total All		-	-	$6,250,000	$6,250,000	$7,000,000	-	$19,500,000
Total Programmed		**-**	**-**	**$6,250,000**	**$6,250,000**	**$7,000,000**	**-**	**$19,500,000**

0400-XXXX-V - CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
CT Transit

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,000,000

Project Description
CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	$200,000	-	-	-	-	$200,000
Other Activity	5307C	-	$800,000	-	-	-	-	$800,000
Total Other Activity		-	$1,000,000	-	-	-	-	$1,000,000
Total Programmed		**-**	**$1,000,000**	**-**	**-**	**-**	**-**	**$1,000,000**

0400-XXXX-W - CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM

Lead Agency
CONNDOT

Project Type
Bus

Region
CT Transit

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$45,500,000

Project Description
CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	$2,500,000	$2,100,000	$2,100,000	$2,400,000	-	$9,100,000
Capital Acquisition Activity	5307C	-	$10,000,000	$8,400,000	$8,400,000	$9,600,000	-	$36,400,000
Total Capital Acquisition Activity		-	$12,500,000	$10,500,000	$10,500,000	$12,000,000	-	$45,500,000
Total Programmed		**-**	**$12,500,000**	**$10,500,000**	**$10,500,000**	**$12,000,000**	**-**	**$45,500,000**

0400-XXXX-X - CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
CT Transit

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,000,000

Project Description
CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	$800,000	$800,000	-	-	$1,600,000
All	State	-	-	$200,000	$200,000	-	-	$400,000
Total All		-	-	$1,000,000	$1,000,000	-	-	$2,000,000
Total Programmed		**-**	**-**	**$1,000,000**	**$1,000,000**	**-**	**-**	**$2,000,000**

0400-XXXX-Y - CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
CT Transit

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,200,000

Project Description
CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	-	-	$960,000	-	$960,000
All	State	-	-	-	-	$240,000	-	$240,000
Total All		-	-	-	-	$1,200,000	-	$1,200,000
Total Programmed		**-**	**-**	**-**	**-**	**$1,200,000**	**-**	**$1,200,000**

0400-XXXX-Z - CTTRANSIT FACILITY IMPROVEMENTS FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
Capitol Region COG, Central Naugatuck Valley MPO, South Central Regional COG, South Western MPO

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$7,450,000

Project Description
CTTRANSIT FACILITY IMPROVEMENTS FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	$1,490,000	-	-	-	-	$1,490,000
All	5339	-	$5,960,000	-	-	-	-	$5,960,000
Total All		-	$7,450,000	-	-	-	-	$7,450,000
Total Programmed		**-**	**$7,450,000**	**-**	**-**	**-**	**-**	**$7,450,000**

0402-0034 - MOVE NEW HAVEN ON-STREET BRT SYSTEM - CONSTRUCTION

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
Needs modeling in travel demand network for conformity process

Total Cost
$25,000,000

Project Description
MOVE NEW HAVEN ON-STREET BRT SYSTEM - CONSTRUCTION

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	$20,000,000	-	-	-	-	$20,000,000
All	State	-	$5,000,000	-	-	-	-	$5,000,000
Total All		-	$25,000,000	-	-	-	-	$25,000,000
Total Programmed		**-**	**$25,000,000**	**-**	**-**	**-**	**-**	**$25,000,000**

0402-XXXX-A - RAISE DISCRETIONARY - MOVE NEW HAVEN ON-STREET BRT SYSTEM

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
Needs modeling in travel demand network for conformity process

Total Cost
$45,000,000

Project Description
RAISE DISCRETIONARY - MOVE NEW HAVEN ON-STREET BRT SYSTEM

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	RAISE	-	$25,000,000	-	-	-	-	$25,000,000
All	State	-	$20,000,000	-	-	-	-	$20,000,000
Total All		-	$45,000,000	-	-	-	-	$45,000,000
Total Programmed		**-**	**$45,000,000**	**-**	**-**	**-**	**-**	**$45,000,000**

