

2021 - 2024 Transportation Improvement Program for the Greater Bridgeport & Valley Planning Region

Approved October 14th, 2020

TABLE OF CONTENTS

Abstract	2
Resolution 2020-06: Air quality/Ozone	3
Resolution 2020-07: Air quality/PM2.5	4
Resolution 2020-08: Transportation improvement program	5
I. Overview	6
II. TIP Development Process	7
III. Performance-Based Planning & Programming	8
IV. Air Quality Conformity Process	13
V. Public Involvement	15
VI. Financial Assessment	16
Vii. Funding Source Descriptions	18
Federal Highway Administration Projects	21
Federal Transit Administration Projects	29
Appendix A: Glossary of Acronyms & Terms	32
Acknowledgements	33
Public Outreach Documentation	Separate Document

Public Comment Period

August 24 2020 to September 24, 2020

Public Information Meetings (Virtual)

September 17, 2020 at 5 pm (September 21 rain date)
September 24, 2020 at 10 am (GBVMPO meeting)
October 14, 2020 - **approval** (resumption of 9/24 GBVMPO meeting)

ABSTRACT

The FFY 2021 ~ 2024 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.

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MetroCOG & NVCOG staff are entirely responsible for the design and format of this report, using a style guide developed through SRMC (Susan Rubinsky Marketing Consulting). The opinions, findings and conclusions expressed in this publication are those of MetroCOG/NVCOG and do not necessarily reflect the official views or policies of the federal and state agencies through which MetroCOG/NVCOG are funded.

RESOLUTION 2020-06: AIR QUALITY/OZONE

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

RESOLUTION 2020-06
RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT OZONE
FOR THE GREATER BRIDGEPORT AND VALLEY
METROPOLITAN PLANNING ORGANIZATION

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 (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

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

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

WHEREAS, it is the opinion of the GBVMPO that the plans and programs approved today, October 14th, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS, The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); 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).

BE IT FURTHER RESOLVED by the GBVMPO

That the GBVMPO finds that the 2019-2045 MTP and the FFY 2021-2024 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 and PM2.5

Air Quality Conformity Determination, dated April 2020, contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the GBVMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the GBVMPO on September 24th, 2020, which resumed on October 14th, 2020.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



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

Date: October 14th, 2020.

Responsible Metropolitan Transportation Planning Agencies

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RESOLUTION 2020-07: AIR QUALITY/PM2.5

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

RESOLUTION 2020-07
RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT PM2.5
FOR THE GREATER BRIDGEPORT AND VALLEY
METROPOLITAN PLANNING ORGANIZATION

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 (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

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

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

WHEREAS, it is the opinion of the GBVMPO that the plans and programs approved today, October 14th, 2020 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 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

BE IT FURTHER RESOLVED by the GBVMPO

That the GBVMPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP 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 Ozone and PM2.5 Air Quality Conformity

Determination dated April 2020 contingent upon no major adverse comments are received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the GBVMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the GBVMPO on September 24th, 2020, which resumed on October 14th, 2020.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



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

Date: October 14th, 2020

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RESOLUTION 2020-08: TRANSPORTATION IMPROVEMENT PROGRAM

GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

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

RESOLUTION 2020-08

FFY 2021 ~ 2024 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 2021 – 2024 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization*;

WHEREAS, the *FFY 2021 – 2024 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, 2020;

WHEREAS, the *FFY 2021 – 2024 TIP* establishes project priorities, indicates project schedules, provides estimates of project cost and identifies federal funding program;

WHEREAS, the financial plans for the *FFY 2021 – 2024 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 2021 – 2024 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 2021 – 2024 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 2021 – 2024 TIP* has been presented to the MPO, reviewed and discussed;

WHEREAS, the proposed program of projects in the *FFY 2021 – 2024 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_{2.5} 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 2021 – 2024 TIP 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 2021 – 2024 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, 2020 through September 30, 2024.

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 October 14th, 2020.

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 September 24th, 2020, which resumed on October 14th, 2020 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: October 14th, 2020

Responsible Metropolitan Transportation Planning Agencies

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I. OVERVIEW

The Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) is authorized by federal regulations and designated by the Governor of Connecticut to conduct transportation planning and endorse a transportation improvement program (TIP) for the portion of the Bridgeport-Stamford Urbanized Area covered by the Greater Bridgeport and Valley planning regions. The Greater Bridgeport and Valley 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, 2020 (FFY 2021) and ending September 30, 2024 (FFY 2024). 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 2018-2021 TIP on July 17, 2017. 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);
- A discussion on how the TIP help achieve the adopted transportation performance targets;

- Public involvement activities and public comments;
- Project descriptions, cost estimates and programming schedules;

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 (CTDEEP) are included as “Ex Officio” members.

Greater Bridgeport Transit (GBT) provides the Region’s fixed route service, complementary services in accordance with the Americans with Disabilities Act (ADA) and dial-a-ride services for seniors, under a State funded program, known as the Municipal Grant Program (MGP).

Valley Transit District (VTD) operates the complementary ADA services for Ansonia, Derby, Seymour and Shelton. While GBT and CTtransit-New Haven operate fixed-route bus services in these communities, the VTD service mirrors the fixed route services Monday through Friday.

Greater Bridgeport & Valley Metropolitan Planning Organization:

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

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 MOU was amended in 1996 and 2006.

The Memorandum of Understanding for Coordination of Transportation Planning Activities in the Multi-State New York-New Jersey-Connecticut-Pennsylvania Metropolitan Region describes how the nine MPOs/Councils of Governments (COGs) 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 agencies are the New York Metropolitan Transportation Council (NYMTC), North Jersey Transportation Planning Authority (NJTPA), Western Connecticut Council of Governments (WestCOG), Connecticut Metro Council of Governments (MetroCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), Lower Connecticut River Valley Council of Governments (RiverCOG), Capitol Region Council of Governments (CRCOG), Orange County Transportation Council (OCTC) and Lehigh Valley Planning Commission (LVPC).

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 trans-

portation 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 fair 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 fair 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:

- Local reconstruction, widening, realignment and intersection improvement projects would be established as the first priority projects.
- Traffic signal modernization projects would be recommended for fund-

ing 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.

- 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.
- 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 Metropolitan Transportation Plan, 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 Metropolitan Transportation Plan for the Greater Bridgeport and Valley Planning Region as well as the state-wide long range transportation plan.

III. PERFORMANCE-BASED PLANNING & PROGRAMMING

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

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

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

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

HIGHWAY SAFETY

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five performance measures for Highway Safety include:

Highway Safety	
Performance Measure	CTDOT Target for 2020
Fatalities	277/year
Fatality Rate	.883/100 million VMT
Serious Injuries	1,547/year
Serious Injury Rate	4.93/100 million VMT
Non-motorized Fatalities & Serious Injuries	307/year

VMT = Vehicle Miles Travelled

1. the number of fatalities;
2. the rate of fatalities;
3. the number of serious injuries;
4. the rate of serious injuries; and,
5. the number of non-motorized fatalities and serious injuries.

The current Highway Safety targets are shown to the left.

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

1. **Programmatic driver safety activities:** Projects or programs that are

conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

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

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

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

PAVEMENT AND BRIDGE CONDITION

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

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

Transportation Asset Management Plan. TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP 21 defines asset man-

Pavement & Bridge Condition

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	66.2%	65.5%	64.4%
Percentage of Pavements of the Interstate System in Poor Condition	2.2%	2%	2.6%
Percentage of Pavements of the Non-Interstate NHS in Good Condition	42.9%	36%	31.9%
Percentage of Pavements of the Non-Interstate NHS in Poor Condition	17%	6.8%	7.6%
Percentage of NHS Bridges Classified as in Good Condition	15.2%	22.1%	26.9%
Percentage of NHS Bridges Classified as in Poor Condition	14%	7.9%	5.7%

agement as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101 (a) (2); MAP-21 § 1103).

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

SYSTEM RELIABILITY

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity,

System Reliability

Performance Measure	Baseline	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.6%	75.2%	72.1%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	83.6%	80%	76.4%

and roadway “events.” Travel-time reliability is a significant aspect of transportation system performance.

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

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

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

Freight Movement

Performance Measure	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability Index	1.79%	1.79%	1.83%

- need for shippers and receivers to factor in more ‘buffer’ time into their logistics planning for on-time arrivals. [23 CFR 490.607].

