

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

Endorsed: May 28th, 2026

Actions, amendments & notifications: <https://ctmetro.eointeractive.com/>

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Public Comment Period: April 13, 2026 to May 21, 2026

Public Information Meetings

April 28, 2026 6:00pm (hybrid, MetroCOG offices)

May 28, 2026, 10 am (hybrid, GBVMPO meeting, MetroCOG offices)

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

ABSTRACT

The FFY 2027 ~ 2030 Transportation Improvement Program (TIP) contains a listing of all proposed transportation improvement projects programmed to receive federal financial assistance from the United States Department of Transportation (USDOT) over the next four years. The TIP includes an overview that describes the organization of the Metropolitan Planning Organization (MPO) and the Memorandum of Understanding (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 the Federal Highway Administration (FHWA) and the Federal Transit Administration (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. ***The FFY 2027 ~ 2030 TIP was approved by the Greater Bridgeport & Valley Metropolitan Planning Organization (GBVMPO) at their Thursday, May 28th, 2026 meeting.***

Bridge and safety reports can be found [here](#)

Updated actions, amendments and notifications can be found [here](#)

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RESOLUTION 2026-10: AIR QUALITY/OZONE

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

RESOLUTION 2026-10

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT OZONE 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 **Greater Bridgeport and Valley Metropolitan Planning Organization** that the plans and programs approved today, **May 28, 2026** 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-LI 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 March 2026); and

Responsible Metropolitan Transportation Planning Agencies

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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 2023-2050 MTP and the FFY 2027-2030 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 March 2026, contingent upon no major adverse comments being received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary 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 **GBVMPO** on **May 28, 2026**.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



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

RESOLUTION 2026-11: AIR QUALITY PM2.5

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

RESOLUTION 2026-11

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT PM 2.5 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 **Greater Bridgeport and Valley Metropolitan Planning Organization** that the plans and programs approved on **May 28, 2026** 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-LI 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 2023-2050 MTP and the FFY 2027-2030 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

Now, THEREFORE BE IT RESOLVED,

That the **Greater Bridgeport and Valley Metropolitan Planning Organization** finds that the 2023-2050 MTP and the FFY 2027-2030 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 March 2026, contingent upon no major adverse comments being received during said period.

CERTIFICATE

The undersigned duly qualified and acting Secretary 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 **GBVMPO** on **May 28, 2026**.

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



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

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RESOLUTION 2026-12: TRANSPORTATION IMPROVEMENT PROGRAM

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

RESOLUTION 2026-12
FFY 2027– 2030 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 *Bipartisan Infrastructure Law (BIL)* 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 2027 – 2030 Transportation Improvement Program (TIP) for the Greater Bridgeport and Valley Metropolitan Planning Organization*;

WHEREAS, the *FFY 2027 – 2030 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, 2026;

WHEREAS, the *FFY 2027 – 2030 TIP* establishes project priorities, indicates project schedules, provides estimates of project cost and identifies federal funding program;

WHEREAS, the financial plans for the *FFY 2027 – 2030 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 2027 – 2030* 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 (April 13th, 2026 to May 21st, 2026), holding a public information meeting on April 28th, 2026 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, the proposed *FFY 2027 – 2030* has been presented to the MPO, reviewed and discussed;

WHEREAS, the proposed program of projects in the *FFY 2027 – 2030* 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 the Greater Bridgeport and Valley Metropolitan Planning Organization, after reviewing the draft *FFY 2027 – 2030 Transportation Improvement Program for the Greater Bridgeport and Valley Metropolitan Planning Organization* endorses the *FFY 2027 – 2030 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, 2026 through September 30, 2030.

BE IT FURTHER RESOLVED that the TIP approval constitutes project selection in accordance with the requirements of the *Bipartisan Infrastructure Law (BIL)*.

This resolution shall become effective as of May 28th, 2026.

