

**Final**  
**2018 - 2021 Transportation Improvement Program**  
**for the Greater Bridgeport & Valley Planning Region:**  
Approved July 17, 2017      Amendments to June 21, 2018

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## Greater Bridgeport & Valley Metropolitan Planning Organization

### Chief Elected Officials:

David S. Cassetti, Mayor, City of Ansonia

Joseph P. Ganim, Mayor, City of Bridgeport

Anita Dugatto, Mayor, City of Derby

Adam Dunsby, First Selectman, Town of Easton

Michael C. Tetreau, First Selectman, Town of Fairfield

Steve Vavrek, First Selectman, Town of Monroe

W. Kurt Miller, First Selectman, Town of Seymour

Mark A. Lauretti, Mayor, City of Shelton — MPO Chairman

John A. Harkins, Mayor, Town of Stratford

Timothy M. Herbst, First Selectman, Town of Trumbull—  
MPO Vice Chairman

### Transit Authorities:

Mitchell Fuchs, Chair, Greater Bridgeport Transit

Mark A. Lauretti, Chair, Valley Transit District

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# Abstract

The FFY 2018 ~ 2021 TIP contains a listing of all proposed transportation improvement projects programmed to receive federal financial assistance from the US Department of Transportation over the next four years. The TIP includes an overview that describes the organization of the Metropolitan Planning Organization (MPO) and the MOUs that guide the transportation planning process in the Greater Bridgeport and Valley planning regions. It also describes the TIP development process, the project selection procedures, and the results of the regional air quality impact assessment. The TIP is organized by federal aid transportation programs administered by FHWA and FTA. The public was provided an opportunity to review the TIP and offer comments. Efforts were made to ensure low income and minority groups were notified about the draft TIP/STIP and afforded an opportunity to participate in the process:

Public Comment Period: June 9th, 2017 to July 17th, 2017

## Public Information Meetings:

June 28th, 2017 at 5 pm, at the offices of MetroCOG

June 15th, 2017 at 11 am, GBVMPO meeting at the offices of MetroCOG

## Contact:

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## Connecticut Metropolitan Council of Governments

### Staff

Patrick Carleton, Deputy Director

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Matt Fulda, Acting Executive Director

Mark Goetz, Senior Transportation Planner/GIS Director

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Colleen Kelleher, Deputy Finance Director

George B. Obeng, GIS Specialist

Michael Pavia, Deputy Director

Meghan A. Sloan, Planning Director

# Resolution 2017-10

## GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia • Bridgeport • Derby • Easton • Fairfield • Monroe • Seymour • Shelton • Stratford • Trumbull

### RESOLUTION 2017-10 RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT OZONE

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Region's Transportation Plan; and

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

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

**WHEREAS**, it is the opinion of the Greater Bridgeport and Valley Metropolitan Planning Organization that the plans and programs approved today, June 15<sup>th</sup>, 2017 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

**WHEREAS**, The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Moderate Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in these Nonattainment areas (Ozone Air Quality Conformity Report, May 2017); and

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

**NOW THEREFORE BE IT RESOLVED** that the Greater Bridgeport and Valley Metropolitan Planning Organization finds that the Long Range Transportation Plan and the FY 2018-2021 (TIP) and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone Air Quality Conformity Determination, May, 2017, contingent upon no major adverse comments are received during said period.

#### Responsible Metropolitan Transportation Planning Agencies

**CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS**  
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**NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS**  
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Waterbury, Connecticut 06702  
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E-mail: rdunne@nvcogct.org

This resolution shall become effective as of June 15<sup>th</sup>, 2017.

#### CERTIFICATE

The undersigned duly qualified and co-secretaries of the Greater Bridgeport and Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Greater Bridgeport and Valley Metropolitan Planning Organization on June 15<sup>th</sup>, 2017.

Respectfully submitted,



Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 15<sup>th</sup>, 2017

# Resolution 2017-11

**GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION**  
Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

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**RESOLUTION 2017-11**  
**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT, PM 2.5**

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program or when effecting a significant revision of the Regions Transportation Plan; and

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

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

**WHEREAS**, It is the opinion of the Greater Bridgeport and Valley Metropolitan Planning Organization that the plans and programs approved on June 15<sup>th</sup>, 2017 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

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

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

**WHEREAS**, The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2014 Long Range Transportation Plan and the *FFY 2018 – 2021 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization* and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

**NOW THEREFORE BE IT RESOLVED**, That the Greater Bridgeport and Valley Metropolitan Planning Organization finds that the Long Range Transportation Plan and the *FFY 2018 – 2021 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization* and Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby

approves the existing PM2.5 Conformity Determination, May, 2017, contingent upon no major adverse comments are received during said period.

**CERTIFICATE**

The undersigned and duly qualified co-secretaries of the Greater Bridgeport and Valley Metropolitan Planning Organization certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Greater Bridgeport and Valley Metropolitan Planning Organization on June 15, 2017.

Respectfully submitted,



Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 15<sup>th</sup>, 2017

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# Resolution 2017-12

## GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia • Bridgeport • Derby • Easton • Fairfield • Monroe • Seymour • Shelton • Stratford • Trumbull

### RESOLUTION 2017-12 FFY 2018 ~ 2021 TRANSPORTATION IMPROVEMENT PROGRAM FOR THE GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO) is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the portion of the Bridgeport-Stamford urbanized area located in the Greater Bridgeport and Valley planning regions;

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization has, in cooperation with the Connecticut Department of Transportation, the Greater Bridgeport Transit and the Valley Transit District, jointly prepared the *FFY 2018 – 2021 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization*;

WHEREAS, the *FFY 2018 – 2021 TIP* describes all projects programmed to receive federal transportation funding assistance from the Federal Highway Administration and the Federal Transit Administration over the next four federal fiscal years beginning October 1, 2017;

WHEREAS, the *FFY 2018 – 2021 TIP* establishes project priorities, indicates project schedules, provides estimates of project cost and identifies federal funding program;

WHEREAS, the financial plans for the *FFY 2018 – 2021 TIP* are included and demonstrate financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the Bridgeport-Stamford urbanized area;

WHEREAS, the *FFY 2018 – 2021 TIP* was made available for review and public notification and review of the proposed TIP was consistent with and followed the procedures set forth in the MPO's *Public Participation Program Handbook*, as amended, including providing a 30-day review and comment period, holding a public information meeting, posting the draft TIP on the Connecticut Metropolitan Council of Governments (MetroCOG) and the Naugatuck Valley Council of Governments (NVCOG) websites and considering public comments in revising the draft TIP;

WHEREAS, MPO endorsement of the *FFY 2018 – 2021 TIP* is contingent upon no major adverse comments being received during the public comment period. Any comments received during the Public Comment period will be reviewed and considered once the public comment period has ended.

WHEREAS, the proposed *FFY 2018 – 2021 TIP* has been presented to the MPO, reviewed and discussed;

WHEREAS, the proposed program of projects in the *FFY 2018 – 2021 TIP* were assessed for their impacts on air quality and the State's ability to attain the *National Ambient Air Quality Standards* for the 8-hour Ozone and PM<sub>2.5</sub> pollutants and the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality.

NOW, THEREFORE BE IT RESOLVED as long as no major adverse comments are received during the public comment period, the Greater Bridgeport and Valley Metropolitan Planning Organization, after reviewing the draft *FFY 2018 – 2021 Transportation Improvement Program for the Greater Bridgeport and Valley Metropolitan Planning Organization* and modifying the program of projects based on public comment and revisions received during the 30-day review and comment period, endorses the *FFY 2018 – 2021 TIP* presented and discussed here today as the official *TIP* for the Greater Bridgeport and Valley Metropolitan Planning Region. The endorsement of the TIP covers a four-year period from October 1, 2017 through September 30, 2021.

BE IT FURTHER RESOLVED that the TIP approval constitutes project selection in accordance with the requirements of the *Fixing America's Surface Transportation Act (FAST Act)*.

This resolution shall become effective as of June 15<sup>th</sup>, 2017.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on June 15<sup>th</sup>, 2017, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,



Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 15<sup>th</sup>, 2017

#### Responsible Metropolitan Transportation Planning Agencies

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# Resolution 2017-15

## GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia • Bridgeport • Derby • Easton • Fairfield • Monroe • Seymour • Shelton • Stratford • Trumbull

### RESOLUTION 2017-15

#### URBAN TRANSPORTATION PLANNING CERTIFICATION GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* relating to self-certification of metropolitan planning organizations, requires the MPO to certify that the metropolitan transportation planning process is being carried out in accordance with all applicable US Department of Transportation requirements and must submit such certification concurrent with the submittal of the entire proposed TIP to the FHWA and the FTA as part of the STIP approval;

**WHEREAS**, the Connecticut Metropolitan Council of Governments conducts the transportation planning process for the Greater Bridgeport and Valley planning region in accordance with the planning regulations promulgated by the US Department of Transportation and specified in the *FAST Act*, by preparing an annual Unified Planning Work Program, conducting and performing transportation planning activities as contained in the UPWP, cooperatively preparing, maintaining and amending the endorsed short-range transportation improvement program (TIP), preparing and updating a long range regional transportation plan (LRP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and LRP, and proactively involving the public in the transportation planning process and;

**WHEREAS**, the GBVMPO adheres to the principles of non-discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity, as specified in Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 and Older Americans Act, and regarding the involvement of disadvantaged business enterprises in USDOT funded projects and the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts.

**NOW, THEREFORE BE IT RESOLVED** that the Greater Bridgeport and Valley Metropolitan Planning Organization, the Metropolitan Planning Organization for the Bridgeport-Stamford Urbanized Area covered by Greater Bridgeport and the Valley planning regions, hereby certifies that the urban transportation planning process has been and is being conducted in accordance with the terms and provisions of the rules and regulations promulgated by the US Department of Transportation under the *FAST Act* and that all applicable provisions relative to involvement of public and private providers of mass transportation, civil rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act and amendments, 23 U.S.C and 49 U.S.C have been satisfied.