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

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

AIR QUALITY

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

The CMAQ program’s purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets are shown in the table to the right:

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

Air Quality

Performance Measure	Baseline	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5 (kg/day)	12.95	1.632	2.674
Total Emission Reductions: NOx (kg/day)	462.49	67.69	102.37
Total Emission Reductions: VOC (kg/day)	263.89	19.32	30.14
Total Emission Reductions: PM10	0	0	0
Total Emission Reductions: CO	0	0	0

TRANSIT

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

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA’s Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has

two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones.

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

Tier II Transit (GBT/VTD): Rolling Stock/Equipment

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Bus	14%	18.81%	-4.81%	14%	12 years
Cutaway	17%	28.51%	-11.51%	17%	5 years
Minivan	17%	0%	17%	17%	5 years
Sports Utility Vehicle	17%	0%	17%	17%	5 years
Van	17%	20%	-3%	17%	5 years
Automobiles	17%	50%	-33%	17%	5 years
Trucks & other Rubber Tire Vehicles	7%	15.38%	-8.38%	7%	14 years

Tier II Transit (GBT/VTD): Facilities

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Passenger / Parking	0%	0%	0%	0%	3 or below
Administrative / Maintenance	0%	0%	0%	0%	3 or below

TERM = FTA's Transit Economic Requirement Mode, which is a 5-point condition rating scale. 3 is rated as State of Good Repair (SGR). Anything rated below 3 is considered not in a SGR.

Tier I Transit (Metro North Rail): Rolling Stock/Equipment

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Useful Life Benchmark
Over the Road Bus	14%	0%	14%	14%	12 years
Commuter Rail Locomotive	17%	46.67%	-29.67%	17%	25 (SLE)/35 (MNR) years
Commuter Rail Passenger Coach	17%	25.19%	-8.19%	17%	25 (SLE)/35 (MNR) years
Commuter Rail Self-Propelled Passenger Car	17%	0%	17%	17%	35 years
Steel Wheel Vehicles	0%	97.67%	-97.67%	0%	5 years

Tier I Transit (Metro North Rail): Facilities

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	TERM
Passenger / Parking	0%	51.16%	-51.16%	0%	3 or below
Administrative / Maintenance	0%	0%	0%	0%	3 or below

TERM = FTA's Transit Economic Requirement Mode, which is a 5-point condition rating scale. 3 is rated as State of Good Repair (SGR). Anything rated below 3 is considered not in a SGR.

Tier I Transit (Metro North Rail): Infrastructure

Performance Measure	2019 Target	2019 Performance	2019 Difference	2020 Target	Restrictions
Commuter Rail (CR)	2%	3.48%	-1.48%	2%	% Track Miles under Slow Zones

The STIP will program projects to meet the targets utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CT-DOT's PT-TAMP and Group-TAMP that were shared with the MPOs in October 2018. 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.

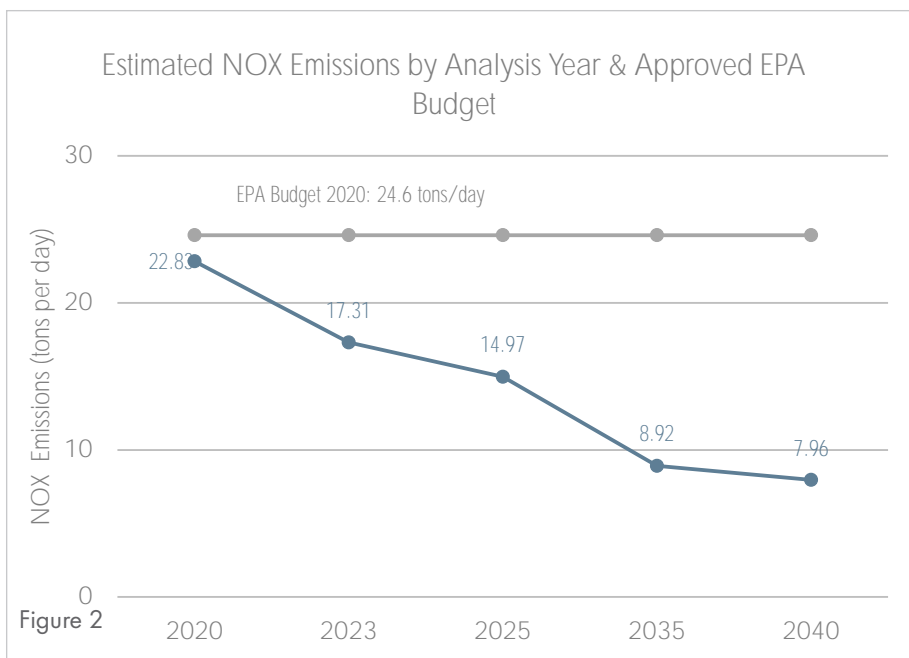
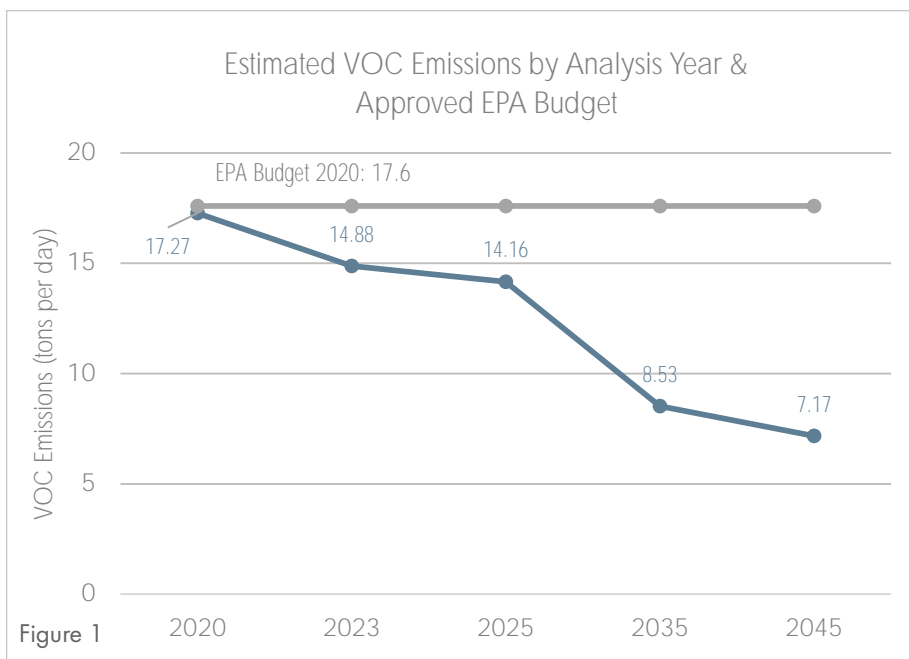
IV. AIR QUALITY CONFORMITY PROCESS

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 attainment 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 the state's other counties.

Ozone	EPA Budget	Analysis Year Estimates				
	2020-2040/5	2020	2023	2025	2035	2040/5
VOC: Volatile Organic Compounds	17.6 (2045)	17.27	14.88	14.16	8.53	7.17 (2045)
NOX: Nitrogen Oxides	24.6 (2040)	22.83	17.31	14.97	8.92	7.96 (2040)

