2025-2028

STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

2025 - 2028 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

PREPARED BY
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IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
AND
FEDERAL TRANSIT ADMINISTRATION
AND
THE METROPOLITAN PLANNING ORGANIZATIONS
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INTRODUCTION

WHAT IS A STIP?

The Statewide Transportation Improvement Program (STIP) is a four - year financial document that lists all projects expected to be funded in those four years with Federal participation. This document covers federal fiscal years 2025, 2026, 2027, 2028 and FYI which represents the Department's anticipated future year investments (for illustrative purposes). The 2025 STIP will be updated periodically throughout its life. The Connecticut Department of Transportation (Department), Bureau of Policy and Planning, develops this document in **cooperation and consultation** with the eight Metropolitan Planning Organizations (MPOs) and the two Rural Council of Governments (Rural COGs). See Figure 1 for Planning Region map.

The STIP has been developed in accordance with the terms and provisions of the Infrastructure Investment and Jobs Act (IIJA) and the Clean Air Act Amendments of 1990 and all regulations issued pursuant thereto. According to these regulations, a STIP:

1. Must be developed once every four years;
2. Must cover a minimum of four years;
3. Must list projects in order by year;
4. Must be financially constrained by year;
5. Must include a financial plan that demonstrates which projects can be implemented using current and anticipated revenue sources;
6. Must include all significant projects that could affect air quality;
7. Must come from conforming State Long Range Plans and Metropolitan Transportation Plans;
8. Must be found in conformity with the State Implementation Plan (SIP); and
9. Individual project entries must contain the following information:
    - Project description, including sufficient detail to identify the project phase and, in non-attainment or maintenance areas, sufficient description to permit air quality analysis according to the U.S. Environmental Protection Agency's (EPA) conformity regulations.
    - Specific project budget, including, total cost, Federal share and source by year, other funding shares and sources, by year and
    - Identification of the Americans with Disabilities Act implementation project elements.
10. Must include 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

The 2025-2028 STIP fulfills these requirements.

The STIP, which is multimodal, includes investments in various modes, such as transit, highways, and bicycle/pedestrian facilities. The STIP is the means of implementing the goals and objectives identified

in the State Long-Range and Metropolitan Transportation Plans. Only those projects for which construction and operating funds can reasonably be expected to be available are included. Without STIP inclusion, a project is ineligible for federal funding.

The STIP is required by the Clean Air Act section 176(c) to meet Transportation Conformity to ensure that the included highway and transit projects are consistent with air quality goals.

In Connecticut, there are two ozone non-attainment areas and one PM2.5 attainment/maintenance area:

- The Connecticut portion of the New York-Northern New Jersey-Long Island eight-hour ozone non-attainment area includes Fairfield, New Haven, and Middlesex counties.
- The Greater Connecticut eight-hour ozone non-attainment area includes Hartford, Litchfield, New London, Tolland, and Windham counties.
- The Connecticut portion of the New York-Northern New Jersey-Long Island PM2.5 attainment/maintenance area includes Fairfield and New Haven counties.

These areas are shown in Figures 2 and 3.

Based upon EPA approved techniques, the program has been reviewed to determine if the plans and programs contained in the STIP, as proposed, conform to the State Implementation Plan (SIP) and that the emissions of volatile organic compounds, oxides of nitrogen, and fine particulate matter from the projects are consistent with air quality goals and progress is being made towards achieving and maintaining Federal air quality standards. The analysis must demonstrate that emissions that result from an area's transportation system are within limits outlined in state air quality implementation plans.

The State of Connecticut certifies that the transportation planning process implemented in the preparation of the 2025-2028 Statewide Transportation Improvement Program is in accordance with all Federal and State requirements as listed in Appendix G.

STIP DEVELOPMENT

How is a STIP Developed?

The STIP must be developed according to Title 23 of the United States Code:
23 USC 135: Statewide and nonmetropolitan transportation planning (house.gov)

Following is the Process that the Department uses to develop a new STIP.

1. The Statewide Transportation Improvement Program Unit (STIP Unit) in the Bureau of Policy and Planning requests the assistance of the Bureau of Finance and Administration (F&A) in the preparation of the STIP. A draft schedule for the development of the STIP is developed and shared with F&A.
2. The STIP Unit requests that the Bureau of Finance and Administration send an updated FHWA/FTA funding category and authorization level for the draft STIP being developed.
3. The Bureau of Finance and Administration coordinates with the Bureau of Public Transportation to prepare a draft list of projects to be initiated in the next four-year period. The draft listing is forwarded to the STIP Unit.
4. The Bureau of Finance and Administration coordinates with the Bureaus of Engineering and Construction and Highway Operations and prepares a draft list of projects to be initiated in the next four-year period. This list is generated from the Department's current Five-year Capital Program which is fiscally constrained to the estimated Federal Authorization level. The draft list is forwarded to the STIP Unit.
5. The STIP Unit combines both lists to develop the list of Projects that the department anticipates funding in the next four years. This list includes statewide projects, district-wide projects and other multi-regional projects.
6. This list of projects is sorted by MPO and Rural COG. Each region's list of projects is transmitted to them to be considered when developing their draft Transportation Improvement Program (TIP).
7. The MPO/Rural COG reviews the list of projects sent by the Department. They will prepare comments and edit the sent list. At this time, any differences in proposed projects between the MPO/Rural COG and the Department are addressed and resolved, making sure the list is fiscally constrained.
8. Each MPO/Rural COG transmits their revised and mutually agreed (Draft TIP) list back to the Department.
9. The list of Projects received from the MPO/Rural COG are compiled into a report and forwarded to the Travel Demand/Air Quality (TD/AQ) Modeling Unit to determine if the projects are exempt or non-exempt from Regional Transportation Conformity.
10. This list of Projects is reviewed, and an Air Quality (AQ) Code is assigned to each project on the list.

11. The list of Projects and the Air Quality planning assumptions are sent by email to all members of the Interagency Consultation Group, including CTDEEP, EPA, FHWA, FTA and all MPO/Rural COGs for their review.

12. An Interagency Consultation Meeting is held to review and agree upon the projects Air Quality Code and planning assumptions to be employed in the modeling phase of the analysis.

13. The Interagency Consultation Group will provide comments (if any) on all listed projects for Air Quality.

14. On completion of the Interagency Consultation process, each MPO/Rural COG will submit a signed and dated concurrence form to the TD/AQ Modeling unit.

15. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.

    a. If an EBA has been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the Regions for their approval.

    b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration with a note stating that the CMAQ project require an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the Region for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.

16. The TD/AQ Modeling unit will prepare the Air Quality Conformity Determination analysis and narrative report based on projects in the regional Transportation Improvement Programs. The Air Quality Conformity analysis includes implementing the necessary network changes in CTDOT's Statewide Travel Demand Model for all appropriate analysis network years. The resultant datasets are then utilized, along with additional data from CTDEEP, in EPA's required air quality emissions simulation model (MOVES3) to prepare county level inventories of criteria pollutant emissions.

17. The TD/AQ Modeling unit will forward the AQ Conformity Determination Report to EPA, CTDEEP, FHWA, FTA, the MPOs/Rural COGs and the STIP Unit for a thirty-day public review and comment period.

18. The STIP Unit produces a DRAFT STIP by combining the entire MPO/Rural COG's Draft TIP Projects list. Fiscal Constraint will be re-evaluated by the STIP unit. The generated Draft STIP is incorporated into the STIP Narrative to produce a complete document, printed and published ready for the Public Involvement Process.

19. Each MPO/Rural COG will start and complete their respective Public Involvement outreach, by making available their Draft MPO/Rural COG's TIP, STIP and Conformity Reports for public review and comment at their designated locations, thereby satisfying the Title VI requirement for the Region.

20. The Draft STIP is made available by CTDOT to the public for a minimum period of 30 days for their review and comment. This document is available at the Department's Public Informational meeting, STIP website, and at the Connecticut Department of Transportation Statewide Transportation Improvement Program (STIP) Unit, Room 2338, 2800 Berlin Turnpike, Newington, Connecticut 06111. The Air Quality Conformity documents are available at the CTDOT Air Quality website.

21. MPO/Rural COGs address all comments provided by the public concerning the regional TIP and Conformity Reports.

22. CTDOT addresses all comments provided by the public concerning the STIP and Conformity Reports.

23. MPOs technical committees meet to discuss the draft TIP and Conformity Reports and make recommendation to MPO boards.

24. MPO policy boards review draft TIP, Conformity Report(s) and the recommendations of the technical committee. The MPO policy board takes action to endorse TIP and Conformity Reports through a required resolution.

25. MPOs submit endorsed TIP and resolution to CTDOT STIP Unit for processing.

26. MPO's submit resolution(s) endorsing the appropriate Air Quality Conformity Analysis to CTDOT TD/AQ Modeling Unit for processing.

27. Air Quality Conformity documents, MPO resolutions and all comments received during the thirty-day public review and comment period are forwarded to FHWA/FTA for their review and approval.

28. FHWA/FTA approves Air Quality Conformity analysis and transmits approval to EPA.

29. EPA reviews Air Quality Conformity documents and resolutions and provides a memo to FHWA/FTA/CTDOT approving the analysis.

30. EPA reviews MPOs' TIPs for AQ conformity compliance and provides comments via letter to FHWA.

31. STIP Unit reviews endorsed TIPs against agreed to list of projects. If in agreement, uses all MPOs/Rural COGs' TIP to develop the final STIP and fiscal constraint tables. Fiscal Constraint will be reevaluated by the STIP Unit.

32. The State certifies that the transportation planning process is being carried out in accordance with all applicable requirements.

33. Commissioner endorses STIP.

34. STIP Unit transmits to FHWA and FTA (EPA through FHWA), final STIP, copies of each MPO endorsed TIP and self-certification that the transportation planning process is being carried out in accordance with all applicable Federal requirements, to the FHWA and FTA for joint review and approval.

35. STIP Unit publishes final STIP.

36. STIP Unit distributes a copy of the final STIP to interested parties.

37. STIP Unit updates the Department STIP webpage with the approved STIP.
38. CTDOT begins the obligation of funds for projects.
39. CTDOT begins the project initiation process.

How is the STIP Maintained.

Following is the Process that the Department uses to implement the STIP Amendment, Action, and Notification updates to the STIP list of projects.

1. The Bureau of Finance and Administration coordinates with the Bureaus of Engineering and Construction, Highway Operations and Public Transportation to determine if new projects need to be added or changes need to occur to projects already included in the STIP.

2. The list of identified new projects or changes to be applied to the existing STIP is sent to the STIP Unit on a regular basis for processing through the MPO/Rural COG/federal approval process.

3. The STIP Unit reviews these projects to determine whether it requires a Notification, an Action or an Amendment.

4. All amendments and administrative actions received will be incorporated into a working STIP (before sending out to MPOs/Rural COGs) to determine if fiscal constraint will be an issue. Any issues found will be discussed with Capital Services staff for modification.

5. Notifications are sent directly to the MPOs/Rural COGs' for their information (No Air Quality review is required).

6. With each Notification sent to the MPO/Rural COG, the STIP/TIP project list and Financial Reports are updated and sent to FHWA.

7. If the requested change is an Action, it will be sent to the MPOs/Rural COGs' for their approval (It will not require Air Quality review).

8. If the requested change is an Amendment requiring an addition of FD, ROW, or CON phase to an already existing STIP project or a new project is being added to the STIP, it will be forwarded to the TD/AQ Modeling Unit for Air Quality review and an Air Quality Code (AQ Code) is assigned. The list of projects with AQ codes are returned to the STIP Unit.

9. For project phases assigned an AQ code of X6, X7, X8, MOD, or CC, these project phases can be sent to the MPOs/Rural COGs' for their approval.

10. For project phases assigned an AQ code of NM, NRS or RS, these project phases are returned to F&A with a note stating that these projects need more extensive AQ modeling and will need to be added to the next AQ Conformity. F&A will need to inform the project manager that their project is not going forward at this time.

11. For project phases receiving an AQ code of NM, the PD phase can be sent to the MPOs/Rural COGs' for their approval, but the project as a whole requires a Regional Transportation Air Quality Conformity Analysis and future phases cannot be added to the STIP until AQ conformity is complete.

12. For projects with Congestion Mitigation and Air Quality (CMAQ) funds, an AQ Code will need to be assigned as stated above. The TD/AQ Modeling unit will determine if an Emission Benefit Analysis (EBA) has been completed for this project, which is a federal requirement if CMAQ funds are utilized.

a. If an EBA has been completed, and has an AQ Code of X6, X7, X8, NRS, or CC, then the project phases can be sent to the MPO/Rural COG for their approval.

b. If an EBA has not been completed, the project is returned to the Bureau of Finance and Administration with a note stating that the CMAQ project require an EBA to be completed and forwarded to the Federal Highway Administration (FHWA) before the STIP Unit can send this project to the MPO/Rural COG for inclusion in the MPO TIP. The Bureau of Finance and Administration will need to inform the project manager of the EBA requirement, and the project manager must coordinate project specifics and other necessary data with the TD/AQ Modeling Unit in order to perform the EBA.

13. TIP Actions are reviewed by MPO/Rural COG staff for approval and sent back to the STIP Unit for processing.

14. MPOs technical committees meet to discuss TIP amendments and make recommendations to MPO policy boards.

15. MPO policy boards review TIP Amendments and technical committee recommendations. MPO takes action to endorse TIP amendment.