#### Responsible Metropolitan Transportation Planning Agencies

**CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS**  
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E-mail: rdunne@nvcogct.org

This resolution shall become effective as of June 15<sup>th</sup>, 2017.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on June 15<sup>th</sup>, 2017, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,



Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 15<sup>th</sup>, 2017

# Resolution 2018-11

## GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

Ansonia●Bridgeport●Derby●Easton●Fairfield●Monroe●Seymour●Shelton●Stratford●Trumbull

### RESOLUTION 2018-11

#### AMENDMENT

#### FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM PERFORMANCE-BASED PLANNING AND PROGRAMMING

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO) is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to prepare, endorse; and periodically amend a short range Transportation Improvement Program for the 10-town MPO area within the Bridgeport-Stamford Urbanized Area;

**WHEREAS**, the MPO endorsed the *FFY 2018-2021 Transportation Improvement Program for the Greater Bridgeport and Valley Planning Regions (TIP)* at its June 15th, 2017 meeting; and the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) have approved the *State FFY 2018-2021 Transportation Improvement Program (STIP)*;

**WHEREAS**, *Moving Ahead for Progress in the 21st Century Act (MAP-21)* and the *FAST Act* mandate that Metropolitan Planning Organizations take a performance-based approach to planning and programming;

**WHEREAS**, the Federal Highway Administration and the Federal Transit Administration published the final rule for "*Statewide and Nonmetropolitan Transportation Planning; Metropolitan Transportation Planning*" on May 27th, 2016;

**WHEREAS**, this rule requires a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), Greater Bridgeport and Valley Metropolitan Planning Organization, and the operators of public transportation use performance measures to document expectations for future performance;

**WHEREAS**, as part of this new performance-based approach, the MPO is required to link the investment priorities contained in the *TIP/STIP* to achievement of performance targets;

**WHEREAS**, *Exhibit A, Performance-Based Planning and Programming* is the proposed amendment to the *TIP/STIP* that will link these investment priorities to the achievement of performance targets;

**WHEREAS**, the public notification and review of these proposed amendments was consistent with and followed the procedures set forth in the MPO's *Public Participation Program Handbook*, as amended, and the proposed amendments are consistent with the goals and objectives of the long-range transportation plans of the Greater Bridgeport and Valley Planning Regions.

**NOW, THEREFORE BE IT RESOLVED** that the Greater Bridgeport and Valley MPO endorses *Exhibit A, Performance-Based Planning and Programming* as an amendment to *Section II (TIP development)* of the *FFY 2018-2021 Transportation Improvement Program*.

This resolution shall become effective as of June 21, 2018.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on June 21, 2018, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,



Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary



Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 21, 2018

#### Responsible Metropolitan Transportation Planning Agencies

##### CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS

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# I. Overview

The Greater Bridgeport and Valley Metropolitan Planning Organization (GB-VMPO) is authorized by federal regulations and designated by the Governor of Connecticut to conduct transportation planning and endorse a TIP/STIP for the portion of the Bridgeport-Stamford Urbanized Area covered by the Greater Bridgeport and Valley planning regions. The Greater Bridgeport and Valley Transportation Improvement Program (TIP) lists all proposed highway and transit improvement projects within the Greater Bridgeport and Valley planning regions programmed to receive federal assistance over the next four federal fiscal years, beginning October 1, 2017 (FFY 2018) and ending September 30, 2021 (FFY 2021). The TIP is incorporated into the State Transportation Improvement Program (STIP), and is collectively referred to as the TIP/STIP.

Federal regulations require the TIP/STIP to be “financially constrained.” This means there must be a reasonable expectation of federal financial assistance to implement endorsed projects and that the funding sources must be identified for each project. The MPO endorsed the FFY 2015-2018 TIP on October 14, 2014. The TIP has been subsequently amended over the intervening years to advance priority projects and maintain a financially constrained program.

This TIP is organized by federal agency (FHWA or FTA), location (municipality, transit district, etc.) and project. The TIP includes:

- MPO organization and TIP requirements;
- Summary of the Transportation Planning Process Memoranda of Understanding (MOUs);
- TIP development and project selection process;
- Air quality assessment, regional air quality emission analysis results of TIP and air quality conformity determination (Ozone and PM2.5);
- Public involvement activities and public comments;
- Project descriptions, cost estimates and programming schedules;

## Greater Bridgeport & Valley Metropolitan Planning Organization:

Ansonia	Monroe
Bridgeport	Seymour
Derby	Shelton
Easton	Stratford
Fairfield	Trumbull
Greater Bridgeport Transit (GBT)	
Valley Transit District (VTD)	

# MPO Organization

Membership of the GBVMPO includes the Chief Elected Officials of the ten municipalities of the Greater Bridgeport and Valley planning regions and the chair of the two transit operators serving the regions (detailed in the box below). Representatives of the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Connecticut Department of Transportation (CTDOT), and the Connecticut Department of Energy and Environmental Protection (CT-DEEP) are included as “Ex Officio” members.

# Memoranda of Understanding

The transportation planning process in the Bridgeport-Stamford Urbanized Area is carried out through cooperative relationships between area municipalities, regional planning organizations, regional transit operators, the state transportation agency, the state environmental agency, and federal transportation agencies. Agreements have been made between participants to define roles and responsibilities and formalize actions. The Memoranda of Understanding that guide transportation planning in the Bridgeport-Stamford Urbanized Area include:

**Transportation Planning Process:** The Memorandum of Understanding for Transportation Planning in the Greater Bridgeport and Valley Planning Regions, 1981, consolidated the transportation planning process in the Bridgeport Urbanized Area (as designated by the 1980 Census) under the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO). The MOU specifies transportation planning participants, roles, and responsibilities and designates the Greater Bridgeport Regional Planning Agency (now the Connecticut Metropolitan Council of Governments, or MetroCOG) and the Valley Council of Governments (now the Naugatuck Valley Council of Governments, or NVCOG), as the transportation planning agencies for their respective regions.

**The Memorandum of Understanding for Coordination of Transportation Planning Activities in the Three State New York-New Jersey-Connecticut Metropolitan Region** describes how the five MPOs will coordinate metropolitan transportation planning and key planning documents and activities, as well as the process for meeting requirements for attainment of the National Ambient Air Quality Standards (NAAQS). The five MPOs are the New York Metropolitan Transportation Council (NYMTC), Northern Jersey Transportation Planning Authority (NJTPA), South Western Region MPO, Greater Bridgeport/ Valley MPO and Housatonic Valley Council of Elected Officials.

**Project Movement within the Adopted TIP:** The CTDOT and MPO established an agreement to expedite the selection and movement of projects within the endorsed State and MPO TIPs. The MOU established an administrative process for endorsing these types of changes and provides flexibility in adjusting the STIP/ TIP.

**Air Quality Planning and Conformity Efforts:** The MPO and CTDEEP developed a letter of understanding to define roles and responsibilities for air quality planning, particularly as it pertains to the development of transportation control measures (TCMs) and the State Implementation Plan for Air Quality (SIP).

**Transportation Planning and Funding in the Bridgeport-Stamford Urbanized Area:** This MOU was developed by the MPOs in the Bridgeport-Stamford urban area to guide how funds allocated under the STP urban program would be divided. Distribution is based primarily on the total population in each urban planning region relative to its share of the combined population of all urban planning regions. The transportation funds from the FHWA (PL) and FTA (Section 5303) are passed through the CTDOT based on the fairsharefair share population formula to the urban regional planning organizations of the Bridgeport-Stamford urbanized area. Each year, CTDOT will determine the federal funding available to the Bridgeport-Stamford urbanized area and calculate regional fairsharefair share apportionments based on the method described above.

## II. TIP Development Process

The TIP is prepared by MetroCOG and NVCOG, in collaboration with CTDOT, GBT and VTD. The MPO selects highway projects for the Greater Bridgeport and Valley attributable portion of FHWA's STPBS program, as well as local transit projects under the FTA's Section 5307 capital formula grant program. The CTDOT submits a list of proposed projects allocated to the other federal-aid programs. The MPO evaluates the draft State TIP (STIP) and incorporates its program into the MPO TIP.

Projects proposed for federal-aid funding under the STPBS program are required to follow a prescribed scoping, evaluation and development process. Project proposals must complete all aspects of the process before they can be initiated and included in the TIP.

For locally selected and initiated projects, the GBVMPO established policy criteria to set priorities:

1. Local reconstruction, widening, realignment and intersection improvement projects would be established as the first priority projects.
2. Traffic signal modernization projects would be recommended for funding under the FHWA's CMAQ program. If the shift to the CMAQ program is not feasible, these projects would be established as the second priority projects.
3. Reconstruction, widening, realignment and intersection improvement projects involving a state highway would be recommended for funding under the FHWA STPA category. If the shift to the STPA program is not feasible, these would be established as the third priority projects.
4. Local and state highway bridge replacement and rehabilitation projects would be recommended for funding under the FHWA Highway Bridge Replacement and Rehabilitation (HBRR) program or the state-sponsored Local Bridge Program. If the shift to either the HBRR or Local Bridge programs is not feasible, these projects would be established as the fourth priority.

In 2013, the Connecticut state legislature created the Local Transportation Capital Improvement Program or LOTCIP. The new program provides state funds to urbanized planning areas in lieu of the federal transportation funds allocated under the Surface Transportation Program for urbanized areas. The CTDOT

implemented the program and developed guidelines and procedures for selecting projects. While the LOTCIP provides an alternate funding source for local transportation projects, federal guidelines still require the GBVMPO and CTDOT to collaborate on project selection and evaluation under the STPBS program.

Projects included in the TIP must address the issues and be consistent with the objectives contained in the GBVMPO's long range regional transportation plans, as well as CTDOT's capital plan. Project selection is based on thorough evaluation of project purpose and needs. The availability of federal financial assistance, the cost of the proposed improvement, and the ability of the project sponsor to finance and complete its share of the project are also considered in setting regional priorities. A financial plan and activity schedule is established for each federal fiscal year. This financial plan establishes the priorities for each funding category.

Projects are intended to meet the following criteria:

- Address a transportation deficiency;
- Improve the movement of people and goods;
- Adequately mitigate the transportation deficiency;
- Minimize adverse environmental and social impacts; and
- Is cost effective.

All projects contained in the TIP are consistent with the Regional Transportation Plan for the Greater Bridgeport Planning Region and the Regional Transportation Plan for the Valley Council of Governments (now part of NVCOG), as well as the state-wide long range transportation plan.

## Performance-Based Planning & Programming (June 21<sup>st</sup>, 2018 Amendment)

The 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), the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, and the operators of public transportation use performance mea-

asures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this 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) and Transportation Improvement Program (TIP) to achievement of performance targets.