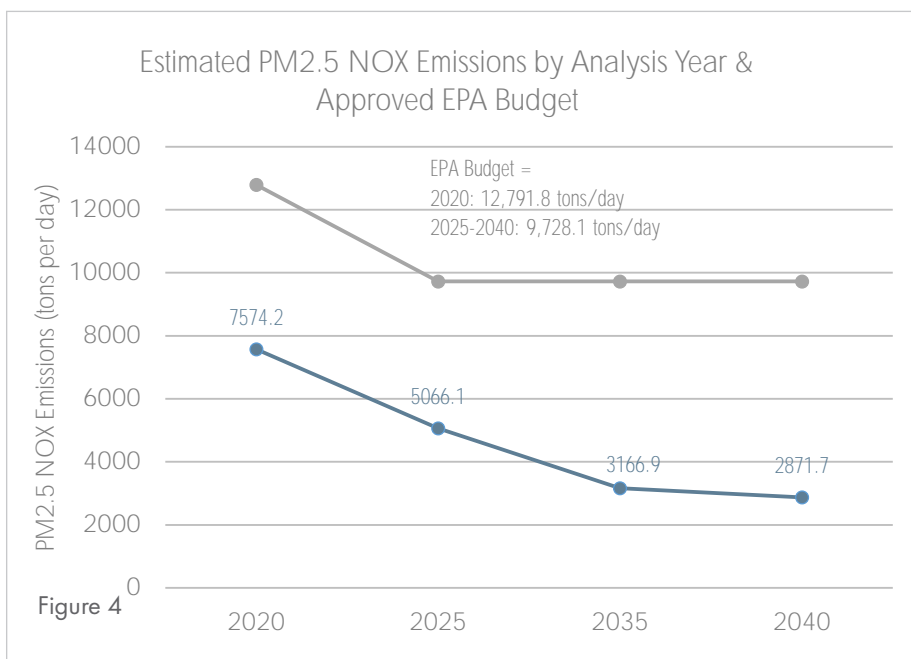
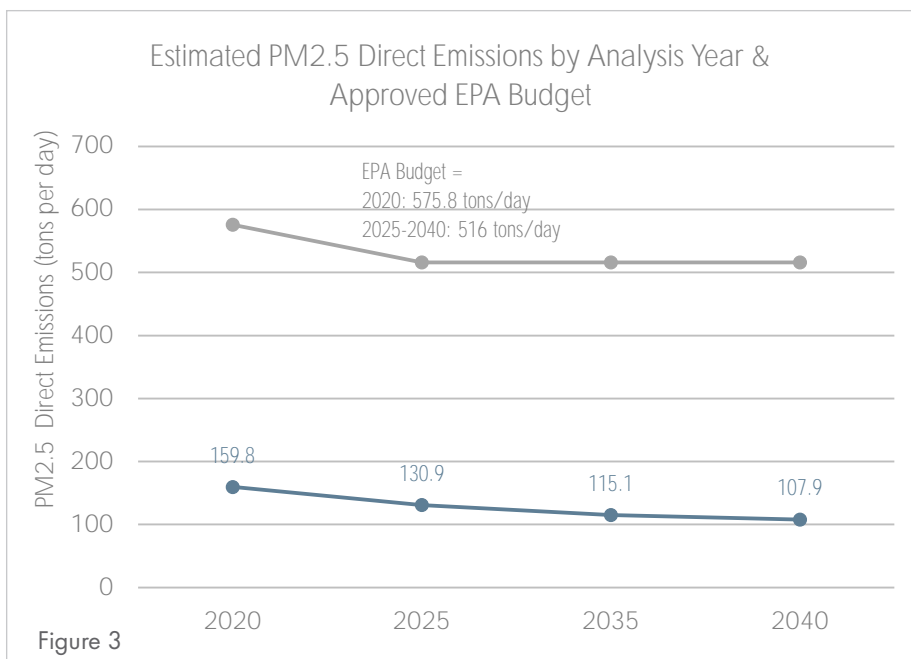


For the PM_{2.5} standard, the Connecticut portion of the New York-New Jersey-Connecticut (NY- NJ-CT) non-attainment area for PM_{2.5} was redesignated to an Attainment Maintenance area in October of 2013.

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).

Further, 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 Annual PM_{2.5} NAAQS (figures 3 and 4). For the PM_{2.5} conformity test, the emissions analyses estimate the amount of Direct PM_{2.5} pollution that will be generated and the amount of NOX emissions, which are precursors for particulate emissions.

PM _{2.5}	EPA Budget		Analysis Year Estimates			
Particulate Matter 2.5 microns or less	2020	2025-2040	2020	2025	2035	2040
Direct PM _{2.5} Tons/Year	575.8	516.0	159.8	130.9	115.1	107.9
NOX (indirect) Tons/Year	12,791.8	9,728.1	7474.2	5066.1	3166.9	2871.7



V: PUBLIC INVOLVEMENT

The draft FFY 2021 ~ 2024 TIP was made available to the public for review and comment. The 30(+)-day review and comment period began on August 24, 2020 and ended on September 24, 2020. The draft TIP was posted on both the MetroCOG and NVCOG websites and a legal notice was published in the Connecticut Post on August 24, 2020 and Spanish Language version in El Sol on September 4, 2020. A virtual public information meeting was held on September 17, 2020 at 5 pm via gotomeeting.

Agency and CTDOT staff were virtually 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 (PM2.5) 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 a virtual meeting of the Greater Bridgeport and Valley MPO held on September 24, 2020, which was resumed on October 14th, 2020. The MPO endorsed the TIP at the October meeting.

VI: FINANCIAL ASSESSMENT

The FFY 2021-2024 TIP is financially constrained to the congressional authorized amounts for the programs governed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Non-federal matching funds will be provided by the State of Connecticut through the Connecticut Department of Transportation and by the sponsoring municipalities of the GBVMPO.

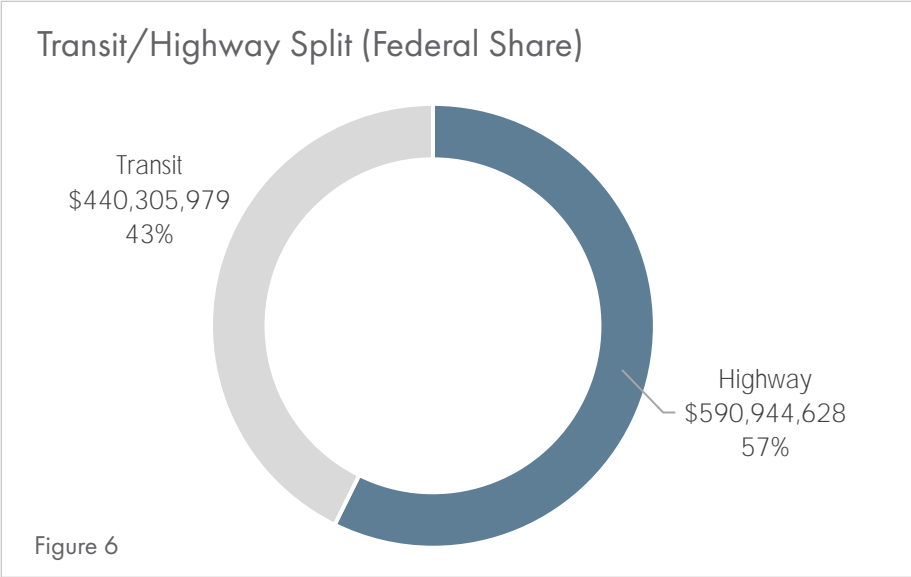
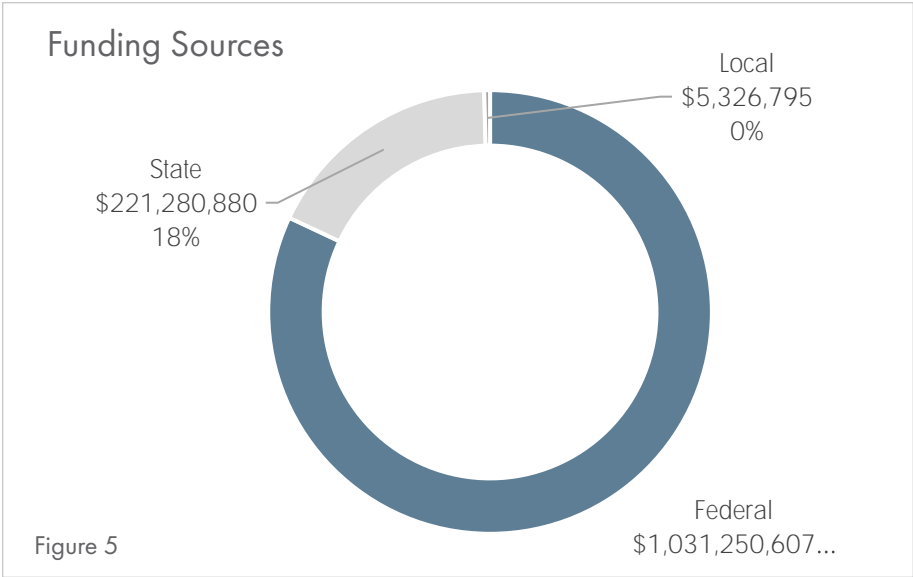
The TIP is expected to require about \$1.257 billion to implement over the next four years. This funding requirement includes regional (specific projects located in one of the ten GBVMPO municipalities) and statewide and multi-region projects. These latter projects involve actions that will be implemented in either CTDOT Maintenance and Construction District 1 or 4, both of which overlap the MPO area.

For projects specific to the GBVMPO, including Metro-North’s New Haven Line, the funding requirement for the next four years totals about \$738 million.

