

Transportation
Bonding Subcommittee
Agency Hearing Summary

March 20, 2026
1:00 PM

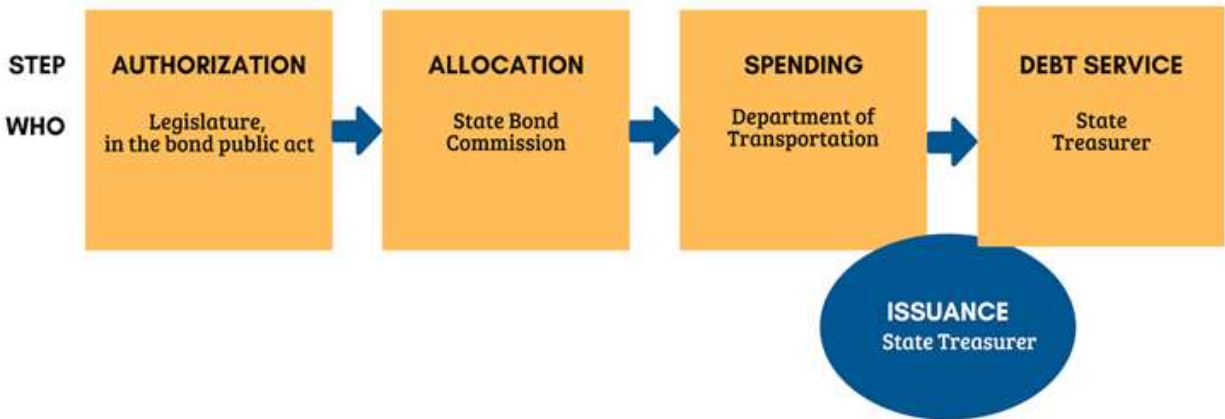
Agency Hearing Schedule

March 20, 2026

Start	End	Agency/Topic
1:00	2:30	Department of Transportation

The following is intended to provide the members of the Transportation Bonding Subcommittee with information and analysis on Special Tax Obligation (STO) bond authorizations for FY 27. It includes a programmatic summary of STO bond-funded programs, including select programs with an unallocated balance (funds available under current law that could be approved by the bond commission to be spent), and anticipated project lists. **The Governor's FY 27 Budget Revision recommends no changes from the authorizations included under current law.**

The Special Tax Obligation Bond Process:



Department of Transportation

FY 27 Authorizations (Current Law) and Unallocated Balances

Page #	Program	FY 27 Auth (Current Law)	Unallocated Balance as of 1/1/2026
4	Intrastate Highway Programs	85,000,000	89,786,054
6	Urban Systems Projects	27,500,000	21,440,609
7	Interstate Highway Program	12,000,000	-
8	Environmental compliance	23,559,000	19,395,000
9	State bridge improvement, rehabilitation and replacement projects	40,600,000	43,834,860
11	Capital resurfacing and related reconstruction	185,000,000	71,918,000
12	Fix-it-First program to repair the state's bridges	238,600,000	112,500,000
13	Fix-it-First program to repair the state's roads	193,000,000	25,571,700
14	Local Transportation Capital Improvement Program	80,000,000	66,592,000
15	DOT - Town Aid Road (TAR) Program - STO Bonds	40,000,000	-
15	DOT - Town Aid Road (TAR) Program - GO Bonds	40,000,000	-
17	Local Bridge Program	20,000,000	63,315,032
18	Highway and bridge renewal equipment	41,035,214	-
20	Community Connectivity and alternative mobility program	15,000,000	15,000,000
21	Transportation Rural Improvement Program	10,000,000	10,000,000
22	For the purchase and installation of advanced wrong-way driving technology	20,000,000	6,000,000
22	Automated Work Zone Speed Control Program	5,000,000	-
23	Bus and rail facilities and equipment, including rights-of-way, other property acquisition and related projects	284,850,000	168,859,000
25	Northeast Corridor (NEC) Modernization Match Program	100,000,000	-
26	Commercial rail freight lines	10,000,000	-
26	Waterways Program	11,000,000	6,000,000
27	Department facilities	127,060,000	81,980,000
29	Cost of issuance of special tax obligation bonds and debt service reserve	-	150,000,000
29	Service Plaza Improvements	11,750,000	21,750,000
	TOTAL	1,620,954,214	973,942,255

Department of Transportation

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Intrastate Highway Programs	85,000,000	89,786,054

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
65,761,475	22,452,471	86,000,000	84,342,847	90,000,000	88,000,000	86,000,000	72,000,000

Summary

The Intrastate Highway Program provides funding for improvements to the state's primary and secondary roads. These bond funds are used to leverage federal-aid programs including those from the Surface Transportation Block Grant, the National Highway Performance Program, the Bridge Formula Program, and the Congestion Mitigation and Air Quality Program.

FY 27 Project List - Intrastate

Town	Description	Total \$	Federal \$	State \$	Other \$
Middletown	Removal of Traffic Signals on Route 9	115,000,000	92,000,000	18,000,000	5,000,000 ¹
Norwich & New London UA	Detection Upgrades at Various Traffic Signals	1,616,900	1,293,520	323,380	-
Danbury UA	Detection Upgrades at Various Traffic Signals	1,502,700	1,202,160	300,540	-
District 2 (Norwich)	Replace Traffic Control Signals	10,906,000	-	10,906,000	-
Statewide	Install Corrugated Metal Pipe Sleeving	1,500,000	-	1,500,000	-
East Haven	Rock Slope Stabilization at CT 100	3,100,000	2,480,000	620,000	-
Groton	Signalization at I-95 Interchange NB & SB Ramps & Sandy Hollow Road	5,620,000	4,496,000	1,124,000	-
Morris	Intersection Improvements & Install Sidewalks	2,500,000	2,000,000	500,000	-
Cheshire	Sidewalk and Safety Improvements	2,000,000	1,600,000	400,000	-
District 1 (Rocky Hill)	APS Upgrades at Signalized Intersections	5,802,000	5,221,800	580,200	-
Glastonbury	Replace Culvert Carrying Unnamed Brook u/ CT 83	2,200,000	1,760,000	440,000	-
Statewide	PROTECT (Promoting Resilient Operations for Transformative, Efficient, and Cost-saving Transportation) Program	22,500,000	18,000,000	4,500,000	-
Statewide	National Electric Vehicle Infrastructure (NEVI) Program	17,500,000	14,000,000	3,500,000	-
Statewide	Carbon Reduction Program	18,750,000	15,000,000	3,750,000	-
Statewide	Safety Program	33,333,333	30,000,000	3,333,333	-
Statewide	Detection Upgrade Rural Areas	3,007,000	2,405,600	601,400	-

¹ Other = Urban Systems bonds also included in the FY 27 Capital Budget.