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 May 28th, 2026 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: May 28th, 2026

Responsible Metropolitan Transportation Planning Agencies

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RESOLUTION 2024-13: CERTIFICATION

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

RESOLUTION 2026-13

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

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) has been designated by the Governor of the State Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Greater Bridgeport and Valley Planning Region and

WHEREAS, the Greater Bridgeport and Valley Metropolitan Planning Organization conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation by preparing a Unified Planning Work Program, preparing, maintaining and amending the endorsed Transportation Improvement Program (TIP), preparing and updating the endorsed Metropolitan Transportation Plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

NOW THEREFORE BE IT RESOLVED that the Greater Bridgeport and Valley Metropolitan Planning Organization hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

The undersigned duly qualified and acting Executive Directors 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 Metropolitan Planning Organization on May 28, 2026.

Date: May 28, 2026

Respectfully submitted,



Matt Fulda, Executive Director
MetroCOG – MPO Co-Secretary



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

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I. OVERVIEW

The GBVMPO is authorized by federal regulations and designated by the Governor of Connecticut to conduct transportation planning and endorse a TIP for the portion of the Bridgeport-Stamford Urbanized Area covered by the Greater Bridgeport and Valley planning regions. The GBVMPO 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, 2026 (FFY 2027) and ending September 30, 2030 (FFY 2030). 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 2025-2028 TIP on May 30, 2024. 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 (state, 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 helps to achieve the adopted transportation performance targets (Appendix A) and Table 2;
- 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). *The Bureau Chief of the Connecticut Department of Transportation Bureau of Policy and Planning or their designee serves as a non-voting member.*

Representatives of the Federal Highway Administration (FHWA) **and** the Federal Transit Administration (FTA) **are invited to attend and participate in the meetings.** ~~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, 2006, and 2021.

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 Coun-

cil of Governments (WestCOG) Connecticut Metropolitan 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). The MOU was adopted in 2017, with an addendum in 2020.

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 TIP/STIP.

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 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 Surface Transportation Program Bridgeport-Stamford (STPBS) program, as well as local transit projects under the FTA’s Section 5307 Urbanized Area Formula Funding 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.

As previously mentioned, the 2027~2030 TIP/STIP will be subsequently amended over the intervening years to advance priority projects and maintain a financially constrained program. As the project list changes over time, modifications to the project listing will occur via amendments, actions, and notifications – initiated by the CTDOT’s TIP/STIP staff to MPO staff. Whether a project requires modification, or it is being included as a new project, this process begins with the inclusion of the project into CTDOT’s working STIP. Some projects may require Air Quality conformity analyses, while others may not. Following confirmation of the project in the CTDOT’s program, communication of the required modification is distributed to the MPO staff as an amendment, action, or notification (see Table 1 for an explanation) and included in the MPO’s TIP through a vote by the MPO Board members. Furthermore the TIP/STIP modification process can be reviewed in [CTDOT’s 2027 ~ 2030 STIP Narrative section](#).

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

Table 1. Categories of TIP Modifications

Amendments: Policy Board Approval	Actions: Administrative Approval	Notifications: Informational
New projects	A project moves to another year	Addition of an Advanced Construction (AC) entry only, with no other changes
Project cancellation/deletion	Certain project cost increases (below amendment thresholds)	Addition of an Advanced Construction (AC) conversion wording in the description, with no other changes to existing entries
A project is being moved beyond the TIP period into a future year investment (FYI)	A project’s federal funding program changes	Certain FHWA project cost increases (below action thresholds)
A project is being moved from the FYI list into one of the TIP’s 4 years	Addition of a small Right of Way (ROW) phase for acquisition if discovered during construction.	Addition or adjustment of an emergency declaration project using federal funds
A regionally significant state funded project listed in the TIP that will move to federal funding	A breakout project that does not change the original scope nor increase funding	A typo in an entry
A breakout project that changes the original scope and/or has a significant cost increase	Addition of a funding program to a project with no impact to the original cost, such as splitting an existing project with 1 funding program into 2 separate funding programs	
Certain project cost increases (above various thresholds)	Deleting a project phase	
Substantial changes in the intent and/or project limits	Adding a phase that will increase the federal cost to more than 20% but less than 50%	
A new phase that will increase the federal share over 50%	A FTA funded project from the previous TIP, if it was listed in the last ‘active’ year.	

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 (MTP), 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

Table 2. TIP Support for Performance Targets

	Investment	Number of Projects
Air Quality	\$16,147,521	6
Freight Movement	\$32,300,000	2
Highway Asset Management	\$961,451,724	21
Highway Safety	\$278,267,151	13
System Reliability	\$13,465,570	3
Transit Asset Management	\$148,184,640	29

well as the state-wide long range transportation plan.