0424-XXXX-A - MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$400,000

Project Description
MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	$320,000	-	-	-	-	$320,000
Other Activity	State	-	$80,000	-	-	-	-	$80,000
Total Other Activity		-	$400,000	-	-	-	-	$400,000
Total Programmed		**-**	**$400,000**	**-**	**-**	**-**	**-**	**$400,000**

0424-XXXX-B - MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$400,000

Project Description
MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	-	$320,000	-	-	-	$320,000
Other Activity	State	-	-	$80,000	-	-	-	$80,000
Total Other Activity		-	-	$400,000	-	-	-	$400,000
Total Programmed		**-**	**-**	**$400,000**	**-**	**-**	**-**	**$400,000**

0424-XXXX-C - MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$400,000

Project Description
MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	-	-	$320,000	-	-	$320,000
Other Activity	State	-	-	-	$80,000	-	-	$80,000
Total Other Activity		-	-	-	$400,000	-	-	$400,000
Total Programmed		**-**	**-**	**-**	**$400,000**	**-**	**-**	**$400,000**

0424-XXXX-D - MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
MILFORD TD - ADMIN CAPITAL/MISC SUPPORT FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	-	-	-	$400,000	-	$400,000
Other Activity	State	-	-	-	-	$100,000	-	$100,000
Total Other Activity		-	-	-	-	$500,000	-	$500,000
Total Programmed		**-**	**-**	**-**	**-**	**$500,000**	**-**	**$500,000**

0424-XXXX-E - MILFORD TD - FACILITY IMPROVEMENTS FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$100,000

Project Description
MILFORD TD - FACILITY IMPROVEMENTS FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	$20,000	-	-	-	-	$20,000
All	5307C	-	$80,000	-	-	-	-	$80,000
Total All		-	$100,000	-	-	-	-	$100,000
Total Programmed		**-**	**$100,000**	**-**	**-**	**-**	**-**	**$100,000**

0424-XXXX-F - MILFORD TD - FACILITY IMPROVEMENTS FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$100,000

Project Description
MILFORD TD - FACILITY IMPROVEMENTS FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	$20,000	-	-	-	$20,000
All	5307C	-	-	$80,000	-	-	-	$80,000
Total All		-	-	$100,000	-	-	-	$100,000
Total Programmed		**-**	**-**	**$100,000**	**-**	**-**	**-**	**$100,000**

0424-XXXX-G - MILFORD TD - FACILITY IMPROVEMENTS FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$100,000

Project Description
MILFORD TD - FACILITY IMPROVEMENTS FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	-	-	$20,000	-	-	$20,000
All	5307C	-	-	-	$80,000	-	-	$80,000
Total All		-	-	-	$100,000	-	-	$100,000
Total Programmed		**-**	**-**	**-**	**$100,000**	**-**	**-**	**$100,000**

0424-XXXX-H - MILFORD TD - FACILITY IMPROVEMENTS FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$150,000

Project Description
MILFORD TD - FACILITY IMPROVEMENTS FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	5307C	-	-	-	-	$120,000	-	$120,000
All	State	-	-	-	-	$30,000	-	$30,000
Total All		-	-	-	-	$150,000	-	$150,000
Total Programmed		**-**	**-**	**-**	**-**	**$150,000**	**-**	**$150,000**

0424-XXXX-I - MILFORD TD - PARATRANSIT VEHICLES FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
MILFORD TD - PARATRANSIT VEHICLES FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	$400,000	-	-	-	-	$400,000
Capital Acquisition Activity	State	-	$100,000	-	-	-	-	$100,000
Total Capital Acquisition Activity		-	$500,000	-	-	-	-	$500,000
Total Programmed		**-**	**$500,000**	**-**	**-**	**-**	**-**	**$500,000**

0424-XXXX-J - MILFORD TD - PARATRANSIT VEHICLES FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
MILFORD TD - PARATRANSIT VEHICLES FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	$100,000	-	-	-	$100,000
Capital Acquisition Activity	5307C	-	-	$400,000	-	-	-	$400,000
Total Capital Acquisition Activity		-	-	$500,000	-	-	-	$500,000
Total Programmed		**-**	**-**	**$500,000**	**-**	**-**	**-**	**$500,000**

