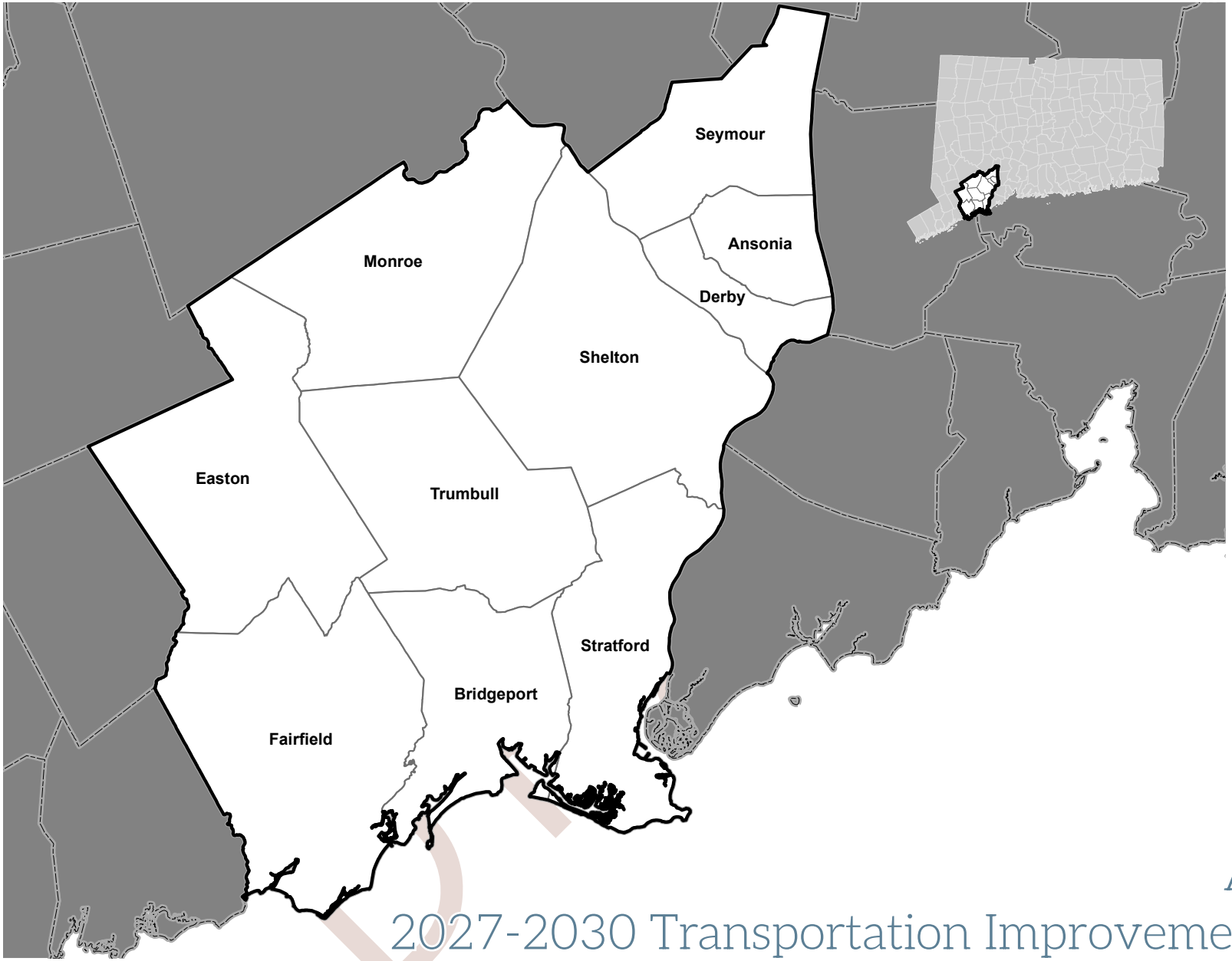

Appendices
2027-2030 Transportation Improvement Program for the Greater Bridgeport & Valley Planning Region

DRAFT for Public Comment: April 13th, 2026 to May 21, 2026

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

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MetroCOG & NVCOG staff are entirely responsible for the design and format of this report. The opinions, findings and conclusions expressed in this publication are those of MetroCOG/NVCOG and do not necessarily reflect the official views or policies of the federal and state agencies through which MetroCOG/NVCOG are funded.

A: PERFORMANCE-BASED PLANNING & PROGRAMMING

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), MPOs and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas including safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

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

Federal performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan (SHSP), the Public Transportation Agency Safety Plan (PTASP), the Highway and Transit Asset Management Plans (TAMPs), and the State Freight Plan.

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

All current targets set for the performance measures listed below can be accessed via **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 are shown below.

HIGHWAY SAFETY

Performance Measure	CTDOT Target for 2026
Fatalities	270.0/year
Fatality Rate	0.850/100 million VMT
Serious Injuries	1,300.0/year
Serious Injury Rate	4.300/100 million VMT
Non-motorized Fatalities & Serious Injuries	280.0/year

VMT = Vehicle Miles Traveled

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

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

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PAVEMENT & BRIDGE CONDITION

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	68.60%	72.00%	70.00%
Percentage of Pavements of the Interstate System in Poor Condition	0.2%	1.0%	1.3%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	37.9%	37.0%	35.0%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	1.8%	2.7%	3.5%
Percentage of NHS Bridges Classified as in Good Condition	14.1%	14.2%	14.5%
Percentage of NHS Bridges Classified as in Poor Condition	7.7%	6.2%	6.0%

NHS = National Highway System

Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

Location-specific highway safety improvement projects: This includes roadway safety improvements to address safety problems at locations with fatal and serious injury crashes.