Based on an assessment of projects by MPO staff, Table 2 summarizes the number of projects and investment totals that support specific performance targets. Some projects support multiple targets, which are detailed in the project listing.

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.

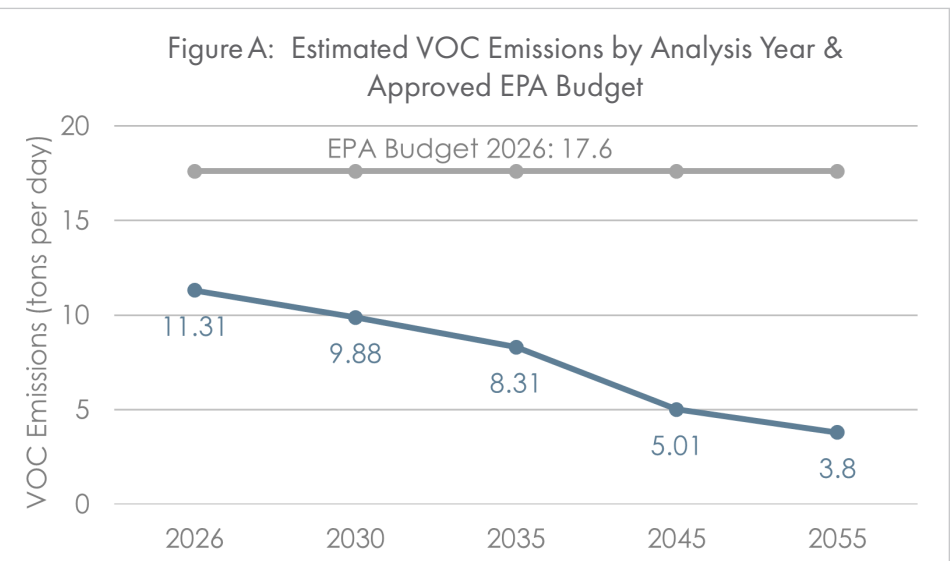


Table 3. Ozone Budget & Future Year Estimates

Ozone	Budget	Analysis Year Estimates				
	2026-2055	2026	2030	2035	2045	2055
VOC: Volatile Organic Compounds	17.6	11.31	9.88	8.31	5.01	3.8
NOX: Nitrogen Oxides	23.3	11.61	7.97	4.97	2.37	1.94

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. CTDOT’s Ozone and PM2.5 Air Quality Conformity Determination for the 2027 ~ 2030 TIP can be found here.

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 Serious Non-Attainment Area. The Greater Connecticut eight-hour ozone Nonattainment Area consists of the state’s other counties.

For the PM2.5 standard, the Connecticut portion of the New York-New Jersey-Connecticut (NY- NJ-CT) Non-Attainment area for PM2.5 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