16. MPOs submit endorsed TIP amendments and resolution to CTDOT STIP Unit for processing.

17. Amendments are sent to the Rural COGs for their information and review.

18. Amendments to Rural COGs is considered approved when; it is included in the Rural COG agenda for review at their meetings or 30 days from the date sent to the Rural COG for review.

19. A STIP Amendment Letter to FHWA and/or FTA requesting their approval is respectively prepared and signed by the designated CTDOT official after reviewing and agreeing with the requested Amendment.

20. STIP Unit transmits to affected federal agency (FHWA or FTA) all MPOs and Rural COGs approved TIP amendments for their respective review and approval.

21. For an Action only approval package, sending it to FHWA and/or FTA automatically validates the action.

22. Each Amendment is transmitted to FHWA and/or FTA as a package that must include (when available); list of Actions, Amendments, Notifications, updated list of STIP Projects, Fiscal Constraint Financial Reports, MPOs submitted endorsed TIP amendments and resolutions and a signed STIP Amendment Letter to FHWA and/or FTA. If fiscal constraint is compromised due to outstanding TIP request approvals, FHWA and/or FTA will be informed in the transmittal email.

23. Every Amendment package sent to FHWA and /or FTA will not be official until approval from affected federal agency (FHWA and/or FTA) is received.

24. The Department's STIP website will be updated with the current approved STIP Projects list, and the received approval letter from FHWA and/or FTA.

25. On a quarterly basis, the STIP unit will request that Capital Services review the STIP fiscal tables to ensure the authorization levels are accurate and that any new funding categories are included.

FUNDING SOURCES FOR THE STIP

There are three sources of funds for this program:

1. Federal transportation appropriations,
2. The State Special Transportation Fund (primarily in the form of bond authorizations) and
3. A small amount of local funds.

FEDERAL FUNDS

Federal Funding is determined by federal surface transportation authorizations. This document is based on authorization levels established under the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL).

Explanations of eligible uses of each category of funding, limitations, and availability are provided below:

Federal Highway Administration Program

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

National Highway Performance Program (NHPP)

The purposes of this program are to provide support for the condition and performance of the National Highway System (NHS); to provide support for the construction of new facilities on the NHS; to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS; and to provide support for activities to increase the resiliency of the NHS to mitigate the cost of damages from sea level rise, extreme weather events, flooding, wildfires, or other natural disasters. Bridge projects under $5 million Federal dollars on NHS roadways are programmed using NHPP funds on the Bridge Report, which is updated monthly and included on the STIP website for public review.

National Highway Freight Program (NFRP)

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

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

The purpose of this program is to promote flexibility in State and local transportation decisions and provide flexible funding to best address State and local transportation needs. Eligibility under this program is extremely broad, but the program does have a variety of subcategories defined below that limit where the funds can be programmed based on project location.

Bridge projects on Non-NHS roadways that are under $5 million dollars programmed using STP/STBG-Flex (STPA) funds are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

STP Urban

This is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula that is based on the area's relative share of the State's population. Subcategories of the STP Urban program for urbanized areas with populations greater than 200,000 include:

STPH – Hartford
STPB – Bridgeport/Stamford
STPNH – New Haven
STPNL – Norwich/New London (funds apportioned prior to FY24)
STPW – Worcester
STPSP – Springfield
STPNY – New York (funds apportioned prior to FY24)

Areas with population of not less than 50,000 and not more than 200,00 qualify for:

STPO – Other Urban funds (BIL funds; however, funds apportioned prior to the BIL can be used in areas with population of not less than 5,000 and not more than 200,000)

Areas with population of not less than 5,000 and not more than 49,999 qualify for:

STPSU – Small Urban funds (this is a new suballocation under the BIL)

STP-Flex/Anywhere (STPA)

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

STP Rural (STPR)

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

Transportation Alternatives Program (TAP)

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

TAP-Flex – Anywhere/Flex
TAPH – Hartford
TAPB – Bridgeport/Stamford
TAPNY – New York (funds apportioned prior to FY24)
TAPS – Springfield
TAPNL– Norwich/New London (funds apportioned prior to FY24)
TAPNH – New Haven
TAPW – Worcester
TAPO – Other Urban
TAPR – Rural

TAPRT – Recreational Trails
TAPSU – Small Urban

All TAP projects are required to be funded through a competitive process.

Highway Safety Improvement Program (HSIP)(SIPH) / High Risk Rural Road (SIPR) / Vulnerable Road User (VRUS) / Section 154 (Sect 154)

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

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

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

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

Railway-Highway Crossings Program (STPX)

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

Repurposed Earmark Program (REP)

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

Highway Bridge OFF System Program (BRZ)

The "Off System" Bridge Program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid Road system, therefore bridges on roads functionally classified as local roads or Rural minor collectors. CTDOT has a program of regularly

inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid Road system, they are not qualified for this program. Therefore, the majority of the funded projects are municipal bridges. Bridge projects funded under this program are programmed on the Bridge Report, which is updated monthly and included on the STIP website for public review.

Congestion Mitigation and Air Quality Program (CMAQ)

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

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

For a State that has a nonattainment or maintenance area for fine particulate matter (PM2.5), an amount equal to 25% of the amount of the State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM2.5 designated area.

CTDOT has set aside $12 million of CMAQ funds for the solicitation of project proposals from the MPOs/Rural COGs. This amount will be reviewed annually based on funds provided and projects programmed.

Carbon Reduction Program (CRP)

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

The following are the subcategories of the CRP:

CRPA – Flex/Anywhere
CRPB – Bridgeport/Stamford
CRPD - Danbury
CRPH – Hartford
CRPNH – New Haven
CRPNL – Norwich/New London
CRPNY – New York (funds apportioned prior to FY24)
CRPS – Springfield
CRPWA - Waterbury
CRPWO – Worcester
CRPSU – "Small Urban" 5,000-49,999 population
CRPR – Rural <5,000 population

Bridge Formula Program (BRFP & BRFZ)

The purpose of this program is to provide funds for projects to replace, rehabilitate, preserve, protect, and construct highway bridges. The program sets aside 15% of each State's BFP apportionment for

use on “off-system” bridges (highway bridges located on public roads, other than bridges located on Federal-aid highways).

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

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

PROTECT Program (PRFP)(PRPL)

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

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

National Electric Vehicle Infrastructure Formula Program (NEVI)(EVFP)

The purpose of this program is to provide funding to States to strategically deploy electric vehicle (EV) charging infrastructure and to establish an interconnected network to facilitate data collection, access, and reliability.

Ferry Boat Program (FBP)

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

Highway Infrastructure Program (HIP)

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

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

Community Project Funding / Congressionally Directed Spending (CPCDH)

The Consolidated Appropriations Acts of 2022 and 2023 allocated funds “earmarked” for specific projects identified by Congress. This program/funding is similar to the discontinued High Priority

Projects (HPP) program. It is possible that future Appropriations Acts may also include CPCDH projects.

Discretionary Grant Funding (DIGR)

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

Rural Transportation Assistance Program (RTAP)

FHWA has supported local and rural road agencies across the US by providing training, technical assistance and technology transfer services to help them manage and maintain their roadway systems. FHWA RTAP falls under the planning and research program and is normally STIP exempt. However, there can be planning and research projects that are not STIP exempt and will require individual STIP entries. The Federal Highway Administration (FHWA) State Transportation Innovation Council (STIC) Incentive program provides resources to help STICs foster a culture for innovation and make innovations standard practice in their States. Through the program, funding up to $100,000 per State per Federal fiscal year is made available to support or offset the costs of standardizing innovative practices in a State transportation agency (STA) or other public sector STIC stakeholder. The program is administered by FHWA's Center for Accelerating Innovation (CAI).

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 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 Programs)

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

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

project delivery. The IIJA also creates more than a dozen new highway programs, including reducing carbon emissions, increasing resiliency, reconnecting communities, and rehabilitating bridges in critical need of repair. For FTA, the IIJA provides new and increased funding for State of Good Repair and Low or No Emission Grants, while continuing the existing structure for FTA programs with significant funding increases. FTA has established four priorities for implementation of the IIJA: Safety, Modernization, Climate, and Equity.

FTA Section 5307 Capital and Subsidy (Operating) Program

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

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

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

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

FTA Section 5310 Capital Program

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

FTA Section 5311 Capital/Operating/RTAP/ADMIN/Planning

The Formula Grants for Rural Areas program provides capital, planning, and operating assistance to states to support public transportation in rural areas with populations of less than 50,000, where many residents often rely on public transit to reach their destinations. The program also provides funding for

state and national training and technical assistance through the Rural Transportation Assistance Program.

FTA SEC 5312 LoNo Discretionary Program

This section is to advance public transportation through; research, Innovation and Development, Demonstration, deployment and Evaluation, Low or No Emission Vehicle Component Testing (Low-No Testing), and Transit Cooperative Research Program (TCRP).

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

FTA SEC 5339 & 5339D Bus and Bus Facilities Formula and Discretionary

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

The Grants for Buses and Bus Facilities Competitive Program (49 U.S.C. 5339(b)) makes federal resources available to states and direct recipients to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities. Funding is provided through formula allocations and competitive grants.

FTA SEC 5337 State of Good Repair – FGW

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

FTA RAISE (Rebuilding American Infrastructure with Sustainability & Equity)

This grant funding program includes projects that will improve safety, environmental sustainability, quality of life, mobility and community connectivity, and state of good repair.

The Rebuilding American Infrastructure with Sustainability and Equity, or RAISE Discretionary Grant program, provides a unique opportunity for the DOT to invest in road, rail, transit, and port projects that promise to achieve national objectives. Previously known as the Better Utilizing Investments to Leverage Development (BUILD) and Transportation Investment Generating Economic Recovery (TIGER) Discretionary Grants.

FTA ASAP (All Stations Accessibility Program)

The All Stations Accessibility Program makes competitive funding available to assist in the financing of capital projects to repair, improve, modify, retrofit, or relocate infrastructure of stations or facilities for passenger use. Eligible activities are capital projects to upgrade the accessibility of legacy rail fixed guideway public transportation systems for people with disabilities, including those who use wheelchairs, by increasing the number of existing stations or facilities for passenger use that meet or

exceed the new construction standards of title II of the Americans with Disabilities Act of 1990 (42 U.S.C. 12131).

STATE FUNDING

State resources are sufficiently available to match federal dollars, as shown by Connecticut's record of financing its Transportation Renewal Program. Connecticut's Special Transportation Fund (STF) was established by the 1983 State legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is needed to pay the operating expenses of the Department of Transportation; the State (100%) funded infrastructure improvement projects and the interest and principal due from the sale of bonds. The sale of bonds has been consistently at a level sufficient to match available federal funds. The major sources of STF funds are the motor fuel tax and the motor vehicle receipt, which, combined, make up approximately 80 percent of the total fund revenue.

LOCAL FUNDING

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

FINANCIAL PLAN

The STIP for FFY 2025-2028 contains 355 projects in 32 federal funding categories. It programs $3.327 billion in federal funds, which will be matched by $723,587 million in state funds and $22,705 million in local funds, for a total program cost of $4.073 billion. Of the $723,587 million in state funds, $14.640 million is programmed for public transportation operating assistance. Within the transportation modes, a total of $2.195 billion (65.97%) will be used for highway and bridge capital programs and a total of $1.132 billion (34.03%) will be used for transit (rail, bus, and rideshare) capital and operating costs.

Examples of major projects included in the STIP:

- I-95 Interchange 74 reconstruction in East Lyme (44-156)
- I-91 SB Bridge 01469B rehabilitation in Hartford (63-726)
- I-91/I-691/CT 15 Interchange Improvements in Meriden/Middletown (79-240, 79-245, 79-246)
- CT 2A Bridge 03426 rehabilitation in Montville/Preston (85-147)
- CT 9 Removal of traffic signals in Middletown (82-318)
- I-95 NB Bridge 03819 rehabilitation in New London (Gold Star) (94-235)
- US 7/CT 15 Interchange in Norwalk (102-358)
- CT 82 Safety Improvements in Norwich (103-274)
- CT 136 Bridge 01349 rehabilitation (Saugatuck River) in Westport (158-214)
- Railroad Track Improvements & Mobility Enhancements (TIME) Program
- Rehabilitation of WALK, Devon, and SAGA Railroad Bridges
- Transit vehicle fleet and transit facility upgrades
- New Haven Line Power Program

Federal authorizations for FFY 2025-2028 are estimated as constant values based on IIJA authorization levels. The preponderance of federal funds will be matched from state funding resources. A relatively small amount of federal funds will be matched by town/city governments.

The STIP is financially constrained, and the spending plan is based on reasonable projections of available resources. Tables 1-4 provide the estimated authorization levels and corresponding STIP program for each federal funding source for each of the four years of this STIP. These tables also demonstrate that the program is financially constrained by showing the balance of each funding category (Authorization vs. STIP programmed amount).

OPERATION AND MAINTENANCE

IIJA regulations require that the STIP demonstrate that appropriate funds are available to adequately operate and maintain the transportation system as a whole. The majority of funds used to pay operating and maintenance costs are State funds.

Operating and maintaining transportation systems are costly. Connecticut has many systems and processes that are required to monitor, analyze, and disseminate roadway/infrastructure data for operational, maintenance, and managerial uses as reflected in the Department's estimated budget.