The MAP-21 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 and TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at [www.ct.gov/dot/performanceasures](http://www.ct.gov/dot/performanceasures).

**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 STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon

by the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:

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

**Transit:** The Transit Asset Management (TAM) rule requires that recipients and sub recipients of Federal Transit Administration (FTA) funds set annual performance targets for federally established State of Good Repair (SGR) measures. Performance targets will be set for one or more asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both 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 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." Beginning in October 2018, performance targets will be reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets will accompany targets starting 2019.

The STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans to be completed by October 1, 2018 to be shared with the MPOs. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT's analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

**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 STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, 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 and TIPs.

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

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

The CTDOT and the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, will program projects in the STIP and TIP to meet the targets set by the CTDOT and agreed upon by the (MPO NAME) by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

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

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

Freight movement 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 freight plan, and which was approved by FHWA. Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**, must use the trend and truck bottleneck analysis done for the recently completed 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 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 STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the (**Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)**), by selecting appropriate CMAQ eligible projects including: congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

### III. Air Quality Conformity Process

The Clean Air Act Amendments (CAAA) of 1990 and federal transportation regulations and legislation recognized the major contributions of transportation sources to the overall national air quality problem. To reduce transportation-related emissions and improve air quality, areas designated as non-attainment for a criterion pollutant were required to demonstrate that their transportation plans, programs and projects contributed to the attainment of National Ambient Air Quality Standards (NAAQS) and would not cause a new violation or delay attain-

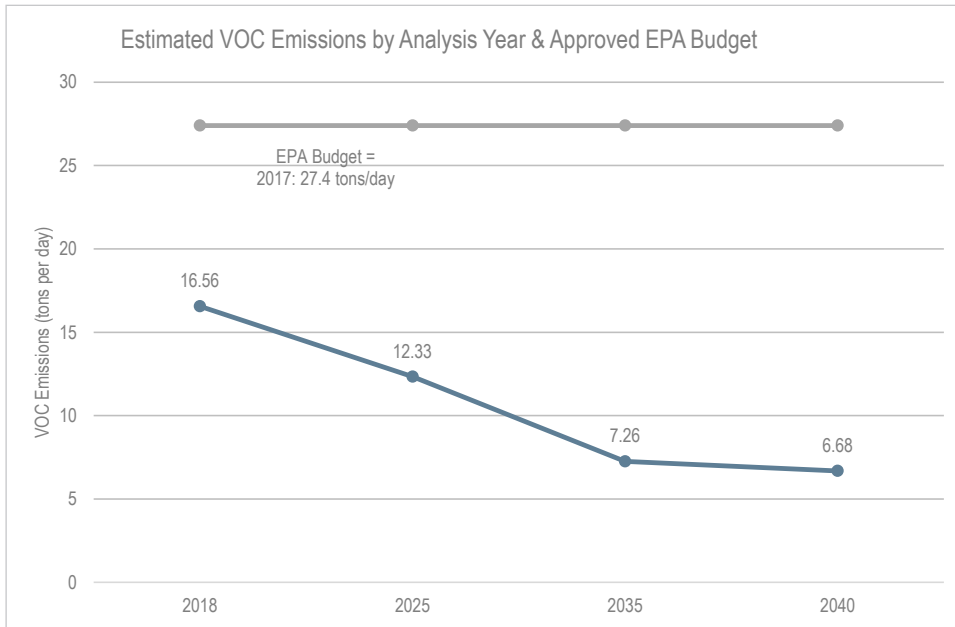


Figure 1

Figure 2

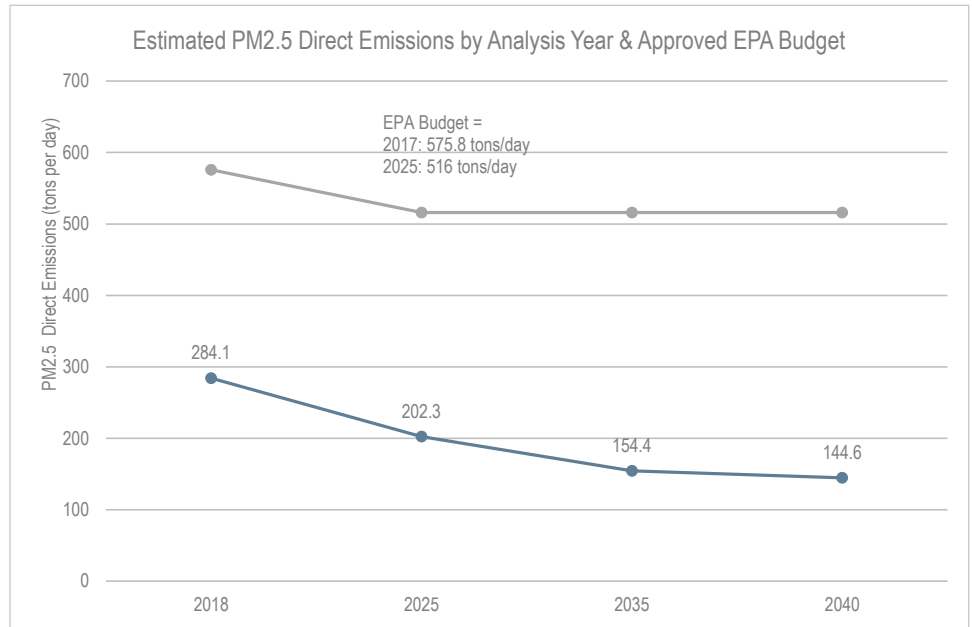
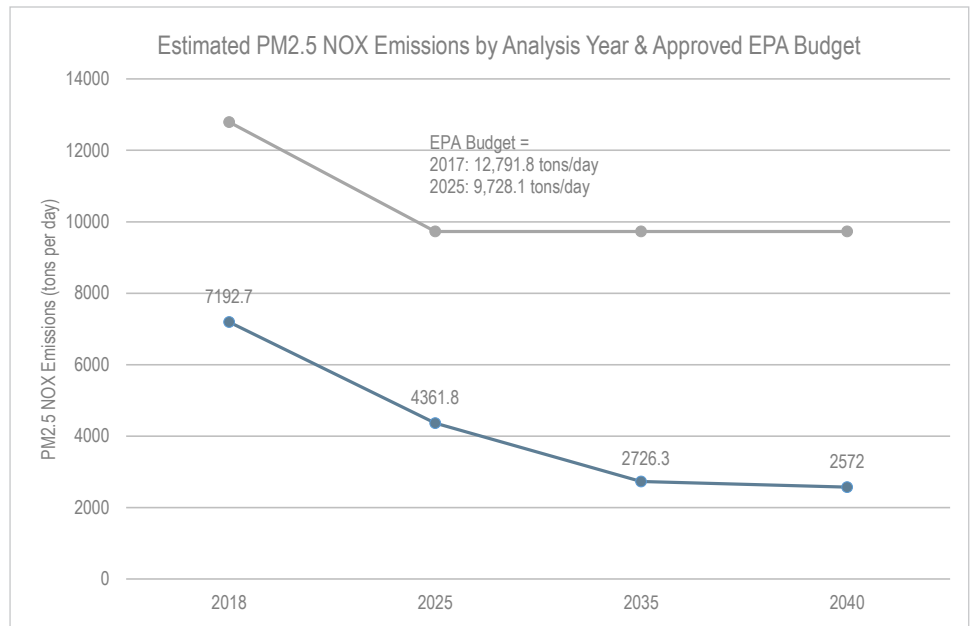
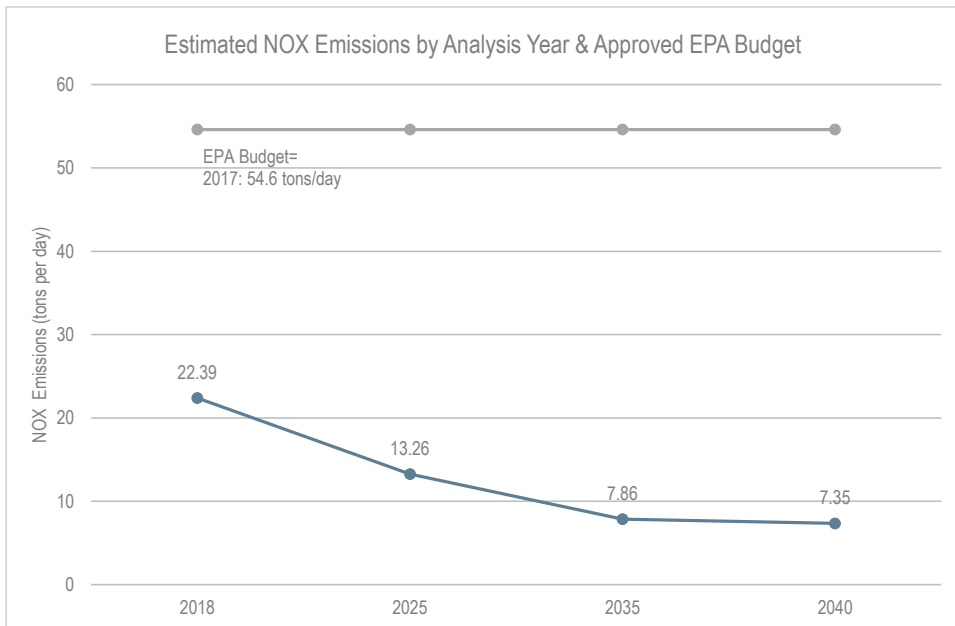


Figure 3

Figure 4



ment of the NAAQS. This process is referred to as Air Quality Conformity.

To be responsive to the goals of the State Implementation Plan for Air Quality, the TIP is required to contribute to annual reductions in transportation-related emissions, and actively advance TCMs. The CTDOT is responsible for conducting detailed transportation and air quality modeling. The results of the modeling are estimates of transportation-related emissions that are expected to be generated after constructing all regionally significant transportation improvements.

Connecticut is divided into two non-attainment areas for the eight-hour ozone standard. Fairfield, New Haven and Middlesex counties are included as part of the New York-Northern New Jersey-Long Island (NY-NJ-LI) non-attainment area for Ozone and is designated as a Moderate Non-attainment area. The Greater Connecticut eight-hour ozone Nonattainment Area consists of state's other counties.

