

UNIFIED PLANNING WORK PROGRAM

for the Greater Bridgeport &
Valley Planning Region: 2026 & 2027

Approved at the
May 29th, 2025
Meeting of the GBVMPO



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ABSTRACT

The FY 2026 and 2027 Unified Planning Work Program (UPWP) for the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO) describes all urban transportation and transportation-related planning activities anticipated during the state's 2026 and 2027 fiscal years, between July 1, 2025 to June 30, 2027. The UPWP discusses the major regional transportation issues, goals, and objectives. The UPWP includes federal funding resources and budget summaries and is prepared in accordance with Title 23 CFR Part 420 and Part 450 Section 308.

The metropolitan transportation planning activities documented in the UPWP will be performed using funds provided under Title 23 U.S.C. and Title 49 U.S.C. Chapter 53. The UPWP will be updated in June 2027 to reflect accomplishments during the 2026 and 2027 fiscal years and identify those planning activities to be completed and undertaken in FY 2028. The UPWP contains:

- A description of GBVMPO's transportation planning process.
- A description of the Region's transportation systems, major issues, and deficiencies.
- A description of planning tasks to address the Region's major transportation issues. The responsible agency, party performing the work, a schedule, work products, and costs are identified for each task.

The status and progress of on-going transportation planning studies and activities initiated during the previous program year and continuing into the current UPWP.

A financial summary that breaks out federal, non-federal matching funds and carryover funds by each task.

General duties for each employee classification and maximum hourly rates.

The UPWP incorporates corrective actions from the 2022 Bridgeport-Stamford, CT Transportation Management Area Planning Certification Review,

summarized in Appendix A. A meeting to coordinate the development of UPWP sub-tasks was held with WestCOG (SWRMPO) and NVCOG on February 13th. [The full certification review is available here.](#)

Effective Date

The UPWP will be effective after it is endorsed by the GBVMPO and upon approval by all relevant Federal transportation agencies.

Acknowledgments

This UPWP was developed by the Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO), in cooperation with its member municipalities, the Connecticut Department of Transportation (CTDOT), the US Department of Transportation (USDOT), Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and public transit operators in the Greater Bridgeport and Valley Metropolitan Planning Region. The opinions, findings, and conclusions expressed in this publication are those of the GBVMPO and do not necessarily reflect the official views or policies of the CTDOT and/or USDOT.

Amendment

This Statement on Transportation Planning may be amended occasionally and/or to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.

Non-Limitation of Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.

RESOLUTION

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

RESOLUTION 2025-09

FY 2026 AND 2027 UNIFIED PLANNING WORK PROGRAM GREATER BRIDGEPORT AND VALLEY METROPOLITAN PLANNING ORGANIZATION

WHEREAS, the Greater Bridgeport and Valley MPO (GBVMPO) is the federally designated transportation planning agency for the Greater Bridgeport and Valley planning region and receives metropolitan transportation planning funds from the US Department of Transportation to conduct the transportation planning process in conformity with federal planning guidelines;

WHEREAS, the GBVMPO is required to prepare a Unified Planning Work Program (UPWP) that describes the tasks it will undertake over the next two years;

WHEREAS, the GBVMPO has prepared the Unified Planning Work Program for FY 2026 and FY 2027.

NOW, THEREFORE BE IT RESOLVED that the Greater Bridgeport and Valley MPO has reviewed the draft UPWP for the GBVMPO and adopts it as the UPWP for the MPO.

BE IT FURTHER RESOLVED that the Greater Bridgeport and Valley MPO authorizes the Executive Director of the Connecticut Metropolitan Council of Governments to negotiate and execute any and all planning agreements with the Connecticut Department of Transportation relating to the UPWP, and to make minor changes to the UPWP as may be necessary.

This resolution shall become effective as of May 29th, 2025.

I do hereby certify that the resolution adopted by the GBVMPO at a public meeting held on May 29th, 2025, 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 29th, 2025

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INTRODUCTION

Transportation Planning Process & Program of Projects

As the federally designated transportation planning agency for the Greater Bridgeport & Valley Metropolitan Planning Regions, the GBVMPO conducts a Continuing, Cooperative, and Comprehensive transportation planning process. A “Continuing” process enables changes in the transportation system to be assessed, monitored, and considered. A “Cooperative” process involves local, state, and federal agencies, as well as the general public, in the development of transportation alternatives, soliciting input, achieving mutual support, and considering community concerns. A “Comprehensive” process ensures that all transportation modes are considered, system impacts are assessed, and recommended transportation projects relate to the surrounding environment. The “3-C” process is guided by federal regulations and through the Infrastructure Investment and Jobs Act (IIJA).