0424-XXXX-K - MILFORD TD - PARATRANSIT VEHICLES FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
MILFORD TD - PARATRANSIT VEHICLES FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	-	$100,000	-	-	$100,000
Capital Acquisition Activity	5307C	-	-	-	$400,000	-	-	$400,000
Total Capital Acquisition Activity		-	-	-	$500,000	-	-	$500,000
Total Programmed		**-**	**-**	**-**	**$500,000**	**-**	**-**	**$500,000**

0424-XXXX-L - MILFORD TD - PARATRANSIT VEHICLES FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
Milford

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$600,000

Project Description
MILFORD TD - PARATRANSIT VEHICLES FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	-	-	$120,000	-	$120,000
Capital Acquisition Activity	5307C	-	-	-	-	$480,000	-	$480,000
Total Capital Acquisition Activity		-	-	-	-	$600,000	-	$600,000
Total Programmed		**-**	**-**	**-**	**-**	**$600,000**	**-**	**$600,000**

0427-XXXX-AH - GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	$400,000	-	-	-	-	$400,000
Other Activity	State	-	$100,000	-	-	-	-	$100,000
Total Other Activity		-	$500,000	-	-	-	-	$500,000
Total Programmed		**-**	**$500,000**	**-**	**-**	**-**	**-**	**$500,000**

0427-XXXX-AI - GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	5307C	-	-	$400,000	-	-	-	$400,000
Other Activity	State	-	-	$100,000	-	-	-	$100,000
Total Other Activity		-	-	$500,000	-	-	-	$500,000
Total Programmed		**-**	**-**	**$500,000**	**-**	**-**	**-**	**$500,000**

0427-XXXX-AJ - GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$500,000

Project Description
GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	-	$100,000	-	-	$100,000
Other Activity	5307C	-	-	-	$400,000	-	-	$400,000
Total Other Activity		-	-	-	$500,000	-	-	$500,000
Total Programmed		**-**	**-**	**-**	**$500,000**	**-**	**-**	**$500,000**

0427-XXXX-AK - GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$550,000

Project Description
GNHTD - ADMIN CAPITAL/MISC SUPPORT FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	-	-	$110,000	-	$110,000
Other Activity	5307C	-	-	-	-	$440,000	-	$440,000
Total Other Activity		-	-	-	-	$550,000	-	$550,000
Total Programmed		**-**	**-**	**-**	**-**	**$550,000**	**-**	**$550,000**

0427-XXXX-AL - GNHTD - REPLACE PARATRANSIT VEHICLES FY 25

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,250,000

Project Description
GNHTD - REPLACE PARATRANSIT VEHICLES FY 25

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	$1,800,000	-	-	-	-	$1,800,000
Capital Acquisition Activity	State	-	$450,000	-	-	-	-	$450,000
Total Capital Acquisition Activity		-	$2,250,000	-	-	-	-	$2,250,000
Total Programmed		**-**	**$2,250,000**	**-**	**-**	**-**	**-**	**$2,250,000**

0427-XXXX-AM - GNHTD - REPLACE PARATRANSIT VEHICLES FY 26

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,300,000

Project Description
GNHTD - REPLACE PARATRANSIT VEHICLES FY 26

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	State	-	-	$460,000	-	-	-	$460,000
Capital Acquisition Activity	5307C	-	-	$1,840,000	-	-	-	$1,840,000
Total Capital Acquisition Activity		-	-	$2,300,000	-	-	-	$2,300,000
Total Programmed		**-**	**-**	**$2,300,000**	**-**	**-**	**-**	**$2,300,000**

0427-XXXX-AN - GNHTD - REPLACE PARATRANSIT VEHICLES FY 27

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,350,000

Project Description
GNHTD - REPLACE PARATRANSIT VEHICLES FY 27

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	-	-	$1,880,000	-	-	$1,880,000
Capital Acquisition Activity	State	-	-	-	$470,000	-	-	$470,000
Total Capital Acquisition Activity		-	-	-	$2,350,000	-	-	$2,350,000
Total Programmed		**-**	**-**	**-**	**$2,350,000**	**-**	**-**	**$2,350,000**