For the PM<sub>2.5</sub> standard, the Connecticut portion of the New York-New Jersey-Connecticut (NY- NJ-CT) non-attainment area for PM<sub>2.5</sub> was redesignated to an Attainment Maintenance area in October of 2013.

To demonstrate conformity, the emissions from the "Action" scenarios must be less than the approved emissions budgets for the Connecticut portion of the non-attainment areas (see box on this page). The results of the quantitative emissions analysis conducted by CTDOT indicate that the expected emissions from the full implementation of the TIP will be within the emissions budget for the base year and each subsequent analysis year for the 8-Hour Ozone (figures 1 and 2) and Annual PM<sub>2.5</sub> NAAQS (figures 3 and 4). For the PM<sub>2.5</sub> conformity test, the emissions analyses estimate the amount of Direct PM<sub>2.5</sub> pollution that will be generated and the amount of NOX emissions, which are precursors for particulate emissions.

EPA Approved Ozone Emission Budgets (tons/day):			
<b>VOC</b>		27.4	
<b>NOX</b>		54.6	
EPA Approved PM <sub>2.5</sub> Emission Budgets (tons/year):			
	<b>2017</b>	<b>2025</b>	
<b>Direct PM<sub>2.5</sub></b>	575.8	516.0	
<b>Indirect (NOX)</b>	12,791.8	9,728.1	

## IV: Public Involvement

The draft FFY 2018 ~ 2021 TIP was made available to the public for review and comment. The 30(+)-day review and comment period began on June 9th, 2017 and ended on July 17th, 2017. The draft TIP was posted on both the MetroCOG and NVCOG websites and a legal notice was published in the Connecticut Post on June 9th, 2017. A public information meeting was held on June 28th, 2017 at 5 pm in the conference room of MetroCOG, 1000 Lafayette Boulevard, Suite 925 (ninth floor) in Bridgeport, CT.

Agency and CTDOT staff were available at 4:30 PM to informally discuss any aspects relating to the draft TIP/STIP and any other transportation issues and concerns. Comments received at the meetings were recorded and staff responded to comments, as needed.

The public review and comment period information meetings also served as the notice for related air quality assessments, as the results of the regional emissions analyses for Ozone and Fine Particulate Matter (PM<sub>2.5</sub>) were incorporated into the TIP/STIP.

Capital projects sponsored by the Greater Bridgeport Transit and the Valley Transit Districts are included in the draft TIP/STIP and the TIP development process is used to satisfy federal requirements for public notice, review and comment for routine and traditional local bus capital projects funded by the FTA under the

Section 5307 capital grant program. The MPO's process, the notice of public involvement activities and the time established for public review of and comments on the TIP will satisfy the program of projects requirements of both transit agencies.

The public was also provided an opportunity to comment on the draft TIP and air quality conformity determinations at the meeting of the Greater Bridgeport and Valley MPO held on June 15th, 2017 at MetroCOG's offices in Bridgeport. The MPO endorsed the TIP at this meeting, contingent upon no major adverse comments being received during the public comment period.

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FHWA Federal Highway Administration**

<b>Ansonia</b>				<b>0002-0128</b>	Valley Council of Governments (legacy)			
				AQ: X6	Route: Trail			
				State:	Local:	Federal:	Total:	
ANSONIA RIVERWALK PED/BIKE IMPROVEMENTS (PHASES III & IV)	TAPB	2018	PD	\$0	\$31,000	\$125,000	\$156,000	
ANSONIA RIVERWALK PED/BIKE IMPROVEMENTS (PHASES III & IV)	TAPB	2018	ROW	\$0	\$5,000	\$20,000	\$25,000	
ANSONIA RIVERWALK PED/BIKE IMPROVEMENTS (PHASES III & IV)	TAPB	2018	FD	\$0	\$31,000	\$125,000	\$156,000	
ANSONIA RIVERWALK PED/BIKE IMPROVEMENTS (PHASES III & IV)	TAPB	2019	CON	\$0	\$274,000	\$1,095,000	\$1,369,000	
<b>Total 0002-0128</b>				<b>\$0</b>	<b>\$341,000</b>	<b>\$1,365,000</b>	<b>\$1,706,000</b>	

<b>Bridgeport</b>				<b>0015-0312</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			
				AQ: NRS	Route:			
				State:	Local:	Federal:	Total:	
HIGH SPEED FERRY TERMINAL	FBD	2018	CON	\$542,000	\$0	\$2,166,000	\$2,708,000	
HIGH SPEED FERRY TERMINAL	HPPS	2018	CON	\$675,000	\$0	\$2,700,000	\$3,375,000	
<b>Total 0015-0312</b>				<b>\$1,217,000</b>	<b>\$0</b>	<b>\$4,866,000</b>	<b>\$6,083,000</b>	

<b>Bridgeport</b>				<b>0015-0339</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			
				AQ: X6	Route: CT 130			
				State:	Local:	Federal:	Total:	
REHAB BR 02475 O/ PEQUONNOCK RV (PHASE 2)	STPA- BRX	2018	FD	\$200,000	\$0	\$800,000	\$1,000,000	
REHAB BR 02475 O/ PEQUONNOCK RV (PHASE 2)	STPA- BRX	FYI	CON	\$6,000,000	\$0	\$24,000,000	\$30,000,000	
<b>Total 0015-0339</b>				<b>\$6,200,000</b>	<b>\$0</b>	<b>\$24,800,000</b>	<b>\$31,000,000</b>	

<b>Bridgeport</b>				<b>0015-0365</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			
				AQ: X8	Route: Washington Avenue			
				State:	Local:	Federal:	Total:	
TRAFFIC SIGNAL SYSTEM UPGRADE @ VARIOUS LOCATIONS	CMAQ	2018	CON	\$566,000	\$0	\$2,262,000	\$2,828,000	
<b>Total 0015-0365</b>				<b>\$566,000</b>	<b>\$0</b>	<b>\$2,262,000</b>	<b>\$2,828,000</b>	

<b>Bridgeport</b>				<b>0015-0368</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			
				AQ: CC	Route: LAFAYETTE CIRCLE			
				State:	Local:	Federal:	Total:	
REALIGNMENT OF LAFAYETTE CIRCLE & IMPROVS ON SR 700	STPB	2018	ROW	\$140,000	\$140,000	\$1,120,000	\$1,400,000	



2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FHWA Federal Highway Administration**

<b>Bridgeport</b>	<b>0015-0368</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: CC	Route: LAFAYETTE CIRCLE		
					State:	Local:	Federal:	Total:
REALIGNMENT OF LAFAYETTE CIRCLE & IMPROVS ON SR 700		STPB	2018	FD	\$75,000	\$75,000	\$600,000	\$750,000
REALIGNMENT OF LAFAYETTE CIRCLE & IMPROVS ON SR 700		STPB	2020	CON	\$690,000	\$2,690,000	\$5,520,000	\$8,900,000
<b>Total 0015-0368</b>					<b>\$905,000</b>	<b>\$2,905,000</b>	<b>\$7,240,000</b>	<b>\$11,050,000</b>

<b>Bridgeport</b>	<b>0015-0371</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X7	Route: SEAVIEW AVE		
					State:	Local:	Federal:	Total:
SEAVIEW AVENUE CORRIDOR		HPPS	2018	FD	\$0	\$195,000	\$780,000	\$975,000
SEAVIEW AVENUE CORRIDOR		HPPS	2018	ROW	\$0	\$120,000	\$480,000	\$600,000
SEAVIEW AVENUE CORRIDOR		HPPS	2019	CON	\$0	\$2,865,192	\$9,534,808	\$12,400,000
<b>Total 0015-0371</b>					<b>\$0</b>	<b>\$3,180,192</b>	<b>\$10,794,808</b>	<b>\$13,975,000</b>

<b>Bridgeport</b>	<b>0015-0374</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X6	Route: TRAIL		
					State:	Local:	Federal:	Total:
PEQUONNOCK RIVER TRAIL EXTENSION		CMAQ	2018	FD	\$0	\$17,900	\$71,600	\$89,500
PEQUONNOCK RIVER TRAIL EXTENSION		CMAQ	2019	CON	\$0	\$320,040	\$1,280,160	\$1,600,200
<b>Total 0015-0374</b>					<b>\$0</b>	<b>\$337,940</b>	<b>\$1,351,760</b>	<b>\$1,689,700</b>

<b>Bridgeport</b>	<b>0015-0376</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X8	Route: PARK AVENUE		
					State:	Local:	Federal:	Total:
TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS		CMAQ	2018	FD	\$0	\$0	\$225,000	\$225,000
TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS		CMAQ	2020	CON	\$0	\$0	\$2,755,000	\$2,755,000
<b>Total 0015-0376</b>					<b>\$0</b>	<b>\$0</b>	<b>\$2,980,000</b>	<b>\$2,980,000</b>

<b>Bridgeport</b>	<b>0015-0378</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X6	Route: I-95		
					State:	Local:	Federal:	Total:
REHAB BR 00105A OVER METRO-NORTH AND CITY STREETS		NHPP- BRX	2018	PD	(\$110,000)	\$0	(\$990,000)	(\$1,100,000)

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FHWA Federal Highway Administration**

<b>Bridgeport</b>					<b>0015-0378</b> Greater Bridgeport/Valley Metropolitan Planning Organization			
					AQ: X6	Route: I-95		
					State:	Local:	Federal:	Total:
REHAB BR 00105A OVER METRO-NORTH AND CITY STREETS	NHPP-BRX	2019	ROW		(\$5,000)	\$0	(\$45,000)	(\$50,000)
REHAB BR 00105A OVER METRO-NORTH AND CITY STREETS	NHPP-BRX	2019	FD		(\$110,000)	\$0	(\$990,000)	(\$1,100,000)
REHAB BR 00105A OVER METRO-NORTH AND CITY STREETS	NHPP-BRX	2020	CON		(\$2,170,000)	\$0	(\$19,530,000)	(\$21,700,000)
<b>Total 0015-0378</b>					<b>(\$2,395,000)</b>	<b>\$0</b>	<b>(\$21,555,000)</b>	<b>(\$23,950,000)</b>