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

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

PAVEMENT & BRIDGE CONDITION

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

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

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

Pavement and Bridge State of Good Repair (SOGR) 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.

TRANSPORTATION ASSET MANAGEMENT PLAN (TAMP)

TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes.

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SYSTEM RELIABILITY

Performance Measure	Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.20%	78.60%	78.60%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.00%	84.90%	84.90%

NHS = National Highway System

SYSTEM RELIABILITY

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

The national system reliability performance measures assess the impact of the CTDOT's various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same **SHRP-2 study**, "travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure." Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets are shown above.

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

CONGESTION MEASURES BRIDGEPORT-STAMFORD UZA

Performance Measure	Baseline	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	12.6%	20.0%	21.9%
Percent of non-Single Occupancy (non-SOV) Travel	30.4%	27.8%	27.8%

CONGESTION MEASURES

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. Connecticut has six urbanized areas to report on, including collaboration on three urbanized areas that requires coordination with Rhode Island Department of Transportation and Massachusetts Department of Transportation. The Bridgeport-Stamford, CT-NY Urbanized Area (BS-UZA) has well over 200,000 people. Targets for Peak Hour Excessive Delay (PHED) and non-Single Occupancy (non-SOV) Travel percentage are shown above.

FREIGHT MOVEMENT

This measure considers factors that are unique to the trucking industry, as detailed to the right.

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the

TRUCK FREIGHT CHARACTERISTICS

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

- [23 CFR 490.607]

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analysis conducted as part of the truck freight bottleneck analysis that was done as part of the 2022-2026 Statewide Freight Plan, and which was approved by FHWA. This is shown above.

FREIGHT MOVEMENT

Performance Measure	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 must use the trend and truck bottleneck analysis done for the Statewide Freight Plan.

AIR QUALITY

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

AIR QUALITY

Performance Measure	Baseline	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5	0.000 kg/day	6.290 kg/day	6.290 kg/day
Total Emission Reductions: NOx	0.000 kg/day	81.978 kg/day	81.978 kg/day
Total Emission Reductions: VOC	0.000 kg/day	87.346 kg/day	87.346 kg/day
Total Emission Reductions: PM10	na	0	0
Total Emission Reductions: CO	na	0	0

kg=kilograms

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 are shown in the table above.

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

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TRANSIT TIER II ROLLING STOCK/EQUIPMENT: % OF VEHICLES THAT HAVE MET OR EXCEEDED THEIR USEFUL LIFE BENCHMARK (ULB)

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	ULB
Bus	22.90%	17.40%	5.50%	9.90%	12 years
Cutaway	61.40%	74.10%	-12.70%	46.70%	5 years
Minivan	100.00%	100.00%	0.00%	100.00%	5 years
Van	37.50%	14.20%	23.30%	14.30%	5 years
Automobiles	100.00%	66.70%	33.30%	66.70%	5 years
Trucks & Other Rubber Tire Vehicles	34.60%	78.10%	-43.50%	78.10%	5-14 years
Trucks	7.00%	80.00%	-73.00%	7.00%	14 years

Greater Bridgeport Transit Authority, Norwalk Transit District, Housatonic Area Regional Transit, Northwestern CT Transit District, Northeastern CT Transit District, Windham Region Transit District, Southeast Area Transit District, Estuary Transit District, Milford Transit District, Valley Transit District, Greater New Haven Transit District

TRANSIT ECONOMIC REQUIREMENTS MODEL (TERM)

A five-category rating system used by the FTA to describe the condition of an asset:
5.0 - Excellent, 4.0 - Good;
3.0 - Adequate, 2.0 - Marginal, and
1.0 - Poor.

TRANSIT

CTDOT's Public Transportation Transit Asset Management Plan and Transit Asset Management Group Plans lay out strategic approaches to maintain and improve transit capital assets, based on careful planning and improved decision-making, such as reviewing inventories and setting performance targets and budgets

TRANSIT, TIER II FACILITIES: % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
Passenger/ Parking	25.00%	33.33%	-8.33%	0.00%	3 or below
Administrative/ Maintenance	0.00%	8.33%	-8.33%	17.00%	3 or below

to achieve state of good repair (SOGR) goals. In accordance with 49 CFR 625.5, SOGR is defined by Federal Transit Administration (FTA) as the condition in which a capital asset is able to operate at a full level of performance. Recipients and sub recipients of FTA funds set annual performance targets for federally established SOGR measures. Performance targets are set annually for asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT has identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus, and ferry.

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

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that

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TRANSIT, CTDOT ROLLING STOCK/EQUIPMENT: % OF VEHICLES THAT HAVE MET OR EXCEEDED THEIR ULB

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	ULB
Over the Road Bus	45.45%	16.67%	28.78%	8.30%	12 years
Commuter Rail Locomotive	58.33%	64.29%	-5.96%	0.00%	25(SLE)/ 35(MNR) years
Commuter Rail Passenger Coach	65.43%	65.43%	0.00%	65.43%	25(SLE)/ 35(MNR) years
Commuter Rail Self-Propelled Passenger Car	0.00%	0.00%	0.00%	0.00%	35 years
Steel Wheel Vehicles	100.00%	100.00%	0.00%	100.00%	25 years
Commuter Rail Self-Propelled Passenger Car	13.00%	0.00%	13.00%	13.00%	35 years
Steel Wheel Vehicles	0.00%	100.00%	100.00%	0.00%	25 years

Arrow, Collins, Shore Line East, Metro North Railroad

provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." As of October 2018, performance targets are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown in the tables throughout this section.