Connecticut also uses Intelligent Transportation System (ITS) to assist in managing roadway maintenance efforts and to enhance safety on the transportation system. Relative to operations and maintenance, ITS focuses on integrating management of maintenance fleets, identifying when specialized service vehicles are required, determining when hazardous road conditions require remediation, and improving work zone mobility and safety.

This is demonstrated in the "Estimated DOT Operating Budget" located in Table 5.

AIR QUALITY CONFORMITY FINDING

In response to the Clean Air Act of 1970, the U.S. Environmental Protection Agency (EPA) established National Ambient Air Quality Standards (NAAQS) for various pollutants, including Ozone and its precursors, Volatile Organic Compounds (VOC) and Nitrogen Oxides (NOx); Particulate Matter (PM); and Carbon Monoxide (CO). The Conformity process ensures that transportation projects contained in Metropolitan Transportation Plans (MTP) and Transportation Improvement Plans (TIPs) meet the goals of the NAAQS by means of each state's Statewide Implementation Plan (SIP).

EPA has designated certain areas of the country where the NAAQS have been exceeded. These are called 'non-attainment' areas. Connecticut is presently in non-attainment for Ozone and in maintenance for PM2.5, thus necessitating conformity analysis for these pollutants in their respective areas.

Ozone:
On March 20, 2017, EPA notified CTDEEP that EPA had determined the 2017 Motor Vehicle Emission Budgets (MVEBs) for the Greater Connecticut ozone non-attainment area, submitted as a SIP revision by CTDEEP to EPA on January 17, 2017, to be adequate for transportation conformity purposes. On May 31, 2017, EPA published its adequacy finding in the Federal Register (82 FR 24859) and the MVEBs became effective on June 15, 2017 for transportation conformity purposes.

On June 4, 2018, EPA published a final rule that designated new non-attainment areas for the 2015 Ozone NAAQS (83 FR 25776). These designations were effective on August 3, 2018.

On October 7, 2022, EPA published a reclassification to Moderate for the Greater Connecticut ozone non-attainment area for the 2015 Ozone NAAQS, effective November 7, 2022.

PM2.5:
CTDEEP submitted a re-designation request and maintenance plan for the Connecticut portion of the NY-NJ-LI area on June 22, 2012. The plan demonstrated that Connecticut's air quality met both the 1997 annual and the 2006 24-hour PM2.5 NAAQS due to a combination of national, regional and local control measures implemented to reduce emissions and presented a maintenance plan that ensures continued attainment through the year 2025. The end of the maintenance period was established as 2025, consistent with the CAA section 175A (a) requirement that the plan provide for maintenance of the NAAQS for at least 10 years after EPA formally approves the re-designation request.

EPA subsequently determined that the 2017 and 2025 MVEBs in the maintenance plan were adequate for transportation conformity purposes and effective as of February 20, 2013. On September 24, 2013, EPA published its approval of the PM2.5 re-designation request, establishing October 24, 2013 as the effective date of re-designation to attainment/maintenance for Connecticut's portion of the NY-NJ-LI area for both the 1997 annual and 24-hours PM2.5 NAAQS

CO:
Connecticut completed it last maintenance period for CO, effective May 10, 2019.

Conformity determinations for Ozone and PM2.5 are found in the document entitled "Connecticut Department of Transportation Conformity Determination Report– February 2024."

The Program and Plan were found to be in conformance.

TITLE VI, LIMITED ENGLISH PROFICIENCY, AND ENVIRONMENT JUSTICE

Public Involvement, Review and Process

The 2025 Draft Statewide Transportation Improvement Program (STIP) document recently went through a public outreach process. Listed below is the extensive public outreach conducted.

CTDOT website homepage

A direct link to the STIP (2025 STIP) was added to the Department's homepage under Most Popular during the public comment period on the STIP.

STIP Webpage

The STIP webpage of the Department's website includes:

- Narrative of the development of the Draft STIP;
- Information on the opportunities for public involvement;
- Links to the virtual public informational meetings;
- Instructions for individuals with limited internet access;
- Instructions on how to request language assistance;
- Instructions on how to submit comments;
- The Draft 2025 STIP Document;
- The Draft 2025 STIP Project List;
- The Draft 2025 Multi-Regional Project List;
- The most recent Bridge Report;
- The most recent Safety Report;
- Copy of the Press Release; and
- Link to the Air Quality Conformity Determination Report.

Press Release

- A Press release was developed and posted to the Department's website;
- An alert was sent to 1,227 subscribers, including all news outlets statewide.

A copy of the Press Release is included in Appendix E

DOT Calendar of Events

- The virtual public informational meeting on the STIP was added to the Department's and State's calendar of public events.

Brochure

- A brochure was developed outlining the availability of the draft STIP (both online and in the office), notification of public meetings and how to access the hybrid events. The brochure provided detailed instruction on the ways the public could request additional information or comment on the documents. This brochure was forwarded to the following:
    - Eight Metropolitan Planning Organizations (MPOs) and two Rural Planning Organizations (RPOs). These entities were requested to forward the brochure to:
        - All chief elected officials;
        - Transportation committee members, if applicable;
        - Transit Districts in their area;
        - Stakeholders, and
        - Interested parties' lists.
    - 783 Community and Faith Based Organizations; and

- All Connecticut Legislators and Connecticut Congressional Delegates

A copy of the Brochure is included in Appendix E

Advertisement (See Appendix E)

The CTDOT developed an advertisement for the virtual public informational meeting on the draft STIP and sent it to twenty newspapers, statewide. The MPOs also developed an advertisement or a legal notice for their public informational meeting on their TIP, along with CTDOT's STIP and sent it to area newspapers for their Region. These newspapers, used by the CTDOT and the MPOs are listed below:

- Bristol Press
- CT Post
- Danbury News Times
- Greenwich Time
- Hartford Courant
- Inner-City News*
- Inquiring News*
- La Voz Hispana*
- Manchester Journal Inquirer
- Meriden Record
- Middletown Press
- New Britain Herald
- New Haven Register
- New London Day
- Norwalk Hour
- Norwich Bulletin
- Stamford Advocate
- Torrington Register Citizen
- Waterbury Republican
- Willimantic Chronicle
- Valley Independent Sentinel
- Valley Voices
- Town Times
- Shelton Herald
- Citizens News
- La Tribuna*
- Northeast Minority News*
- Hartford News*
- Identidad Latina*
- White Eagle*
- El Sol*

**Denotes specific newspapers targeted to reach minority populations*

Social Media

- WestCOG included announcements on Facebook and X referencing their TIP and provided a link to their webpage which provided information on how to submit comments on the STIP.
- CRCOG posted announcements on Facebook, X, and LinkedIn of the public meeting on their TIP and our STIP.

- SCRCOG posted announcements on their Facebook and Instagram of the public meeting on their TIP.
- LCRVCOG included announcements of their public meeting on Facebook and LinkedIn
- CNVCOG included an announcement of the public meeting on their TIP and our STIP on their Facebook account.

Hybrid Public Informational Meeting

The Department held two hybrid public informational meeting sessions on the draft STIP, May 15, 2024, at 1:00 pm and at 7:00 pm.

- Three methods to participate were provided – ZOOM Live event, YouTube, and a conference call in number.
- Closed captioning was available in multiple languages.
- The live event was streamed on CT-N.
- Approximately sixty-six (66) people attended the 1:00 pm event (31 in person, 35 remotely), and twenty-two (22) people attended the 7:00 pm event (11 in person, 11 remotely).
- Three options were available to provide questions and comments during the live event – by a dedicated email box, by a dedicated voicemail, or by using the chat box in ZOOM.
- The email and voicemail options were available until the close of the public comment period on May 31, 2024.
- A recording of the live event is included on the Department's virtual public informational meeting library located on its website and on the Department's YouTube channel.

Coordination with the Metropolitan Planning Organizations

- As requested by the CTDOT, the STIP documents were made available for public review in the MPOs offices and on their websites, throughout both the Department's and MPOs respective public comment periods.
- As requested by the CTDOT, the State's eight MPOs included the review of the STIP when they advertised their review of their TIP and their public meeting was for both the TIP and STIP.
- All MPOs included a link to the Department's STIP website on their website.
- The eight MPOs and the two Rural Council of Governments were requested to forward our brochure to their first elected officials, transit districts, stakeholders and interested parties list.
- The eight MPOs included announcements of the availability of the STIP in their quarterly and/or monthly email newsletters.
- CTDOT staff attended all Public Informational meetings on the STIP/TIP held by the MPOs.
- As defined in each MPO's Title VI, Public Involvement Plan, and LEP Plan, legal notices/advertisements were published in required languages (specific to each MPO).

Comments received and addressed on the STIP

- The Department received six questions/comments on the STIP. Three of these were requesting STIP data/information. Also received were a request for a new bus stop, questions/comments on the Greater Hartford Mobility Study (GHMS), and an email opposing the four-year program due to anticipated delays caused by construction. All questions/comments received were responded to and included an appropriate CTDOT contact.

SEE APPENDIX E FOR RELATED DOCUMENTS

FIGURES

FIGURE I – CT MAP – 8 MPO and 2 Rural Council of Governments

FIGURE II - CT MAP – CT Ozone Non-Attainment and PM2.5 Attainment/Maintenance Areas

FIGURE III - CT MAP - CT PM2.5 Attainment/Maintenance Areas

The boundaries of the Connecticut Ozone Non-attainment and PM2.5 Attainment/Maintenance areas are shown below in Figure 2 and 3. The NY/NJ/LI Ozone Non-Attainment area includes Fairfield, New Haven, and Middlesex counties while the Greater CT Ozone Non-Attainment area includes Litchfield, Hartford, Tolland, Windham, and New London counties. The PM2.5 Attainment / Maintenance area includes Fairfield and New Haven counties.

FIGURE I

CT MAP – 8 Metropolitan Planning Organizations And 2 Rural Council of Governments