Town	Description	Total \$	Federal \$	State \$	Other \$
District 1 (Rocky Hill) & 3 (New Haven)	I-91 Sign & Exit Renumbering	5,200,000	-	5,200,000	-
Statewide	Transportation Asset Management (TAM) Highway Illumination Replacement Program	15,000,000	-	15,000,000	-
Various	New Preliminary Engineering (PE) and Rights-of-Way (RW) Phases/ Active PE and RW Phase Cost Increases/ Change Orders for Projects Awarded and in Construction	72,105,735	57,684,588	14,421,147	-
TOTAL		339,143,668	249,143,668	85,000,000	5,000,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Urban Systems Projects	27,500,000	21,440,609

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
21,411,200	11,044,000	20,681,911	19,159,980	27,400,000	22,000,000	22,000,000	16,750,000

Summary

The Urban Systems Program involves projects ranging from roadway reconstruction to intersection improvements to signalization. The program title refers to federal law which had previously (prior to 1991) classified federal-aid highway systems as either interstate, primary, secondary, or urban. These funds are now predominately used to leverage federal Surface Transportation Block Grant funds.

FY 27 Project List - Urban Systems

Town	Description	Total \$	Federal \$	State \$	Other \$
Middletown	Removal of Traffic Signals on Route 9	115,000,000	92,000,000	5,000,000	18,000,000 ²
West Hartford	Intersection Modifications & Traffic Signal Replacement	5,600,000	4,480,000	1,120,000	-
Weston	Replace Two Undersized Culverts	3,600,000	2,880,000	720,000	-
Middletown	Install Pedestrian Bridge over Route 9	34,982,500	27,986,000	6,996,500	-
Bristol	Route 72 Improvements	12,600,000	10,080,000	2,520,000	-
Districts 2 (Norwich) & 4 (Thomaston)	Detection Upgrade	1,090,400	872,320	218,080	-
District 4 (Thomaston)	Detection Upgrade - Waterbury Urbanized Area (UA)	1,784,700	1,427,760	356,940	-
Hartford/ Waterbury	CCTV I-84/ CT Route 8	23,000,000	18,400,000	4,600,000	-
New Haven	Intersection Improvements US 1	3,000,000	2,400,000	600,000	-
Various	New PE and RW Phases/ Active PE and RW Phase Cost Increases/ Change Orders for Projects Awarded and In Construction	26,842,400	21,473,920	5,368,480	-
TOTAL		227,500,000	182,000,000	27,500,000	18,000,000

² Other = Intrastate Highway bonds also included in the FY 27 Capital Budget.

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Interstate Highway Program	12,000,000	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
69,526,000	6,500,000	21,046,000	13,000,000	31,326,000	15,400,000	50,346,000	13,000,000

Summary

The Interstate Highway Program provides funding for the maintenance and enhancement of the State’s 347 miles of interstate highways, which account for approximately 1.6% of total statewide public road length and 33% of all vehicle miles traveled.³ These amounts are used to leverage federal-aid funds primarily from the National Highway Performance Program. In general, projects on the Interstate System are eligible for a 90% federal cost-share (as opposed to 80% on most non-Interstate projects).

FY 27 Project List - Interstate

Town	Description	Total \$	Federal \$	State \$
Middlebury	Replace Br 07059 (built 1963) - I-84 over Wooster Brook	10,825,000	9,742,500	1,082,500
Waterbury	Auxiliary Lane EB Exits 17-18	17,800,000	16,020,000	1,780,000
Milford	Ext of Decel. Lane for SB Off-Ramp at Exit 38	4,500,000	4,050,000	450,000
New Haven	Resurface Brs. 00174A&B Pearl Harbor Bridge - I-95 NB & SB over Quinnipiac Rv, US 1 & P&W RR	6,000,000	-	6,000,000
Various	New PE and RW Phases/ Active PE and RW Phase Cost Increases/ Change Orders for Projects Awarded and in Construction	26,875,000	24,187,500	2,687,500
TOTAL		66,000,000	54,000,000	12,000,000

³ See U.S. DOT Table HM-20 here: <https://www.fhwa.dot.gov/policyinformation/statistics/2024/hm20.cfm> and VM-2 here: <https://www.fhwa.dot.gov/policyinformation/statistics/2024/vm2.cfm>.

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Environmental Compliance	23,559,000	19,395,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
4,300,000	18,665,000	15,350,000	11,419,820	23,695,000	18,665,000	15,350,000	15,300,000

Summary

The Environmental Compliance Program provides 100% state funds for environmental compliance, soil and groundwater remediation, hazardous materials abatement, demolition, salt shed construction and renovation, storage tank replacement, and environmental emergency response at, or in the vicinity of state-owned properties or related to DOT operations. In addition to the projects listed below, the agency has occasionally used funds from this program to support hazardous material clean-up costs at homeless encampments sites on highway and public transportation rights-of-way.

FY 27 Project List - Environmental Compliance

Location	Description	State \$ (100%)	Justification
Statewide	Storage Tank Design	900,000	Planning for construction projects removing/replacing tanks on a per site basis.
Statewide	Structural Repairs to Existing Salt Sheds	150,000	For Bridge Maintenance to make structural repairs to existing salt sheds.
Willington	Underground Storage Tank (UST) Replacement	2,700,000	Replacing tank reaching end of its service life to comply with DEEP regulations.
New Haven	Sea Street UST Replacement	3,000,000	Replacing tank reaching end of its service life to comply with DEEP regulations.
Thomaston	New Salt Shed	3,000,000	Construction of a new salt shed at the new maintenance facility site in Thomaston.
Various	Remediation at DOT Service Plazas	300,000	On-going groundwater monitoring and remediation for legacy impacts at highway service plazas prior to redevelopment.
Various	MS4 Directly Connected Impervious Area (DCIA) Reduction Retrofit Project	926,000	These projects reduce the amount of DCIA that adversely affects surface water quality to satisfy the requirements of the EPA's Consent Order and DEEP MS4 permit.
Statewide	CT DOT Staff	1,550,000	Funding for staff that work on a multitude of environmental programs and initiatives that ensure compliance with applicable Federal, state, and local environmental regulations.
Statewide	Consultant	1,726,000	Support for design and expertise over programs that ensure compliance with applicable environmental regulations.
Statewide	Contractor	9,307,000	Support for implementation of programs and initiatives that ensure compliance with applicable environmental regulations.
TOTAL		23,559,000	

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
State bridge improvement, rehabilitation and replacement projects	40,600,000	43,834,860

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
77,343,152	19,600,000	45,521,988	52,758,961	70,600,000	58,200,000	57,500,000	33,000,000

Summary

The State Bridge Program provides funding for the costs of rehabilitating, reconstructing, repairing or replacing the bridges on the state highway system which have been identified as being in poor or fair condition and in need of repair. This program is used to match federal-aid funds including those from the Surface Transportation Block Grant and the National Highway Performance Program.