<b>Bridgeport</b>					<b>0015-0379</b> Greater Bridgeport/Valley Metropolitan Planning Organization			
					AQ: X6	Route: Various		
					State:	Local:	Federal:	Total:
BRIDGEPORT HIGHWAY OPERATIONS CENTER (8/1/18-7/30/22)	NHPP	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
BRIDGEPORT HIGHWAY OPERATIONS CENTER (8/1/18-7/30/22)	NHPP	2018	OTH	AC Conversion	\$108,000	\$0	\$972,000	\$1,080,000
BRIDGEPORT HIGHWAY OPERATIONS CENTER (8/1/18-7/30/22)	NHPP	2019	OTH	AC Conversion	\$115,000	\$0	\$1,035,000	\$1,150,000
BRIDGEPORT HIGHWAY OPERATIONS CENTER (8/1/18-7/30/22)	NHPP	2020	OTH	AC Conversion	\$116,000	\$0	\$1,044,000	\$1,160,000
BRIDGEPORT HIGHWAY OPERATIONS CENTER (8/1/18-7/30/22)	NHPP	2021	OTH	AC Conversion	\$119,000	\$0	\$1,071,000	\$1,190,000
<b>Total 0015-0379</b>					<b>\$458,000</b>	<b>\$0</b>	<b>\$4,122,000</b>	<b>\$4,580,000</b>

<b>Bridgeport</b>					<b>0015-0380</b> Greater Bridgeport/Valley Metropolitan Planning Organization			
					AQ: X6	Route: Various		
					State:	Local:	Federal:	Total:
BRIDGEPORT HIGHWAY OPERATIONS PROCUREMENT (8/1/18-7/30/22)	NHPP	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
BRIDGEPORT HIGHWAY OPERATIONS PROCUREMENT (8/1/18-7/30/22)	NHPP	2018	OTH	AC Conversion	\$71,000	\$0	\$639,000	\$710,000
BRIDGEPORT HIGHWAY OPERATIONS PROCUREMENT (8/1/18-7/30/22)	NHPP	2019	OTH	AC Conversion	\$75,000	\$0	\$675,000	\$750,000
BRIDGEPORT HIGHWAY OPERATIONS PROCUREMENT (8/1/18-7/30/22)	NHPP	2020	OTH	AC Conversion	\$76,000	\$0	\$684,000	\$760,000
BRIDGEPORT HIGHWAY OPERATIONS PROCUREMENT (8/1/18-7/30/22)	NHPP	2021	OTH	AC Conversion	\$81,000	\$0	\$725,000	\$806,000
<b>Total 0015-0380</b>					<b>\$303,000</b>	<b>\$0</b>	<b>\$2,723,000</b>	<b>\$3,026,000</b>

<b>Derby</b>					<b>0036-0184</b> Valley Council of Governments (legacy)			
					AQ: CC	Route: CT 34		
					State:	Local:	Federal:	Total:

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FHWA Federal Highway Administration**

<b>Derby</b>	<b>0036-0184</b>	Valley Council of Governments (legacy)	AQ: CC		Route: CT 34		
			State:	Local:	Federal:	Total:	
Route 34: Reconstruction and widening of Route 34 through downtown Derby from Bridge Street to Ausonio Drive	HPPS	2018	CON	\$674,865	\$0	\$2,699,460	\$3,374,325
Route 34: Reconstruction and widening of Route 34 through downtown Derby from Bridge Street to Ausonio Drive	STPA	2018	CON	\$1,325,135	\$0	\$5,300,540	\$6,625,675
<b>Total 0036-0184</b>				<b>\$2,000,000</b>	<b>\$0</b>	<b>\$8,000,000</b>	<b>\$10,000,000</b>

<b>Derby</b>	<b>0036-0195</b>	Valley Council of Governments (legacy)	AQ: X7		Route: DERBY-MILFORD RD		
			State:	Local:	Federal:	Total:	
Route 34: Intersection improvements at Derby-Milford Road, including adding a dual turn lane on Derby Milford Road and installing a new traffic signal.	STPB	2018	CON	\$700,000	\$0	\$2,800,000	\$3,500,000
<b>Total 0036-0195</b>				<b>\$700,000</b>	<b>\$0</b>	<b>\$2,800,000</b>	<b>\$3,500,000</b>

<b>District 3 project</b>	<b>0173-0441</b>	District 3	AQ: X6		Route: CT 8		
			State:	Local:	Federal:	Total:	
UPGRADE SIGNING, FROM I-95 THRU SHELTON & REPLACE SIGN SUPPORTS	NHPP	2018	FD	\$23,000	\$0	\$92,000	\$115,000
UPGRADE SIGNING, FROM I-95 THRU SHELTON & REPLACE SIGN SUPPORTS	NHPP	2018	CON	\$2,500,000	\$0	\$10,000,000	\$12,500,000
<b>Total 0173-0441</b>				<b>\$2,523,000</b>	<b>\$0</b>	<b>\$10,092,000</b>	<b>\$12,615,000</b>

<b>District 3 project</b>	<b>0173-0451</b>	District 3	AQ: X7		Route: VARIOUS		
			State:	Local:	Federal:	Total:	
OSTA TRAFFIC SIGNALS IN DISTRICT 3 (FY17 PROGRAM)	STPA	2018	CON	\$0	\$0	\$3,550,000	\$3,550,000
<b>Total 0173-0451</b>				<b>\$0</b>	<b>\$0</b>	<b>\$3,550,000</b>	<b>\$3,550,000</b>

<b>District 3 project</b>	<b>0173-0461</b>	District 3	AQ: X7		Route: VARIOUS		
			State:	Local:	Federal:	Total:	
TRAFFIC CONTROL SIGNALS IN DISTRICT 3	STPA	2018	CON	\$0	\$0	\$3,290,000	\$3,290,000

2018-2021 Transportation Improvement Program (TIP)  
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**FHWA Federal Highway Administration**

<b>District 3 project</b>					<b>0173-0461</b> District 3		AQ: X7	Route: VARIOUS	
					State:	Local:	Federal:	Total:	
					<b>Total 0173-0461</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,290,000</b>	<b>\$3,290,000</b>

<b>District 3 project</b>					<b>0173-0486</b> District 3		AQ: X7	Route: VARIOUS	
					State:	Local:	Federal:	Total:	
REPLACE TRAFFIC CONTROL SIGNALS AT 11 LOCATIONS	STPA	2019	ROW		\$0	\$0	\$110,000	\$110,000	
REPLACE TRAFFIC CONTROL SIGNALS AT 11 LOCATIONS	STPA	2019	FD		\$0	\$0	\$259,000	\$259,000	
REPLACE TRAFFIC CONTROL SIGNALS AT 11 LOCATIONS	STPA	2020	CON		\$0	\$0	\$3,538,000	\$3,538,000	
					<b>Total 0173-0486</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,907,000</b>	<b>\$3,907,000</b>

<b>Milford</b>					<b>0083-0267</b> SCRMPPO & GBVMPO		AQ: X6	Route: US 1	
					State:	Local:	Federal:	Total:	
NHS - REHAB BR 00327 (DEVON) o/ HOUSATONIC RIVER	NHPP-BRX	2018	PD		\$170,000	\$0	\$680,000	\$850,000	
NHS - REHAB BR 00327 (DEVON) o/ HOUSATONIC RIVER	NHPP-BRX	2019	FD		\$200,000	\$0	\$800,000	\$1,000,000	
NHS - REHAB BR 00327 (DEVON) o/ HOUSATONIC RIVER	NHPP-BRX	2019	ROW		\$10,000	\$0	\$40,000	\$50,000	
NHS - REHAB BR 00327 (DEVON) o/ HOUSATONIC RIVER	NHPP-BRX	FYI	CON		\$3,420,000	\$0	\$13,680,000	\$17,100,000	
					<b>Total 0083-0267</b>	<b>\$3,800,000</b>	<b>\$0</b>	<b>\$15,200,000</b>	<b>\$19,000,000</b>

<b>Monroe</b>					<b>0084-0114</b> CNVCOG & GBVMPO		AQ: X7	Route: CT 34	
					State:	Local:	Federal:	Total:	
NHS - REPLACE BR 01843 o/ STEVENSON DAM; HOUSATONIC RIVER; Oxford-Monroe project	NHPP-BRX	2018	PD	AC Conversion	\$500,000	\$0	\$2,000,000	\$2,500,000	
NHS - REPLACE BR 01843 o/ STEVENSON DAM; HOUSATONIC RIVER; Oxford-Monroe project	NHPP-BRX	2018	PD	AC Entry	\$0	\$0	\$0	\$0	
NHS - REPLACE BR 01843 o/ STEVENSON DAM; HOUSATONIC RIVER; Oxford-Monroe project	NHPP-BRX	2019	PD	AC Entry	\$400,000	\$0	\$1,600,000	\$2,000,000	

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<b>Monroe</b>	<b>0084-0114</b>	CNVCOG & GBVMPO			AQ: X7	Route: CT 34		
					State:	Local:	Federal:	Total:
<b>Total 0084-0114</b>					<b>\$900,000</b>	<b>\$0</b>	<b>\$3,600,000</b>	<b>\$4,500,000</b>

<b>Seymour</b>	<b>0124-0165</b>	Valley Council of Governments (legacy)			AQ: X7	Route: CT 67		
					State:	Local:	Federal:	Total:
Route 67: Construct spot improvements along Route 67 between Swan Avenue and Franklin Street. The project includes a new traffic signal, minor widening, intersection realignment and access control.	HPPS	2019	CON		\$139,980	\$0	\$559,921	\$699,901
<b>Total 0124-0165</b>					<b>\$139,980</b>	<b>\$0</b>	<b>\$559,921</b>	<b>\$699,901</b>

<b>Shelton</b>	<b>0126-0174</b>	Valley Council of Governments (legacy)			AQ: X6	Route: SR 712		
					State:	Local:	Federal:	Total:
REHAB BR 01659 OVER THE HOUSATONIC RIVER	REP	2019	CON		\$200,295	\$0	\$801,180	\$1,001,475
Aesthetic enhancement and rehabilitation of Bridge 01659, the "Derby/Shelton Bridge", SR712 over the Housatonic River, including bike and pedestrian improvements.	STPB	2019	CON		\$1,440,000	\$0	\$1,559,000	\$2,999,000
<b>Total 0126-0174</b>					<b>\$1,640,295</b>	<b>\$0</b>	<b>\$2,360,180</b>	<b>\$4,000,475</b>