The STIP and TIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the **CTDOT's PT-TAMP** and **Group-TAMP**. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

TRANSIT INFRASTRUCTURE - % OF TRACK SEGMENTS WITH PERFORMANCE RESTRICTIONS

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	Restrictions
CR – Commuter Rail	3.08%	1.57%	1.51%	1.94%	% Track Miles under Slow Zones

TRANSIT, CTDOT FACILITIES: % OF FACILITIES RATED BELOW 3 ON TERM CONDITION SCALE

Performance Measure	2025 Target	2025 Performance %	2025 Difference	2026 Target	TERM
Passenger / Parking	1.14%	1.10%	0.04%	1.14%	3 or below
Administrativ/ Maintenance	23.08%	15.00%	8.08%	23.08%	3 or below

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B: FUNDING SOURCE DESCRIPTIONS

Most federal transportation program funds are apportioned by formula using program-specific factors. Some transportation funding is provided through discretionary programs. Explanations of the highway and transit funding programs most relevant to this Region are discussed below. This section utilized the explanation of funding programs in the State's Transportation Improvement Program (STIP).

UNITED STATES DEPARTMENT OF TRANSPORTATION (USDOT)

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

FEDERAL HIGHWAY ADMINISTRATION (FHWA)

Each FHWA program has specific federal cost share and local match requirements. Typically, 80%-90% of the total project cost is federally funded.

Bridge Formula Program (BRFP/BRFZ): Provides funds for projects to replace, rehabilitate, preserve, protect, and construct highway bridges. 15% of each State's apportionment are set-aside for use on "off-system" bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

Bridge projects under $5 million are on the bridge report (reference BRDG/Bridge Report). Projects over $5 million require an individual STIP entry.

- **BRFP –** funds for bridges on or off the Federal-aid system
- **BRFZ –** set aside funds for off-system bridges only

Carbon Reduction Program (CRP): Provides funds for projects designed to reduce transportation emissions (defined as CO2) from on-road highway sources. Requires the state to develop a carbon reduction strategy, in consultation with the MPOs. Funds are suballocated under the CRP, similar to how funds are suballocated under STP.

Congestion Mitigation and Air Quality Improvement Program (CMAQ): Provides flexible funding 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.

Ferry Boat Program (FBP): Funds the construction of ferry boats and ferry terminal facilities.

Highway Bridge OFF System Program (BRZ): Provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid Road system (roads functionally classified as local roads or Rural minor collectors). 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 and most projects are municipal bridges. Bridge projects funded under this program are programmed on the bridge report.

Highway Infrastructure Program (HIPA): Provides funding for highway, bridge, tunnel, and local access road construction.

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Highway Infrastructure Program (HIP)- Bridge Replacement and Rehabilitation Program: Funds highway bridge replacement and rehabilitation projects on public roads. For priorities and administration for the program, refer to the Bridge Formula Program.

Highway Safety Improvement Program (HSIP/SIPH): Provides funds to achieve a significant reduction in traffic fatalities and serious injuries on public roads. The program requires a data-driven, strategic, performance-based approach to improving highway safety on public roads. Under BIL, states are now required to complete vulnerable road user (VRU) safety assessments and consider a Safe System approach. The program includes specific subcategories:

- **SIPR:** This special rule applies if the fatality rate on rural roads increases over the most recent 2-year period for which data is available, in which case an amount equal to 200% of the State's FY 2009 high-risk rural roads set-aside must be obligated for high-risk rural roads.
- **Vulnerable Road User (VRUS): T**his special rule applies if vulnerable road user fatalities account for not less than 15% of all annual crash fatalities, in which case not less than 15% of HSIP funds for highway safety improvement projects must be used to address vulnerable road user safety.
- **Section 154 Penalty Funds (Sect 154):** The State of Connecticut is currently assessed a 2.5% annual penalty from its NHPP and STP Programs because it does not meet Federal Open Container Legislation Requirements under 23 U.S.C. 154. Funds are transferred to the State's 402 Safety Program, which is made up of impaired driving and hazard elimination programs. These programs are intended to change behaviors, save lives, prevent injuries and reduce economic costs due to road traffic crashes, through education, research, and roadway safety improvements.
- **Railway-Highway Crossings Program (STPX):** This program is funded via a set-aside from the HSIP and supports safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings. Projects under $5 million that are funded with this program are listed on a separate report, the Safety Report.

National Electric Vehicle Infrastructure Formula Program (NEVI): Provides funds to strategically deploy electric vehicle charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

National Highway Freight Program (NFRP): Funds improvements to support the efficient movement of freight on the National Highway Freight Network. Eligible activities include construction, operational improvements, planning, and performance measurement. Up to 10% of funds may be used for public or private freight rail, water facilities (including ports), and intermodal facilities. States must have a State Freight Plan to receive funds.

National Highway Performance Program (NHPP): Provides support for the condition and performance of the National Highway System (NHS), the construction of new facilities, and ensures that federal investments in highway construction support progress toward the achievement of performance targets for infrastructure condition, safety, mobility, or freight movement. The NHPP may also support resilience activities to mitigate the cost of damages from sea level rise, extreme weather, flooding, wildfires and/or other natural disasters. NHPP-funded bridge projects under $5 million on NHS roadways are on the bridge report.

Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT): Formula and discretionary funding to help make surface transportation and at-risk coastal infrastructure more resilient to natural hazards, including climate change, sea level rise, flooding, extreme weather events, and other natural disasters through planning, resilience improvements, community resilience and evacuation routes.

- **PRFP –** flexible funds
- **PRPL –** set aside funds for specified types of resilience-related planning activities

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Rural Surface Transportation Grant (RSTG): Funds improvements and expands surface transportation infrastructure in rural areas, increase connectivity, improve safety and reliability of the movement of people and freight, and generate regional economic growth.