FY 27 Project List - State Bridge

Town	Description	Total \$	Federal \$	State \$
Pomfret	Replace Br 06991 (built 2008) - Day Road over Wappoquia Brook	2,300,000	1,840,000	460,000
Killingly	Replace Br 05361 (built 1965, reconstructed 1986) - Wright Rd over Quanduck Brook	2,410,000	1,928,000	482,000
Killingly	Replace Br 04700 (built 1850, reconstructed 1974) - Peep Toad Rd over Whetstone Brook	2,410,000	1,928,000	482,000
Killingly	Replace Br 04703 (built 1956) - Cotton Bridge St over Quinebaug River	8,910,000	7,128,000	1,782,000
Naugatuck	Bridge Improvements; Br 07130 (built 1950) - Parks and Rec Driveway over Long Meadow Pond Brook	2,025,000	1,620,000	405,000
Hamden	Bridge Improvements; Br 04896 (built 1924) - Willow St over Willow Brook	3,412,500	2,730,000	682,500
Putnam	Bridge Improvements; Br 04764 (built 1940, reconstructed 1991) - East Putnam Rd over Cady Brook	800,000	640,000	160,000
Voluntown	Replace Br 01012 (built 1934) - Route 49 over Pachaug River	4,200,000	3,360,000	840,000
Stafford	Replace Br 04438 (built 1958, reconstructed 2002) - Stone House Rd over Roaring Brook	2,260,000	1,808,000	452,000
Granby	Replace Br 04525 (built 1956) - Simsbury Rd over West Branch Salmon Brook	4,500,000	3,600,000	900,000
Easton	Rehab Br. 04934 (built 1955) - Valley Rd over Aspetuck River	2,755,000	2,204,000	551,000
Wilton	Replace Br 04986 (built 1930) - Sugar Hollow Rd over Norwalk River	2,530,000	2,024,000	506,000
Harwinton	Replace Br 01947 (built 1927) - Route 4 over Brook	3,800,000	3,040,000	760,000
Farmington	Replace Br 02110 (built 1924) - Route 10 over Stream	3,600,000	2,880,000	720,000
Woodstock	Replace Br 04814 (built 1947) - Kenyonville Rd over Still River	2,630,000	2,104,000	526,000
Plainfield	Replace Br 01647 (built 1925, reconstructed 1972) - SR 664 over Snake Meadow Brk	3,800,000	3,040,000	760,000

Town	Description	Total \$	Federal \$	State \$
New Haven	Rehab Br 00333 SR (built 1960, reconstructed 2005) - 724 over US 1 & MNRR	16,600,000	13,280,000	3,320,000
Enfield	Rehab Br 01274 (built 1959, reconstructed 1995) - Pleasant Rd over I-91	15,000,000	12,000,000	3,000,000
Colchester	Replace Br 00395 (built 1959) - Prospect Hill Rd over Route 2	8,700,000	6,960,000	1,740,000
Bloomfield	Replace Br 07106 (Culvert, built 1956) - Rt 189 & Local Roads over Unnamed Brook	1,798,200	1,438,560	359,640
Union	Rehab Br 07093 (Culvert, built 1985) I-84 over Unnamed Brook	2,208,500	1,987,650	220,850
Preston	Rehab Bridge 07104 (Culvert, built 1955) Route 165 over Unnamed Brook	2,070,000	1,656,000	414,000
Ashford	Rehab Br 07094 (Culvert, built 1958) - Route 89 over Basset Brook	1,020,500	816,400	204,100
Waterford	Rehab Br 06686 (Culvert, built 1957) - I-395 over Jordan Brook	1,206,700	1,086,030	120,670
Norwich	Rehab 07078 (Culvert, built 1959) - Route 32 over Brook	1,550,200	1,240,160	310,040
North Stonington	Rehab Br 07101 (Culvert, built 1964) - I-95 over Unnamed Brook	1,796,200	1,616,580	179,620
Marlborough	Rehab Br 07063 (Culvert, built 1967) Route 2 over Unnamed Brook	1,437,000	1,149,600	287,400
Statewide	Bridge Management Group	1,800,000	1,440,000	360,000
Bloomfield	Replace Br 07105 (Culvert, built 1967) - Route 178 over Tumbledown Brk Trb	1,516,600	1,213,280	303,320
Statewide	Bridge Concrete Sealer Program (BCSP)	7,500,000	6,000,000	1,500,000
Statewide	Ultra High Performance Concrete (UHPC) Bridge Beam End Repairs	12,000,000	9,600,000	2,400,000
Statewide	Bridge Preservation Program	40,000,000	32,000,000	8,000,000
Various	New PE and RW Phases/ Active PE and RW Phase Cost Increases/ Change Orders for Projects Awarded and in Construction	37,059,300	29,647,440	7,411,860
TOTAL		205,605,700	165,005,700	40,600,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Capital resurfacing and related reconstruction	185,000,000	71,918,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
151,717,000	123,200,000	123,930,000	96,000,000	175,000,000	135,000,000	125,000,000	107,500,000

Summary

The Capital Resurfacing Program involves the resurfacing and associated safety improvements of various state routes. Resurfacing generally occurs between April 1st and November 30th, each year. These funds do not leverage federal funds.

FY 27 Project List - Capital Resurfacing

Description	Total (100% State)	Notes
Vendor In Place (VIP) Pavement Program	107,000,000	Resurfacing of approximately 230 two-lane miles each year.
VIP Interstate Pavement Program	40,000,000	
Installation of Curb Ramps and Sidewalks as Required by Title II of the Americans with Disabilities Act	5,000,000	
VIP Related Safety Improvements	27,000,000	Can include centerline and shoulder rumble strips, pavement markings, 360-degree cameras to replace loop detectors at signalized intersections and vegetation management.
Sign Replacements on Roads Previously Paved through VIP	6,000,000	CT DOT is responsible for approximately 200,000 signs (regulatory, warning, and guide) on non-limited access roadways.
TOTAL	185,000,000	

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Fix-it-First program to repair the state's bridges	238,600,000	112,500,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
265,104,860	55,425,000	128,674,140	158,346,000	220,000,000	162,250,000	51,500,000	155,000,000

Summary

The Fix-it-First Bridge Program was established in FY 08 (PA 07-7, JSS) to provide funding for the rehabilitating, reconstructing, repairing or replacing of bridges on the state highway system, typically those identified as being in poor or fair condition. These funds typically do not leverage federal funds.