<b>Shelton</b>	<b>0126-0176</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X6	Route: CT 8		
					State:	Local:	Federal:	Total:
NHS - REHAB BR 00571A (COMMODORE HULL) o/ CT 110 & HOUSATONIC RIVER	NHPP-BRX	2018	PD		\$90,000	\$0	\$360,000	\$450,000
NHS - REHAB BR 00571A (COMMODORE HULL) o/ CT 110 & HOUSATONIC RIVER	NHPP-BRX	2019	FD		\$110,000	\$0	\$440,000	\$550,000
NHS - REHAB BR 00571A (COMMODORE HULL) o/ CT 110 & HOUSATONIC RIVER	NHPP-BRX	2019	ROW		\$10,000	\$0	\$40,000	\$50,000
NHS - REHAB BR 00571A (COMMODORE HULL) o/ CT 110 & HOUSATONIC RIVER	NHPP-BRX	2021	CON		\$1,000,000	\$0	\$4,000,000	\$5,000,000
<b>Total 0126-0176</b>					<b>\$1,210,000</b>	<b>\$0</b>	<b>\$4,840,000</b>	<b>\$6,050,000</b>

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Statewide project	0170-0BRX Statewide				AQ: X6	Route: VARIOUS		
					State:	Local:	Federal:	Total:
ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.(BRIDGE REPORT)	NHPP-BRX	2018	ALL		\$10,000,000	\$0	\$40,000,000	\$50,000,000
ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.(BRIDGE REPORT)	NHPP-BRX	2019	ALL		\$10,000,000	\$0	\$40,000,000	\$50,000,000
ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.(BRIDGE REPORT)	NHPP-BRX	2020	ALL		\$10,000,000	\$0	\$40,000,000	\$50,000,000
ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.(BRIDGE REPORT)	NHPP-BRX	2021	ALL		\$10,000,000	\$0	\$40,000,000	\$50,000,000
ON/OFF-SYSTEMS BRIDGE IMPROVEMENTS, BRX & BRZ.(BRIDGE REPORT)	NHPP-BRX	FYI	ALL		\$10,000,000	\$0	\$40,000,000	\$50,000,000
<b>Total 0170-0BRX</b>					<b>\$50,000,000</b>	<b>\$0</b>	<b>\$200,000,000</b>	<b>\$250,000,000</b>

Statewide project	0170-3382 Statewide				AQ: X6	Route: VARIOUS		
					State:	Local:	Federal:	Total:
LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	NHPP-BRX	2018	OTH	AC Conversion	\$400,000	\$0	\$1,600,000	\$2,000,000
LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	NHPP-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	NHPP-BRX	2019	OTH	AC Conversion	\$400,000	\$0	\$1,600,000	\$2,000,000
LOAD RATINGS FOR BRIDGES - NHS ROADS (1/1/16-12/31/20)	NHPP-BRX	2020	OTH	AC Conversion	\$400,000	\$0	\$1,600,000	\$2,000,000
<b>Total 0170-3382</b>					<b>\$1,200,000</b>	<b>\$0</b>	<b>\$4,800,000</b>	<b>\$6,000,000</b>

Statewide project	0170-3383 Statewide				AQ: X6	Route: VARIOUS		
					State:	Local:	Federal:	Total:
LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	STPA-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	STPA-BRX	2018	OTH	AC Conversion	\$200,000	\$0	\$800,000	\$1,000,000

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Statewide project	0170-3383	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	STPA-BRX	2019	OTH	AC Conversion	\$200,000	\$0	\$800,000	\$1,000,000	
LOAD RATINGS FOR BRIDGES - NON-NHS ROADS (1/1/16-12/31/20)	STPA-BRX	2020	OTH	AC Conversion	\$200,000	\$0	\$800,000	\$1,000,000	
<b>Total 0170-3383</b>					<b>\$600,000</b>	<b>\$0</b>	<b>\$2,400,000</b>	<b>\$3,000,000</b>	

Statewide project	0170-3411	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0	
SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2018	OTH	AC Conversion	\$740,600	\$0	\$2,962,400	\$3,703,000	
SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2019	OTH	AC Conversion	\$785,200	\$0	\$3,140,800	\$3,926,000	
SF BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2020	OTH	AC Conversion	\$832,400	\$0	\$3,329,600	\$4,162,000	
<b>Total 0170-3411</b>					<b>\$2,358,200</b>	<b>\$0</b>	<b>\$9,432,800</b>	<b>\$11,791,000</b>	

Statewide project	0170-3412	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2018	OTH	AC Conversion	\$572,000	\$0	\$2,288,000	\$2,860,000	
SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0	
SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2019	OTH	AC Conversion	\$606,400	\$0	\$2,425,600	\$3,032,000	
SF BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2020	OTH	AC Conversion	\$642,800	\$0	\$2,571,200	\$3,214,000	
<b>Total 0170-3412</b>					<b>\$1,821,200</b>	<b>\$0</b>	<b>\$7,284,800</b>	<b>\$9,106,000</b>	

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Statewide project	0170-3413	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0	
CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2018	OTH	AC Conversion	\$3,802,000	\$0	\$15,208,000	\$19,010,000	
CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2019	OTH	AC Conversion	\$4,030,000	\$0	\$16,120,000	\$20,150,000	
CE BRIDGE INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP-BRX	2020	OTH	AC Conversion	\$4,272,000	\$0	\$17,088,000	\$21,360,000	
<b>Total 0170-3413</b>					<b>\$12,104,000</b>	<b>\$0</b>	<b>\$48,416,000</b>	<b>\$60,520,000</b>	

Statewide project	0170-3414	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2018	OTH	AC Conversion	\$1,668,000	\$0	\$6,672,000	\$8,340,000	
CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2018	OTH	AC Entry	\$0	\$0	\$0	\$0	
CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2019	OTH	AC Conversion	\$1,768,000	\$0	\$7,072,000	\$8,840,000	
CE BRIDGE INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA-BRX	2020	OTH	AC Conversion	\$1,874,000	\$0	\$7,496,000	\$9,370,000	
<b>Total 0170-3414</b>					<b>\$5,310,000</b>	<b>\$0</b>	<b>\$21,240,000</b>	<b>\$26,550,000</b>	

Statewide project	0170-3415	Statewide				AQ: X6	Route: VARIOUS		
						State:	Local:	Federal:	Total:
CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP	2018	OTH	AC Entry	\$0	\$0	\$0	\$0	
CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP	2018	OTH	AC Conversion	\$233,600	\$0	\$934,400	\$1,168,000	
CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP	2019	OTH	AC Conversion	\$233,600	\$0	\$934,400	\$1,168,000	
CE SIGN SUPPORT INSP - NHS ROADS (9/1/16 - 8/31/21)	NHPP	2020	OTH	AC Conversion	\$584,000	\$0	\$2,336,000	\$2,920,000	
<b>Total 0170-3415</b>					<b>\$1,051,200</b>	<b>\$0</b>	<b>\$4,204,800</b>	<b>\$5,256,000</b>	



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Statewide project	0170-3416 Statewide				AQ: X6	Route: VARIOUS		
					State:	Local:	Federal:	Total:
CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA	2018	OTH	AC Conversion	\$50,000	\$0	\$200,000	\$250,000
CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA	2019	OTH	AC Conversion	\$50,000	\$0	\$200,000	\$250,000
CE SIGN SUPPORT INSP - NON-NHS ROADS (9/1/16 - 8/31/21)	STPA	2020	OTH	AC Conversion	\$150,000	\$0	\$600,000	\$750,000
<b>Total 0170-3416</b>					<b>\$250,000</b>	<b>\$0</b>	<b>\$1,000,000</b>	<b>\$1,250,000</b>

Statewide project	0170-3417 Statewide				AQ: X6	Route: VARIOUS		
					State:	Local:	Federal:	Total:
MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21)	STPA	2018	OTH	AC Conversion	\$200,000	\$0	\$800,000	\$1,000,000
MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21)	STPA	2018	OTH	AC Entry	\$0	\$0	\$0	\$0
MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21)	STPA	2019	OTH	AC Conversion	\$100,000	\$0	\$400,000	\$500,000
MAST ARM & SPAN POLE INSP - STATEWIDE (9/1/17- 8/31/21)	STPA	2020	OTH	AC Conversion	\$100,000	\$0	\$400,000	\$500,000
<b>Total 0170-3417</b>					<b>\$400,000</b>	<b>\$0</b>	<b>\$1,600,000</b>	<b>\$2,000,000</b>

Statewide project	0170-3444 Statewide				AQ: X6	Route:		
					State:	Local:	Federal:	Total:
PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20)	STPA	2018	PL	AC Entry	\$0	\$0	\$0	\$0
PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20)	STPA	2018	PL	AC Conversion	\$133,500	\$0	\$534,000	\$667,500
PAVEMENT MANAGEMENT ANALYSIS & DATA COLLECTION (4/1/17 - 3/31/20)	STPA	2019	PL	AC Conversion	\$88,500	\$0	\$354,000	\$442,500
<b>Total 0170-3444</b>					<b>\$222,000</b>	<b>\$0</b>	<b>\$888,000</b>	<b>\$1,110,000</b>

Statewide project	0170-3459 Statewide				AQ: X6	Route: Various		
					State:	Local:	Federal:	Total:
ROAD WEATHER MANAGEMENT THRU VEHICLE BASED TECHNOLOGY (GPS/AVL)	RTAP	2018	OTH	AC Conversion	\$238,000	\$0	\$950,000	\$1,188,000

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<b>Statewide project</b>					<b>0170-3459</b>	Statewide	AQ: X6	Route: Various		
					State:		Local:	Federal:	Total:	
ROAD WEATHER MANAGEMENT THRU VEHICLE BASED TECHNOLOGY (GPS/AVL)	RTAP	2018	OTH	AC Entry	\$0		\$0	\$0	\$0	
<b>Total 0170-3459</b>					<b>\$238,000</b>		<b>\$0</b>	<b>\$950,000</b>	<b>\$1,188,000</b>	