0427-XXXX-AO - GNHTD - REPLACE PARATRANSIT VEHICLES FY 28

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$1,800,000

Project Description
GNHTD - REPLACE PARATRANSIT VEHICLES FY 28

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	-	-	-	$1,440,000	-	$1,440,000
Capital Acquisition Activity	State	-	-	-	-	$360,000	-	$360,000
Total Capital Acquisition Activity		-	-	-	-	$1,800,000	-	$1,800,000
Total Programmed		**-**	**-**	**-**	**-**	**$1,800,000**	**-**	**$1,800,000**

0427-XXXX-AP - GNHTD/CTDOT - NEW FACILITY

Lead Agency
CONNDOT

Project Type
Bus

Region
South Central Regional COG

Town
New Haven

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$44,000,000

Project Description
GNHTD/CTDOT - NEW FACILITY

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
All	State	-	$8,800,000	-	-	-	-	$8,800,000
All	5307C	-	$35,200,000	-	-	-	-	$35,200,000
Total All		-	$44,000,000	-	-	-	-	$44,000,000
Total Programmed		**-**	**$44,000,000**	**-**	**-**	**-**	**-**	**$44,000,000**

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

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$75,000,000

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

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

170S-FNHS - SF BRIDGE INSPECTION - NHS ROADS

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$10,000,000

Project Description
SF BRIDGE INSPECTION - NHS ROADS

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$11,250,000

Project Description
CE SIGN SUPPORT INSPECTION - NHS ROADS

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

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

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$2,500,000

Project Description
CE SIGN SUPPORT INSPECTION - NON-NHS ROADS

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

ASST-MGMT - ASSET MANAGEMENT GROUP

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$7,925,000

Project Description
ASSET MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STPA	-	$1,268,000	$1,268,000	$1,268,000	$1,268,000	$1,268,000	$6,340,000
Planning	State	-	$317,000	$317,000	$317,000	$317,000	$317,000	$1,585,000
Total Planning		-	$1,585,000	$1,585,000	$1,585,000	$1,585,000	$1,585,000	$7,925,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$1,585,000**	**$1,585,000**
Total Programmed		**-**	**$1,585,000**	**$1,585,000**	**$1,585,000**	**$1,585,000**	**$1,585,000**	**$7,925,000**

BRDG-LRNH - LOAD RATINGS FOR BRIDGES - NHS ROADS

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$5,250,000

Project Description
LOAD RATINGS FOR BRIDGES - NHS ROADS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	NHPP-BRX	-	-	$840,000	$840,000	$840,000	$1,680,000	$4,200,000
Other Activity	State	-	-	$210,000	$210,000	$210,000	$420,000	$1,050,000
Total Other Activity		-	-	$1,050,000	$1,050,000	$1,050,000	$2,100,000	$5,250,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$2,100,000**	**$2,100,000**
Total Programmed		**-**	**-**	**$1,050,000**	**$1,050,000**	**$1,050,000**	**$2,100,000**	**$5,250,000**

BRDG-MGMT - BRIDGE MANAGEMENT GROUP

Lead Agency
CONNDOT

Project Type
Bridge

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$6,000,000

Project Description
BRIDGE MANAGEMENT GROUP

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Planning	STPA	-	$960,000	$960,000	$960,000	$960,000	$960,000	$4,800,000
Planning	State	-	$240,000	$240,000	$240,000	$240,000	$240,000	$1,200,000
Total Planning		-	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$6,000,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$1,200,000**	**$1,200,000**
Total Programmed		**-**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$1,200,000**	**$6,000,000**

CHMP-XXXX - CHAMP SAFETY SERVICE PATROL

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$30,499,000

Project Description
CHAMP SAFETY SERVICE PATROL

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	SIPH	-	$4,575,000	$4,575,000	$4,575,000	$4,575,000	$9,150,000	$27,450,000
Other Activity	Local	-	$508,000	$508,000	$508,000	$508,000	$1,017,000	$3,049,000
Total Other Activity		-	$5,083,000	$5,083,000	$5,083,000	$5,083,000	$10,167,000	$30,499,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$10,167,000**	**$10,167,000**
Total Programmed		**-**	**$5,083,000**	**$5,083,000**	**$5,083,000**	**$5,083,000**	**$10,167,000**	**$30,499,000**