Surface Transportation Program / Surface Transportation Block Grant Program (STP): Provides flexible funding to address state and local transportation needs. Eligibility guidelines are flexible and funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects. STP-Flex/ Anywhere (STPA) funds may be used for roadway improvements on roads functionally classified as a rural major collector or above, but other categories have geographic limitations.

- **Surface Transportation Program – Urban (STP-U):** STP-U is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula based on the area's relative share of the State's population. The Bridgeport/Stamford UZA has a population of well over 200,000 people and the GBVMPO receives funds through STP Bridgeport/Stamford (STPBS).
- **STP-Flex/Anywhere (STPA):** These funds can be used for improvements to eligible roads anywhere in the State, regardless of Rural or Urban designation.
- **Transportation Alternatives Program (TAP):** TAP funds 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. As a program through STP-U, a portion of TAP is suballocated based on population, and the GBVMPO receives funds through TAP Bridgeport/Stamford (TAPBS). TAP projects are selected through a competitive process.

CARRY-OVER FUNDS FROM PRE-BIL PROGRAMS

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

National Highway System (NHS) NHS funds can be used for various types of improvements (new lanes, reconstruction, resurfacing, etc.) on roadways designated as part of the NHS. These include all the Interstate routes, as well as other freeways and specially designated "principal arterials".

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

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

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

STP Optional Safety (STPY) STPY funds can be used for either railway-highway crossings or hazard elimination activities. These funds are

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programmed through the Safety Report, which is updated at least once every month and included on the STIP website for public review.

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

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

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

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

FEDERAL TRANSIT ADMINISTRATION (FTA)

Each FTA program has specific federal cost share and local match requirements. Typically, 80% of the cost of capital activities are federally funded. If operating expenses are allowed, half of the federal share is usually covered.

All Station Accessibility Program (ASAP): A competitive program to provide funding to legacy transit and commuter rail authorities to upgrade existing stations to meet or exceed accessibility standards under the Americans with Disabilities Act.

5339 and 5339D - Bus and Bus Facilities Formula and Discretionary Grants: Formula and discretionary program that provides capital funding to replace, rehabilitate, lease and/or purchase buses and related equipment and to construct bus-related facilities.

Low or No Emission Vehicle Program (LONO/5312): A competitive program that funds the purchase or lease of zero-emission and low-emission transit buses, as well as funds to acquire, construct, and lease required supporting facilities.

FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program (5310): Provides capital, operating and planning assistance to nonprofit organizations and public agencies that provide specialized transportation services to elderly persons and persons with disabilities. Eligible projects include both traditional capital nontraditional investments that go beyond ADA services.

FTA Section 5337 State of Good Repair (5337): Supports capital projects for existing fixed guideway systems (including rail, bus rapid transit, and passenger ferries) and high intensity motorbus systems (buses operating in high-occupancy vehicle lanes) to maintain public transportation systems in a state of good repair and to ensure public transit operates safely, efficiently, reliably, and sustainably so that communities can offer balanced transportation choices that helps to improve mobility, reduce congestion, and encourage economic development.

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FTA Section 5307 Capital and Subsidy (Operating) Program (5307): 5307 funds are intended primarily for capital assistance projects, such as the purchase of new buses. A small portion funds are reserved to help defray transit operating expenses. Funds are allocated to individual urbanized areas according to a formula based on the size of the population. In Connecticut, the funds are pooled and then applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the replacement of buses in local systems.

ADDITIONAL FEDERAL PROGRAMS

Repurposed Earmark Program (REP, 80-20): The Department of Transportation Appropriations Act, 2021, allowed states to repurpose certain funds originally earmarked for specific projects more than 10 years ago. The earmark must be designated on or before September 30, 2009 and less than 10 percent obligated or final vouchered and closed. These earmarked funds could be repurposed to a new or existing STP eligible project in the State within 25 miles of the original earmark designation.

Community Project Funding / Congressionally Directed Spending (CPCDH): The Consolidated Appropriations Acts of 2022 and 2023 allocated funds "earmarked" for specific projects identified by Congress. Future Appropriations Acts may also include CPCDH projects.

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

STATE FUNDING PROGRAMS

State resources are sufficient to match federal dollars. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund pays the operating expenses of CTDOT (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match federal funds. Major sources of STF funds are the motor fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 percent of the total fund revenue. The state-funded Local Transportation Capital Improvement Program (LOTCIP) was described earlier in the document.

LOCAL FUNDING PROGRAMS

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

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C: FISCAL CONSTRAINT REPORT

Project Tracker report as of April 10th, 2026

Name	Carry-Over	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)	Revenue (2030)	Programmed (2030)	Balance (2030)
125	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5307C	$0	$25,340,000	$25,340,000	$0	$1,340,000	$1,340,000	$0	$20,740,000	$20,740,000	$0	$37,480,000	$37,480,000	$0
5307O	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5307OP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5307P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5307S	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5310	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5310C	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5310E	$0	$1,241,928	$1,241,928	$0	$1,241,928	$1,241,928	$0	$1,241,928	$1,241,928	$0	$1,241,928	$1,241,928	$0
5310P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5311	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5311C	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5311O	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5311P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5311T	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5312	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337	$0	$6,360,000	$6,360,000	$0	$9,960,000	$9,960,000	$0	$8,360,000	$8,360,000	$0	$4,000,000	$4,000,000	$0
5337H	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5337Q	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5339	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5339D	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5339P	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
5339Q	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ADAS (FTA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ASAP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
ASAP (FTA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BIDG	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BRDG-RP	$0	$75,000,000	$75,000,000	$0	$75,000,000	$75,000,000	$0	$75,000,000	$75,000,000	$0	$75,000,000	$75,000,000	$0
BRFP	$0	$14,750,000	$14,750,000	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BRFZ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BRX	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BRZ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BUILD (FTA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
BUILD (HIGH	$0	$24,604,082	$24,604,082	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CFI (FHWA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CMAQ	$0	$2,154,491	$2,154,491	$0	$2,154,491	$2,154,491	$0	$2,154,491	$2,154,491	$0	$2,154,491	$2,154,491	$0
CPCD-T	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CPCDH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPB	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPD	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPNL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPNY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPSU	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPWA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
CRPWO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DIGR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
DIGR (RAISE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
EM21	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
EVFP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
FBD	$0	$0	$0	$0	$1,545,000	$1,545,000	$0	$0	$0	$0	$0	$0	$0
FBP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIBR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HICNY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HICW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPB	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPNH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPNL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0