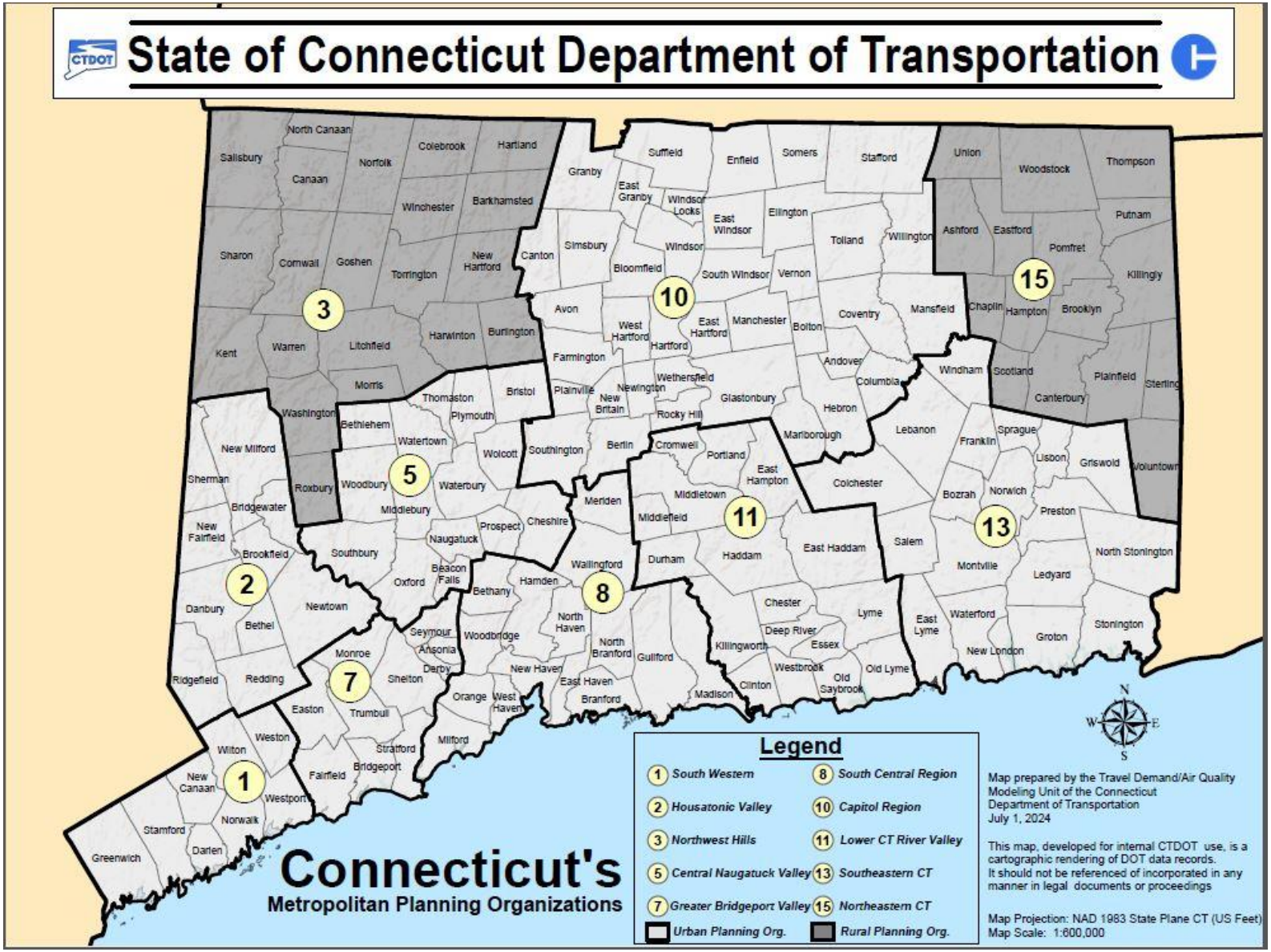


FIGURE II
CONNECTICUT OZONE NON-ATTAINMENT

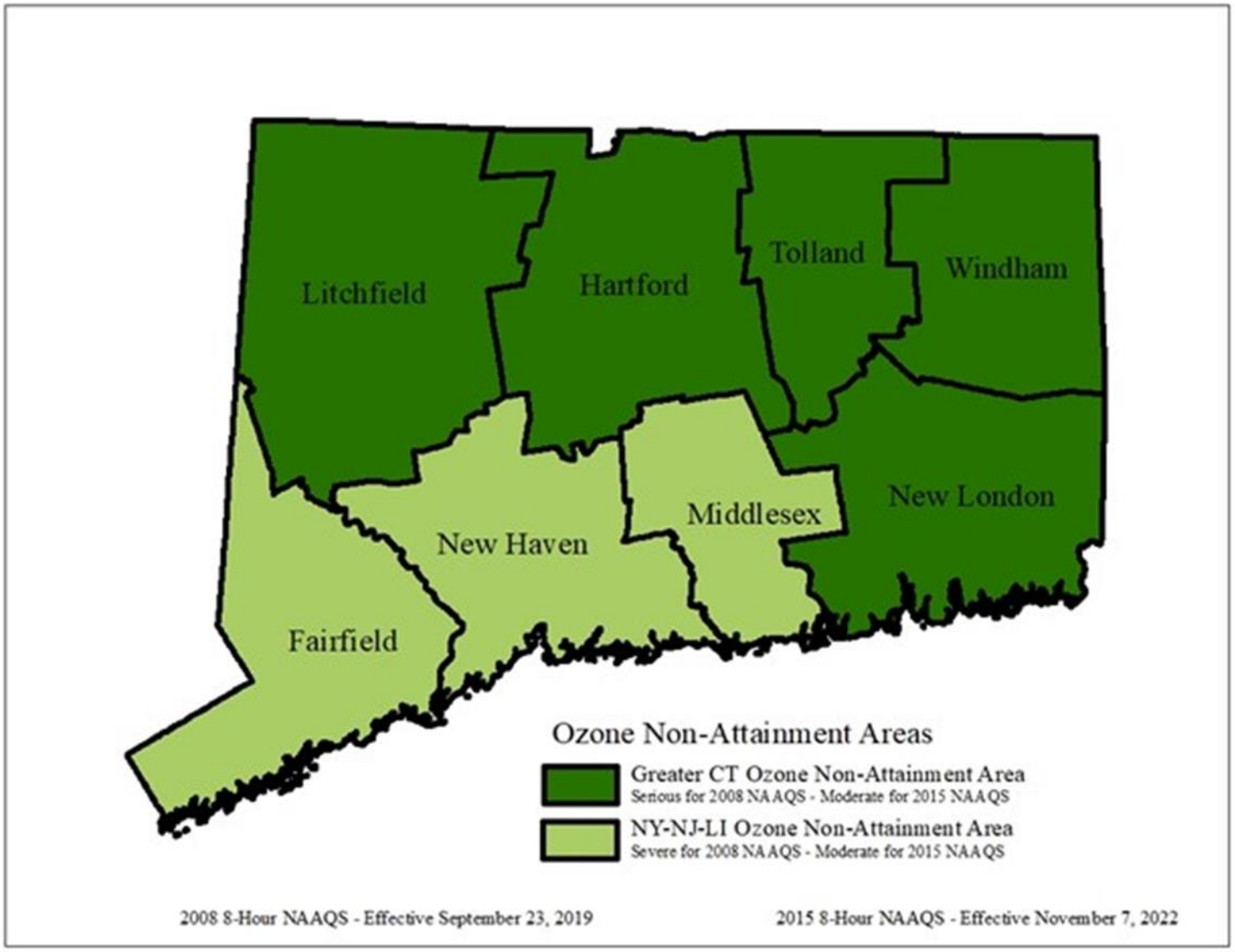
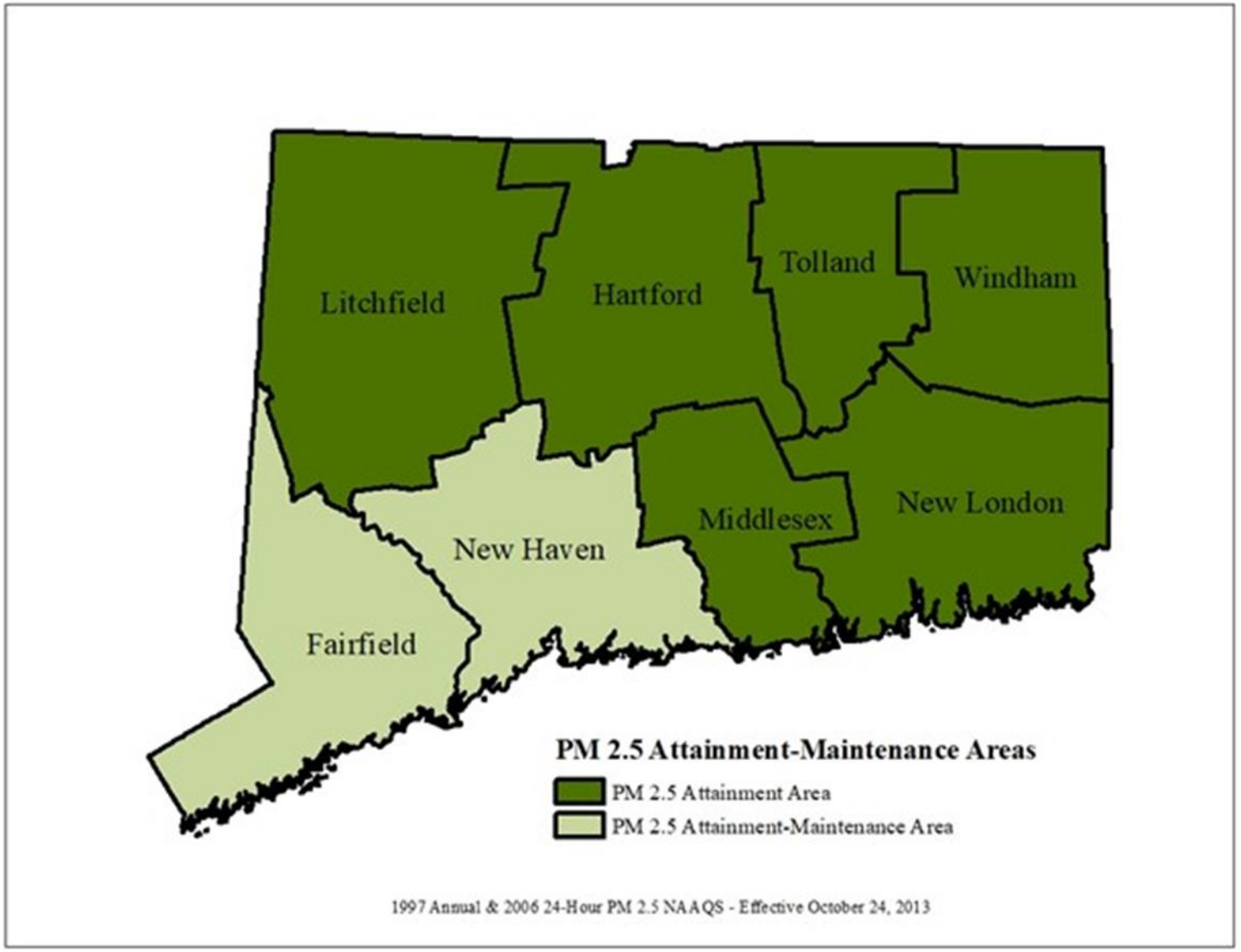


FIGURE III
CONNECTICUT PM2.5 ATTAINMENT/MAINTENANCE AREA



TABLES

FINAL IIJA 2025-2028 AUTHORIZED VERSUS STIP (000's) HIGHWAY PROGRAMS

Table 1

FUNDING CATEGORY	AUTHORIZATION FFY 2025	STIP FFY 2025	BALANCE TO PROGRAM FFY 2025	AUTHORIZATION FFY 2026	STIP FFY 2026	BALANCE TO PROGRAM FFY 2026	AUTHORIZATION FFY 2027	STIP FFY 2027	BALANCE TO PROGRAM FFY 2027
Federal Highway Administration									
BRIDGE OFF-SYSTEM (BRZ)	35,540	0	35,540	35,540	0	35,540	35,540	0	35,540
BRIDGE ON -SYSTEM (BRX)	0	0	0	0	0	0	0	0	0
BRIDGE INVESTMENT DISCRETIONARY GRANT (BIDG)	148,500	148,500	0	0	0	0	0	0	0
CARBON REDUCTION PROGRAM (CRP)	19,324	0	19,324	19,324	0	19,324	19,324	0	19,324
COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING (CPCDH)	0	0	0	0	0	0	0	0	0
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	27,881	31,103	-3,221	27,881	28,232	-350	27,881	4,000	23,881
CONGRESSIONAL EARMARK, FFY 2021 (EM21)	0	0	0	0	0	0	0	0	0
DISCRETIONARY GRANT FUNDING (DIGR)	9,140	9,140	0	18,790	18,790	0	0	0	0
FERRY BOAT PROGRAM (FBP)	200	200	0	200	200	0	200	200	0
HIGHWAY SAFETY IMPROVEMENT PROGRAM /HIGH RISK RURAL ROAD (HSIP/SIPH/SIPR/154)	51,836	4,575	47,261	51,836	4,575	47,261	51,836	4,575	47,261
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0	0	0	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (HPP)	0	0	0	0	0	0			0
IIJA Bridge Formula Program - Flex/Anywhere (BRFP)	119,615	14,640	104,975	119,615	184,770	-65,155	119,615	64,885	54,730
IIJA Bridge Formula Program - Off-System (BRFZ)	22,718	0	22,718	22,718	0	22,718	22,718	0	22,718
INTERSTATE MAINTENANCE (IM)	0	0	0	0	0	0	0	0	0
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (EVFP)(NEVI)	13,126	0	13,126	13,126	0	13,126	13,126	0	13,126
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	17,412	17,412	0	17,412	17,412	0	17,412	17,412	0
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	357,490	349,512	7,978	357,490	362,537	-5,047	357,490	200,233	157,257
NATIONAL HIGHWAY SYSTEM (NHS)	0	0	0	0	0	0	0	0	0
PROTECT PROGRAM (PRFP)	4,059	360	3,699	4,059	0	4,059	4,059	1,760	2,299
PROTECT PROGRAM (PRPL)	439	0	439	439	0	439	439	0	439
REPURPOSING FUNDS FOR EARMARKS (REP)	0	0	0	0	0	0	0	0	0
SAFE ROUTES INFASTRUCTURE (SRSI)		0	0	0	0	0	0	0	0
SAFE ROUTES NON INFASTRUCTURE (SRSNI)		0	0	0	0	0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	207,907	183,128	24,779	207,907	170,663	37,243	207,907	37,364	170,542
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	18,753	9,636	9,117	18,753	624	18,129	18,753	624	18,129
FHWA SUB TOTAL	**1,053,940**	**768,205**	**285,734**	**915,090**	**787,803**	**127,287**	**896,300**	**331,053**	**565,246**
MINUS SET-ASIDE FOR PROJECT MODIFICATION	-75,000	0	-75,000	-75,000	0	-75,000	-75,000	0	-75,000
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	-75,000	0	-75,000	-75,000	0	-75,000	-75,000	0	-75,000
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT	-35,000	0	-35,000	-35,000	0	-35,000	-35,000	0	-35,000
FHWA TOTALS:	**868,940**	**768,205**	**100,734**	**730,090**	**787,803**	**-57,713**	**711,300**	**331,053**	**380,246**