As shown in Figure 6, the US Department of Transportation will provide about 82% of the funds (or \$1.03 billion) required to implement the MPO

TIP projects, with the state contributing 18% (or \$221 million). Local sources of funds are expected to provide less than 1% of the total cost to implement region-based projects (\$5.3 million). The vast majority of federal funds are allocated to state roads and facilities where the State is responsible for the non-federal matching funds. Since its inception, local projects are primarily being completed with 100% State funds under the LOTCIP. Because local projects are sorted into the LOTCIP, there are very few locally sponsored projects in the TIP, and therefore local funds account for only a small portion of spending in the TIP.

About 56% of the total cost of the MPO’s transportation improvement program is targeted at highway and road projects with about 44% of the funds used to support various transit projects (Figure 6). Highway improvement projects are estimated to cost about \$707 million, with \$590 million allocated from various FHWA programs. This represents roughly 84% of the financial requirement for highway projects. Line items for GBT and VTD capital projects will require about \$19.1 million and \$2.67 million to implement, respectively. Bus service operations are 100% state funded. The \$4.1 million in 5310 funding is for the entire BS-UZA and assists nonprofits and local public agencies with providing service that goes beyond the requirements



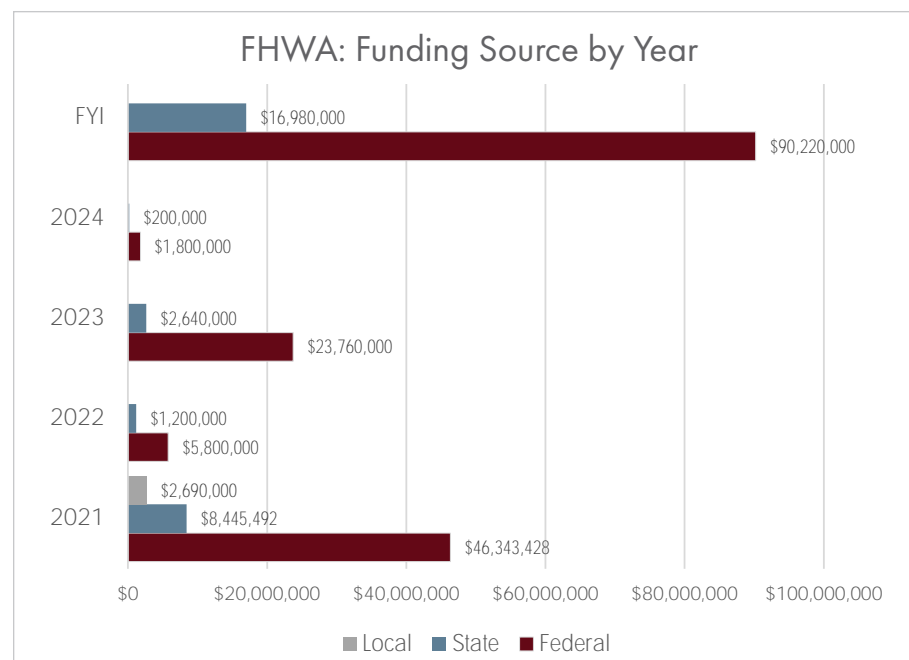
Funding that Supports Transportation in the GBVMPO Region

Program	Total	Federal	State	Local
Highways, Roads & Bridges	\$200,078,920	\$167,923,428	\$29,465,492	\$2,690,000
Greater Bridgeport Transit	\$19,160,000	\$15,328,000	\$3,832,000	\$0
Valley Transit	\$2,675,000	\$2,140,000	\$535,000	\$0
Local Dial-a-Ride	\$4,109,974	\$3,287,979	\$0	\$821,995
Metro North's New Haven Line	\$512,687,500	\$410,150,000	\$102,537,500	\$0

of the ADA; recipients will provide the local cost share, totaling \$821,995. Maintaining a state of good repair and improvement projects along Metro-North's New Haven line will utilize the bulk of the transit funding, at \$512 million.

The funding requirements to implement the projects listed in the TIP are provided from reasonably expected public resources. The federal funds identified in the TIP are a portion of the total expected authorization to the State of Connecticut. When these funds are summed with all other expected federal funds shown in the TIPs of the other Connecticut MPOs and the rural regions of Connecticut, as shown in the STIP, the total equals the expected federal authorization to the State of Connecticut. CTDOT and the MPO have concurred in the use of these federal funds for the projects listed in the FFY 2021-2024 TIP/STIP.

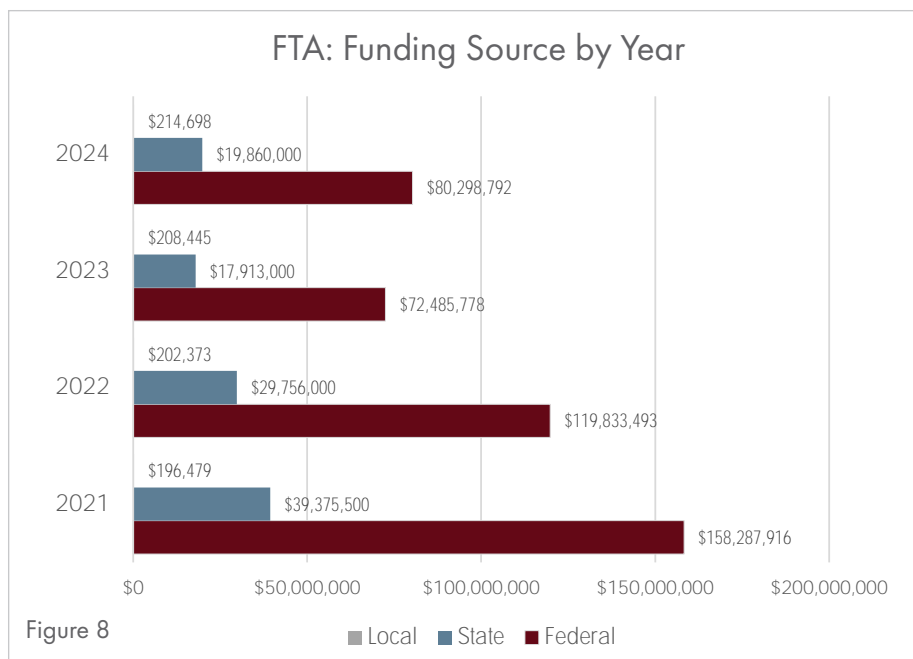
The majority of the federal funds in the TIP will be matched by State resources. In Connecticut, state funding for transportation is provided through the Special Transportation Fund (STF), which supports debt service on state



bonds issued to pay for transportation projects (including matching federal funds), as well as a small program of pay-as-you-go activities. The major sources of STF dollars are the motor fuels tax and motor vehicle receipts. In addition to CTDOT, other state agencies also provide funds that can be used toward transportation improvements. The sale of bonds has consistently been at a level sufficient to match all available federal funds

Local resources provided by the municipalities composing the GBVMPO will also be used to match federal funds to the extent necessary. Where local funds are indicated in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match of federal dollars. The commitment of local match of federal funds is a condition for project endorsement by the MPO and must be authorized by a municipal resolution before a project is added to the TIP.

As project, program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be re-allocated to reflect total statewide and regional program needs.



VII. FUNDING SOURCE DESCRIPTIONS

Most federal transportation program funds are apportioned by formula using program-specific factors. Some transportation funding is provided through discretionary programs. Explanations of the highway and transit funding programs most relevant to this Region are discussed below.

FHWA PROGRAMS

Better Utilizing Investments to Leverage Development (BUILD, 80-20)

Previously the Transportation Investment Generating Economic Recovery (TIGER) grant program, BUILD grants are awarded on a competitive basis for capital investments in surface transportation projects that have a significant national, regional, and local impact. Project selection criteria includes safety, economic competitiveness, quality of life, environmental protection, state of good repair, innovation, partnership, and additional non-Federal revenue for infrastructure investments.

Congestion Mitigation and Air Quality Program (CMAQ, 80-20)

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

All CMAQ funded projects and programs require an assessment and documentation of air quality benefits by the State. For a State that has a nonattainment or maintenance area for fine particulate matter (PM_{2.5}), an amount equal to 25% of the amount of State's CMAQ apportionment attributable to the weighted population of such areas in the State is set aside for use only in the PM_{2.5} designated area.

Ferry Boat Program (FBP, 80-20)

This program is administered by the FHWA to fund the construction of ferry boats and ferry terminal facilities. The FAST Act modifies the formula, now giving more weight to the number of passengers carried by ferry systems.