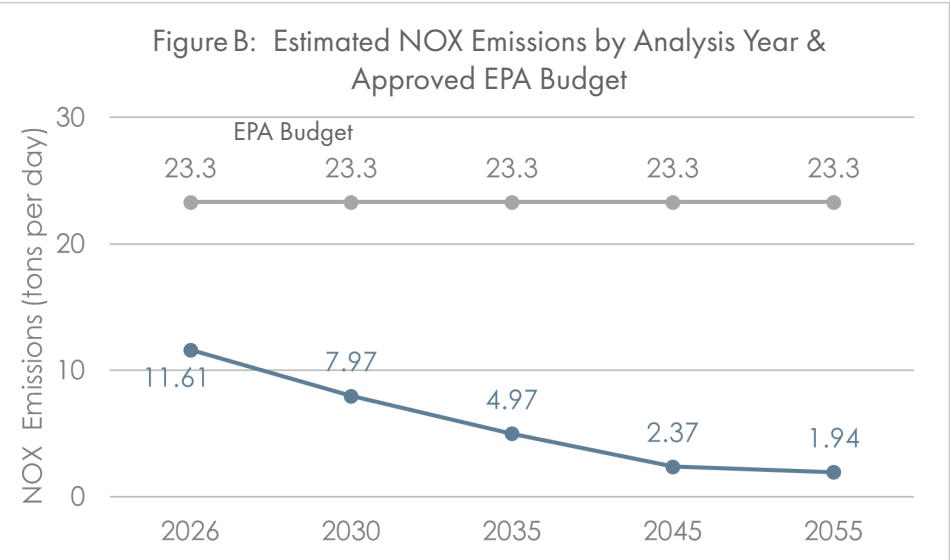
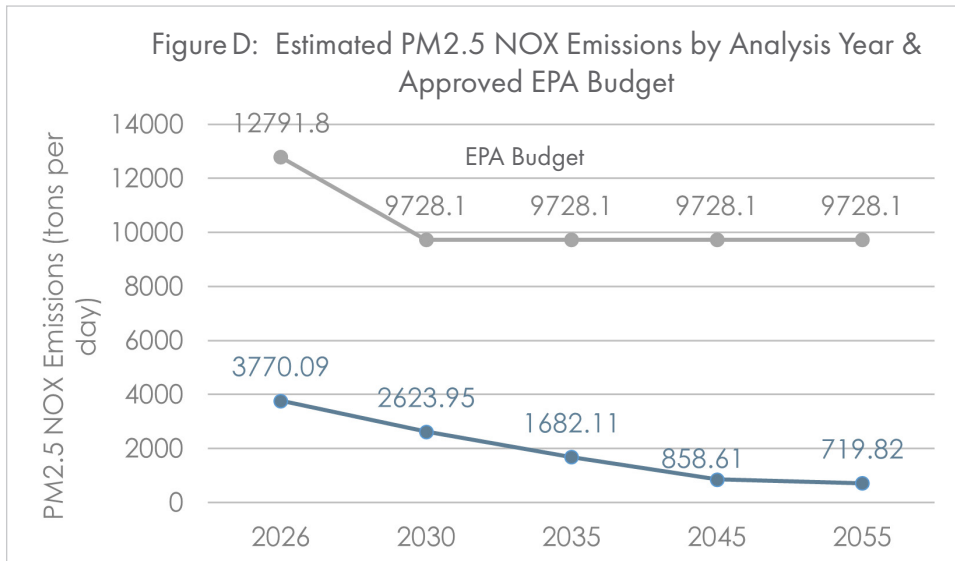
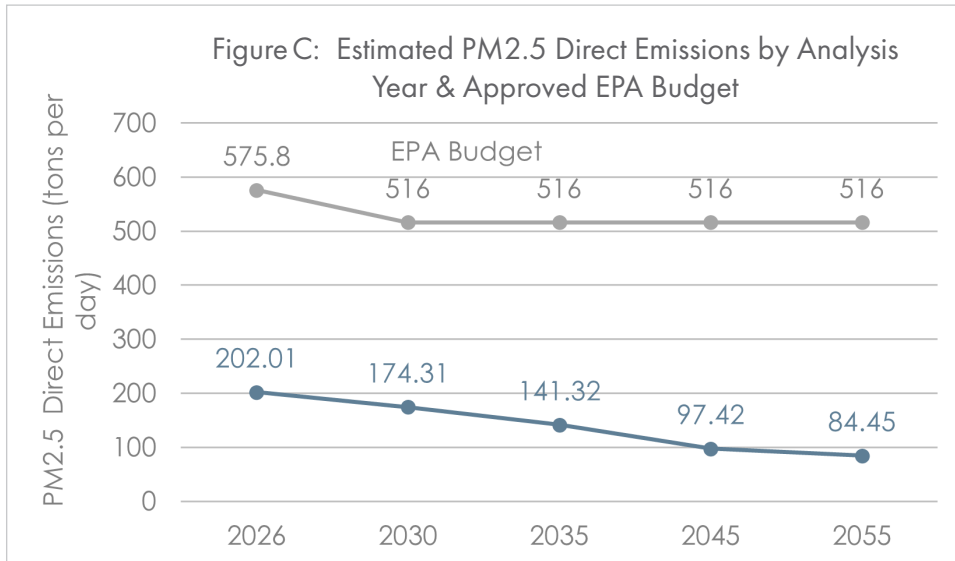


Table 4. PM 2.5 Budget & Future Year Estimates

Particulate Matter 2.5 microns or less	Budget		Analysis Year Estimates				
	2026	2026-2055	2026	2030	2035	2045	2055
Direct PM2.5 Tons/Year	575.8	516.0	202.01	174.31	141.32	97.42	84.45
NOX (indirect) Tons/Year	12,791.8	9728.1	3770.09	2623.95	1682.11	858.61	719.82

emissions budget for the base year and each subsequent analysis year for the 8-Hour Ozone (Figure A, Figure B, and Table 3).