The primary tasks of the GBVMPO’s Transportation Planning Process are:

- Task I: Data Collection, Analysis & Applications
- Task II: Multi-Modal Transportation Planning
- Task III: Technical Assistance
- Task IV: Public Participation
- Task V: Administration
- Task VI: Special Planning Studies
- Task VII: Carryover for MetroCOG

It is important to note that these tasks are not mutually exclusive, and the performance of one task often supports one (or more) additional tasks.

GREATER BRIDGEPORT & VALLEY METROPOLITAN PLANNING ORGANIZATION

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

The Greater Bridgeport & Valley Metropolitan Planning Region & Transportation Systems

The Greater Bridgeport & Valley Metropolitan Planning Organization is located in the southwestern part of Connecticut and consists of portions of Fairfield and New Haven Counties. It is comprised of the Cities of Ansonia, Bridgeport, Derby, and Shelton and the Towns of Easton, Fairfield, Monroe, Seymour, Stratford and Trumbull. The GBVMPO’s four expressways, five rail stations along Metro North’s New Haven line and three stations along Metro North’s Waterbury line provide access to New York City, Boston, MA and areas throughout Connecticut.

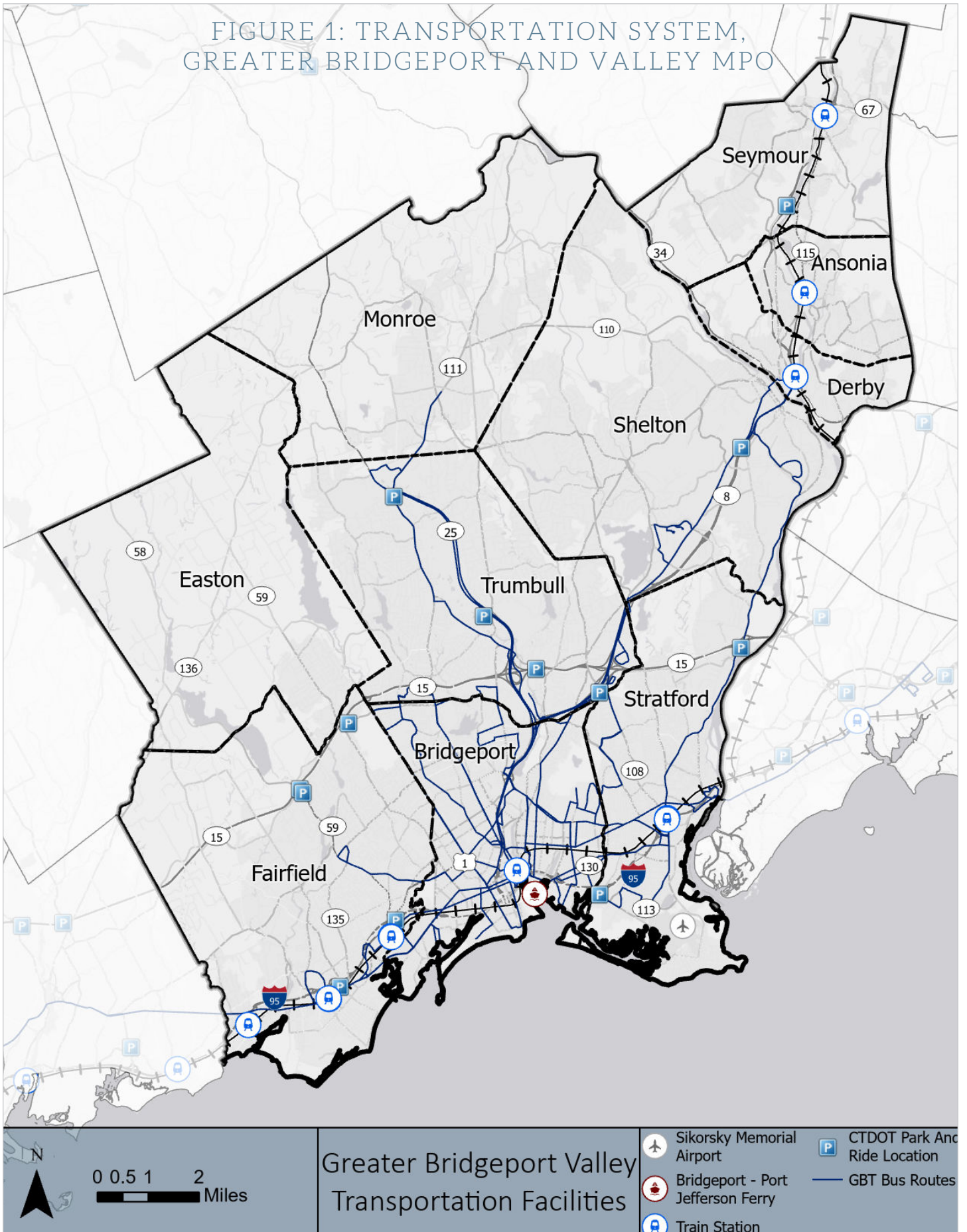
With a population of about 415,800 people and a land area of about 196 square miles, the Region has a population density of approximately 2,121 persons per square mile. Roughly 35% of the Region’s residents live in the City of Bridgeport. The transportation system of the Region is diverse, offering residents a range of integrated options. Key transportation facilities are mapped in Figure 1 and listed on the next page.