Highway Bridge Replacement and Rehabilitation Program, Bridge Program, OFF System (BRZ) (80-20)

This program provides funds to replace or rehabilitate deficient bridges on the National Bridge Inventory (NBI) that are not on the Federal-Aid road system, therefore bridges on local roads or rural minor collectors. CTDOT has a program of regularly inspecting and rating the condition of State and local bridges on the NBI. Candidate projects are selected from the list of local and State bridges with poor or fair condition ratings. Since most State roads are on the Federal-Aid road system, they are not qualified for this program. The majority of projects are on municipal bridges.

Highway Safety Improvement Program (SIPH/HSIP, 90-10)

The HSIP provides funds to achieve a significant reduction in traffic fatalities and serious injuries on all public roads. The program requires a data-drive, strategic approach to improving highway safety on all public roads that focuses on performance.

National Highway Performance Program (NHPP, 80-20)

The NHPP provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS. NHPP projects must be on an eligible facility and support progress toward achievement of national performance goals for improving infrastructure condition, safety, mobility, or freight movement on the NHS, and be consistent with Metropolitan and Statewide planning requirements.

Surface Transportation Program / Surface Transportation Block Grant Program (STP, 80-20)

The Surface Transportation Program provides flexible funding to best address State and local transportation needs. STP funds may be used for roadway improvements on roads that are functionally classified as a rural major collector or above. The program has a variety of subcategories defined below.

Surface Transportation Program – Urban (STP-U)

STP-U is the largest of all the STP programs. Funds are suballocated for use in different areas of the State according to a formula based on the area's relative share of the State's population. The Bridgeport/Stamford UZA has a population of well over 200,000 people and the GBVMPO receives funds through STP Bridgeport/Stamford (STPBS). Areas with population greater than 5,000 but no more than 200,000 qualify for STP-Other Urban funds (STPO).

The STP-Urban Program provides funds for improvements to eligible roads in urban areas. The eligibility guidelines for STP-Urban funds are flexible. Funds can be used for a wide range of projects, such as roadway widening, roadway reconstruction, transit projects and ridesharing projects.

STP Anywhere (STPA)

STPA funds can be used for improvements to eligible roads anywhere in the state, regardless of rural or urban designation. Project eligibility is the same as the STP-U program.

FHWA Funding Distribution, 2021-2024

Program	Allocation
BRZ: Highway Bridge Replacement and Rehabilitation Program, Bridge Program, OFF System	\$200,000,000
CMAQ: Congestion Mitigation and Air Quality Program	\$2,686,000
HSIP/SIPH: Highway Safety Improvement Program	\$131,436,888
NHPP-BRX: Highway Bridge Replacement and Rehabilitation Program	\$117,100,000
NHPP: National Highway Performance Program	\$111,404,920
STPA: Surface Transportation Program Anywhere	\$52,448,000
STPA-BRX: Surface Transportation Program Bridge	\$77,500,000
STPB: Surface Transportation Program Urban Bridgeport-Stamford	\$14,900,000
Total	\$707,475,808

Transportation Alternatives Program (TAP, 80-20)

TAP provides funding for programs and projects defined as transportation alternatives, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvements such as historic preservation, environmental mitigation related to storm water and habitat connectivity; recreational trails; and safe routes to school projects. Similar to STP, a portion of TAP is suballocated based on population and the GBVMPO receives funds through TAP Bridgeport/Stamford (TAPBS). TAP projects are selected through a competitive process.

Federal Transit Administration Funding Distribution, 2021-2024

Program	Allocation
5307C: Capital and Subsidy (Operating) Program, carryover	\$202,385,000
5307P: Capital and Subsidy (Operating) Program	\$63,762,500
5310E: Enhanced Mobility of Seniors & People with Disabilities	\$4,109,974
5337: State of Good Repair Grants Program	\$268,125,000
5337P: State of Good Repair Grants Program	\$12,000,000
Total	\$550,382,474

FTA PROGRAMS

FTA Section 5307 Capital and Subsidy (Operating) Program (80-20)

5307 funds are primarily for capital assistance projects, such as the purchase of new buses. A small portion of these funds is reserved to help defray transit operating expenses.

Funds are allocated to individual urbanized areas according to a formula based on the size of the population. However, the Section 5307 funds, apportioned to Connecticut's Urbanized Areas (UZAs), are pooled and then first applied to the highest priority bus needs, as reflected in the various TIPs and the STIP. CTDOT provides the non-federal share of FTA capital grants for maintenance facilities and the purchase of replacement buses for all the local bus systems in Connecticut

FTA Section 5309 Capital Investment Grants (80-20)

A discretionary grant program, this is FTA's primary program for funding major transit capital investments, including heavy rail, commuter rail, light rail, streetcars, and bus rapid transit. Projects seeking CIG funding complete a series of steps over several years to be eligible for funding.

FTA Section 5310 Capital Program (80-20)

The FTA Section 5310 Program provides capital assistance to nonprofit organizations and public agencies that provide specialized transportation services to elderly persons and persons with disabilities.

State of Good Repair Grants Program 5337 (80-20)

This program provides capital assistance for maintenance, replacement, and rehabilitation projects of high-intensity fixed guideway and bus systems to help transit agencies maintain assets in a state of good repair.

FTA Section 5339 Bus and Bus Facilities Formula Grants (80-20)

This program provides capital funding to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities. In addition to the formula allocation, this program includes two discretionary components: The Bus and Bus Facilities Discretionary Program and the Low or No Emissions Bus Discretionary Program.