FY 27 Project List - FIF Bridges

Town	Description	State \$ (100%)
East Hampton	Replace Br 00853 (built 1932, reconstructed 1986) - Route 16 over Salmon River	11,500,000
Old Saybrook	Raise Superstructure of Br 02708 (built 2021) - Route 154 over Plum Back River	2,600,000
Avon	Replace Br 02112 (built 1927) - Route 10 over Brook	3,200,000
Stonington	Replacement of Br 03906 o/ Amtrak RR & Local Roads	31,500,000
Stonington	Replace Br 01902 (Frank Turek Viaduct, built 1940, reconstructed 1992) - Alpha Ave over Anguilla Brook	3,500,000
Statewide	Bridge Coating Program	100,000,000
Statewide	DOT & CLE Services for Br. Prog. Oversight	4,000,000
Statewide	BRU Bridge Preservation Repairs	30,000,000
Statewide	Bridge Deck Joints following 2027 VIP	7,500,000
Statewide	Aesthetic Lighting at Signature Bridges	5,000,000
Various	New PE and RW Phases/ Active PE and RW Phase Cost Increases/ Change Orders for Projects Awarded and in Construction	39,800,000
TOTAL		238,600,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Fix-it-First program to repair the state's roads	193,000,000	25,571,700

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
167,304,800	178,720,900	120,846,600	65,675,250	159,600,000	180,729,000	152,115,000	64,783,000

Summary

The Fix-it-First Roads Program was established in FY 08 (PA 07-7, JSS) to repair the state's roads and is used for the rehabilitation and reconstruction of roads in need of immediate repair, including work to highways that are not part of the interstate highway system. These funds typically do not leverage federal funds.

FY 27 Project List - FIF Roads

Location	Description	State \$ (100%)
Statewide	Pavement Advisory Team - Pavement Monitoring, HMA, and Materials Oversight	228,000
Statewide	TAM Pavement Preservation Program (Pvmt Mgmt List)	70,000,000
Statewide	TAM Pavement Preservation Program-Minor Rehab	20,000,000
Statewide	TAM Guiderail Replacement Program	5,000,000
Statewide	Install Corrugated Metal Pipe Sleeving	1,500,000
Statewide	TAM Signs & Sign Supports Reconstruction Placeholder	20,000,000
Statewide	TAM Sign Support Reconstruction Placeholder	4,000,000
Statewide	TAM Traffic Signals Preservation Placeholder	10,000,000
Statewide	Traffic Signal Safety & Technology Improvements Placeholder	15,000,000
Statewide	TAM Noise Wall Replacement Program	10,000,000
Statewide	Complete Streets Minor Improvements	5,000,000
Various	New PE and RW Phases/ Active PE and RW Phase Cost Increases/Change Orders for Projects Awarded and In Construction	32,272,000
TOTAL		193,000,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Local Transportation Capital Improvement Program	80,000,000	66,592,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
104,864,000	101,727,250	49,933,750	149,262,500	80,000,000	78,000,000	76,000,000	67,000,000

Summary

The Local Transportation Capital Improvement Program (LOTICIP) provides state moneys to urbanized area town governments in lieu of funds otherwise available through the federal Surface Transportation Block Grant. The program is designed to allow municipalities to undertake capital improvements, including roadway reconstruction, bridge repairs, intersection improvements, and signalization, with less burdensome administrative requirements than if they were direct recipients of federal aid. Councils of government (COGs) are responsible for the solicitation, ranking, and prioritization of their municipal members' project applications. Funding levels are intended to be comparable to those specified by federal law.

Connecticut is one of approximately 15 states with a program designed for state governments to swap federal highway funds with local public agencies.⁴

Projected amounts by COG are as follows:

Recipient	FY 27 \$
Western CT COG	14,365,500
Northwest Hills COG	1,099,000
Naugatuck Valley COG	10,362,000
CT Metropolitan COG	8,007,000
South Central Region COG	13,894,500
Capitol Region COG	21,744,500
Lower CT River Valley COG	2,983,000
Southeastern CT COG	5,102,500
Northeastern CT COG	942,000
CTDOT Administration	1,500,000
TOTAL	80,000,000

⁴ <https://www.gao.gov/products/gao-21-88>

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
DOT - Town Aid Road (TAR) Program - STO Bonds	40,000,000	-
DOT - Town Aid Road (TAR) Program - GO Bonds	40,000,000	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
40,000,000	-	-	30,000,000	40,000,000	-	-	30,000,000
40,000,000	-	-	30,000,000	40,000,000	-	-	30,000,000

Summary

Town Aid Road (TAR) is made available to towns by fiscal year. Towns and boroughs use these grants for various purposes, including the construction and maintenance of public highways, roads and bridges. Municipalities typically receive 50% of this grant in July and the remaining balance in January.

PA 25-174, the 2025 Bond Act, increased total (GO and STO) annual TAR funding to \$80 million beginning in FY 26. Annual amounts had been \$60 million from FY 14 through FY 25. The program has generally been bond funded, but was funded through appropriations in the FY 24 and FY 25 Budget.

Beginning in September 2022, municipalities must report to DOT on the use of TAR funds. PA 25-174 further requires the Secretary of OPM to reduce the grant award by 10 percent if such report is not filed on time, but also requires that penalty be waived when the report if the report is filed.

Municipality	FY 27 \$ STO + GO
Andover	247,979
Ansonia	421,799
Ashford	393,182
Avon	420,854
Barkhamsted	260,360
Beacon Falls	256,057
Berlin	437,868
Bethany	278,781
Bethel	440,272
Bethlehem	275,843
Bloomfield	457,380
Bolton	265,359
Bozrah	239,882
Branford	529,759
Bridgeport	1,849,955
Bridgewater	238,156
Bristol	892,953
Brookfield	411,919
Brooklyn	327,043
Burlington	344,407
Canaan	223,287
Canterbury	300,817

Municipality	FY 27 \$ STO + GO
Canton	339,192
Chaplin	247,139
Cheshire	535,329
Chester	247,977
Clinton	360,137
Colchester	460,066
Colebrook	268,294
Columbia	271,650
Cornwall	299,940
Coventry	378,881
Cromwell	370,942
Danbury	1,170,969
Darien	455,117
Deep River	263,259
Derby	348,856
Durham	294,818
Eastford	232,848
East Granby	269,256
East Haddam	441,783
East Hampton	431,983
East Hartford	771,860
East Haven	516,539

Municipality	FY 27 \$ STO + GO
East Lyme	422,239
Easton	303,891
East Windsor	350,695
Ellington	458,058
Enfield	667,063
Essex	288,180
Fairfield	962,611
Farmington	509,372
Franklin	171,307
Glastonbury	617,956
Goshen	376,808
Granby	340,965
Greenwich	1,001,877
Griswold	352,650
Groton	476,549
Guilford	474,483
Haddam	313,138
Hamden	876,800
Hampton	247,872
Hartford	1,535,289
Hartland	188,390
Harwinton	304,636