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 PM2.5 NAAQS (Table 4 and Figures C and D, on next page). For the PM2.5 conformity test, the emissions analyses estimate the amount of Direct PM2.5 pollution that will



be generated and the amount of NOX emissions, which are precursors for particulate emissions.

V: PUBLIC INVOLVEMENT

The draft FFY 2027 ~ 2030 TIP was made available to the public for review and comment. The 30-day review and comment period began on April 13, 2026, ending May 21, 2026. The draft TIP was posted on both the MetroCOG and NVCOG websites and a legal notice was published in the Connecticut Post on April 13th and Spanish Language version in El Sol on April 17th. A hybrid public information meeting was held on April 28, 2026 at 6:00 PM at the MetroCOG offices. **Agency and CTDOT staff were available 5 – 6 PM, prior to the formal meeting at 6 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 serve 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 Formula 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 is also provided an opportunity to comment on the draft TIP and air quality conformity determinations at a meeting of the GBVMPO held on May 28th, 2026 at MetroCOG's offices in Bridgeport, CT, with a virtual option provided. Documentation of the public involvement process can be found in Appendix F.

VI: FINANCIAL ASSESSMENT

The FFY 2027 ~ 2030 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 almost \$1.45 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 Districts 3 or 4, both of which overlap the MPO area.

For projects specific to the GBVMPO, including transit districts and Metro-North's New Haven Line, the funding requirement for the next four years totals about \$444 million.

As shown in Figure E, the USDOT will provide about 81% of the funds (or \$1.165 billion) required to implement the MPO TIP projects, with the state contributing 17% (or \$252 million). Local sources of funds are expected to provide 2% of the total cost to implement region-based projects (\$31.7 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. Local projects are primarily funded with 100% State funds under the Local Transportation Capital Improvement Program (LOTICIP). Because local projects are sorted into the LOTICIP, 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 90% of the total cost of the MPO's TIP is targeted at highway and road projects; 10% of funds are used to support various transit projects

Figure E: Funding Sources

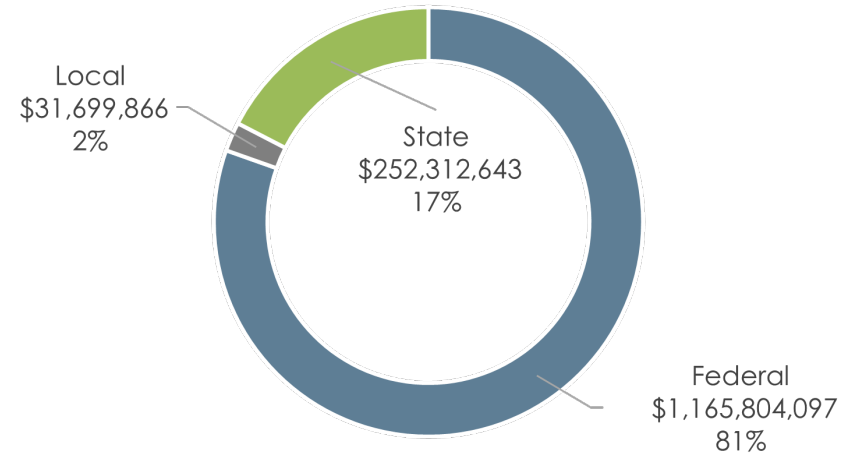
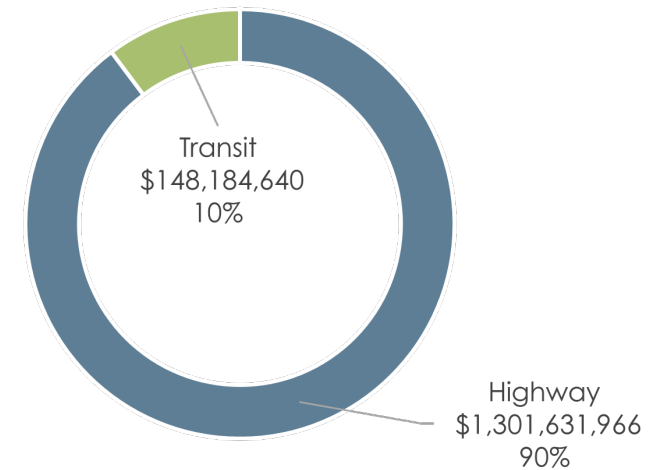