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Name	Carry-Over	Revenue (2027)	Programmed (2027)	Balance (2027)	Revenue (2028)	Programmed (2028)	Balance (2028)	Revenue (2029)	Programmed (2029)	Balance (2029)	Revenue (2030)	Programmed (2030)	Balance (2030)
HIPNY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HIPW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HPP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HPPS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
HSIP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
IM	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NEVI	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NFRP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NHPP	$0	$18,846,345	$18,846,345	$0	$28,046,345	$28,046,345	$0	$24,231,332	$24,231,332	$0	$18,046,345	$18,046,345	$0
NHPP-BRX	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
NHS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PRFP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PROTECT (FH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
PRPL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RAISE (FHWA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RAISE (FTA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RCN (FHWA)	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
REP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
RTAP (FHWA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
S154	$0	$2,100,000	$2,100,000	$0	$2,100,000	$2,100,000	$0	$2,100,000	$2,100,000	$0	$0	$0	$0
SFTY-RP	$0	$35,000,000	$35,000,000	$0	$35,000,000	$35,000,000	$0	$35,000,000	$35,000,000	$0	$35,000,000	$35,000,000	$0
SIPH	$0	$4,687,722	$4,687,722	$0	$9,358,722	$9,358,722	$0	$4,575,222	$4,575,222	$0	$4,575,222	$4,575,222	$0
SIPR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SRSI	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SRSNI	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
SS4A (FHWA	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPA	$0	$20,946,832	$20,946,832	$0	$21,259,962	$21,259,962	$0	$21,291,722	$21,291,722	$0	$19,409,954	$19,409,954	$0
STPA-BRX	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPB	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPNH	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPNL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPNY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPO	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPR	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPSP	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPSU	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPX	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
STPZ	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAP-FLEX	$0	$1,348,359	$1,348,359	$0	$3,959,173	$3,959,173	$0	$319,173	$319,173	$0	$319,173	$319,173	$0
TAP-Others	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPB	$0	$3,919,664	$3,919,664	$0	$2,109,664	$2,109,664	$0	$909,664	$909,664	$0	$109,664	$109,664	$0
TAPH	$0	$124,463	$124,463	$0	$124,463	$124,463	$0	$124,463	$124,463	$0	$124,463	$124,463	$0
TAPNH	$0	$71,514	$71,514	$0	$72,000	$72,000	$0	$72,000	$72,000	$0	$72,000	$72,000	$0
TAPNL	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPNY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPO	$0	$0	$0	$0	$67,792	$67,792	$0	$67,792	$67,792	$0	$67,792	$67,792	$0
TAPR	$0	$0	$0	$0	$63,749	$63,749	$0	$63,749	$63,749	$0	$63,749	$63,749	$0
TAPRT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPS	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
TAPSU	$0	$0	$0	$0	$21,835	$21,835	$0	$21,835	$21,835	$0	$21,835	$21,835	$0
TAPW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
VRUS	$0	$305,100	$305,100	$0	$853,000	$853,000	$0	$5,136,500	$5,136,500	$0	$0	$0	$0
WCPP (FHW	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Federal Subt	$0	$236,800,500	$236,800,500	$0	$194,278,124	$194,278,124	$0	$201,409,871	$201,409,871	$0	$197,686,616	$197,686,616	$0
DIGR (STATE	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
OTHER STAT	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Match	$0	$44,502,326	$44,502,326	$0	$39,371,376	$39,371,376	$0	$44,208,896	$44,208,896	$0	$44,716,485	$44,716,485	$0
STATE ONLY	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
State Subtot	$0	$44,502,326	$44,502,326	$0	$39,371,376	$39,371,376	$0	$44,208,896	$44,208,896	$0	$44,716,485	$44,716,485	$0
Local Match	$0	$26,738,738	$26,738,738	$0	$2,615,090	$2,615,090	$0	$1,018,840	$1,018,840	$0	$818,840	$818,840	$0
Local Subtot	$0	$26,738,738	$26,738,738	$0	$2,615,090	$2,615,090	$0	$1,018,840	$1,018,840	$0	$818,840	$818,840	$0
Total	$0	$308,041,564	$308,041,564	$0	$236,264,590	$236,264,590	$0	$246,637,607	$246,637,607	$0	$243,221,941	$243,221,941	$0

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D: CTDOT REGION 6 & 7 TIP PROJECT LISTS