An overview of the agency’s organization and management is provided in Appendix B.

Context-Sensitive Transportation Planning

The GBVMPO seeks to develop strategies that advance a fair and balanced transportation system that benefits all users. Strategies that ensure a context-sensitive

FIGURE 1: TRANSPORTATION SYSTEM,
GREATER BRIDGEPORT AND VALLEY MPO



KEY TRANSPORTATION FACILITIES

Interstate Route 95 – Governor John Davis Lodge Turnpike.

CT-15 – Merritt Parkway.

CT-8 and CT-25 Expressways.

Principal Arterials – US Route 1, CT-25, CT-34, CT-58, CT-113, CT-115, Main Street in Bridgeport and Pershing Drive in Ansonia.

Interconnected Minor Arterials and Collector Roads – CT-59, CT-67, CT-108, CT-110, CT-111, CT-113, CT-115, CT-127, CT-135, CT-188, CT-243, CT-313, CT-334, Bridgeport Avenue, Broadbridge Avenue, Constitution Boulevard, Daniels Farm Road, Fairfield Woods Road, Huntington Road, Huntington Street, Madison Avenue, and Park Avenue.

Greater Bridgeport Transit (GBT) & CTTransit Local fixed-route bus services.

GBT & Valley Transit District (VTD) Specialized paratransit services for the elderly and disabled.

Metro North Railroad Commuter Rail Service New Haven Main Rail Line and Waterbury Branch Line

Amtrak -Intercity and interstate passenger rail.

Bridgeport-Port Jefferson Steamship Company Passenger and Auto Ferry Service.

Bridgeport Harbor – Deepwater port.

Sikorsky Memorial Airport – General aviation/charter operations

Regional shared-use trails: Pequonnock River Trail, Naugatuck River Greenway, Derby Greenway, Ansonia Riverwalk and Shelton Riverwalk

Freight and goods movement – motor carriers, freight rail, waterborne shippers, air cargo and multi-modal shipments.

Commuter Parking Lots – Located along limited access highways.

distribution of benefits include: The improvement of infrastructure for motorized and non-motorized travel, public transportation access, and increased public transportation service in all communities, including those who have been traditionally left out of the transportation planning process.

- Plan for the safety of all road users through infrastructure improvements and speed management, particularly on roadways with known safety issues.
- Reduce single-occupancy vehicular travel and associated air pollution in communities near high-volume corridors.
- Support public transit fare reduction programs and fare box integration.
- Support demand-response service for senior residents, individuals with disabilities, and those with poor transit access to reach essential services.

Transportation Planning Issues & Goals

The tasks, objectives, and activities within the UPWP reflect the ten planning factors that federal legislation requires MPOs to consider. The UPWP also provides a framework for the transportation planning process and for making transportation investment decisions. The goals and objectives of the GBVMP's current MTP (2030-2050) complement the federal planning factors and provide further guidance on the agency's work program.

Aligning the UPWP with the MTP

The Metropolitan Transportation Plan (MTP) anticipates future transportation needs and identifies strategies to accommodate existing travel, improve current transportation system efficiency, meet growing travel requirements, and improve mobility. The MTP is consistent with anticipated funding levels for both highway and transit improvements. The regional goals developed through the MTP outreach process can be found on the previous page – these goals align with

national goals and the state's vision for the transportation system. UPWP tasks reflect many of the issues and deficiencies that were identified in the 2023-2050 MTP. The GBVMPO's transportation planning process utilizes significant data resources and GIS analyses described in Task 1 and is informed by the public participation, Title VI, and LEP process detailed in Task 4.