Figure F: Transit/Highway Split



(Figure F). Highway improvement projects are estimated to cost about \$1.3 billion, with \$1.047 billion allocated from various FHWA programs. This represents roughly 80% of the financial requirement for highway

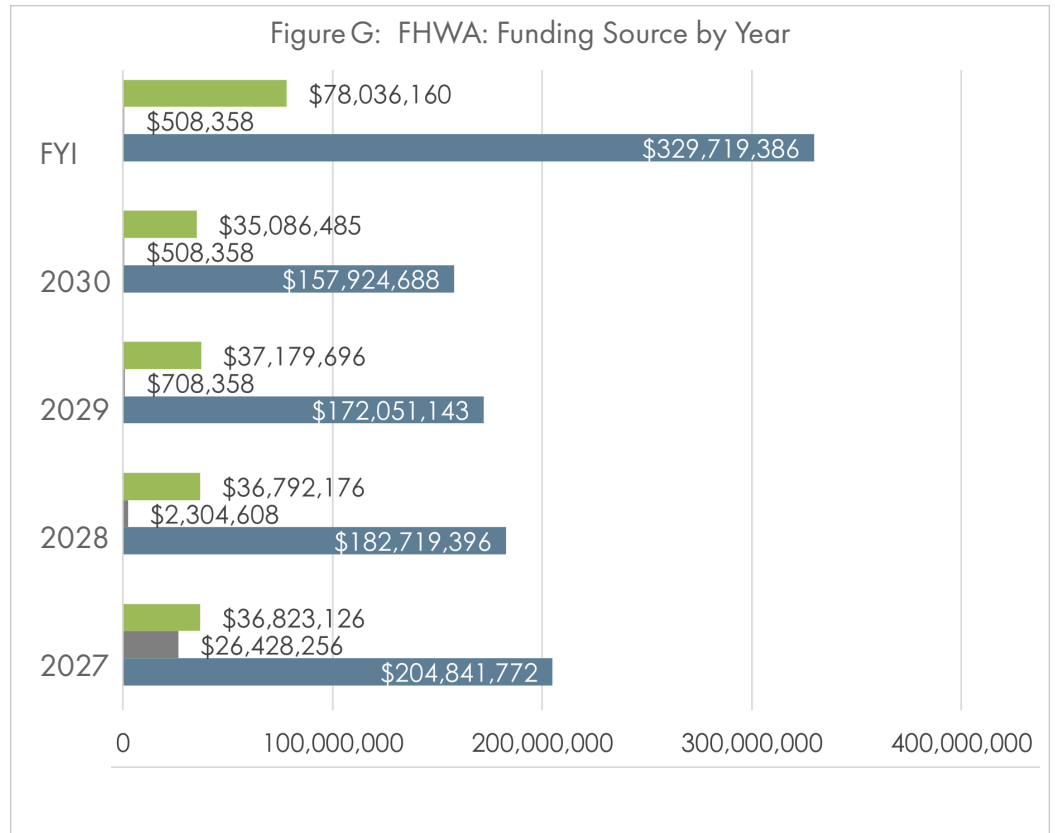
Table 5. FHWA Funding Distribution, 2027-2030