FEDERAL HIGHWAY ADMINISTRATION PROJECTS

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0015-0339	7	BRIDGEPORT	CT 130	X6								
Rehab Br 02475 O/Pequonnock Rv (Phase 2)						STPA-BRX	FYI	CON	\$20,000	\$16,000	\$4,000	\$0
									\$20,000	\$16,000	\$4,000	\$0
0015-0368	7	BRIDGEPORT	LAFAYETTE CIRCLE	CC								
Realign Lafayette Circle & Improvements on SR 700						STPB	2021	CON	\$8,900	\$5,520	\$690	\$2,690
									\$8,900	\$5,520	\$690	\$2,690
0015-0376	7	BRIDGEPORT	PARK AVENUE	X8								
Traffic Signals at Various Intersections						CMAQ	2021	CON	\$2,686	\$2,686	\$0	\$0
									\$2,686	\$2,686	\$0	\$0
0015-0379	7	BRIDGEPORT	VARIOUS	X6								
Bridgeport Highway Operations Center					AC Entry	NHPP	2021	OTH	\$0	\$0	\$0	\$0
Bridgeport Highway Operations Center					AC Conversion	NHPP	2021	OTH	\$1,190	\$1,071	\$119	\$0
									\$1,190	\$1,071	\$119	\$0
0015-0380	7	BRIDGEPORT	VARIOUS	X6								
Bridgeport Highway Operations Procurement					AC Entry	NHPP	2021	OTH	\$0	\$0	\$0	\$0
					AC Conversion	NHPP	2021	OTH	\$805	\$725	\$81	\$0
									\$805	\$725	\$81	\$0
0015-0381	7	BRIDGEPORT	CT 8	X6								
Replace Highway Signs & Supports						NHPP	2021	FD	\$200	\$200	\$0	\$0
									\$200	\$200	\$0	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0015-XHOC	7	BRIDGEPORT	VARIOUS	X6								
Bridgeport Highway Operations Center					AC Entry	NHPP	2022	OTH	\$0	\$0	\$0	\$0
Bridgeport Highway Operations Center					AC Conversion	NHPP	2022	OTH	\$1,200	\$1,080	\$120	\$0
Bridgeport Highway Operations Center					AC Conversion	NHPP	2023	OTH	\$1,200	\$1,080	\$120	\$0
Bridgeport Highway Operations Center					AC Conversion	NHPP	2024	OTH	\$1,200	\$1,080	\$120	\$0
Bridgeport Highway Operations Center					AC Conversion	NHPP	FYI	OTH	\$1,200	\$1,080	\$120	\$0
									\$4,800	\$4,320	\$480	\$0
0015-XPRO	7	BRIDGEPORT	VARIOUS	X6								
Bridgeport Highway Operations Procurement					AC Entry	NHPP	2022	OTH	\$0	\$0	\$0	\$0
Bridgeport Highway Operations Procurement					AC Conversion	NHPP	2022	OTH	\$800	\$720	\$80	\$0
Bridgeport Highway Operations Procurement					AC Conversion	NHPP	2023	OTH	\$800	\$720	\$80	\$0
Bridgeport Highway Operations Procurement					AC Conversion	NHPP	2024	OTH	\$800	\$720	\$80	\$0
Bridgeport Highway Operations Procurement					AC Conversion	NHPP	FYI	OTH	\$800	\$720	\$80	\$0
									\$3,200	\$2,880	\$320	\$0
0036-0203	6	DERBY-SEYMOUR	CT 8	X6								
Resurfacing, Bridge Rehab & Safety Improvements						NHPP	FYI	CON	\$85,200	\$72,420	\$12,780	\$0
									\$85,200	\$72,420	\$12,780	\$0
0083-0267	7, 8	MILFORD/STRATFORD	US 1	X6								
NHS - Rehab Br 00327 (Devon) O/ Housatonic River						NHPP-BRX	2021	CON	\$17,100	\$13,680	\$3,420	\$0
									\$17,100	\$13,680	\$3,420	\$0
0124-0165	6	SEYMOUR	CT 67	X7								
Spot Improvements, Swan Ave to Franklin St						STPB	2021	CON	\$6,000	\$4,800	\$1,200	\$0
									\$6,000	\$4,800	\$1,200	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0126-0176	6	SHELTON	CT 8	X6								
NHA - Rehab Br 00571A O/ CT 110 & Housatonic River						NHPP-BRX	2022	CON	\$5,000	\$4,000	\$1,000	\$0
									\$5,000	\$4,000	\$1,000	\$0
0138-0248	7	STRATFORD	I-95	CC								
Full Interchange at Interchange 33 W/ New SB Off-Ramp & New NB On-Ramp					AC Entry	NHPP	2021	CON	\$0	\$0	\$0	\$0
Full Interchange at Interchange 33 W/ New SB Off-Ramp & New NB On-Ramp					AC Conversion	NHPP	2021	CON	\$4,760	\$4,284	\$476	\$0
									\$4,760	\$4,284	\$476	\$0
0173-0486	1,7,8	DISTRICT 3	VARIOUS	X7								
Replace Traffic Signals At Various Locations						STPA	2021	CON	\$3,538	\$3,538	\$0	\$0
									\$3,538	\$3,538	\$0	\$0
0173-0500	73 (1,6,7,8)	DISTRICT 3	VARIOUS	X7								
Traffic Signal Safety Improvements (Proj #1)						SIPH	2023	CON	\$6,100	\$5,490	\$610	\$0
Traffic Signal Safety Improvements (Proj #1)						SIPH	2023	CON	\$6,100	\$5,490	\$610	\$0
									\$12,200	\$10,980	\$1,220	\$0
0173-0501	73 (1,6,7,8)	DISTRICT 3	VARIOUS	X7								
Traffic Signal Safety Improvements (Proj #2)						SIPH	2023	CON	\$6,100	\$5,490	\$610	\$0
Traffic Signal Safety Improvements (Proj #2)						SIPH	2023	CON	\$6,100	\$5,490	\$610	\$0
									\$12,200	\$10,980	\$1,220	\$0
0173-0504	07, 08	DISTRICT 3	VARIOUS	X6								
Replace Highway Illumination System						STPA	2021	CON	\$12,300	\$9,840	\$2,460	\$0
									\$12,300	\$9,840	\$2,460	\$0