<b>Statewide project</b>					<b>0170-SFTY</b>	Statewide	AQ: X6	Route: VARIOUS		
					State:		Local:	Federal:	Total:	
SAFETY PROGRAM, HSIP - RURAL & OTHER.(SAFETY REPORT)	HSIP	2018	ALL		\$2,660,734		\$0	\$23,947,506	\$26,608,240	
SAFETY PROGRAM, HSIP - RURAL & OTHER.(SAFETY REPORT)	HSIP	2019	ALL		\$2,660,734		\$0	\$23,947,506	\$26,608,240	
SAFETY PROGRAM, HSIP - RURAL & OTHER.(SAFETY REPORT)	HSIP	2020	ALL		\$2,660,734		\$0	\$23,947,506	\$26,608,240	
SAFETY PROGRAM, HSIP - RURAL & OTHER.(SAFETY REPORT)	HSIP	2021	ALL		\$2,660,734		\$0	\$23,947,506	\$26,608,240	
SAFETY PROGRAM, HSIP - RURAL & OTHER.(SAFETY REPORT)	HSIP	FYI	ALL		\$2,660,734		\$0	\$23,947,506	\$26,608,240	
<b>Total 0170-SFTY</b>					<b>\$13,303,670</b>		<b>\$0</b>	<b>\$119,737,530</b>	<b>\$133,041,200</b>	

<b>Stratford</b>					<b>0138-0241</b>	Greater Bridgeport/Valley Metropolitan Planning Organization	AQ: X7	Route: WEST BROAD ST		
					State:		Local:	Federal:	Total:	
INTERSECTION & DRAINAGE IMPROVEMENTS ON WEST BROAD ST @ LINDEN AVE & CALIFORNIA ST	STPB	2018	CON		\$623,600		\$623,600	\$4,988,800	\$6,236,000	
<b>Total 0138-0241</b>					<b>\$623,600</b>		<b>\$623,600</b>	<b>\$4,988,800</b>	<b>\$6,236,000</b>	

<b>Stratford</b>					<b>0138-0245</b>	Greater Bridgeport/Valley Metropolitan Planning Organization	AQ: X6	Route: US 1		
					State:		Local:	Federal:	Total:	
NHS - REPLACE BR 00326 O/ METRO NORTH RR	NHPP- BRX	FYI	CON		\$2,182,000		\$0	\$8,728,000	\$10,910,000	
<b>Total 0138-0245</b>					<b>\$2,182,000</b>		<b>\$0</b>	<b>\$8,728,000</b>	<b>\$10,910,000</b>	

<b>Stratford</b>					<b>0138-0248</b>	Greater Bridgeport/Valley Metropolitan Planning Organization	AQ: CC	Route: I-95		
					State:		Local:	Federal:	Total:	

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Stratford	0138-0248	Greater Bridgeport/Valley Metropolitan Planning Organization				AQ: CC	Route: I-95		
						State:	Local:	Federal:	Total:
FULL INTERCHANGE AT INTERCHANGE 33 W/ NEW SB OFF-RAMP & NEW NB ON-RAMP		NHPP	FYI	CON	\$2,950,000	\$0	\$26,550,000	\$29,500,000	
<b>Total 0138-0248</b>					<b>\$2,950,000</b>	<b>\$0</b>	<b>\$26,550,000</b>	<b>\$29,500,000</b>	

Stratford	0138-0249	Greater Bridgeport/Valley Metropolitan Planning Organization				AQ: X6	Route: I-95		
						State:	Local:	Federal:	Total:
B/O I-95 MOSES WHEELER BRIDGE		NHPP- BRX	2018	CON	\$1,500,000	\$0	\$13,500,000	\$15,000,000	
<b>Total 0138-0249</b>					<b>\$1,500,000</b>	<b>\$0</b>	<b>\$13,500,000</b>	<b>\$15,000,000</b>	

Trumbull	0144-0192	Greater Bridgeport/Valley Metropolitan Planning Organization				AQ: X6	Route: TRAIL		
						State:	Local:	Federal:	Total:
EXTENSION OF THE PEQUONNOCK RIVER TRAIL (SECTION A2)		HPPS	2018	CON	\$0	\$1,470	\$5,881	\$7,351	
EXTENSION OF THE PEQUONNOCK RIVER TRAIL (SECTION A2)		TAPB	2018	CON	\$0	\$307,650	\$1,230,599	\$1,538,249	
EXTENSION OF THE PEQUONNOCK RIVER TRAIL (SECTION A2)		TAPB	2018	FD	\$0	\$47,000	\$188,000	\$235,000	
<b>Total 0144-0192</b>					<b>\$0</b>	<b>\$356,120</b>	<b>\$1,424,480</b>	<b>\$1,780,600</b>	

Westport	0158-0211	SWRMPO & GBVMPO				AQ: X6	Route: CT 15		
						State:	Local:	Federal:	Total:
RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES)		NHPP	2018	CON	AC Entry	\$0	\$0	\$0	\$0
RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES)		NHPP	2018	CON	AC Conversion	\$3,715,452	\$0	\$14,861,808	\$18,577,260
RESURF/SAFETY, CT 33 WESTPORT TO MOREHOUSE HWY FAIRFIELD (4.6 MILES)		NHPP	2019	CON	AC Conversion	\$1,725,722	\$0	\$6,902,886	\$8,628,608
<b>Total 0158-0211</b>					<b>\$5,441,174</b>	<b>\$0</b>	<b>\$21,764,694</b>	<b>\$27,205,868</b>	

**FHWA State: \$121,722,319      Local: \$7,743,852      Federal: \$598,058,573      Total: \$727,524,744**

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FTA Federal Transit Administration**

<b>Derby</b>	<b>0036-XXXX</b>	VCOG & GBVMPO			AQ: X6	Route: VALLEY TD		
					State:	Local:	Federal:	Total:
NVCOG/VTD - FACILITY IMPROVEMENTS FY 18	5307C	2018	OTH		\$20,000	\$0	\$80,000	\$100,000
NVCOG//VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 18	5307C	2018	OTH		\$40,000	\$0	\$160,000	\$200,000
NVCOG//VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 19	5307C	2019	OTH		\$20,000	\$0	\$80,000	\$100,000
NVCOG/VALLEY TD - BUS SHELTER REPLACEMENT/INSTALLATION/ PROGRAM FY 19	5307C	2019	OTH		\$50,000	\$0	\$200,000	\$250,000
NVCOG//VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 20	5307C	2020	OTH		\$30,000	\$0	\$120,000	\$150,000
NVCOG//VTD - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 21	5307C	2021	OTH		\$40,000	\$0	\$160,000	\$200,000
NVCOG//VTD - REPLACE SMALL BUSES FY 21	5307C	2021	ACQ		\$240,000	\$0	\$960,000	\$1,200,000
<b>Total 0036-XXXX</b>					<b>\$440,000</b>	<b>\$0</b>	<b>\$1,760,000</b>	<b>\$2,200,000</b>

<b>Greater Bridgeport Transit</b>	<b>0410-XXXX</b>	Greater Bridgeport/Valley Metropolitan Planning Organization			AQ: X6	Route: GBTA		
					State:	Local:	Federal:	Total:
GREATER BRIDGEPORT TA - COASTAL LINK OPERATING - FY2018	9-N/A	2018	OTH		\$258,626	\$0	\$0	\$258,626
GREATER BRIDGEPORT TA - FIXED ROUTE - FY2018	9-N/A	2018	OTH		\$10,941,366	\$0	\$0	\$10,941,366
GREATER BRIDGEPORT TA - ADA OPERATING - FY2018	9-N/A	2018	OTH		\$2,547,858	\$0	\$0	\$2,547,858
GREATER BRIDGEPORT TA - SHELTON FLYER COMMUTER OPERATING - FY2018	9-N/A	2018	OTH		\$82,967	\$0	\$0	\$82,967
GREATER BRIDGEPORT TA - ROUTE 110 LOCAL OPERATING - FY2018	9-N/A	2018	OTH		\$233,987	\$0	\$0	\$233,987
GREATER BRIDGEPORT TA - SHELTON FLYER COMMUTER OPERATING - FY2019	9-N/A	2019	OTH		\$82,967	\$0	\$0	\$82,967
GREATER BRIDGEPORT TA - FIXED ROUTE - FY2019	9-N/A	2019	OTH		\$10,941,366	\$0	\$0	\$10,941,366
GREATER BRIDGEPORT TA - COASTAL LINK OPERATING - FY2019	9-N/A	2019	OTH		\$258,626	\$0	\$0	\$258,626
GREATER BRIDGEPORT TA - ADA OPERATING - FY2019	9-N/A	2019	OTH		\$2,547,858	\$0	\$0	\$2,547,858
GREATER BRIDGEPORT TA - ROUTE 110 LOCAL OPERATING - FY2019	9-N/A	2019	OTH		\$233,987	\$0	\$0	\$233,987
GREATER BRIDGEPORT TA - FIXED ROUTE - FY2020	9-N/A	2020	OTH		\$10,941,366	\$0	\$0	\$10,941,366
GREATER BRIDGEPORT TA - ROUTE 110 LOCAL OPERATING - FY2020	9-N/A	2020	OTH		\$233,987	\$0	\$0	\$233,987
GREATER BRIDGEPORT TA - COASTAL LINK OPERATING - FY2020	9-N/A	2020	OTH		\$258,626	\$0	\$0	\$258,626
GREATER BRIDGEPORT TA - ADA OPERATING - FY2020	9-N/A	2020	OTH		\$2,547,858	\$0	\$0	\$2,547,858
GREATER BRIDGEPORT TA - SHELTON FLYER COMMUTER OPERATING - FY2020	9-N/A	2020	OTH		\$82,967	\$0	\$0	\$82,967

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FTA Federal Transit Administration**