Municipality	FY 27 \$ STO + GO
Hebron	316,388
Kent	393,812
Killingly	478,480
Killingworth	330,842
Lebanon	425,642
Ledyard	394,283
Lisbon	239,135
Litchfield	511,200
Lyme	240,375
Madison	407,023
Manchester	869,484
Mansfield	545,183
Marlborough	279,079
Meriden	882,080
Middlebury	300,725
Middlefield	261,167
Middletown	796,569
Milford	761,452
Monroe	458,486
Montville	414,637
Morris	237,913
Naugatuck	563,522
New Britain	1,030,994
New Canaan	444,629
New Fairfield	360,726
New Hartford	359,974
New Haven	1,708,407
Newington	557,839
New London	516,399
New Milford	755,317
Newtown	626,223
Norfolk	324,446
North Branford	363,611
North Canaan	250,483
North Haven	480,282
North Stonington	319,058

Municipality	FY 27 \$ STO + GO
Norwalk	1,234,725
Norwich	657,511
Old Lyme	307,622
Old Saybrook	332,982
Orange	370,051
Oxford	368,027
Plainfield	384,330
Plainville	405,456
Plymouth	345,282
Pomfret	318,134
Portland	319,069
Preston	267,144
Prospect	317,793
Putnam	315,420
Redding	353,465
Ridgefield	503,579
Rocky Hill	465,491
Roxbury	436,044
Salem	259,312
Salisbury	401,628
Scotland	203,673
Seymour	399,067
Sharon	484,630
Shelton	678,338
Sherman	272,667
Simsbury	494,396
Somers	348,138
Southbury	498,323
Southington	696,113
South Windsor	516,281
Sprague	203,329
Stafford	527,721
Stamford	1,718,440
Sterling	254,299
Stonington	393,427
Stratford	796,942

Municipality	FY 27 \$ STO + GO
Suffield	386,230
Thomaston	294,511
Thompson	338,101
Tolland	450,042
Torrington	616,087
Trumbull	624,236
Union	165,551
Vernon	550,421
Voluntown	231,457
Wallingford	702,574
Warren	241,905
Washington	446,053
Waterbury	1,485,459
Waterford	430,880
Watertown	471,772
Westbrook	288,441
West Hartford	919,148
West Haven	817,612
Weston	334,284
Westport	515,403
Wethersfield	543,276
Willington	341,917
Wilton	417,614
Winchester	394,081
Windham	475,259
Windsor	539,335
Windsor Locks	350,129
Wolcott	397,288
Woodbridge	321,753
Woodbury	397,481
Woodstock	510,673
Boroughs, Districts & Other Entities	214,734
TOTAL	80,000,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Local Bridge Program	20,000,000	63,315,032

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
5,994,780	4,778,126	11,737,427	1,132,800	20,000,000	20,000,000	20,000,000	10,000,000

Summary

The Local Bridge Program provides grants to municipalities for the removal, replacement, reconstruction or rehabilitation of bridges and culverts on locally maintained roads, of which there are approximately 4,200 in Connecticut. Funding is prioritized based on the physical condition of the bridge and cannot be used to construct new bridges in a location that did not previously have a bridge or other type of crossing. Since FY 17, pursuant to PA 16-151, the state share of municipal grants has been 50% of eligible costs.

There is not currently a list of projects for the Local Bridge Program as the projects are not known until a solicitation is done, which typically occurs each year in April and May. The most recent project awards were announced in July 2025 and included \$17.3 million for 15 projects.⁵

⁵https://portal.ct.gov/dot/ctdot-press-releases/2025/ctdot-awards-state-local-bridge-funding-for-15-projects?language=en_US

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Highway and bridge renewal equipment	41,035,214	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
41,035,214	22,513,000	29,482,770	27,330,230	41,035,214	22,513,000	22,513,000	19,000,000

Summary

The Highway and Bridge Renewal Equipment Program provides funding for DOT's trucks, fleet and equipment that has a useful life of five years or more. According to DOT, this authorization supports the annual replacement cycles recommended by the American Public Works Association and the American Association of State Highway and Transportation Officials. Prior to FY 15 this program was funded through the operating budget.

FY 27 Project List - Equipment

Type	Description	Estimated Unit Cost	Quantity	\$
Snow & Ice Removal	TRUCK, 39,000 lb. PLOW TRK. Single axle Truck with 11 ft front plow	211,251	30	6,337,530
Snow & Ice Removal	PLOW TRUCK 58,000 lb, Single Wing . Tandem axle truck with 12 ft front plow and 10 ft wing plow	264,606	40	10,584,240
Snow & Ice Removal	PLOW TRUCK 58,000 lb , Double Wing. Tandem axle truck with 12 ft front plow, 10 ft right wing and 10 ft left wing	295,226	2	590,452
Snow & Ice Removal	TOW PLOW, 58,000 lb Tandem axle truck with 12 ft front plow and 26 ft Tow plow	420,796	1	420,796
Snow & Ice Removal	Wheeled LOADER, 2.5 YD, ARTICULATING	218,252	20	4,365,040
Safety	Truck and Trailer Mounted Attenuators (TTMA) Trucks	228,600	25	5,715,000
Safety	TTMA Trailers	40,600	30	1,218,000
General Maintenance	Truck Mounted Mechanical Street Sweepers	319,371	4	1,277,484
General Maintenance	Roadside Mowing Equipment	136,831	20	2,736,620
General Maintenance	Catch Basin Cleaner, 58,000 lb truck with Positive Displacement basin cleaner and high pressure jetting system	481,262	1	481,262
General Maintenance	70 ft. Tree Aerial	360,151	4	1,440,604
General Maintenance	50 ft. Aerial Bucket Trucks Electrical	349,459	4	1,397,836
General Maintenance	Cimeline Patch Truck (Pothole Maintenance truck)	220,350	1	220,350

Type	Description	Estimated Unit Cost	Quantity	\$
General Maintenance	Backhoes, Tractor Mowers, Skid Steer	various		1,750,000
General Maintenance	Trucks (Mason Dump, Clam Shell, 3/4 Ton Crew, 1/2 Ton pickup etc.)	various		2,000,000
General Maintenance	Various General Maintenance Equipment (as replacements are needed). Items in this category include: chippers, compressors, road saws, and other various pieces of required equipment.	various	N/A	500,000
		TOTAL		41,035,214

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Community Connectivity and alternative mobility program	15,000,000	15,000,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
-	30,000,000	12,000,000	-	15,000,000	15,000,000	15,000,000	12,000,000