Note: FHWA Fiscal Constraint level is shown at the FHWA SUB TOTAL line in table

FINAL IIJA 2025-2028 AUTHORIZED VERSUS STIP (000's) HIGHWAY PROGRAMS

Table 2

FUNDING CATEGORY	AUTHORIZATION *FFY 2028*	STIP *FFY 2028*	BALANCE TO PROGRAM *FFY 2028*	AUTHORIZATION *FFY FYI*	STIP *FFY FYI*	BALANCE TO PROGRAM *FFY FYI*
Federal Highway Administration						
BRIDGE OFF-SYSTEM (BRZ)	35,540	0	35,540	35,540	0	35,540
BRIDGE ON -SYSTEM (BRX)	0	0	0	0	0	0
BRIDGE INVESTMENT DISCRETIONARY GRANT (BIDG)	0	0	0	0	0	0
CARBON REDUCTION PROGRAM (CRP)	19,324	0	19,324	19,324	0	19,324
COMMUNITY PROJECT FUNDING/CONGRESSIONALLY DIRECTED SPENDING (CPCDH)	0	0	0	0	0	0
CONGESTION MITIGATION & AIR QUALITY (CMAQ)	27,881	4,000	23,881	27,881	4,000	23,881
CONGRESSIONAL EARMARK, FFY 2021 (EM21)	0	0	0	20,000	20,000	0
DISCRETIONARY GRANT FUNDING (DIGR)	0	0	0	0	0	0
FERRY BOAT PROGRAM (FBP)	200	200	0	0	0	0
HIGHWAY SAFETY IMPROVEMENT PROGRAM /HIGH RISK RURAL ROAD (HSIP/SIPH/SIPR/154)	51,836	4,575	47,261	51,836	9,150	42,685
HIGHWAY INFRASTRUCTURE PROGRAM FUNDS (HIP)	0	0	0	0	0	0
HIGH PRIORITY PROJECTS (HPP)	0	0	0	0	0	0
IIJA Bridge Formula Program - Flex/Anywhere (BRFP)	119,615	0	119,615	119,615	0	119,615
IIJA Bridge Formula Program - Off-System (BRFZ)	22,718	0	22,718	22,718	0	22,718
INTERSTATE MAINTENANCE (IM)	0	0	0	0	0	0
NATIONAL ELECTRIC VEHICLE INFRASTRUCTURE FORMULA PROGRAM (EVFP) (NEVI)	13,126	0	13,126	13,126	0	13,126
NATIONAL HIGHWAY FREIGHT PROGRAM (NFRP)	17,412	17,412	0	17,412	17,412	0
NATIONAL HIGHWAY PERFORMANCE PROGRAM (NHPP)	357,490	110,310	247,180	357,490	65,492	291,998
NATIONAL HIGHWAY SYSTEM (NHS)	0	0	0	0	0	0
PROTECT PROGRAM (PRFP)	4,059	0	4,059	4,059	0	4,059
PROTECT PROGRAM (PRPL)	439	0	439	439	0	439
REPURPOSING FUNDS FOR EARMARKS (REP)	0	0	0	0	0	0
SAFE ROUTES INFASTRUCTURE (SRSI)	0	0	0	0	0	0
SAFE ROUTES NON INFASTRUCTURE (SRSNI)	0	0	0	0	0	0
SURFACE TRANSPORTATION PROGRAM (STP)	207,907	34,664	173,242	207,907	24,320	183,586
TRANSPORTATION ALTERNATIVES PROGRAM (TAP)	18,753	0	18,753	18,753	0	18,753
FHWA SUB TOTAL	**896,300**	**171,162**	**725,138**	**916,100**	**140,374**	**775,726**
MINUS SET-ASIDE FOR PROJECT MODIFICATION	-75,000	0	-75,000	-75,000	0	-75,000
MINUS SET-ASIDE FOR PROJECTS STIP SATISFIED THROUGH BRIDGE REPORT	-75,000	0	-75,000	-75,000	0	-75,000
MINUS SET ASIDE FOR PROJECTS STIP SATISFIED THROUGH SAFETY REPORT	-35,000	0	-35,000	-35,000	0	-35,000
FHWA TOTALS:	**711,300**	**171,162**	**540,138**	**731,100**	**140,374**	**590,726**

Note: FHWA Fiscal Constraint level is shown at the FHWA SUB TOTAL line in table

FINAL IIJA 2025-2028 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

Table 3

FUNDING CATEGORY	AUTHORIZATION FFY 2025	STIP FFY 2025	BALANCE TO PROGRAM FFY 2025	AUTHORIZATION FFY 2026	STIP FFY 2026	BALANCE TO PROGRAM FFY 2026	AUTHORIZATION FFY 2027	STIP FFY 2027	BALANCE TO PROGRAM FFY 2027
Federal Transit Administration									
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	139,798	139,470	328	141,904	121,832	20,072	141,904	141,682	222
FTA SECTION 5307O OPERATING	615	615	0	615	615	0	615	615	0
FTA SECTION 5307S FLEX FUNDS**	0	0	0	0	0	0	0	0	0
SECTION 5307 TOTALS:	**140,413**	**140,085**	**328**	**142,519**	**122,447**	**20,072**	**142,519**	**142,297**	**222**
FTA SECTION 5311 CAPTIAL/OPERATING/RTAP/ADMIN/PLANNING	4,576	0	4,576	4,644	0	4,644	4,644	0	4,644
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	1,216	1,216	0	900	900	0	900	900	0
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	2,679	2,679	0	3,167	3,167	0	3,167	3,167	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	500	500	0	500	500	0	500	500	0
SECTION 5311 TOTALS:	**8,971**	**4,395**	**4,576**	**9,211**	**4,567**	**4,644**	**9,211**	**4,567**	**4,644**
FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES	4,705	0	4,705	4,775	0	4,775	4,775	0	4,775
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	0	0	0	0	0	0	0	0	0
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	4,704	4,704	0	4,775	4,775	0	4,775	4,775	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR FGW	97,246	97,245	2	98,705	98,779	-75	98,705	98,704	0
FTA SECTION 5337H STATE OF GOOD REPAIR FGW & HIGH INTENSITY HARTFORD	4,687	4,686	1	4,757	4,757	0	4,757	4,757	0
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	8,435	8,400	35	8,562	8,540	22	8,562	8,540	22
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY	46,832	46,832	0	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	**166,609**	**161,867**	**4,742**	**121,574**	**116,851**	**4,723**	**121,574**	**116,776**	**4,798**
FTA RAISE (REBUILDING AMERICAN INFRASTRUTURE W/ SUSTAINABILITY & EQUITY)	25,000	25,000	0	0	0	0	0	0	0
FTA ASAP (ALL STATIONS ACCESSIBILITY PROGRAMS)	29,600	29,600	0	0	0	0	0	0	0
FTA (BUILD DISCRETIONARY) HART/WESTCOG-REGIONAL VALUE CAPTURE-MECHANISM STUDY	0	0	0	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5310P PRGRM - ENHANCED MOBILITY OF SENIORS/INDIVIDUALS W/DISABILITIES-CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR - FGW CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5337Q STATE OF GOOD REPAIR - FGW HARTFORD CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION 5339Q BUS & BUS FACILITIES DISCRETIONARY CARRYOVER	0	0	0	0	0	0	0	0	0
FTA SECTION TOTAL	**54,600**	**54,600**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
FTA TOTALS:	**370,593**	**360,947**	**9,646**	**273,304**	**243,865**	**29,439**	**273,304**	**263,640**	**9,664**
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,239,532**	**1,128,252**	**111,280**	**1,151,894**	**1,026,555**	**125,338**	**1,133,104**	**594,693**	**538,410**
Less FTA Sec 5307S Flex Funds**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,239,532**	**1,128,252**	**111,280**	**1,151,894**	**1,026,555**	**125,338**	**1,133,104**	**594,693**	**538,410**

FINAL IIJA 2025-2028 AUTHORIZED VERSUS STIP (000's) TRANSIT PROGRAMS

Table 4

FUNDING CATEGORY	AUTHORIZATION *FFY 2028*	STIP *FFY 2028*	BALANCE TO PROGRAM *FFY 2028*	AUTHORIZATION *FFY FYI*	STIP *FFY FYI*	BALANCE TO PROGRAM *FFY FYI*
Federal Transit Administration						
FTA SECTION 5307C URBANIZED AREA FORMULA GRANTS	141,904	141,744	160	141,904	0	141,904
FTA SECTION 5307O OPERATING	615	615	0	615	0	615
FTA SECTION 5307S FLEX FUNDS**	0	0	0	0	0	0
SECTION 5307 TOTALS:	**142,519**	**142,359**	**160**	**142,519**	**0**	**142,519**
FTA SECTION 5311 CAPTIAL/OPERATING/RTAP/ADMIN/PLANNING	4,644	0	4,644	4,644	0	4,644
FTA SECTION 5311C CAPITAL FOR NON-URBANIZED (RURAL) AREAS	960	960	0	0	0	0
FTA SECTION 5311O OPERATING SUBSIDY FOR NON-URBANIZED AREAS	3,167	3,167	0	0	0	0
FTA SECTION 5311T RURAL TRANSPORTATION ASSISTANCE PROGRAMS (RTAP)	500	500	0	0	0	0
SECTION 5311 TOTALS:	**9,271**	**4,627**	**4,644**	**4,644**	**0**	**4,644**
FTA SECTION 5310 ENHANCED MOBILITY OF SENIORS & INDIVIDUALS WITH DISABILITIES	4,775	0	4,775	4,775	0	4,775
FTA SECTION 5310C CAPITAL FOR SERVICES TO ELDERLY & DISABLED	0	0	0	0	0	0
FTA SECTION 5310E PROGRAM ENHANCED MOBILITY	4,775	4,775	0	0	0	0
FTA SECTION 5312 LoNo DISCRETIONARY PROGRAM	0	0	0	0	0	0
FTA SECTION 5337 STATE OF GOOD REPAIR FGW	98,705	98,779	-75	98,705	0	98,705
FTA SECTION 5337H STATE OF GOOD REPAIR FGW & HIGH INTENSITY HARTFORD	4,757	4,757	0	4,757	0	4,757
FTA SECTION 5339 BUS & BUS FACILITIES FORMULA	8,562	8,540	22	8,562	0	8,562
FTA SECTION 5339D BUS & BUS FACILITIES DISCRETIONARY	0	0	0	0	0	0
OTHER SECTIONS TOTALS:	**121,574**	**116,851**	**4,723**	**116,799**	**0**	**116,799**
FTA RAISE (REBUILDING AMERICAN INFRASTRUTURE W/ SUSTAINABILITY & EQUITY)	0	0	0	0	0	0
FTA ASAP (ALL STATIONS ACCESSIBILITY PROGRAMS)	0	0	0	0	0	0
FTA (BUILD DISCRETIONARY) HART/WESTCOG-REGIONAL VALUE CAPTURE-MECHANISM STUDY	0	0	0	0	0	0
FTA SECTION 5307P CAPITAL CARRYOVER	0	0	0	0	0	0
FTA SECTION 5310P PRGRM - ENHANCED MOBILITY OF SENIORS/INDIVIDUALS W/DISABILITIES-CARRYOVER	0	0	0	0	0	0
FTA SECTION 5311P CARRYOVER FOR NON-URBANIZED AREAS	0	0	0	0	0	0
FTA SECTION 5337P STATE OF GOOD REPAIR - FGW CARRYOVER	0	0	0	0	0	0
FTA SECTION 5337Q STATE OF GOOD REPAIR - FGW HARTFORD CARRYOVER	0	0	0	0	0	0
FTA SECTION 5339P BUS & BUS FACILITIES FORMULA CARRYOVER	0	0	0	0	0	0
FTA SECTION 5339Q BUS & BUS FACILITIES DISCRETIONARY CARRYOVER	0	0	0	0	0	0
FTA SECTION TOTAL	**0**	**0**	**0**	**0**	**0**	**0**
FTA TOTALS:	**273,364**	**263,837**	**9,527**	**263,963**	**0**	**263,963**
UNADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,133,164**	**434,998**	**698,165**	**995,062**	**74,883**	**920,180**
Less FTA Sec 5307S Flex Funds**	**0**	**0**	**0**	**0**	**0**	**0**
ADJUSTED AUTHORIZED LEVEL STIP TOTALS:	**1,133,164**	**434,998**	**698,165**	**995,062**	**74,883**	**920,180**

ESTIMATED CTDOT OPERATING BUDGET

Table 5

Personnel Summary2025-2028	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
	Authorized	Authorized	Estimated	Estimated	PROJECTED	PROJECTED	PROJECTED
Permanent Full-Time Positions							
Special Transportation Fund	3361	3567	3567	3567	3567	3567	3567
Financial Summary	2021-2022	2022-2023	2023-2024	2024-2025	2025-2026	2026-2027	2027-2028
Other Current Expenses							
Transportation Strategy Board	-	-	-	-	-	-	-
TOTAL - General Fund	-	-	-	-	-	-	-
Personal Services	196,391,262	205,108,484	228,130,866	231,453,386	240,668,940	249,895,698	259,641,526
Other Expenses	52,611,974	52,611,974	57,528,900	57,534,586	59,812,956	62,205,474	64,693,693
TOTAL-PS&O							
Capital Outlay							
Equipment	1,341,329	1,341,329	1,376,329	1,376,329	1,430,832	1,488,065	1,547,587
Minor Capital Projects	449,639	449,639	449,639	449,639	467,445	486,142	505,588
Highway & Bridge Renewal-Equipment							
Transit Equipment							
TOTAL - Capital Outlay	1,790,968	1,790,968	1,825,968	1,825,968	1,898,276	1,974,207	2,053,176
Other Current Expenses							
Highway Planning and Research	3,060,131	3,060,131	3,060,131	3,060,131	3,181,312	3,308,565	3,440,907
ADA Para-transit Program	42,578,488	42,578,488	40,449,564	40,449,564	42,051,367	43,733,421	45,482,758
Hospital Transit for Dialysis	-	-	-	-		-	-
Rail Operations	182,302,415	182,875,045	232,295,358	284,183,528	295,437,196	307,254,684	319,544,871
Bus Operations	211,266,251	220,168,000	253,013,487	261,931,227	272,303,704	283,195,852	294,523,686
Non-ADA Dial-A-Ride	576,361	576,361	576,361	576,361	576,361	576,361	576,361
Highway and Bridge Renewal	-	-	-	-	-	-	-
Insurance Recovery	-	-	-	-	-	-	-
Highway and Bridge Renewal	-	-	-	-	-	-	-
Transit Improvement Program	-	-	-	-	-	-	-
Pay-As-You-Go Transportation Projects	17,383,164	17,408,298	17,972,797	18,028,794	18,400,000	18,800,000	19,200,000
Tweed-New Haven Airport Grant	-	-	-	-	-	-	-
CT Airport Authority SID	-	-	-	-	-	-	-
Airport Operations	-	-	-	-	-	-	-
Port Authority	400,000	400,000	400,000	400,000	400,000	400,000	400,000
Transportation to Work	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629	2,370,629
Transportation Asset Management	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000	3,000,000
TOTAL - Other Current Expenses	462,937,439	472,436,952	553,138,327	614,000,234	637,720,568	662,639,511	688,539,212
Pmts to Local Governments							
Town Aid Road Grants	-	-	60,000,000	60,000,000	60,000,000	60,000,000	60,000,000
Non-functional							
Change to accruals	-	-	-	-	-	-	-
TOTAL - Special Transportation Fund	713,731,643	731,948,378	900,624,061	964,814,174	1,000,100,740	1,036,714,890	1,074,927,606
Cannabis Regulatory Fund							
Other Expenses			550,000	550,000	550,000	550,000	550,000
Total - Cannabis Regulatory Fund			550,000	550,000	550,000	550,000	550,000
TOTAL - ALL FUNDS	713,731,643	731,948,378	901,174,061	965,364,174	1,000,650,740	1,037,264,890	1,075,477,606