Project	Region	Location	Route	AO	Funding	Year	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0170-0BRX	70	STATEWIDE	VARIOUS	X6									
On/Off-Systems Bridge Improvements, BRX & BRZ (Bridge Report)						BRX	2021	ALL		\$50,000	\$40,000	\$10,000	\$0
On/Off-Systems Bridge Improvements, BRX & BRZ (Bridge Report)						BRX	2022	ALL		\$50,000	\$40,000	\$10,000	\$0
On/Off-Systems Bridge Improvements, BRX & BRZ (Bridge Report)						BRX	2023	ALL		\$50,000	\$40,000	\$10,000	\$0
On/Off-Systems Bridge Improvements, BRX & BRZ (Bridge Report)						BRX	2024	ALL		\$50,000	\$40,000	\$10,000	\$0
										\$200,000	\$160,000	\$40,000	\$0
0170-3417	70	STATEWIDE	VARIOUS	X6									
Mast Arm & Span Pole Inspections					AC Entry	STPA	2021	OTH		\$0	\$0	\$0	\$0
Mast Arm & Span Pole Inspections					AC Conversion	STPA	2021	OTH		\$600	\$480	\$120	\$0
Mast Arm & Span Pole Inspections					AC Conversion	STPA	2022	OTH		\$150	\$120	\$30	\$0
										\$750	\$600	\$150	\$0
0170-3439	70	STATEWIDE		X6									
Federal Eligible PE: TA Program Proj Dev/Scoping					AC Entry	STPA	2021	PE		\$0	\$0	\$0	\$0
Federal Eligible Pe: Ta Program Proj Dev/Scoping					AC Conversion	STPA	2021	PE		\$660	\$528	\$132	\$0
										\$660	\$528	\$132	\$0
0170-SFTY	70	STATEWIDE	VARIOUS	X6									
Safety Program, Hsip - Rural & Other (Safety Report)						SIPH	2021	ALL		\$22,222	\$20,000	\$2,222	\$0
Safety Program, Hsip - Rural & Other (Safety Report)						SIPH	2022	ALL		\$22,222	\$20,000	\$2,222	\$0
Safety Program, Hsip - Rural & Other (Safety Report)						SIPH	2023	ALL		\$22,222	\$20,000	\$2,222	\$0
Safety Program, Hsip - Rural & Other (Safety Report)						SIPH	2024	ALL		\$22,222	\$20,000	\$2,222	\$0
										\$88,888	\$80,000	\$8,888	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
170C-ENHS	70	STATEWIDE	VARIOUS	X6								
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Entry	NHPP-BRX	2021	OTH	\$0	\$0	\$0	\$0
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Conversion	NHPP-BRX	2021	OTH	\$15,000	\$12,000	\$3,000	\$0
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Conversion	NHPP-BRX	2022	OTH	\$15,000	\$12,000	\$3,000	\$0
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Conversion	NHPP-BRX	2023	OTH	\$15,000	\$12,000	\$3,000	\$0
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Conversion	NHPP-BRX	2024	OTH	\$15,000	\$12,000	\$3,000	\$0
CE Bridge Inspection - NHS Roads, NBI Bridges Only					AC Conversion	NHPP-BRX	FYI	OTH	\$15,000	\$12,000	\$3,000	\$0
									\$75,000	\$60,000	\$15,000	\$0
170C-ENON	70	STATEWIDE	VARIOUS	X6								
CE Bridge Inspection - Non-NHS Roads					AC Entry	STPA-BRX	2021	OTH	\$0	\$0	\$0	\$0
CE Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2021	OTH	\$8,000	\$6,400	\$1,600	\$0
CE Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2022	OTH	\$8,000	\$6,400	\$1,600	\$0
CE Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2023	OTH	\$8,000	\$6,400	\$1,600	\$0
CE Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2024	OTH	\$8,000	\$6,400	\$1,600	\$0
CE Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	FYI	OTH	\$8,000	\$6,400	\$1,600	\$0
									\$40,000	\$32,000	\$8,000	\$0
170S-FNHS	70	STATEWIDE	VARIOUS	X6								
SF Bridge Inspection - NHS Roads					AC Entry	NHPP-BRX	2021	OTH	\$0	\$0	\$0	\$0
SF Bridge Inspection - NHS Roads					AC Conversion	NHPP-BRX	2021	OTH	\$2,000	\$1,600	\$400	\$0
SF Bridge Inspection - NHS Roads					AC Conversion	NHPP-BRX	2022	OTH	\$2,000	\$1,600	\$400	\$0
SF Bridge Inspection - NHS Roads					AC Conversion	NHPP-BRX	2023	OTH	\$2,000	\$1,600	\$400	\$0
SF Bridge Inspection - NHS Roads					AC Conversion	NHPP-BRX	2024	OTH	\$2,000	\$1,600	\$400	\$0
SF Bridge Inspection - NHS Roads					AC Conversion	NHPP-BRX	FYI	OTH	\$2,000	\$1,600	\$400	\$0
									\$10,000	\$8,000	\$2,000	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
170S-FNON	70	STATEWIDE	VARIOUS	X6								
SF Bridge Inspection - Non-NHS Roads					AC Entry	STPA-BRX	2021	OTH	\$0	\$0	\$0	\$0
SF Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2021	OTH	\$2,500	\$2,000	\$500	\$0
SF Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2022	OTH	\$2,500	\$2,000	\$500	\$0
SF Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2023	OTH	\$2,500	\$2,000	\$500	\$0
SF Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	2024	OTH	\$2,500	\$2,000	\$500	\$0
SF Bridge Inspection - Non-NHS Roads					AC Conversion	STPA-BRX	FYI	OTH	\$2,500	\$2,000	\$500	\$0
									\$12,500	\$10,000	\$2,500	\$0
170S-SNHS	70	STATEWIDE	VARIOUS	X6								
CE Sign Support Inspection - NHS Roads					AC Entry	NHPP	2021	OTH	\$0	\$0	\$0	\$0
CE Sign Support Inspection - NHS Roads					AC Conversion	NHPP	2021	OTH	\$2,250	\$1,800	\$450	\$0
CE Sign Support Inspection - NHS Roads					AC Conversion	NHPP	2022	OTH	\$2,250	\$1,800	\$450	\$0
CE Sign Support Inspection - NHS Roads					AC Conversion	NHPP	2023	OTH	\$2,250	\$1,800	\$450	\$0
CE Sign Support Inspection - NHS Roads					AC Conversion	NHPP	2024	OTH	\$2,250	\$1,800	\$450	\$0
CE Sign Support Inspection - NHS Roads					AC Conversion	NHPP	FYI	OTH	\$2,250	\$1,800	\$450	\$0
									\$11,250	\$9,000	\$2,250	\$0
170S-SNON	70	STATEWIDE	VARIOUS	X6								
CE Sign Support Inspection - Non-NHS Roads					AC Entry	STPA	2021	OTH	\$0	\$0	\$0	\$0
CE Sign Support Inspection - Non-NHS Roads					AC Conversion	STPA	2021	OTH	\$500	\$400	\$100	\$0
CE Sign Support Inspection - Non-NHS Roads					AC Conversion	STPA	2022	OTH	\$500	\$400	\$100	\$0
CE Sign Support Inspection - Non-NHS Roads					AC Conversion	STPA	2023	OTH	\$500	\$400	\$100	\$0
CE Sign Support Inspection - Non-NHS Roads					AC Conversion	STPA	2024	OTH	\$500	\$400	\$100	\$0
CE Sign Support Inspection - Non-NHS Roads					AC Conversion	STPA	FYI	OTH	\$500	\$400	\$100	\$0
									\$2,500	\$2,000	\$500	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
BRDG-LRNH	70	STATEWIDE	VARIOUS	X6								
Load Ratings For Bridges - NHS Roads					AC Entry	NHPP-BRX	2021	OTH	\$0	\$0	\$0	\$0
Load Ratings For Bridges - NHS Roads					AC Conversion	NHPP-BRX	2021	OTH	\$2,000	\$1,600	\$400	\$0
Load Ratings For Bridges - NHS Roads					AC Conversion	NHPP-BRX	2022	OTH	\$2,000	\$1,600	\$400	\$0
Load Ratings For Bridges - NHS Roads					AC Conversion	NHPP-BRX	2023	OTH	\$2,000	\$1,600	\$400	\$0
Load Ratings For Bridges - NHS Roads					AC Conversion	NHPP-BRX	2024	OTH	\$2,000	\$1,600	\$400	\$0
Load Ratings For Bridges - NHS Roads					AC Conversion	NHPP-BRX	FYI	OTH	\$2,000	\$1,600	\$400	\$0
									\$10,000	\$8,000	\$2,000	\$0
BRDG-LRNO	70	STATEWIDE	VARIOUS	X6								
Load Ratings For Bridges - Non-NHS Roads					AC Entry	STPA-BRX	2021	OTH	\$0	\$0	\$0	\$0
Load Ratings For Bridges - Non-NHS Roads					AC Conversion	STPA-BRX	2021	OTH	\$1,000	\$800	\$200	\$0
Load Ratings For Bridges - Non-NHS Roads					AC Conversion	STPA-BRX	2022	OTH	\$1,000	\$800	\$200	\$0
Load Ratings For Bridges - Non-NHS Roads					AC Conversion	STPA-BRX	2023	OTH	\$1,000	\$800	\$200	\$0
Load Ratings For Bridges - Non-NHS Roads					AC Conversion	STPA-BRX	2024	OTH	\$1,000	\$800	\$200	\$0
Load Ratings For Bridges - Non-NHS Roads					AC Conversion	STPA-BRX	FYI	OTH	\$1,000	\$800	\$200	\$0
									\$5,000	\$4,000	\$1,000	\$0
CHMP-XXXX	70	STATEWIDE	VARIOUS	X6								
CHAMP Safety Service Patrol					AC Entry	SIPH	2021	OTH	\$0	\$0	\$0	\$0
CHAMP Safety Service Patrol					AC Conversion	SIPH	2021	OTH	\$4,537	\$4,083	\$0	\$454
CHAMP Safety Service Patrol					AC Conversion	SIPH	2022	OTH	\$4,537	\$4,083	\$0	\$454
CHAMP Safety Service Patrol					AC Conversion	SIPH	2023	OTH	\$4,537	\$4,083	\$0	\$454
CHAMP Safety Service Patrol					AC Conversion	SIPH	2024	OTH	\$4,537	\$4,083	\$0	\$454
									\$18,148	\$16,332	\$0	\$1,816
MASP-INSP	70	STATEWIDE	VARIOUS	X6								

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
Mast Arm & Span Pole Inspections						STPA	2024	OTH	\$700	\$560	\$140	\$0
									\$700	\$560	\$140	\$0
PVMT-MARK	70	STATEWIDE		X6								
Line Striping/Pavement Markings					AC Entry	STPA	2021	CON	\$0	\$0	\$0	\$0
Line Striping/Pavement Markings					AC Conversion	STPA	2021	CON	\$8,000	\$8,000	\$0	\$0
Line Striping/Pavement Markings					AC Conversion	STPA	2022	CON	\$8,000	\$8,000	\$0	\$0
Line Striping/Pavement Markings					AC Conversion	STPA	2023	CON	\$8,000	\$8,000	\$0	\$0
Line Striping/Pavement Markings					AC Conversion	STPA	2024	CON	\$8,000	\$8,000	\$0	\$0
									\$32,000	\$32,000	\$0	\$0