Summary

The Community Connectivity Grant Program (CCGP) is a competitive grant program, open to all 169 municipalities, that provides funding for projects and initiatives that make community centers across the state more bikeable, walkable, safe and livable. Since its 2019 inception, DOT has made seven rounds of funding awards for 155 projects in 101 municipalities totaling approximately \$74 million. Prior to the development of CCGP, these types of grants were provided under the Urban Bikeway, Pedestrian Connectivity, Trails and Alternative Mobility program funded under the Let's Go CT authorization. The most recent round of awards was announced in November 2025.⁶

⁶ https://portal.ct.gov/governor/news/press-releases/2025/11-2025/governor-lamont-announces-state-grants-to-improve-transportation-infrastructure?language=en_US

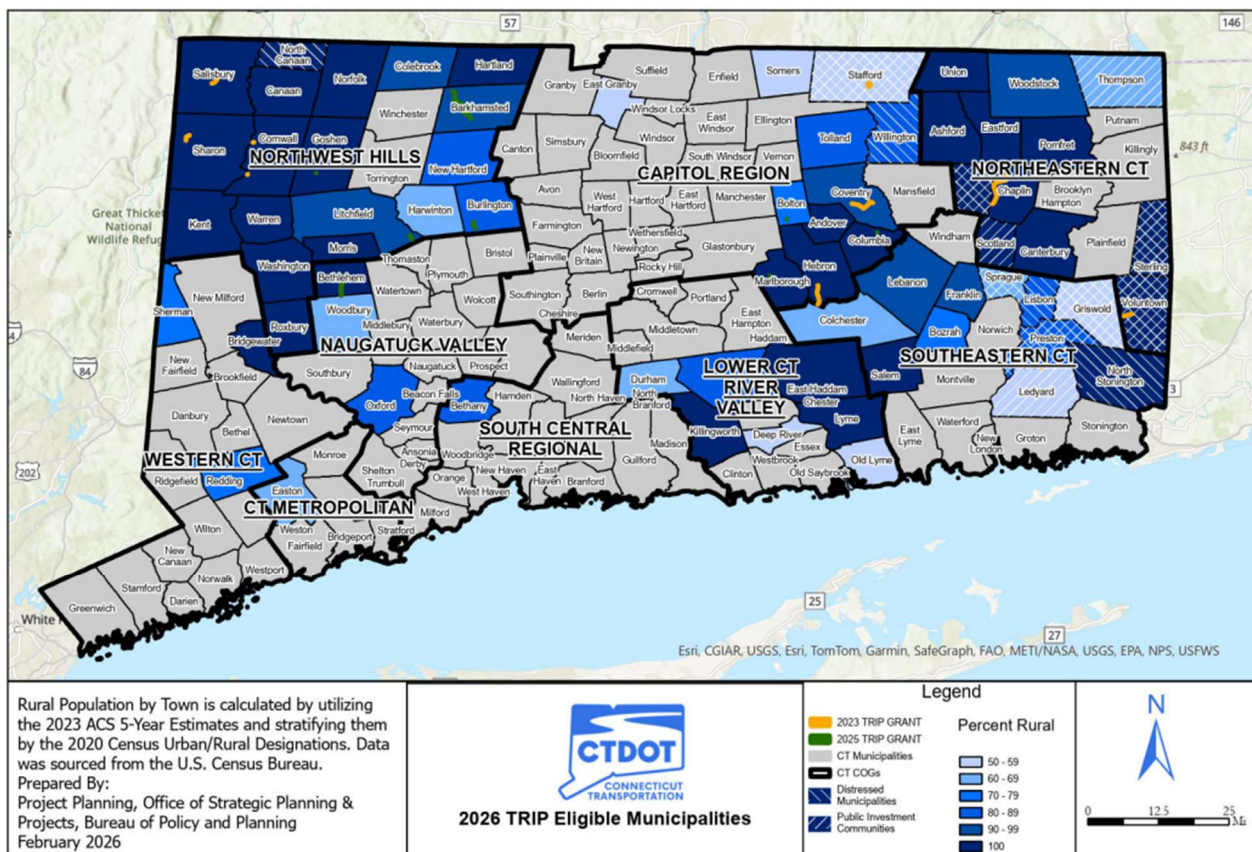
Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Transportation Rural Improvement Program	10,000,000	10,000,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
-	10,000,000	10,000,000	-	10,000,000	10,000,000	10,000,000	-

Summary

The Transportation Rural Improvement Program (TRIP), established in 2022, is a 100% state-funded DOT program that provides funding to rural municipalities for transportation projects such as construction, modernization, or repair of major infrastructure.⁷ Municipalities must apply through their respective COGs. DOT program guidelines stipulate a 20% local match requirement; however, municipalities that are identified as Public Investment Communities or Distressed Municipalities are exempt from the match requirement.

To date, there have been two rounds of TRIP grant awards for 18 projects in 18 municipalities totaling approximately \$19.4 million with the most recent awards announced in June 2025.⁸ The agency is currently accepting applications for its third round of projects through May 1, 2026. Eligible municipalities for the current solicitation are shown in the map below.



Source: DOT <https://portal.ct.gov/dot/-/media/dot/programs/trip/2026-trip-eligible-municipalities.pdf?rev=160def3beed744969a3248fe5f5bfc20>

⁷ See here for additional background on TRIP: <https://portal.ct.gov/dot/programs/trip>

⁸ https://portal.ct.gov/dot/ctdot-press-releases/2025/ctdot-announces-10-million-investment-in-rural-transportation-infrastructure?language=en_US

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
For the purchase and installation of advanced wrong-way driving technology	20,000,000	6,000,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
14,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000	20,000,000

Summary

Since 2023, DOT has installed over 200 wrong-way detection systems and plans to install over 100 additional systems over the next few years. When the systems are activated, red lights flash to alert the driver and the system simultaneously alerts DOT's Highway Operations Center and local State Police Troop barracks. DOT maintains an interactive map of system locations on its website.⁹

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Automated Work Zone Speed Control Program	5,000,000	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
5,000,000				5,000,000			

Summary

The Automated Work Zone Speed Control Program is a new bond program for DOT. PA 21-2 authorized an Automated Work Zone Speed Control Pilot, which DOT conducted between April and December of 2023. DOT published the results of that pilot on its website¹⁰ with results indicating that the program led to reduced speeds in work zone. PA 24-40 made the program permanent and, among other changes, lowered the speed limit threshold to 10 mph over the posted limit (vs. 15 mph under the pilot). DOT maintains an interactive map of program locations on its website.¹¹

⁹ https://portal.ct.gov/dot/programs/wrong-way-driving/map?language=en_US

¹⁰ https://workzonesafety-media.s3.amazonaws.com/workzonesafety/files/documents/SWZ/CTDOT_automated_work_zone_speed_control-2024.pdf.