Project List as of April 7th, 2026

TRANSIT PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
7	5307C	0170-2029AD		X6	VARIOUS	STATEWIDE	GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 29	OTH	2029	500	400	100	0
7	5307C	0410-2027EQ		X6	GBTA	BRIDGEPORT	GBTA - ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	575	460	115	0
7	5307C	0410-2027FI		X6	GBTA	BRIDGEPORT	GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 27	ALL	2027	200	160	40	0
7	5307C	0410-2028CN		X6	GBTA	BRIDGEPORT	GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 28	ALL	2028	200	160	40	0
7	5307C	0410-2028EQ		X6	GBTA	BRIDGEPORT	GBTA ADMIN CAPITAL/MISC SUPPORT FY 28	OTH	2028	575	460	115	0
7	5307C	0410-2029CN		X6	GBTA	BRIDGEPORT	GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 29	ALL	2029	200	160	40	0
7	5307C	0410-2029EQ		X6	GBTA	BRIDGEPORT	GBTA ADMIN CAPITAL/MISC SUPPORT FY 29	OTH	2029	575	460	115	0
7	5307C	0410-2029RS		X6	GBTA	BRIDGEPORT	GBTA REPLACE 20 40FT & 15 35 FT BUSES	ACQ	2029	24,250	19,400	4,850	0
7	5307C	0410-2030CN		X6	GBTA	BRIDGEPORT	GBTA - BRIDGEPORT FACILITY IMPROVEMENTS/REPAIRS FY 30	ALL	2030	500	400	100	0
7	5307C	0410-2030EQ		X6	GBTA	BRIDGEPORT	GBTA ADMIN CAPITAL/MISC SUPPORT FY 30	OTH	2030	800	640	160	0
7	5307C	0410-2030FI		X6	GBTA	BRIDGEPORT	GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 30	ALL	2030	250	200	50	0
7	5307C	0410-2030PA		X6	GBTA	BRIDGEPORT	GBTA - PARATRANSIT VEHICLES (26) FY 30	ACQ	2030	5,100	4,080	1,020	0
7	5307C	0410-2030RS		X6	GBTA	BRIDGEPORT	GBTA REPLACE 20 40FT & 15 35 FT BUSES	ACQ	2030	24,250	19,400	4,850	0

STATEWIDE TRANSIT PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	5307C	0170-2027AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 27	OTH	2027	500	400	100	0
70	5307C	0170-2028AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 28	OTH	2028	500	400	100	0
70	5307C	0170-2030AD		X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 30	OTH	2030	500	400	100	0

MULTI-REGION TRANSIT PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
78	5337	0300-2027TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2027	7,950	6,360	1,590	0
78	5337	0300-2029TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2029	10,450	8,360	2,090	0
78	5337	0300-2030TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2030	5,000	4,000	1,000	0
78	5337	0301-2028TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2028	12,450	9,960	2,490	0
78	5307C	0300-2027TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	ALL	2027	30,000	24,000	6,000	0
78	5307C	0300-2030TK		X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2030	14,550	11,640	2,910	0
1,7	5310E	0170-2027BS	BPSM-URBN	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-BRDGPT/STMFD	OTH	2027	1,552	1,242	0	310
1,7	5310E	0170-2028BS	BPSM-URBN	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-BRDGPT/STMFD	OTH	2028	1,552	1,242	0	310
1,7	5310E	0170-2029BS	BPSM-URBN	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-BRDGPT/STMFD	OTH	2029	1,552	1,242	0	310
1,7	5310E	0170-2030BS	BPSM-URBN	X6	VARIOUS BUS	BRPT/STFD URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBLTY OF SENIORS/INDIVIDUALS W/DISABILITIES-BRDGPT/STMFD	OTH	2030	1,552	1,242	0	310
6,7	5307C	0036-2027EQ		X6	VTD	DERBY	NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT FY 27	OTH	2027	400	320	80	0
6,7	5307C	0036-2028EQ		X6	VTD	DERBY	NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT FY 28	OTH	2028	400	320	80	0
6,7	5307C	0036-2029EQ		X6	VTD	DERBY	NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT FY 29	OTH	2029	400	320	80	0
6,7	5307C	0036-2030CN		X6	VTD	DERBY	NVCOG/VTD - FACILITY IMPROVEMENTS/REPAIRS FY 30	ALL	2030	400	320	80	0
6,7	5307C	0036-2030EQ		X6	VTD	DERBY	NVCOG/VTD - ADMIN CAPITAL/MISC SUPPORT FY 30	OTH	2030	500	400	100	0