Program	Allocation
BRDG: Bridge Report	\$468,750,000
BRFP/BRFZ: Bridge Formula Program	\$16,388,889
BUILD/RAISE: Better Utilizing Investments to Leverage Development	\$49,313,980
CMAQ: Congestion Mitigation and Air Quality Program	\$13,465,570
FBD: Ferry Boat Discretionary	\$1,931,250
NHPP: National Highway Performance Program	\$328,577,595
Safety Report	\$218,750,000
HSIP/SIPH/VRUS/S154: Highway Safety Improvement Program, Vulnerable Road Users and Section 154	\$44,151,900
STP: Surface Transportation Program	\$140,394,722
TA: Transportation Alternatives	\$19,908,060
Total	\$1,301,631,966

projects. Line items for GBT and VTD capital projects will require about \$57 million and \$2.1 million to implement, respectively. Bus service operations are 100% state funded. The \$6.2 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 of the ADA; recipients will provide the local cost share, totaling \$1.24 Million. 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 \$80 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 expect-

Figure G: FHWA: Funding Source by Year



ed 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 2027-2030 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

Table 6. FTA Funding Distribution, 2027-2030

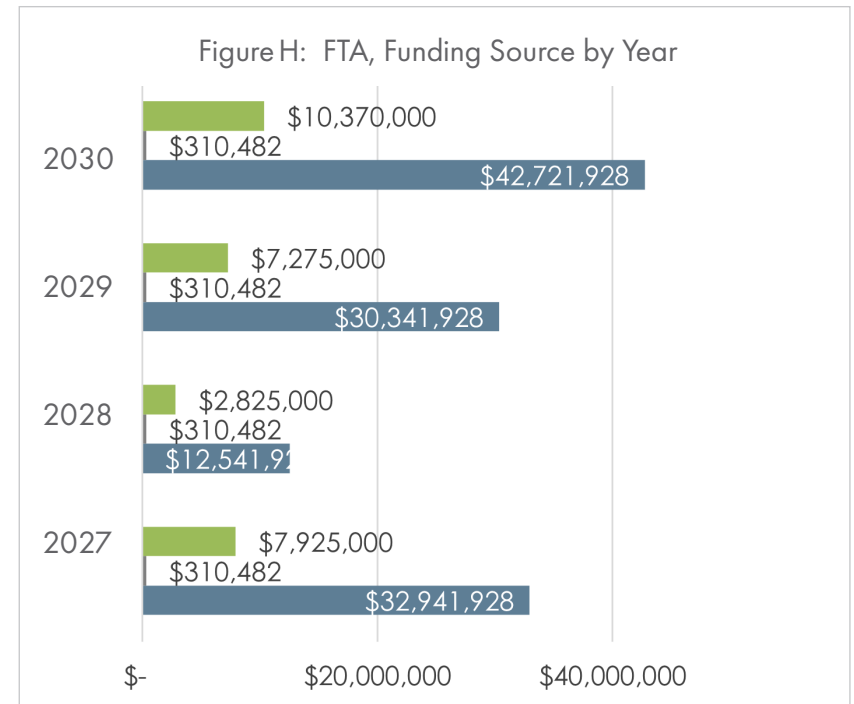
Program	Allocation
5307C: Capital and Subsidy (Operating) Program, carryover	\$106,125,000
5310E: Enhanced Mobility of Seniors & People with Disabilities	\$6,209,640
5337: State of Good Repair Grants Program	\$35,850,000
Total	\$148,184,640

activities. The major sources of STF dollars are the motor fuels tax and motor vehicle receipts. In addition to CTDOT, other state agencies 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 reallocated to reflect total statewide and regional program needs.

Descriptions of each funding program can be found in Appendix B. A Fiscal Constraint report can be found in Appendix C.



VII: PROJECT LIST: AS OF APRIL 13, 2026

CTDOT's Project List as of April 7, 2026 is available in Appendix D

Updated actions, amendments & notifications: <https://ctmetro.ecointeractive.com/>

The project tracker listing online is for informational purposes only

ACKNOWLEDGMENTS

Greater Bridgeport & Valley Metropolitan Planning Organization

Ansonia	Mayor Frank Tyszka	Monroe	First Selectman Terry Rooney
Bridgeport	Mayor Joseph P. Ganim	Seymour	First Selectwoman Annmarie Drugonis
Derby	Mayor Joseph L. DiMartino	Shelton	Mayor Mark Lauretti
Easton	First Selectman Dan Lent	Stratford	Mayor David Chess
Fairfield	First Selectperson Christine Vitale	Trumbull	First Selectman Vicki Tesoro
Greater Bridgeport Transit	Doug Sutherland	Valley Transit District	Mayor Mark Lauretti



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