¹¹ https://portal.ct.gov/dot/programs/know-the-zone?language=en_US

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Bus and rail facilities and equipment, including rights-of-way, other property acquisition and related projects	284,850,000	168,859,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
199,021,000	183,000,000	401,450,000	143,600,000	277,430,000	273,450,000	264,250,000	270,800,000

Summary

The Bus and Rail Facilities and Improvements Program provides funding to maintain and enhance the state's public transportation infrastructure including bus and rail facilities, equipment, rolling stock, track, bridges, stations, communication signals and power projects necessary to support commuter railroads and transit operations statewide. This program is used to leverage federal funding primarily from the Federal Transit Administration.

FY 27 Project List - Bus and Rail

Location	Description	Total \$	Federal \$	State \$
Various	Transit Capital Planning	500,000	400,000	100,000
NHL	Station Improvement Program (Design)	6,000,000	-	6,000,000
NHL	Station Improvement Program (Construction)	25,000,000	20,000,000	5,000,000
NHL	Customer Service Initiative	20,000,000	-	20,000,000
NHL	S program/Timber Program - Annual	8,000,000	-	8,000,000
NHL	Bridge Design	10,000,000	-	10,000,000
NHL	Bridge Replacement Program	15,000,000	-	15,000,000
NHL/ Milford	Indian River Bridge	10,000,000	8,000,000	2,000,000
NHL/ Norwalk	WALK Moveable Bridge	60,000,000	48,000,000	12,000,000
NHL	Track Program-Annual /Cyclical Program/Speed Improvements	30,000,000	24,000,000	6,000,000
NHL	Rail Maintenance Facilities SOGR - Annual	8,000,000	-	8,000,000
NHL	Catenary System - State of Good Repair	20,000,000	-	20,000,000
NHL/ Stamford	Stamford Yard Catenary Leads and Car Wash Facility	77,500,000	62,000,000	15,500,000
NHL/ New Haven	NHRY - Master Complex	50,000,000	40,000,000	10,000,000
NHL/ New Haven	NHRY - Design and Program Management	10,000,000	-	10,000,000
SLE & HL	PIDS and Connectivity Improvements	20,000,000	-	20,000,000
Various	Transit Intermodal Technology Upgrades - Implementation	15,000,000	-	15,000,000
CTtransit	Misc. Admin Capital & Facility Improvements	1,000,000	800,000	200,000
CTtransit	Vehicles/Facilities - BEB Program	30,000,000	24,000,000	6,000,000
Statewide	Statewide Bus Shelter Improvement Program	4,000,000	-	4,000,000
CTtransit/ Hartford	Facility Improvements	50,000,000	40,000,000	10,000,000

Location	Description	Total \$	Federal \$	State \$
CTtransit	Facility Improvements (Stamford/ New Haven)	12,000,000	9,600,000	2,400,000
CTtransit/ New Haven	Move New Haven Infrastructure Improvements	120,000,000	96,000,000	24,000,000
Hartford	Greater Hartford Mobility Study Enabling Transit Projects	10,000,000	-	10,000,000
GHTD	Replace Paratransit Vehicles	3,000,000	2,400,000	600,000
GHTD/ Hartford	Union Station Rehab/Improvements	1,000,000	800,000	200,000
GHTD	Admin Capital/Misc. Support	750,000	600,000	150,000
GNHTD	Replace Paratransit Vehicles	1,800,000	1,440,000	360,000
GNHTD	Admin Capital/Misc. Support	500,000	400,000	100,000
GBTA	Admin Capital/Misc. Support	575,000	460,000	115,000
GBTA/ Bridgeport	Bridgeport Intermodal Center Improvements	200,000	160,000	40,000
Milford TD	Paratransit Vehicles	375,000	300,000	75,000
Milford TD	Facility Improvements	100,000	80,000	20,000
Milford TD	Admin Capital/Misc. Support	400,000	320,000	80,000
Norwalk TD	Paratransit Vehicles	1,250,000	1,000,000	250,000
Norwalk TD	Admin Capital/Misc. Support	500,000	400,000	100,000
VTD	NVCOG/ VTD - Admin Capital/Misc. Support	400,000	320,000	80,000
HARTransit	Paratransit Vehicles	800,000	640,000	160,000
HARTransit	Admin Capital/Misc. Support	200,000	160,000	40,000
HARTransit	Facility Improvements	1,000,000	800,000	200,000
HARTransit	Replace 35ft buses	16,000,000	12,800,000	3,200,000
SEAT	Facility Renovations Design	2,000,000	-	2,000,000
SEAT	Admin Capital/Misc. Support	300,000	240,000	60,000
SEAT	Paratransit Vehicles	700,000	560,000	140,000
RVT	Admin Capital/Misc. Support	700,000	560,000	140,000
RVT	Replace four 30 ft Buses	5,200,000	4,160,000	1,040,000
RVT/ Middletown	Main Admin Facility 110-120 N Main Middletown	35,000,000	28,000,000	7,000,000
Windham TD	Facility Improvements - Design	4,500,000	-	4,500,000
Various	Discretionary NOFO Match Requirements	20,000,000	-	20,000,000
Various	Transit District Facility Upgrades for Battery Electric Buses	25,000,000	20,000,000	5,000,000
TOTAL		734,250,000	449,400,000	284,850,000

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Northeast Corridor (NEC) Modernization Match Program	100,000,000	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
334,987,000	203,188,000	398,165,000		100,000,000	438,175,000	398,165,000	

Summary

The Northeast Corridor (NEC) Modernization Match Program provides the state match for the Federal Railroad Administration's (FRA) Federal-State Partnership for Intercity Passenger Rail Grant Program (FSP). This discretionary grant program was substantially revised with the Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), to provide for a minimum set aside for projects on the NEC and distinct selection criteria, which includes a requirement that selected projects be on the recently created NEC project inventory.¹²

To date, FRA has made two rounds of awards for FSP-NEC, including the following to CT DOT:

- November 2023 – Up to \$1,168,154,500 in federal funding for eight projects, matched by \$398 million in state bond funds.
- November 2024 – Up to \$282,977,600 in federal funding for four projects, matched by \$120 million in state bond funds.

The FY 27 bond authorizations will support state matching funds for future FRA awards.

FY 27 Projects – NEC Match

Location	Description	Total \$	Federal \$	State \$
NHL	TIME 1 Future Contracts	193,750,000	155,000,000	38,750,000
NHL	TIME Program Planning and Design	50,000,000	40,000,000	10,000,000
New Haven	New Haven Union Station Platform Replacement	256,250,000	205,000,000	51,250,000
TOTAL		500,000,000	400,000,000	100,000,000

¹² The current NEC project inventory can be found here: <https://railroads.dot.gov/elibrary/nec-inventory>.