HIGHWAY PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
7	BRFP	0015-0386		X6	I-95	BRIDGEPORT	REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR - AC ENTRY	CON	2027	0	0	0	0
7	BRFP	0015-0386		X6	I-95	BRIDGEPORT	REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR - AC CONVERSION	CON	2027	16,389	14,750	1,639	0
7	NHPP	0015-0386		X6	I-95	BRIDGEPORT	REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR - AC ENTRY	CON	2028	0	0	0	0
7	NHPP	0015-0386		X6	I-95	BRIDGEPORT	REHAB BR 00111A (PT BARNUM) o/ BRIDGEPORT HARBOR, CT 130 & MNRR - AC CONVERSION	CON	2028	11,111	10,000	1,111	0
7	FBD	0015-0389		X6	WATER ST DOCK	BRIDGEPORT	REPAIR AND UPGRADE FIXED LOADING RAMP	CON	2028	1,931	1,545	0	386
7	TAPB	0015-0390		X6	PARK AVENUE	BRIDGEPORT	STREETSCAPE; WALDEMERE AVE TO RAILROAD AVE	CON	2028	2,500	2,000	0	500
7	TAP-FLEX	0015-0390		X6	PARK AVENUE	BRIDGEPORT	STREETSCAPE; WALDEMERE AVE TO RAILROAD AVE	CON	2028	2,050	1,640	0	410
7	TAPB	0015-0391		X6	PARK AVENUE	BRIDGEPORT	PARK AVENUE SOUTH STREETSCAPE	FD	2027	200	160	0	40
7	TAPB	0015-0391		X6	PARK AVENUE	BRIDGEPORT	PARK AVENUE SOUTH STREETSCAPE - AC ENTRY	CON	2029	0	0	0	0
7	TAPB	0015-0391		X6	PARK AVENUE	BRIDGEPORT	PARK AVENUE SOUTH STREETSCAPE - AC CONVERSION	CON	2029	1,000	800	0	200
7	TAP-FLEX	0015-0391		X6	PARK AVENUE	BRIDGEPORT	PARK AVENUE SOUTH STREETSCAPE - AC ENTRY	CON	2028	0	0	0	0
7	TAP-FLEX	0015-0391		X6	PARK AVENUE	BRIDGEPORT	PARK AVENUE SOUTH STREETSCAPE - AC CONVERSION	CON	2028	2,500	2,000	0	500
7	BUILD (FHWA)	0015-BUILDFY25		CC	CONGRESS STREET	BRIDGEPORT	CONGRESS STREET BRIDGE REPLACEMENT	CON	2027	49,314	24,604	0	24,710
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC ENTRY	OTH	2027	0	0	0	0
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	2027	2,007	1,806	201	0
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	2028	2,007	1,806	201	0
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	2029	2,007	1,806	201	0
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	2030	2,007	1,806	201	0
7	NHPP	0015-XHOC	0015-XHOC	X6	VARIOUS	BRIDGEPORT	BRIDGEPORT HIGHWAY OPERATIONS CENTER - AC CONVERSION	OTH	FYI	2,007	1,806	201	0
7	TAPB	0138-0255		X7	VARIOUS	STRATFORD	HOUSATONIC RIVER GREENWAY - PHASE 3	CON	2027	4,563	3,650	0	913
7	TAP-FLEX	0138-0255		X7	VARIOUS	STRATFORD	HOUSATONIC RIVER GREENWAY - PHASE 3	CON	2027	1,288	1,030	0	258
6	NHPP	0036-0203		X6	CT 8	ANSONIA/DERBY/SEYMOUR	RESURFACING, BRIDGE REHAB & SAFETY IMPROVEMENTS (DESIGN-BUILD) - AC ENTRY	CON	2029	0	0	0	0
6	NHPP	0036-0203		X6	CT 8	ANSONIA/DERBY/SEYMOUR	RESURFACING, BRIDGE REHAB & SAFETY IMPROVEMENTS (DESIGN-BUILD) - AC CONVERSION	CON	2029	7,731	6,185	1,546	0

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STATEWIDE HIGHWAY PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2027	93,750	75,000	18,750	0
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2028	93,750	75,000	18,750	0
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2029	93,750	75,000	18,750	0
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	2030	93,750	75,000	18,750	0
70	BRDG-RP	0170-BRDG		X6	VARIOUS	STATEWIDE	ON-OFF-SYSTEMS BRIDGE IMPROVEMENTS (BRIDGE REPORT)	ALL	FYI	93,750	75,000	18,750	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2027	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2028	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2029	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2030	15,000	12,000	3,000	0
70	NHPP	170C-ENHS	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSP - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	15,000	12,000	3,000	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,000	1,600	400	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,000	1,600	400	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,000	1,600	400	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,000	1,600	400	0
70	NHPP	170S-FNHS	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,000	1,600	400	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2029	2,250	1,800	450	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	2030	2,250	1,800	450	0
70	NHPP	170S-SNHS	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NHS ROADS - AC CONVERSION	OTH	FYI	2,250	1,800	450	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2027	1,050	840	210	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2029	1,050	840	210	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2030	1,050	840	210	0
70	NHPP	BRDG-LRNH	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	1,050	840	210	0
70	S514	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC ENTRY	CON	2027	0	0	0	0
70	S154	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION	CON	2027	2,100	2,100	0	0
70	S154	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION	CON	2028	2,100	2,100	0	0
70	S154	0170-3780		X6		STATEWIDE	TRAFFIC SAFETY ANALYTICS - CRSMS - AC CONVERSION	CON	2029	2,100	2,100	0	0
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2027	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2028	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2029	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	2030	43,750	35,000	8,750	0
70	SFTY-RP	0170-SFTY		X6	VARIOUS	STATEWIDE	SAFETY PROGRAM, HSIP (SAFETY REPORT)	ALL	FYI	43,750	35,000	8,750	0
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2027	0	0	0	0
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2029	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2030	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	FYI	5,084	4,575	0	508
70	STPA	0170-3713	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	0170-3713	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0
70	STPA	0170-3713	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0
70	STPA	0170-3751	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3751	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,894	1,515	379	0
70	STPA	0170-3751	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,933	1,546	387	0
70	STPA	0170-3751	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,972	1,578	394	0
70	STPA	0170-3752	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3752	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,630	1,304	326	0
70	STPA	0170-3752	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,630	1,304	326	0
70	STPA	0170-3752	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,630	1,304	326	0
70	STPA	0170-3753	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2027	0	0	0	0
70	STPA	0170-3753	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,229	983	246	0
70	STPA	0170-3753	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,229	983	246	0
70	STPA	0170-3753	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2029	1,229	983	246	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2029	500	400	100	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	2030	500	400	100	0
70	STPA	170S-SNON	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSP - NON-NHS ROADS - AC CONVERSION	OTH	FYI	500	400	100	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2030	2,000	1,600	400	0
70	STPA	ASST-MGMT	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	8,000	6,400	1,600	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,700	1,360	340	0
70	STPA	BRDG-MGMT	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	6,800	5,440	1,360	0
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2027	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2028	6,460	5,168	1,292	0