CTSS-OIPX - COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER)

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X8 - Project is exempt under 40CFR 93.128

Total Cost
$12,920,000

Project Description
COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER)

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	State	-	-	-	$1,292,000	$1,292,000	-	$2,584,000
Other Activity	STPA	-	-	-	$5,168,000	$5,168,000	-	$10,336,000
Total Other Activity		-	-	-	$6,460,000	$6,460,000	-	$12,920,000
Total Programmed		**-**	**-**	**-**	**$6,460,000**	**$6,460,000**	**-**	**$12,920,000**

MASP-INSP - MAST ARM & SPAN POLE INSPECTIONS

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$3,500,000

Project Description
MAST ARM & SPAN POLE INSPECTIONS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Other Activity	STPA	-	$560,000	$560,000	$560,000	$560,000	$560,000	$2,800,000
Other Activity	State	-	$140,000	$140,000	$140,000	$140,000	$140,000	$700,000
Total Other Activity		-	$700,000	$700,000	$700,000	$700,000	$700,000	$3,500,000
Total Future Costs		**-**	**-**	**-**	**-**	**-**	**$700,000**	**$700,000**
Total Programmed		**-**	**$700,000**	**$700,000**	**$700,000**	**$700,000**	**$700,000**	**$3,500,000**

PVMT-MARK - TAM PAVEMENT MARKINGS PROGRAM

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$40,000,000

Project Description
TAM PAVEMENT MARKINGS PROGRAM

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

PVMT-MGMT - PAVEMENT MANAGEMENT GROUP

Lead Agency
CONNDOT

Project Type
Roadway

Region
Statewide

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$6,050,000

Project Description
PAVEMENT MANAGEMENT GROUP

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

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

Lead Agency
CONNDOT

Project Type
Transit - Other

Region
NY-CT-NJ Non-Attainment Area

Town
Statewide

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$12,000,000

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

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

Various - TRANSIT DISTRICT BUS REPLACEMENTS

Lead Agency
CONNDOT

Project Type
Bus

Region
Statewide

Town
-

Air Quality Status
X6 - Project is exempt under 40CFR 93.126

Total Cost
$102,500,000

Project Description
TRANSIT DISTRICT BUS REPLACEMENTS

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Capital Acquisition Activity	5307C	-	$5,000,000	-	$9,600,000	$16,000,000	-	$30,600,000
Capital Acquisition Activity	State	-	$1,250,000	-	$2,400,000	$4,000,000	-	$7,650,000
Total Capital Acquisition Activity		-	$6,250,000	-	$12,000,000	$20,000,000	-	$38,250,000
All	5307C	-	$18,400,000	$5,000,000	$8,000,000	$20,000,000	-	$51,400,000
All	State	-	$4,600,000	$1,250,000	$2,000,000	$5,000,000	-	$12,850,000
Total All		-	$23,000,000	$6,250,000	$10,000,000	$25,000,000	-	$64,250,000
Total Programmed		**-**	**$29,250,000**	**$6,250,000**	**$22,000,000**	**$45,000,000**	**-**	**$102,500,000**

5. RESOLUTIONS

SCRCOG
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

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

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
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Carl J. Amento, Executive Director

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 if 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

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

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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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Carl J. Amento, Executive Director

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 that 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 if 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: Lauren Garrett

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

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SCRCOG
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

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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SCRCOG
SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
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Carl J. Amento, Executive Director

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:* Lauren Garrett

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

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

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SCRCOG
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

MPO PLANNING CERTIFICATION

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for South Central Region and

WHEREAS, SCRCOG conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation by preparing a Unified Planning Work Program, preparing, maintaining and amending the endorsed Transportation Improvement Program (TIP), preparing and updating the endorsed Metropolitan Transportation Plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

NOW THEREFORE BE IT RESOLVED that the South Central Regional Council of Governments hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

(1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

(2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;

(3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

(4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

(6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

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(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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 February 28, 2024.

Date: February 28, 2024 By: _____

First Selectwoman Peggy Lyons ~~Secretary~~ Vice Chair
South Central Regional Council of Governments