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Commercial rail freight lines	10,000,000	-

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
10,000,000	10,000,000			10,000,000	10,000,000		

Summary

This program supports the Rail Freight Infrastructure Program (RFIP), which is a competitive state grant program administered by DOT and codified at CGS 13b-236. Eligible recipients are privately-owned freight railroad companies. Funds must be used to improve, repair, or modernize the rail right of way (ROW) and funding can cover up to 100% of costs on state-owned ROW and up to 70% on privately owned ROW. PA 24-151 moved RFIP's funding source from GO bonds to STO bonds.

On March 11, 2026, DOT announced \$20 million in RFIP grants to six freight rail companies matched by \$4 million in private investments.¹³ Prior to being moved to STO bonds, \$10 million of GO bonds was authorized in FY 20 and fully allocated in FY 22.

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Waterways Program	11,000,000	6,000,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
-				6,000,000			

Summary

DOT owns and operates two seasonal ferry services across the Connecticut River, one between Rocky Hill and Glastonbury and the other between Chester and Hadlyme (Lyme). These two ferries, which provide a total of approximately 120,000 passenger trips annually, have been operated by the state since 1915 and 1917, respectively (and were privately operated before then).

Project List - Waterways

Location	Description	FY 27 \$
Both Ferries - Rocky Hill/ Glastonbury & Chester/ Hadlyme	Ferry Improvements/Maintenance	2,000,000
	Dredging Improvements	3,000,000
	Ferry Vessel Improvements	6,000,000
	TOTAL	11,000,000

¹³ https://portal.ct.gov/dot/ctdot-press-releases/2026/ctdot-announces-rail-freight-infrastructure-program-awards?language=en_US

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Department facilities	127,060,000	81,980,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
58,900,000	143,009,666	93,940,334	43,428,000	140,880,000	74,990,000	161,960,000	43,425,000

Summary

The Facilities Program provides 100% state funding for the rehabilitation and construction of DOT's maintenance garages and administrative facilities. The department has approximately 100 employee-occupied and more than 200 support facilities.

FY 27 Project List - Facilities

Town	Description	Total \$ (100% state)	Justification
Simsbury	Renovation of Maintenance Facility	11,500,000	Existing facility requires a state of good repair renovation. A new cold storage structure will be constructed and related site improvements will be performed.
Stratford	New Maintenance Facility	27,000,000	Existing facility is functionally obsolete and will be demolished. Related site improvements will be performed.
Union	New Maintenance Facility	20,000,000	The existing facility is functionally obsolete and will be demolished. Related site improvements will be performed.
Thomaston	New Maintenance Facility	38,000,000	The existing facility is functionally obsolete. A new facility will be constructed on the Reynolds Bridge DOT site. Related site improvements will be performed.
Thomaston	District 4 HQ & Lab Bldgs Roof Replacement	500,000	As part of the Roof Replacement program, projects will continue to replace older roofs that were not constructed with current warranties or energy standards.
Thomaston	District 4 HQ & Lab Bldgs Roof Replacement	2,500,000	Projects will continue to replace older roofs that were not constructed with current warranties or energy standards.
Branford	Maintenance Facility Roof Replacement	300,000	Projects will continue to replace older roofs that were not constructed with current warranties or energy standards.
Branford	Maintenance Facility Roof Replacement	700,000	Projects will continue to replace older roofs that were not constructed with current warranties or energy standards.
East Granby	New/Renovation of Repair and Maintenance Facility	1,500,000	PE Phase to replace functionally obsolete maintenance and repair facility.

Town	Description	Total \$ (100% state)	Justification
East Windsor	New Maintenance Facility	1,500,000	PE Phase to replace functionally obsolete maintenance facility.
Waterbury	New Maintenance Facility	1,500,000	PE Phase to replace functionally obsolete maintenance and repair facility.
Newington	Headquarters	7,000,000	Siemens Improvements (\$2M) and Training Center Renovation (\$5M)
Various	Surveys for Facilities Design	150,000	To perform field survey of upcoming projects to have the survey complete at the beginning of the project design.
Various	Structure Demolitions and Replacements	1,000,000	Hire DAS Trade Labor contractors to demolish failing and obsolete buildings that were identified in the 2017/2018 Statewide Inspection Program and construct replacement structures.
Various	Facility Roof Design	150,000	To design unplanned/emergency roof replacements.
Various	Highway Buildings Renovations	550,000	Continuation of State of Good Repair renovation projects at rest areas and other highway buildings.
Various	Maintenance Paving	250,000	Maintenance to pave highway building sites
Various	Generator Replacement Program	40,000	Generator replacements at highway building sites
Various	Generator Replacement Program	1,020,000	Generator replacements at highway building sites
Various	Automatic Truck Washing Systems	900,000	To extend the useful life of highway equipment
Various	EV Charging Infrastructure	1,000,000	Funding for EV Charging Infrastructure assumed for SFY24 and SFY25 with a goal of being better defined starting in SFY26. Funds needed to meet Light Duty goal for 100% new vehicles by 2030.
Simsbury	Renovation of Maintenance Facility	10,000,000	To support changes in funding as needed for projects currently in design and projects that are currently awarded and in construction, as well as unanticipated emergency needs like a roof leak. There are currently over 40 on-going projects in the Facilities Program that could require funding for change orders to continue work underway.
TOTAL		127,060,000	

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Cost of issuance of special tax obligation bonds and debt service reserve	-	150,000,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
-	-	-	-	-	-	-	-

Summary

“Cost of issuance” is an umbrella term and program for the transactional costs that are associated with issuing STO bonds, including required reserve account deposits, bond counsel (for a tax opinion), financial advisor, trustee bank, rating agency, accounting, escrow fees and printing. The last allocation for this program for DOT was at the July 2015 meeting of the State Bond Commission.

Program	FY 27 Authorization (Current Law)	Unallocated Balance as of 1/1/2026
Service Plaza Improvements	11,750,000	21,750,000

FY 26 Alloc. To Date	FY 25 Allocation	FY 24 Allocation	FY 23 Allocation	FY 26 Authorized	FY 25 Authorized	FY 24 Authorized	FY 23 Authorized
-	-	-	-	11,750,000	-	10,000,000	-

Summary

Connecticut has 23 service plazas, including ten on I-95, ten on CT-15, and three on I-395. These plazas are owned by CT DOT but operated and maintained by a private entity, Applegreen CT. An allocation of \$10 million was made (under a different GO bond authorization) to finance the construction, renovation, and improvements to service plazas along I-95 at the June 2023 meeting of the State Bond Commission.