70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2029	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2030	6,460	5,168	1,292	0
70	STPA	CTSS-OIPX	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	FYI	6,460	5,168	1,292	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2029	0	0	0	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2029	700	560	140	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2030	700	560	140	0
70	STPA	MASP-INSP	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	2,100	1,680	420	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC ENTRY	CON	2027	0	0	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2027	12,000	12,000	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2028	12,000	12,000	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2029	12,000	12,000	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	2030	12,000	12,000	0	0
70	STPA	PVMT-MARK	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM (HWY OPS) - AC CONVERSION	CON	FYI	12,000	12,000	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2030	0	0	0	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2030	1,250	1,000	250	0
70	STPA	PVMT-MGMT	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	5,000	4,000	1,000	0
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	352	282	70	0
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	352	282	70	0
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	352	282	70	0
70	STPA	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	706	564	142	0
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPB	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	137	110	27	0
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	137	110	27	0
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	137	110	27	0
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	137	110	27	0
70	TAPB	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	274	219	55	0
70	TAP-FLEX	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAP-FLEX	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	398	318	80	0
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	399	319	80	0
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	399	319	80	0
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	399	319	80	0
70	TAP-FLEX	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	798	638	160	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	156	124	31	0
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	156	124	31	0
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	156	124	31	0
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	156	124	31	0
70	TAPH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	310	248	62	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2027	0	0	0	0
70	TAPNH	0170-5032		X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	89	72	18	0
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	90	72	18	0
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	90	72	18	0
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	90	72	18	0
70	TAPNH	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	180	144	36	0
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	85	68	17	0
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	85	68	17	0
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	85	68	17	0
70	TAPO	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	136	109	27	0
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	80	64	16	0
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	80	64	16	0
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	80	64	16	0
70	TAPR	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	160	128	32	0
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2028	0	0	0	0
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2028	27	22	5	0
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2029	27	22	5	0
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2030	27	22	5	0
70	TAPSU	TAPX-ENGX	TAPX-ENGX	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	FYI	56	45	11	0

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MULTI-REGION HIGHWAY PROJECTS

Region	FA Code	Proj#	TempP#	AQC'd	Rte/Sys	Town	Description	Phase	Year	Tot(000)$	Fed(000)$	Sta(000)$	Loc(000)$
73	SIPH	0173-0549		X6	VARIOUS	DISTRICT 3	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY	CON	2028	0	0	0	0
73	SIPH	0173-0549		X6	VARIOUS	DISTRICT 3	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2028	5,315	4,784	532	0
73	VRUS	0173-0549		X6	VARIOUS	DISTRICT 3	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY	CON	2028	0	0	0	0
73	VRUS	0173-0549		X6	VARIOUS	DISTRICT 3	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2028	670	603	67	0
74	SIPH	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS	ROW	2027	125	113	13	0
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS	FD	2027	339	305	34	0
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC ENTRY	CON	2028	0	0	0	0
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2028	278	250	28	0
74	VRUS	0174-0476		X6	VARIOUS	DISTRICT 4	APS UPGRADES AT SIGNALIZED INTERSECTIONS - AC CONVERSION	CON	2029	5,707	5,137	571	0
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2027	2,693	2,154	539	0
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2028	2,693	2,154	539	0
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2029	2,693	2,154	539	0
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	2030	2,693	2,154	539	0
75	CMAQ	TDMX-NYNJ	TDMX-NYNJ	X6	VARIOUS	STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE	OTH	FYI	2,693	2,154	539	0
5,7	NHPP	0084-0114		X7	CT 34	MONROE/OXFORD	NHS - REPLACE BR 01843 o/ STEVENSON DAM & HOUSATONIC RIVER	CON	FYI	124,000	99,200	24,800	0
5,7	NHPP	0084-0114		X7	CT 34	MONROE/OXFORD	NHS - REPLACE BR 01843 o/ STEVENSON DAM & HOUSATONIC RIVER	FD	FYI	9,000	7,200	1,800	0
5,7	NHPP	0084-0114		X7	CT 34	MONROE/OXFORD	NHS - REPLACE BR 01843 o/ STEVENSON DAM & HOUSATONIC RIVER	ROW	FYI	1,500	1,200	300	0
5,6	NHPP	0124-0173		X6	CT 8	SEYMOUR/BEACON FALLS/NAUGATUCK	PRRP - PAVEMENT REHAB	FD	2027	1,000	800	200	0
5,6	NHPP	0124-0173		X6	CT 8	SEYMOUR/BEACON FALLS/NAUGATUCK	PRRP - PAVEMENT REHAB	CON	FYI	62,700	50,160	12,540	0

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E: GLOSSARY OF ACRONYMS & TERMS

AC - ADVANCED CONSTRUCTION

AC stands for Advance Construction, a phrase used to describe a financing procedure in which a project is 'advertised' for construction bids late in one fiscal year (noted as AC Entry), but the actual funding commitment occurs in the following fiscal year (noted as AC Conversion.) Thus, these projects are typically listed for both years, with "0" funding showing in the first year of advertisement, and the full funding showing in the second year or years of funding obligation. In some cases, a portion of the AC Conversion can occur in the year of the AC Entry, with additional funding occurring in the following year or years.

REGION CODES & AGENCY/LOCATION NAMES

1	South Western Region Metropolitan Planning Organization
5	Central Naugatuck Valley Metropolitan Planning Organization
7 & 6	Greater Bridgeport /Valley Metropolitan Planning Organization
8	South Central Regional Metropolitan Planning Organization
70	Statewide Projects
73	Districtwide Projects - District 03

PROJECT PHASES

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

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F: PUBLIC INVOLVEMENT

TO BE UPDATED AFTER PUBLIC COMMENT PERIOD

LEGAL NOTICES

CT Post: April 13, 2026

El Sol: April 17, 2026

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WEBSITE

Dates and screenshots here

EMAIL BLASTS

Dates and screenshots here, examples from last round

April 24th, 2024: Document availability, public comment period and meeting information.

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PUBLIC MEETING: APRIL 28, 2026

MetroCOG Offies & Virtual

5 pm - 6 pm:
Open House

6 pm:
Presentation

Link to recording

visuals: powerpoint & sign in sheet

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PUBLIC COMMENTS

list comments here

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