APPENDICES

APPENDIX A - GLOSSARY OF TERMS USED IN 2025 STIP

PLANNING ORGANIZATIONS:

1 SOUTH WESTERN REGION METROPOLITAN PLANNING ORGANIZATION

2 HOUSATONIC VALLEY METROPOLITAN PLANNING ORGANIZATION

3 NORTHWEST HILLS PLANNING REGION (RURAL)

5 CENTRAL NAUGATUCK VALLEY METROPOLITAN PLANNING ORGANIZATION

7 GREATER BRIDGEPORT/VALLEY METROPOLITAN PLANNING ORGANIZATION

8 SOUTH CENTRAL REGIONAL METROPOLITAN PLANNING ORGANIZATION

10 CAPITOL REGION METROPOLITAN PLANNING ORGANIZATION

11 LOWER CONNECTICUT RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION

13 SOUTHEASTERN CONNECTICUT METROPOLITAN PLANNING ORGANIZATION

15 NORTHEASTERN CONNECTICUT PLANNING REGION (RURAL)

MULTI-REGIONS

70 STATEWIDE PROJECTS

71 DISTRICTWIDE PROJECTS - DISTRICT 01

72 DISTRICTWIDE PROJECTS - DISTRICT 02

73 DISTRICTWIDE PROJECTS - DISTRICT 03

74 DISTRICTWIDE PROJECTS - DISTRICT 04

75 NY/NJ/LI NON-ATTAINMENT PROJECTS

76 GREATER CT NON-ATTAINMENT PROJECTS

77 NH LINE-MAINLINE PROJECTS

78 NH LINE SYSTEMWIDE PROJECTS

79 CT TRANSIT SYSTEMWIDE PROJECTS

80 SHORELINE EAST PROJECTS

81 WATERBURY BRANCH-RAIL PROJECTS

82 DANBURY BRANCH-RAIL PROJECTS

APPENDIX A - Cont.

FACodes - MAJOR FUNDING CATEGORIES:

FEDERAL TRANSIT ADMINISTRATION

SECTION	**5307C**	Capital Funding Programs
SECTION	**5307E**	Transit Enhancements Funding Programs (Set-Aside)
SECTION	**5307O**	Operating Subsidy Funding Programs
SECTION	**5307P**	Carryover – Capital Funding Programs
SECTION	**5307R**	Carryover -Transit Enhancements Funding Programs
SECTION	**5307S**	Flex Funds Programs
SECTION	**5310C**	Capital Funding Programs (Services to Elderly and Disabled)
SECTION	**5311C**	Capital for Non-Urbanized and Small Urban Areas
SECTION	**5311O**	Operating Subsidy for Non-Urbanized Areas
SECTION	**5311P**	Carryover for Non-Urbanized Areas
SECTION	**5311T**	Rural Transportation Assistance Programs (RTAP)
SECTION	**5339**	Bus and Bus Facilities
SECTION	**5311**	Capital/Operating/RTAP/Admin/Planning
SECTION	**5310**	Enhanced Mobility of Seniors & Individuals w/ Disabilities
SECTION	**5310E**	Program Enhanced Mobility
SECTION	**5312**	Low/No Emission Discretionary Program
SECTION	**5337**	State of Good Repair FGW
SECTION	**5337H**	State of Good Repair – FGW & High Intensity Hartford
SECTION	**5339D**	Bus & Bus Facilities Discretionary
SECTION	**5310P**	Carryover of Enhanced Mobility of Seniors & Individuals w/ Disabilities
SECTION	**5337P**	Carryover of FGW
SECTION	**5337Q**	Carryover of FGW Hartford
SECTION	**5339P**	Carryover of Bus & Bus Facilities
SECTION	**5339Q**	Carryover of Bus & Bus Facilities Discretionary

SURFACE TRANSPORTATION PROGRAMS

STPA	STP Anywhere Programs
STPA-BRX	STP Anywhere- Bridge On System Program
STPB	STP Bridgeport/Stamford Programs
STPH	STP Hartford Programs
STPNH	STP New Haven Programs
STPNL	STP New London
STPO	STP Other Urban Programs
STPR	STP Rural Programs
STPSP	STP Springfield Programs
STPW	STP Worcester Programs
STPSU	STP Small Urban Programs
STPT	STP Enhancement Program
STPX	STP Railroad Highway Crossing Program
STPZ	STP Hazard Elimination Program

STPNY	STP New York Programs
STPY	STP Optional Safety Program

Transportation Alternative Program

TAP-FLEX	TAP Anywhere Programs
TAPB	TAP Bridgeport/Stamford Programs
TAPH	TAP Hartford Programs
TAPNH	TAP New Haven Programs
TAPNL	TAP New London Programs
TAPO	TAP Other Urban Programs 5K-200K
TAPR	TAP Rural Programs
TAPS	TAP Springfield Programs
TAPW	TAP Worcester Programs
TAPRT	TAP Recreational Trails Program
TAPNY	TAP New York Programs
TAPSU	TAP Small Urban Programs
TAP-OTHERS	TAP Other Programs

Carbon Reduction Program

CRPA	CRP Flex Anywhere Programs
CRPB	CRP Bridgeport/Stamford Programs
CRPH	CRP Hartford Programs
CRPNH	CRP New Haven Programs
CRPNL	CRP New London Programs
CRPO	CRP Other Urban Programs
CRPR	CRP Rural Programs
CRPD	CRP Danbury Programs
CRPS	CRP Springfield Programs
CRPWA	CRP Waterbury Programs
CRPWO	CRP Worcester Programs
CRPNY	CRP New York Programs
CRPSU	CRP Small Urban Programs

ALL OTHER FHWA PROGRAMS

BUILD	Better Utilizing Investments to Leverage Development
BRFP	IIJA Bridge Formula Program – Flex/Anywhere
BRFZ	IIJA Bridge Formula Program – Off-System
BIDG	Bridge Investment Discretionary Grant
BRX	Bridge On System Programs (SAFETEA-LU CARRYOVER)
BRZ	Bridge Off System Programs
CMAQ	Congestion Mitigation and Air Quality Programs
DIGR	Discretionary Grant Funding
FBP	Ferry Boat Program

HPP	High Priority Programs
HSIP	Highway Safety Improvement Program
EVFP	National Electric Vehicle Infrastructure Formula Program
NFRP	National Highway Freight Program
NHPP	National Highway Performance Program
NHPP-BRX	NHPP Bridge On System Program
NHS	National Highway System (SAFETEA-LU CARRYOVER)
NHTS	National Highway Traffic Safety
PRFP	Protect Program
PRPL	Protect Planning
REP	Repurposing Earmark Program
SRSI	Safe Route to School Program (SAFETEA-LU CARRYOVER)

Proj#: CTDOT Assigned Project Number
Rte/Sys: Route Number or Transit System where Project is located
Town: Town name or 'Statewide' indication
Description: Project Description
Phase: Identification of Project Phase

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

Year: STIP Year - The Year the Project is expected to be Obligated. (2025, 2026, 2027, 2028 & FYI for all Years outside of the STIP)

Tot$(000): Total Project Dollars in Thousands

Fed$(000): Federal Dollars in Thousands

Sta$(000): State Dollars in Thousands

Loc$(000): Other than State or Federal Dollars, typically Town Dollars in Thousands

APPENDIX B – ACRONYMS USED IN 2025 STIP

A

ACQ	Capital Acquisition Activities
ADA	Americans with Disabilities Act

B

BIL	Bipartisan Infrastructure Law
BRX	Bridge On System Programs
BRZ	Bridge Off System Bridge Replacement/Rehabilitation Program

C

CAAA	Clean Air Act Amendment
CMAQ	Congestion Mitigation and Air Quality Program
CON	Construction
CT	Connecticut
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDOT	Connecticut Department of Transportation

D

DOT	Department of Transportation

E

EPA	United States Environmental Protection Agency

F

Fast Act	Fixing America's Surface Transportation Act
FACode	Federal Authorization (Funding)
Fed$(000)	Federal Dollars in Thousands
FBD	Ferry Boat Discretionary Programs
FD	Final Design
FFY	Federal Fiscal Year
FHWA	Federal Highway Administration
FTA	Federal Transit Administration

G-K

Gov	Government
HPP	High Priority Programs
HSIP/SIPH	Highway Safety Improvement Program
HOV	High Occupancy Vehicles

I

IIJA	Infrastructure Investment and Jobs Act
IM	Interstate Maintenance Programs
I-MD	Interstate Maintenance Discretionary Programs
ITS	Intelligent Transportation System

L

Loc$(000)	Other than State or Federal Dollars, typically Town Dollars in Thousands
LOCIP	Local Capital Improvement Program

M

MAP-21	Moving Ahead for Progress in the 21st Century Act
MPO	Metropolitan Planning Organizations
MVEB	Motor Vehicle Emissions Budget

N-O

NAAQS	National Ambient Air Quality Standards
NCPD	National Corridor Planning Development
NHPP	National Highway Performance Program
NHTS	National Highway Traffic Safety
NJ	New Jersey
NOx	Carbon Monoxide
NY	New York
OTH	Other Activities

P

PD	Preliminary Design
PE	Preliminary Engineering
PM2.5	Particulate matter smaller than 2.5 microns
Proj#	CTDOT Assigned Project Number
PROTECT	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation

R

REP	Repurposing Earmarks Program
ROW	Rights of Way
Rte	Route
RTAP	Rural Transportation Assistance Program

S

SAFETEA-LU	Safe, Accountable, Flexible, and Efficient Transportation Equity A Legacy for Users Act
SIP	Statewide Implementation Plan
SRSI	Safe Routes to School Program
Sta$(000)	State Dollars in Thousands
STF	Special Transportation Fund
STIC	State Transportation Innovation Council
STIP	Statewide Transportation Improvement Program
STP	Surface Transportation Program
Sys	System

T

TAP	Transportation Alternative Program
TCM	Transportation Control Measures
TCSP	Transportation & Community & System Preservation Program
TEA-21	Transportation Equity Act for the Twenty First Century
TIP	Transportation Improvement Program
TMA	Transportation Management Area
Tot$(000)	Total Project Dollars in Thousands

U-Z

U.S.C.	United States Code
UZA	Urbanized Areas
VOC	Volatile Organic Contaminant (Particulate Matter)

APPENDIX C – FINAL 2025 STIP

FINAL 2025 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) BY FACODE

GO TO: www.ct.gov/dot/stip

APPENDIX D – FINAL 2025 STIP – REQUIRED APPROVALS FOR STATEWIDE AND DISTRICTWIDE PROJECTS

GO TO: www.ct.gov/dot/stip

APPENDIX E - PUBLIC INVOLVEMENT, REVIEW AND ENVIRONMENTAL JUSTICE

Newspaper Advertisement

STATE OF CONNECTICUT DEPARTMENT OF TRANSPORTATION
NOTICE OF AVAILABILITY
DRAFT 2025 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM

In accordance with the provisions of Title 23, Section 135 of the United States Code; as amended by the Infrastructure Investment and Jobs Act (IIJA); the Connecticut Department of Transportation (CTDOT) has prepared a draft Statewide Transportation Improvement Program (STIP).

The draft STIP compiles all highway and public transit projects that CTDOT intends to pursue over the next four years, utilizing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding. STIP documents can be found on the CTDOT website, at CTDOT Headquarters, and at all Councils of Government offices. It is suggested to schedule an appointment at these locations. To make an appointment at CTDOT, please call (860) 594-2040.

CTDOT is conducting two **hybrid** public informational meetings regarding the draft STIP on Wednesday, May 15, 2024, at 1:00 p.m. and 7:00 p.m. at CTDOT Headquarters, 2800 Berlin Turnpike in Newington. Both meetings will also be held on Zoom; registration is required. To register, please visit https://portal.ct.gov/DOT/STIP.

CTDOT staff will be available 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

The draft STIP will be available for review for a 30-day public comment period from May 1-31, 2024. Comments from the public must be received on or before May 31, 2024. Comments should be emailed to DOT.STIPComments@ct.gov, or mailed to Maribeth Wojenski, Bureau of Policy and Planning, Connecticut Department of Transportation, P.O. Box 317546, Newington, Connecticut 06131-7546.