Greater Bridgeport Transit 0410-XXXX Greater Bridgeport/Valley Metropolitan Planning Organization				AQ: X6	Route: GBTA		
				State:	Local:	Federal:	Total:
GREATER BRIDGEPORT TA - ADA OPERATING - FY2021	9-N/A	2021	OTH	\$2,547,858	\$0	\$0	\$2,547,858
GREATER BRIDGEPORT TA - COASTAL LINK OPERATING - FY2021	9-N/A	2021	OTH	\$258,626	\$0	\$0	\$258,626
GREATER BRIDGEPORT TA - FIXED ROUTE - FY2021	9-N/A	2021	OTH	\$10,941,366	\$0	\$0	\$10,941,366
GREATER BRIDGEPORT TA - SHELTON FLYER COMMUTER OPERATING - FY2021	9-N/A	2021	OTH	\$82,967	\$0	\$0	\$82,967
GREATER BRIDGEPORT TA - ROUTE 110 LOCAL OPERATING - FY2021	9-N/A	2021	OTH	\$233,987	\$0	\$0	\$233,987
GBTA - FAC REHAB/IMPROV-INTERMODAL CENTER FY 18	5307C	2018	CON	\$30,000	\$0	\$120,000	\$150,000
GBTA - RADIO SYSTEM REPLACEMENT FY 18	5307C	2018	OTH	\$141,000	\$0	\$564,000	\$705,000
GBTA - SHOP TOOLS AND MAINTENANCE EQUIPMENT FY 18	5307C	2018	OTH	\$30,000	\$0	\$120,000	\$150,000
GBTA - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 18	5307C	2018	OTH	\$180,000	\$0	\$720,000	\$900,000
GBTA - FAC REHAB/IMPROV-BUS FACILITY FY 18	5307C	2018	OTH	\$200,000	\$0	\$800,000	\$1,000,000
GBTA - MIDLIFE OVERHAUL 15 2012 40FT GILLIG BUSES FY18	5307C	2018	OTH	\$192,000	\$0	\$768,000	\$960,000
GBTA - CONSTRUCTION MINI BUS HUB FY 18	5307C	2018	CON	\$90,000	\$0	\$360,000	\$450,000
GBTA - SHOP TOOLS AND MAINTENANCE EQUIPMENT FY 19	5307C	2019	OTH	\$30,000	\$0	\$120,000	\$150,000
GBTA - MIDLIFE REPOWER/OVERHAUL 15 2013 40-ft BUSES - FY 19	5307C	2019	OTH	\$183,000	\$0	\$732,000	\$915,000
GBTA - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 19	5307C	2019	OTH	\$60,000	\$0	\$240,000	\$300,000
GBTA - FAC REHAB/IMPROV-INTERMODAL CENTER FY 19	5307C	2019	CON	\$30,000	\$0	\$120,000	\$150,000
GBTA - FAC REHAB/IMPROV-INTERMODAL CENTER FY 20	5307C	2020	CON	\$30,000	\$0	\$120,000	\$150,000
GBTA - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 20	5307C	2020	OTH	\$70,000	\$0	\$280,000	\$350,000
GBTA - SHOP TOOLS AND MAINTENANCE EQUIPMENT FY 20	5307C	2020	OTH	\$30,000	\$0	\$120,000	\$150,000
GBTA - ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM FY 21	5307C	2021	OTH	\$60,000	\$0	\$240,000	\$300,000
GBTA - SHOP TOOLS AND MAINTENANCE EQUIPMENT FY 21	5307C	2021	OTH	\$30,000	\$0	\$120,000	\$150,000
GBTA - FAC REHAB/IMPROV-INTERMODAL CENTER FY 21	5307C	2021	CON	\$30,000	\$0	\$120,000	\$150,000
GBTA - BRIDGEPORT INTERMODAL CENTER IMPROVEMENTS FY 17	5307P	2018	ALL	\$20,000	\$0	\$80,000	\$100,000
GBTA - FACILITY REHABILITATION - CROSS STREET FY 17	5307P	2018	ALL	\$810,000	\$0	\$3,240,000	\$4,050,000
GBTA - ADMIN CAPITAL/SUPPORT EQUIP & SCV PROGRAM FY 17	5307P	2018	OTH	\$140,000	\$0	\$560,000	\$700,000
<b>Total 0410-XXXX</b>				<b>\$58,645,216</b>	<b>\$0</b>	<b>\$9,544,000</b>	<b>\$68,189,216</b>

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FTA Federal Transit Administration**

<b>New Haven rail projects</b>				<b>0300-0202</b>	New Haven rail line – mainline rail			AQ: X6	Route: NHL - ML	
							State:	Local:	Federal:	Total:
NHL - NETWORK INFRASTRUCTURE UPGRADE FY18	5307P	2018	CON		\$4,500,000	\$0	\$18,000,000	\$22,500,000		
				<b>Total 0300-0202</b>	<b>\$4,500,000</b>	<b>\$0</b>	<b>\$18,000,000</b>	<b>\$22,500,000</b>		

<b>New Haven rail projects</b>				<b>0300-XXXX</b>	New Haven rail line – system-wide			AQ: X6	Route: NHL-ML	
							State:	Local:	Federal:	Total:
NEW HAVEN LINE TRACK PROGRAM	5307C	2018	CON		\$1,400,000	\$0	\$5,600,000	\$7,000,000		
NEW HAVEN LINE TRACK PROGRAM	5307C	2019	CON		\$2,400,000	\$0	\$9,600,000	\$12,000,000		
NEW HAVEN LINE TRACK PROGRAM	5307C	2020	CON		\$2,400,000	\$0	\$9,600,000	\$12,000,000		
NEW HAVEN LINE TRACK PROGRAM	5307C	2021	CON		\$2,400,000	\$0	\$9,600,000	\$12,000,000		
NEW HAVEN LINE TRACK PROGRAM FY 17	5307P	2018	CON		\$1,000,000	\$0	\$4,000,000	\$5,000,000		
NHL - BRIDGE TIMBER/S-PROGRAM FY 18	5337P	2018	CON		\$1,000,000	\$0	\$4,000,000	\$5,000,000		
NEW HAVEN LINE TRACK PROGRAM FY 17	5337P	2018	CON		\$5,000,000	\$0	\$20,000,000	\$25,000,000		
				<b>Total 0300-XXXX</b>	<b>\$15,600,000</b>	<b>\$0</b>	<b>\$62,400,000</b>	<b>\$78,000,000</b>		

<b>New Haven rail projects</b>				<b>0301-XXXX</b>	New Haven rail line – system-wide			AQ: X6	Route: NHL-ML	
							State:	Local:	Federal:	Total:
NHL - SIGNAL SYSTEM REPLACEMENT	5307C	2019	CON		\$5,000,000	\$0	\$20,000,000	\$25,000,000		
NHL - SIGNAL SYSTEM REPLACEMENT	5307C	2020	CON		\$5,000,000	\$0	\$20,000,000	\$25,000,000		
				<b>Total 0301-XXXX</b>	<b>\$10,000,000</b>	<b>\$0</b>	<b>\$40,000,000</b>	<b>\$50,000,000</b>		

<b>Statewide project</b>				<b>0170-XXXX</b>	Statewide			AQ: X6	Route: VARIOUS BUS	
							State:	Local:	Federal:	Total:
MUNICIPAL GRANT PROGRAM - FY 2018	9-N/A	2018	OTH		\$5,000,000	\$0	\$0	\$5,000,000		
MUNICIPAL GRANT PROGRAM - FY 2019	9-N/A	2019	OTH		\$5,000,000	\$0	\$0	\$5,000,000		
MUNICIPAL GRANT PROGRAM - FY 2020	9-N/A	2020	OTH		\$5,000,000	\$0	\$0	\$5,000,000		
MUNICIPAL GRANT PROGRAM - FY 2021	9-N/A	2021	OTH		\$5,000,000	\$0	\$0	\$5,000,000		
TRANSIT CAPITAL PLANNING.	5307C	2018	OTH		\$90,000	\$0	\$360,000	\$450,000		
TRANSIT CAPITAL PLANNING FY 19	5307C	2019	OTH		\$100,000	\$0	\$400,000	\$500,000		

2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization

**FTA Federal Transit Administration**

Statewide project	0170-XXXX	Statewide			AQ: X6	Route: VARIOUS BUS		
					State:	Local:	Federal:	Total:
TRANSIT CAPITAL PLANNING FY 20	5307C	2020	OTH		\$110,000	\$0	\$440,000	\$550,000
TRANSIT CAPITAL PLANNING FY 21	5307C	2021	OTH		\$120,000	\$0	\$480,000	\$600,000
<b>Total 0170-XXXX</b>					<b>\$20,420,000</b>	<b>\$0</b>	<b>\$1,680,000</b>	<b>\$22,100,000</b>

Statewide project	0170-XXXY	CROG & GBVMPO			AQ: X6	Route: GBT/CTTRANSIT HTFD		
					State:	Local:	Federal:	Total:
GBTA/CTTRANSIT - LoNo DISCRETIONARY PROGRAM - 4 ELECTRIC BUSES & EQUIPMENT	5312	2018	OTH		\$256,000	\$0	\$1,450,000	\$1,706,000
<b>Total 0170-XXXY</b>					<b>\$256,000</b>	<b>\$0</b>	<b>\$1,450,000</b>	<b>\$1,706,000</b>

Valley Transit	0420-XXXX	Valley Council of Governments (legacy)			AQ: X6	Route: Valley TD		
					State:	Local:	Federal:	Total:
VALLEY TD - DIAL-A-RIDE - FY2018	9-N/A	2018	OTH		\$757,000	\$0	\$0	\$757,000
VALLEY TD - ADA OPERATING - FY2018	9-N/A	2018	OTH		\$285,000	\$0	\$0	\$285,000
VALLEY TD - DIAL-A-RIDE - FY2019	9-N/A	2019	OTH		\$757,000	\$0	\$0	\$757,000
VALLEY TD - ADA OPERATING - FY2019	9-N/A	2019	OTH		\$285,000	\$0	\$0	\$285,000
VALLEY TD - DIAL-A-RIDE - FY2020	9-N/A	2020	OTH		\$757,000	\$0	\$0	\$757,000
VALLEY TD - ADA OPERATING - FY2020	9-N/A	2020	OTH		\$285,000	\$0	\$0	\$285,000
VALLEY TD - ADA OPERATING - FY2021	9-N/A	2021	OTH		\$285,000	\$0	\$0	\$285,000
VALLEY TD - DIAL-A-RIDE - FY2021	9-N/A	2021	OTH		\$757,000	\$0	\$0	\$757,000
<b>Total 0420-XXXX</b>					<b>\$4,168,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,168,000</b>

Waterbury Rail	0304-0016	CNVCOG & GBVMPO			AQ: X6	Route: NHL-ML		
					State:	Local:	Federal:	Total:
NHL - WATERBURY BRANCH SIGNAL FY18	5337P	2018	CON		\$19,500,000	\$0	\$78,000,000	\$97,500,000
<b>Total 0304-0016</b>					<b>\$19,500,000</b>	<b>\$0</b>	<b>\$78,000,000</b>	<b>\$97,500,000</b>

<b>FTA</b>	State: <b>\$133,529,216</b>	Local: <b>\$0</b>	Federal: <b>\$212,834,000</b>	Total: <b>\$346,363,216</b>
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2018-2021 Transportation Improvement Program (TIP)  
Greater Bridgeport and Valley Metropolitan Planning Organization