FEDERAL TRANSIT ADMINISTRATION PROJECTS

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0036-XXXX	05, 07	DERBY	VALLEY TD	X6								
NVCOG/VTD - Admin Capital/Misc Support FY 2021						5307C	2021	OTH	\$225	\$180	\$45	\$0
NVCOG/VTD - Admin Capital/Misc Support FY 2022						5307C	2022	OTH	\$400	\$320	\$80	\$0
NVCOG/VTD - Admin Capital/Misc Support FY 2023						5307C	2023	OTH	\$400	\$320	\$80	\$0
NVCOG/VTD - Replace Small Buses FY 2023						5307C	2023	ACQ	\$1,250	\$1,000	\$250	\$0
NVCOG/VTD - Admin Capital/Misc Support FY 24						5307C	2024	OTH	\$400	\$320	\$80	\$0
									\$2,675	\$2,140	\$535	\$0
0170-3403	70	VARIOUS	VARIOUS	X6								
Transit Capital Planning FY 21						5307C	2021	OTH	\$450	\$360	\$90	\$0
									\$450	\$360	\$90	\$0
0170-XXXX	1,7	BRPT/STFD URBAN AREA	VARIOUS BUS	X6								
Statewide Bus Stop Sign Program -Implementation FY 21						5307C	2021	OTH	\$1,500	\$1,200	\$300	\$0
Statewide Bus Shelter Improvement Program FY21						5307C	2021	OTH	\$1,500	\$1,200	\$300	\$0
Transit Capital Planning FY 22						5307C	2022	OTH	\$450	\$360	\$90	\$0
Statewide Bus Shelter Improvement Program FY 22						5307C	2022	OTH	\$1,500	\$1,200	\$300	\$0
Statewide Bus Shelter Improvemnet Program FY 23						5307C	2023	OTH	\$1,500	\$1,200	\$300	\$0
Transit Capital Planning FY 23						5307C	2023	OTH	\$450	\$360	\$90	\$0
Statewide Bus Shelter Improvement Bus Shelter Improvement Program FY 24						5307C	2024	OTH	\$1,500	\$1,200	\$300	\$0
Transit Capital Planning Fy 24						5307C	2024	OTH	\$450	\$360	\$90	\$0
Statewide Bus Shelter Improvement Program.						5307P	2021	OTH	\$1,500	\$1,200	\$300	\$0
Statewide Bus Stop Sign Program-Implementation.						5307P	2021	OTH	\$500	\$400	\$100	\$0
Transit Capital Planning						5307P	2021	OTH	\$450	\$360	\$90	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
Sec 5310 Prgrm-Enhanced Moblty of Seniors/Individuals w/Disabilities-Brdgpt/Stmfd (BPSM-URBN)						5310E	2021	OTH	\$982	\$786	\$0	\$196
Sec 5310 Prgrm-Enhanced Moblty of Seniors/Individuals w/Disabilities-Brdgpt/Stmfd (BPSM-URBN)						5310E	2022	OTH	\$1,012	\$809	\$0	\$202
Sec 5310 Prgrm-Enhanced Moblty of Seniors/Individuals w/Disabilities-Brdgpt/Stmfd (BPSM-URBN)						5310E	2023	OTH	\$1,042	\$834	\$0	\$208
Sec 5310 Prgrm-Enhanced Moblty of Seniors/Individuals w/Disabilities-Brdgpt/Stmfd (BPSM-URBN)						5310E	2024	OTH	\$1,073	\$859	\$0	\$215
									\$15,409	\$12,328	\$2,260	\$821
0300-XXXX	1,7,8	VARIOUS	NHL-ML	X6								
NHL - Station Improvement Program						5307C	2021	PE	\$17,500	\$14,000	\$3,500	\$0
NHL - Station Improvement Program FY 22						5307C	2022	PE	\$16,875	\$13,500	\$3,375	\$0
NHL - Signal System Replacement FY 22						5307C	2022	CON	\$17,500	\$14,000	\$3,500	\$0
New Haven Line Track Program FY 22						5307C	2022	CON	\$8,125	\$6,500	\$1,625	\$0
New Haven Line Track Program						5307C	2023	CON	\$5,625	\$4,500	\$1,125	\$0
NHL - Station Improvement Program						5307C	2024	CON	\$52,500	\$42,000	\$10,500	\$0
New Haven Line Track Program						5307C	2024	CON	\$5,625	\$4,500	\$1,125	\$0
New Haven Line Track Program						5307P	2021	CON	\$16,000	\$12,800	\$3,200	\$0
New Haven Line Track Program						5337	2021	CON	\$13,125	\$10,500	\$2,625	\$0
Network Infrastructure Upgrade Phase 4						5337	2021	CON	\$25,000	\$20,000	\$5,000	\$0
New Haven Line Track Program						5337	2021	CON	\$12,500	\$10,000	\$2,500	\$0
New Haven Line Track Program						5337	2022	CON	\$15,000	\$12,000	\$3,000	\$0
NHL - Signal System Replacement						5337	2022	CON	\$25,000	\$20,000	\$5,000	\$0
Bridge Replacement Program						5337	2022	CON	\$25,000	\$20,000	\$5,000	\$0
Bridge Replacement Program						5337	2022	CON	\$25,000	\$20,000	\$5,000	\$0
New Haven Line Track Program						5337	2023	CON	\$10,000	\$8,000	\$2,000	\$0
New Haven Line Track Program						5337	2024	CON	\$15,000	\$12,000	\$3,000	\$0
New Haven Line Track Program						5337P	2021	CON	\$12,000	\$9,600	\$2,400	\$0
									\$317,375	\$253,900	\$63,475	\$0

Project	Region	Location	Route	AQ	AC	Funding	Year	Phase	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
0301-0154	1,7,8	VARIOUS	NHL-ML	X6								
NHL - Signal System Replacement						5337	2021	CON	\$37,500	\$30,000	\$7,500	\$0
NHL - Signal System Replacement						5337	2023	CON	\$25,000	\$20,000	\$5,000	\$0
NHL - Signal System Replacement						5337	2024	CON	\$25,000	\$20,000	\$5,000	\$0
									\$87,500	\$70,000	\$17,500	\$0
0301-0168	7,8	VARIOUS	NHL-ML	X6								
NHL - Devon Movable Bridge (Additional PE)						5337	2021	PE	\$15,000	\$12,000	\$3,000	\$0
NHL - Devon Movable Bridge (Additional PE) FY 22						5307C	2022	PE	\$15,000	\$12,000	\$3,000	\$0
NHL - Devon Movable Bridge (Additional PE) FY 23						5307C	2023	PE	\$15,000	\$12,000	\$3,000	\$0
									\$45,000	\$36,000	\$9,000	\$0
0301-XXXX	7	FAIRFIELD	NHL-ML	X6								
NHL - Signal System Replacement						5307P	2021	CON	\$45,313	\$36,250	\$9,063	\$0
NHL - Station Improvement Program (Southport Station) FY 23						5307C	2023	CON	\$17,500	\$14,000	\$3,500	\$0
									\$62,813	\$50,250	\$12,563	\$0
0410-XXXX	7	BRIDGEPORT	GBTA	X6								
GBTA - Paratransit Vehicle Replacement FY 21						5307C	2021	ACQ	\$1,965	\$1,572	\$393	\$0
GBTA - Bridgeport Intermodal Improvements FY 21						5307C	2021	ALL	\$150	\$120	\$30	\$0
GBTA - Admin Capital/Misc Support FY 21						5307C	2021	OTH	\$600	\$480	\$120	\$0
GBTA - Bridgeport Intermodal Center Improvements FY 22						5307C	2022	ALL	\$200	\$160	\$40	\$0
GBTA - Admin Capital/Misc Support FY 22						5307C	2022	OTH	\$680	\$544	\$136	\$0
GBTA - Paratransit Vehicles FY 23						5307C	2023	ACQ	\$605	\$484	\$121	\$0
GBTA - Admin Capital/Misc Support FY 23						5307C	2023	OTH	\$435	\$348	\$87	\$0
GBTA - Replace Buses (Replace 17 2011 & 2012)						5307C	2023	ACQ	\$13,750	\$11,000	\$2,750	\$0
GBTA - Bridgeport Intermodal Center Improvements FY 24						5307C	2024	ALL	\$200	\$160	\$40	\$0
GBTA - Admin Capital/Misc Support FY 24						5307C	2024	OTH	\$575	\$460	\$115	\$0
									\$19,160	\$15,328	\$3,832	\$0

APPENDIX A: GLOSSARY OF ACRONYMS & TERMS

AC - Advanced Construction

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

Region Codes & Agency/Location Names

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

Project Phases

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

ACKNOWLEDGEMENTS

Greater Bridgeport & Valley Metropolitan Planning Organization

Ansonia	Mayor David Cassetti	Monroe	First Selectman Ken Kellogg
Bridgeport	Mayor Joseph P. Ganim	Seymour	First Selectman W. Kurt Miller
Derby	Mayor Richard Dziekan	Shelton	Mayor Mark Lauretti
Easton	First Selectman David Bindelglass	Stratford	Mayor Laura Hoydick
Fairfield	First Selectwoman Brenda L. Kupchick	Trumbull	First Selectman Vicky Tesoro
Greater Bridgeport Transit	Joseph Kubic	Valley Transit District	Mayor Mark Lauretti



Patrick Carleton, Deputy Director

Lawrence Ciccarelli,
Administrative Services Director

Devin Clarke, Regional Planner

Johneil Clarke, Intern

Matt Fulda, Executive Director

Zach Giron, Regional Planner

Mark Hoover, GIS Director

Colleen Kelleher, Finance Director

Wilhelmina Krahn, Regional Planner

Robert F. Kulacz, P.E., Engineer

Meghan A. Sloan, AICP, Planning Director



Trish Bauer, Office/Financial Manager

Aaron Budris, Senior Regional Planner

Arthur Bogen,
Environmental Planner-Brownfields

Richard Crowther Jr., GIS Planning Assistant

John DiCarlo,
Municipal Shared Services Director

Rick Dunne, Executive Director

Gabriel Filer, Transportation Planner

Christian Meyer,
Supervising Transportation Planner

Mark Nielsen,
Director of Planning/Assistant Director

Mark Pandolfi, Transit Capital Administrator

Max Tanguay-Colucci, Regional Planner

Glenda Prentiss, GIS Program Coordinator

Lauren Rizzo,
Administrative Services Coordinator

Joanna Rogalski, Senior Regional Planner/
Emergency Management

Karen Svetz, P.E.,
Regional Transportation Engineer

Michael Szpryngel, Finance Director