CTDOT's Draft Statewide Transportation Improvement Plan Open for Public Comment

Hybrid *public information meetings to be held at CTDOT on Wednesday, May 15, 2024, at 1:00 p.m. and 7:00 p.m.*

The Connecticut Department of Transportation (CTDOT) has released the draft Statewide Transportation Improvement Program (STIP) for public comment.

The draft STIP compiles all highway and public transit projects that CTDOT intends to pursue over the next four years, utilizing Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) funding. STIP documents can be found on the CTDOT website, at CTDOT Headquarters, and at all Councils of Government offices. It is suggested to schedule an appointment at these locations. To make an appointment at CTDOT, please call (860) 594-2040.

"Transportation supports our communities, quality of life, and the economy vitality of the state," **said Connecticut Department of Transportation Commissioner Garrett Eucalitto.** "Virtually all aspects of day-to-day activity and necessities are supported or impacted by Connecticut's transportation infrastructure systems. Everyone uses transportation–roads, bridges, buses, trains, sidewalks, multi-use paths and ferries. It is critical that we receive feedback from the public so we can tailor our projects, services and policies to best fit the needs of all stakeholders. Please, be part of the process. This is your opportunity to be heard."

The draft STIP for fiscal year 2025-2028 contains:

- Over **180** projects statewide, programming **$3.3 billion** in federal funds matched by approximately **$724 million** in state funds and approximately **$23 million** in local funds, for a total program cost of approximately **$4 billion**
- **$14.6 million** for public transportation operating assistance
- **$2.2 billion** will be used for highway and bridge capital programs
- **$1.1 billion** will be used for transit (rail, bus, and rideshare) capital and operating costs

Some projects that will be funded through the STIP include:

- I-95 Interchange 74 reconstruction in East Lyme
- I-91 SB Bridge 01469B rehabilitation in Hartford
- I-91/I-691/CT 15 Interchange improvements in Meriden/Middletown
- CT 2A Bridge 03426 rehabilitation in Montville/Preston
- CT 9 Removal of traffic signals in Middletown
- I-95 NB Bridge 03819 rehabilitation in New London (Gold Star)
- US 7/CT 15 Interchange in Norwalk
- CT 82 Safety Improvements in Norwich
- CT 136 Bridge 01349 rehabilitation (Saugatuck River) in Westport
- Railroad Track Improvements & Mobility Enhancements (TIME) Program
- Rehabilitation of WALK, Devon, and SAGA Railroad Bridges
- Transit vehicle fleet and transit facility upgrades
- New Haven Line Power Program

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CTDOT staff will be available 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunications Relay Service (TRS) and instruct the operator to contact (860) 594-2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

The draft STIP will be available for review for a 30-day public comment period from May 1-31, 2024. Comments from the public must be received on or before May 31, 2024. Comments should be emailed to DOT.STIPComments@ct.gov, or mailed to Maribeth Wojenski, Bureau of Policy and Planning, Connecticut Department of Transportation, P.O. Box 317546, Newington, CT 06131-7546.

Additional Opportunities for Public Review and Comment

Capital Region COG
Hartford, CT
860-522-2217
www.crcog.org

Connecticut Metropolitan COG
Bridgeport, CT
203-366-5405
www.ctmetro.org

Lower CT River Valley COG
Essex, CT
860-581-8554
www.rivercog.org

Naugatuck Valley COG
Waterbury, CT
203-757-0535
www.nvcogct.org

Northeastern CT COG
Dayville, CT
860-774-1253
www.neccog.org

Northwest Hills COG
Litchfield, CT
860-491-9884
www.northwesthillscog.org

South Central Regional COG
North Haven, CT
203-234-7555
www.scrcog.org

Southeastern CT COG
Norwich, CT
860-889-2324
www.seccog.org

Western CT COG
Sandy Hook, CT
475-323-2060
www.westcog.org

Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06131-7546
Email: DOT.STIPComments@ct.gov

Public Informational Meeting

♦ 2025 Statewide Transportation Improvement Program (STIP)

PUBLIC INFORMATIONAL MEETINGS

CTDOT is conducting two **hybrid** public informational meetings regarding the STIP on Wednesday, May 15, 2024, at 1:00 p.m. and 7:00 p.m. at CTDOT Headquarters, 2800 Berlin Turnpike in Newington. Both meetings will also be held on Zoom; registration is required. To register, please visit **https://www.ct.gov/dot/STIP**

CTDOT staff will be available a 30 minutes prior to each meeting to informally discuss the draft STIP with members of the public.

Language assistance and/or ADA accommodations are provided at no cost to the public, and efforts will be made to respond to timely requests for assistance. Persons needing language assistance or ADA accommodations may request assistance by contacting CTDOT's Language Assistance Line at (860) 594-2109, at least five (5) business days prior to the meeting. Persons with a hearing and/or speech disability may dial 711 for Telecommunication Relay Service (TRS) and instruct the operator to contact (860) 594– 2243.

Parking is available in the rear of the building. The meeting facility is ADA accessible, and persons with disabilities can access the building from the main entrance of the building.

2025 STATEWIDE TRANSPORTATION IMPROVEMENT PROGRAM(STIP)

In accordance with the provisions of Title 23, section 135 of the United States code, as amended by Infrastructure Investment and Jobs Act (IIJA), enacted November 15, 2021, the Connecticut Department of Transportation (CTDOT) has developed a draft Statewide Transportation Improvement Program (STIP) covering all areas of the state. The STIP lists all federally funded transportation improvements, by federal funding category and by region, which are scheduled to occur over the next four years. It includes capital and operational improvements to the various modes, which make up the transportation system, including highway, bus, rail and bicycle facilities. The STIP is used to implement the goals and objectives identified in the Metropolitan Transportation Plans and State Transportation Plans. The portion of the STIP for the urban regions of the State is based on the Transportation Improvement Programs adopted by the Metropolitan Planning Organizations (MPO). For the rural regions of the State, the STIP is developed in cooperation with the Rural Council Of Government (COG).

REVIEW PROCEDURE

A copy of the Draft 2025 STIP will be available for review at specific locations for a thirty day public comment period between May 1, 2024 through May 31, 2024. These documents are available for review at the CTDOT Administration Building in Newington and at each of the Council of Governments. It is suggested that an appointment be scheduled in order to adequately accommodate all interested parties. To schedule an appointment at CTDOT, please call (860)594-2040 or send request via email to: Rose.Etuka@ct.gov

To schedule an appointment at one of the Council of Governments , please call them directly.

The Draft 2025 STIP is available online at: https://www.ct.gov/dot/STIP

Comments….

Written comments must be received on or before May 31, 2024. Comments should be addressed to:

Maribeth Wojenski

Email address:

DOT.STIPComments@ct.gov

Transportation Assistant Planning Director
Bureau of Policy and Planning
Connecticut Department of Transportation
P.O. Box 317546
Newington, CT 06111

Please include your name, address and if applicable, the name of the company or organization you represent with your

APPENDIX F - PERFORMANCE-BASED PLANNING AND PROGRAMMING

Performance-Based Planning and Programming

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

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

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, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

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

All current targets set for the performance measures listed below can be accessed at the CTDOT website 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 (5) 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:

Performance Measures	Numeric Target for 2024
Fatalities	270.0
Fatality Rate	0.850 per 100Million VMT
Serious Injuries	1300.0
Serious Injury Rate	4.300 per 100Million VMT
Non-Motorist Fatalities and Serious Injuries	280.0

Note: The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

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

1. Programmatic driver safety activities: Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speed and Aggressive Driving, Motorcycle Safety, Teen Driving grants, Preventing Roadside Deaths, and Driver and Officer Safety Education grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

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

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

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

Pavement and Bridge Condition

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

Performance Measures	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	68.6%	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%

The STIP will program projects to meet the targets set by the CTDOT using the Department's Pavement Management System and the Bridge Management System which uses a systematic look at conditions

to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan

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

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

System Reliability

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

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

Performance Measures	Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	86.2%	78.6%	78.6%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	90.0%	84.9%	84.9%

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

Congestion Measures

The two congestion measures consider movement of people and goods in urbanized areas greater than 200,000 established from the Census Bureau. 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.

Performance Measure: Annual Hours of Peak Hour Excessive Delay Per Capita			
Urbanized Area	Baseline	2-Year Target	4-Year Target
Bridgeport--Stamford, CT--NY	12.6%	20.0	21.9
Hartford, CT	5.7%	9.8	9.8
New Haven, CT	7.5%	7.9	7.9
Norwich--New London, CT--RI*	3.6%	4.0	4.0
Springfield, MA--CT**	6.2%	6.5	6.5
Worcester, MA--CT**	6.8%	7.0	5.0

Table Notes
* Coordination with RIDOT.
** coordination with MassDOT as they had the lead on developing targets.

Performance Measure: Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel			
Urbanized Area	Baseline	2-Year Target	4-Year Target
Bridgeport--Stamford, CT--NY	30.4%	27.8%	27.8%
Hartford, CT	22.1%	19.8%	19.8%
New Haven, CT	25.1%	23.5%	23.5%
Norwich--New London, CT--RI*	22.3%	19.4%	18.5%
Springfield, MA--CT**	21.5%	22.2%	22.2%
Worcester, MA--CT**	23.4%	25.4%	26.1%

Table Notes
* Coordination with RIDOT.
** coordination with MassDOT as they had the lead on developing targets.

Freight Movement

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

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

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the November 2017, Statewide Freight Plan, and which was approved by FHWA. This is shown below:

Performance Measure	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability (TTRI) 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.

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 below:

Performance Measures	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	na	na
Total Emission Reductions: CO	na	na	na

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

Greenhouse Gas Measure

Initially published as a final rule from the FHWA, CTDOT established a 4-year initial target for the now vacated national performance measure. This initial GHG measure required State DOTs and MPOs that have NHS mileage within their geographic and planning area boundaries to establish a declining target for reducing CO2 emissions generated by on-road mobile sources. This also required for urbanized areas with a population over 50,000 for reporting.

Upon a federal judge striking down the national performance measure, CTDOT adopted this measure as a statewide reporting performance measure. The GHG measure will include 2 and 4-year targets and would follow the proposed cycle for reporting (Follows the timeline of additional PM 3 measures).

The needed reduction in transportation sector from 2022 to 2026 is represented by the percentage, as in the CTDEEP model that sector requires a 29% reduction from 2014 levels by 2030.

Performance Measure	4-Year Target Reduction
Percent Change in Tailpipe Carbon Dioxide (CO_2) Emissions on the NHS Compared to Reference Year (CY 2022)	-9.5%

CTDOT selected the goal-oriented target to reduce emissions by 9.5%. This target aligns with the state requirement to reduce GHG by 45% by the year 2030. In the next performance period beginning in 2026, CTDOT will establish 2 and 4-year targets on reducing tailpipe emissions on the NHS.

Transit

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

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

Under the FAST Act and MAP-21, "transit providers are required to submit an annual narrative report to the National Transit Database (NTD) that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year." As of October 2018, performance targets are being reported annually to the NTD by CTDOT and its service operators for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompany targets, which started in 2019. The current Transit Asset Management Performance Targets are shown below:

Tier II – Group-TAMP

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

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Bus	14.00%	11.79%	2.21%	14.00%	12 years
Cutaway	17.00%	71.20%	-54.2%	17.00%	5 years
Minivan	17.00%	100%	-83%	17.00%	5 years
Sports Utility Vehicle	17.00%	79.59%	-62.59%	17.00%	5 years
Van	17.00%	66.67%	-49.67%	17.00%	5 years
Automobiles	17.00%	100%	-83.00%	17.00%	5 years
Trucks	7.00%	80.00%	-73%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Connecticut Department of Transportation (CTDOT)

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

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Over the Road Bus	14.00%	50.00%	-36.00%	14.00%	12 years
Commuter Rail Locomotive (MNR)	13.00%	0.00%	13.00%	13.00%	35 years
Commuter Rail Locomotive (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years
Commuter Rail Passenger Coach (MNR)	13.00%	40.43%	-23.43%	13.00%	35 years

Commuter Rail Passenger Coach (SLE/HL)	17.00%	100.00%	-83.00%	17.00%	25 years
Commuter Rail Self-Propelled Passenger Car	13.00%	0.00%	13.00%	13.00%	35 years
Steel Wheel Vehicles	0.00%	100.00%	-100.00%	0.00%	25 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below
Administrative / Maintenance	0.00%	16.70%	-16.70%	0.00%	3 or below

Performance Measure – Infrastructure - % of Track Segments with Performance Restrictions

Performance Measure	2023 Target	2023Performance %	2023 Difference	2024 Target	Restrictions
CR – Commuter Rail	4.00%	2.42%	1.58%	4.00%	% Track Miles under Slow Zones

CT Transit Waterbury – NET

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Cutaway	17.00%	100.00%	-83.00%	17.00%	5 years
Bus	14.00%	80.95%	-66.95%	14.00%	12 years
Sports Utility Vehicle	17.00%	87.50%	-70.50%	17.00%	5 years
Truck	7.00%	66.67%	-59.67%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Britain – NBT

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Bus	14.00%	100.00%	-86.00%	14.00%	12 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Britain – DATTCO

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Over the Road Bus	14.00%	42.86%	-28.86%	14.00%	12 Years
Bus	14.00%	66.67%	-52.67%	14.00%	12 Years

CT Transit Hartford

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	45.45%	-31.45%	14.00%	12 years
Over the Road Bus	14.00%	8.70%	5.30%	14.00%	12 years
Bus	14.00%	6.78%	7.22%	14.00%	12 years

Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	86.67%	-69.67%	17.00%	5 years
Truck	7.00%	16.67%	-9.67%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger / Parking	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit New Haven

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	75.00%	-61.00%	14.00%	12 years
Bus	14.00%	1.75%	12.25%	14.00%	12 years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	64.29%	-47.29%	17.00%	5 years
Truck	7.00%	0.00%	7.00%	7.00%	14 years
Van	17.00%	100.00%	-83.00%	17.00%	5 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

CT Transit Stamford

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Articulated Bus	14.00%	100.00%	-86.00%	14.00%	12 years
Over the Road Bus	14.00%	100.00%	-86.00%	14.00%	12 years
Bus	14.00%	9.76%	4.24%	14.00%	12 years
Automobiles	17.00%	100.00%	-83.00%	17.00%	5 years
Sports Utility Vehicle	17.00%	57.14%	-40.14%	17.00%	5 years
Truck	7.00%	50.00%	-43.00%	7.00%	14 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below

Greater Hartford Transit District – GHTD

Performance Measure – Rolling Stock/Equipment - % of vehicles that have met or exceeded their useful life benchmark

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	Useful Life Benchmark
Cutaway	17.00%	64.19%	-47.19%	17.00%	5 Years
Automobile	20.00%	50.00%	-30.00%	20.00%	5 Years
Trucks and Other Rubber Tire Vehicles	7.00%	11.11%	-4.11%	7.00%	14 Years
Van	17.00%	0.00%	17.00%	17.00%	5 years
Sports Utility Vehicle	20.00%	80.00%	-60.00%	20.00%	5 years

Performance Measure – Facilities - % of facilities rated below 3 on TERM Condition Scale

Performance Measure	2023 Target	2023 Performance %	2023 Difference	2024 Target	TERM
Administrative / Maintenance	0.00%	0.00%	0.00%	0.00%	3 or below
Passenger/Parking	0.00	0.00%	0.00%	0.00%	3 or below

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT's PT-TAMP and Group-TAMP. This list of projects will be updated every four years along with the Plans. These prioritized projects are developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT. The PT-TAMP and Group TAMP were initially shared with the MPOs in October 2018. Subpart E, 625.53 of the TAM Rule requires TAM plans, and annual performance targets to be available to MPO's for integration into their Regional Planning processes. The most recently updated TAMPs in 2022 are made available online to MPOs.

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1 SHRP 2 Project L03, "Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies," September 2011, p. ES-7, on the World Wide Web at http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf (accessed May 14, 2018)

STIP PTASP Service Provider Information with Summary

HNS Management

2024 Proposed SPTs vs 2023 Actual Safety Performance DATA

Safety Performance DATA (Hartford, New Haven, Stamford Divisions) ***							
Mode of Transit Service	Fatalities		Injuries*		Safety Events**		System Reliability
	total	per 100 thousand VRM[1]	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM / mechanical failures
Motorbus (MB)							
	2024 Proposed SPTs						
	0	0	87	.59	546	3.71	42,087
	2023 Year End Data Actual						
	0	0	91	.62	574	3.90	40,083
Bus Rapid Transit (RB) Route 101 ONLY							
	2024 Proposed SPTs						
	0	0	3	.44	7	1.03	89,386
	2023 Year End Data Actual						
	0	0	3	.44	7	1.03	85,129

*Injuries recorded include all operator and passenger injuries reported.
**Safety Events include all preventable and non-preventable vehicular accidents.
**All 2024 data sets indicate the following goals: (5% reduction in injuries, 5% reduction in safety events & 5% increase in service reliability mileage between breakdowns)

Total Revenue Mileage Estimate for 2024 ALL Division MB: 14,710,272
Total Revenue Mileage Estimate for 2024 ALL Division RB: 681,272
Total HNS Revenue Mileage Estimate for 2024: 15,391,544

HNS By Division:

Hartford

Safety Performance DATA (Hartford Division) ***							
Mode of Transit Service	Fatalities		Injuries*		Safety Events**		System Reliability
	total	per 100 thousand VRM[2]	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM / mechanical failures
Motorbus (MB)							
	2024 Proposed SPTs						
	0	0	46	.53	272	3.12	49,185
	2023 Year End Data Actual						
	0	0	48	.55	286	3.3	46,843
Rapid Transit (RB) Route 101 ONLY							
	2024 Proposed SPTs						
	0	0	3	.44	7	1.03	89,386
	2023 Year End Data Actual						
	0	0	3	.44	7	1.03	85,129

*Injuries recorded include all operator and passenger injuries reported.
**Safety Events include all preventable and non-preventable vehicular accidents.
**All 2024 data sets indicate the following goals: (5% reduction in injuries, 5% reduction in safety events & 5% increase in service reliability mileage between breakdowns)

Total Revenue Mileage Estimate for 2024 Hartford MB: 8,712,853
Total Revenue Mileage Estimate for 2024 Hartford RB: 681,272
Total Revenue Mileage Estimate for 2024 Hartford: 9,394,125

New Haven

Safety Performance DATA (New Haven Division)***							
Mode of Transit Service	Fatalities		Injuries*		Safety Events**		System Reliability
	total	per 100 thousand VRM[1]	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM / mechanical failures
Motorbus (MB)							
	2024 Proposed SPTs						
	0	0	34	.76	217	4.87	37,701
	2023 Year End Data Actual						
	0	0	36	.81	228	5.12	35,906

*Injuries recorded include all operator and passenger injuries reported.

**Safety Events include all preventable and non-preventable vehicular accidents.
**All 2024 data sets indicate the following goals: (5% reduction in injuries, 5% reduction in safety events & 5% increase in service reliability mileage between breakdowns)

Total Revenue Mileage Estimate for 2024 New Haven MB: 4,452,363

Stamford

Safety Performance DATA (Stamford Division)***							
Mode of Transit Service	Fatalities		Injuries*		Safety Events**		System Reliability
	total	per 100 thousand VRM[2]	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM / mechanical failures
Motorbus (MB)							
	2024 Proposed SPTs						
	0	0	7	.45	57	3.67	28,461
	2023 Year End Data Actual						
	0	0	7	.45	60	3.88	27,106

*Injuries recorded include all operator and passenger injuries reported.
**Safety Events include all preventable and non-preventable vehicular accidents.
**All 2024 data sets indicate the following goals: (5% reduction in injuries, 5% reduction in safety events & 5% increase in service reliability mileage between breakdowns)

Total Revenue Mileage Estimate for 2024 Stamford MB: 1,545,056

Arrow

Arrow Line Acquisition LLC

Safety Performance Targets							
Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability
	total	per 100 thousand VRM	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM / mechanical failures
Commuter Bus (CB)	CY 2021 (approved Agency Safety Plan)						
	0	0	0	0	0	0	217,801
	Jan 2023 - Dec 2023 (year-to-date actuals)						
	0	0	0	0	0	0	245,626
	0	0.000	0	0.000	5	1.031	60,619

	Jan 2023 - Dec 2023 (12 month projections)						
	0	0	0	0	0	0	125,950
	0	0.000	0	0.000	4	0.825	60,619
	CY 2024 (proposed)						
	0	0	0	0.00	5	0.82	101,838

* Injuries recorded include all operator and passenger injuries reported
* Safety events reported include all preventable and non-preventable accidents
** All 2024 proposed data sets indicate the following goals:
0% reduction in injuries, 0% reduction in safety events & 10% increase in service reliability mileage between breakdowns

Collins

Collins Bus Service							
Safety Performance Targets (SPTs)1							
Mode of Transit Service	Fatalities 2		Injuries 3		Safety Events 4		System Reliability5
	total	per 100 thousand VRM6	total	per 100 thousand VRM	total	per 100 thousand VRM	VRM/ mechanical failures 7
Commuter Bus (CB)	Calendar Year (CY) 2023 (approved Agency Safety Plan)						
	0	0	2	0.56	6	1.68	178,500
	Jan 2023 - Dec 2023 (12-month projections)						
	0	0	1	0.28	6	1.68	178,500
	CY 2024 (proposed)						
	0	0	1	0.28	6	1.68	178,500

All 2024 data sets indicate the following goals: (0% reduction in injuries, 0% reduction in safety events & 0% increase in service reliability mileage between breakdowns).

These goals were established by reviewing past performance and the age of the vehicles.

NETCO

Safety Performance Targets							
Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability
	total	per 1 Million VRM[1]	total	per 1 Million VRM	total	per 1 Million VRM	VRM / mechanical failures
Motorbus (MB)	0	0	6	4	24	17	8,656
Demand Response (DR)	0	0	5	10	8	16	49,083

The actual vehicle revenue miles for Jan. 2023 to Dec. 2023 were created from monthly reports that were run and calculated, and then the figures were entered into the NTD site.

For the estimated revenue miles for Jan. 2024 to Dec. 2024, the actual figures for Jan. 2024 to Mar. 2024 were used and annualized for 12 months.

The actual injury figures for Jan. 2023 to Dec. 2023 are taken from the monthly safety reports that are created and are also entered onto the NTD site.

These estimated injury figures for Jan. 2024 to Dec. 2024, were based on actual 2023 figures and then reduced in this case of the goal of 1 less injury.

The actual safety events for Jan. 2023 to Dec. 2023 are taken from the safety reports that are created every month and are entered on the NTD site.

The estimated safety events for Jan. 2024 to Dec. 2024, were based on actual 2023 figures and then reduced in this case 1 less safety event.

The actual major system mechanical failures for Jan. 2023 to Dec. 2023 were created from a report that was run off on our Transit Fleet system.

The estimated major system mechanical failures for Jan. 2024 to Dec. 2024 were based on what we felt we could meet. This number increased due to an aging fleet.

NBT

New Britain Transportation Company							
Safety Performance Targets (SPTs)[1]							
Mode of Transit Service	Fatalities[2]		Injuries[3]		Safety Events[4]		System Reliability[5]
	total	per 1 Million VRM[6]	total	per 1 Million VRM	total	per 1 Million VRM	VRM / mechanical failures[7]
Motorbus (MB)	Calendar Year (CY) 2023 (Approved Agency Safety Plan)						
	0	0	2	2.2	1	1.9	22,069
	Jan 2023 - Dec 2023 (Results)						
	1	.94	5	4.72	2	1.88	20,767
	CY 2024 (Proposed)						
	0	0	2	2.65	2	2.65	21,014

Projected CY 2024 Vehicle Revenue Miles (VRM)	1,323,898
Projected CY 2024 Major Mechanical Failures	63
Total Number of Vehicles	25
Vehicle Age	13 years

Safety Performance targets Summary Results

2023 VRM – 1,059,119
Injuries- 1,000,000 divided by 1,059,119(VRM)=.9441
5(injuries) X .9441= 4.72

Proposed targets 1/1/24 to 1/1/25

Injuries- 1,323,898(VRM) divided by 1,000,000=1.323
2(injuries) X 1.323=2.65
Safety Events- 1,323,898(VRM) Divide by 63=21,014

This projection is realistic. Our VRM will be increasing in 2024 because of added routes.
We drive through several cities and 4 seasons through inclement weather.
The projection through the end of the year is accurate

DATTCO

Safety Performance Targets							
Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability
	total	per 1 Million VRM[1]	total	per 1 Million VRM	total	per 1 Million VRM	VRM / mechanical failures
Motorbus (MB)	0	0	0	0	0	0	8,987
Commuter Bus (CB)	0	0	0	0	0	1.305	28,175

Accident rates for both Motor Bus (MB) remain consistent with prior year averages at 0 events per million miles and we expect that to remain the case in 2024. System failure rates have increases as all but one vehicle reached replacement age. Emission related mechanical issues continue to plague this service due to the local, stop and go nature. With no equipment replacement forecast in 2024, we expect this rate to worsen.

In Commuter Bus (CB) the accident rate was up over prior year but relatively consistent with five-year average. Grade crossing incidents on the **CT*fastrak*** continue to be driving factor behind the number. Increase safety awareness through training is in place and we are setting the goal at zero for 2024. Like Motor Bus, the age of this fleet is driving the system failure rate higher. Half of this fleet has reached useful lift and buses returning from storage have had issued when returned to revenue service. In setting a goal for 2024, we are again acknowledging that no fleet replacement is forecast until at least mid-2025.

Performance Targets for 2022 and 2023 are attached as well as the updated PTASP with corrected information and DOT contact.

APPENDIX G – STATE SELF CERTIFICATION

STATE CERTIFICATION OF THE PLANNING PROCESS

The Connecticut Department of Transportation certifies that the State's transportation planning process is being carried out in accordance with all applicable requirements of:

(1) 23 U.S.C. 134 and 135, 49 U.S.C. 5303 and 5304, and this part;

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

(3) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

(4) Section 11101(e) of the Infrastructure Investment and Jobs Act (Pub. L. 117- 58).and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;

(5) 23 CFR part 230, regarding implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(6) 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;

(7) In States containing 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;

(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) 23 U.S.C. 324, 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.

(11) All other applicable provisions of Federal law (23 CFR § 630.112 Agreement provisions - Code of Federal Regulations (ecfr.io))

Kimberly Lesay

Kimberly Lesay. Bureau Chief

June 18, 2024

Date

Prepared by:
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Available online at:

http://www.ct.gov/dot/stip