PLANNING FACTORS

1. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
 2. Increase the safety of the transportation system for motorized and nonmotorized users.
 3. Increase the security of the transportation system for motorized and nonmotorized users.
 4. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.
 5. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
 6. Increase the accessibility and mobility of people and freight.
 7. Promote efficient system management and operation.
 8. Emphasize the preservation of the existing transportation system.
 9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
 10. Enhance travel and tourism.
-

GOALS FOR THE GBVMPO REGION (2023-2050 MTP)

1. Promote Safety Across all Aspects of the Transportation System.

- a. Work towards zero traffic deaths and serious injuries regionwide.
- b. Incorporate targeted safety countermeasures into the multimodal transportation system.

2. Bring all Regional Roads and Infrastructure to a State-of-Good-Repair.

- a. Build resilience into the system to lessen the impacts of roadway events.
- b. Evaluate and enhance how the right-of-way is utilized.

3. Increase the Efficiency and Reliability of all Transportation Modes.

- a. Improve implementation project delivery time by reducing project delays.
- b. Increase the frequency and reliability of public transit.
- c. Reduce vehicular congestion by implementing the Congestion Management Process (CMP).
- d. Facilitate the movement of goods and services through diverse transportation modes.
- e. Advance the use of data and technology throughout transportation infrastructure and systems.

4. Bolster Interconnected, Public Transportation across the Region and Strengthen Access to Economic Opportunity Centers.

- a. Foster an efficient, reliable, and inter-modal regional public transportation network.
- b. Identify opportunities for public transportation to support local economic development.
- c. Strengthen firstand last-mile connections and services

5. Ensure Data-Driven Transportation Investments with Equitable Benefits to all Users.

- a. Promote affordability and equitable access to public transportation in the region.
- b. Prioritize transportation investments in historically disadvantaged census tracts and areas of persistent poverty.
- c. Identify opportunities to mitigate transportation related adverse health outcomes.

6. Provide Shared/Active Transportation Initiatives that Strengthen Firstand Last-Mile Connections.

- a. Expand, maintain, and improve accessible pedestrian infrastructure and amenities.
- b. Increase mobility choice and access to greenways, trails, and bike lanes.
- c. Support micro-mobility, shared transportation, and encourage flexibility as innovative services become available.

7. Promote Resilience and Environmental Sustainability within the Transportation System.

- a. Support reduced and zero-emissions transportation.
- b. Ensure transportation infrastructure is prepared to withstand the effects of climate change.

TASK I: DATA COLLECTION, ANALYSIS & APPLICATIONS

1.1 Regional GIS

Continue to update and maintain the Regional GIS Basemap which is the basis for numerous transportation datasets. Continue to refine the local and regional funding mechanism to maintain GIS base data and explore options for data development, including oblique imagery acquisition, and maintenance coordination amongst partner agencies.

Continue to maintain and update parcel, right-of-ways, zoning, land cover (planimetrics) and land-use data to support parcel-level analyses and network analyses. Coordinate with CT DOT Central Surveys with the maintenance of GIS right-of-way datasets. Coordinate with member municipalities with the maintenance of local GIS parcel, right-of-way, zoning datasets and assets. Develop parcel-based land-use standardization process to develop regional land-use dataset.

Coordinate with the CT GIS Office and Geographic Information Officer to utilize the most up to date, verified datasets, including municipal boundaries. Municipal boundaries with improved accuracy are critical to numerous policy, design, construction and safety programs.

Continue to maintain a regional trail viewer built on AGOL platform. Continue to collect trail data utilizing the state standard that was developed through coordination with other COGs as well as state and local agencies.

MetroCOG has developed a 3D basemap for the region that can now be utilized in a variety of applications in ArcGIS Urban. ArcGIS Urban is a web-based solution that utilizes 3D data for urban planning. MetroCOG will update the 3D basemap with the latest 3D buildings derived from the 2023 CT aerial flight funded through OPM. MetroCOG will continue to work with municipal staff to develop web applications

Products

Regional GIS base map
Regional, Multi-Modal Transportation GIS
Regional ArcGIS Urban Planning Environment
Regional trail web application
Interactive maps on website
Transportation system data clearinghouse;
potential automated data sharing with CTDOT.
Travel demand model
Performance measures and targets
Freight inventory
Brownfields inventory
536 Report on local road improvements
Coordinated MS4 Mapping elements

to assist with scenario planning, public outreach and engagement.

Maintain data on significant conservation areas, sensitive habitats and protected open space to identify opportunities to reduce or mitigate the stormwater impacts of surface transportation and potential non-motorized linkages.

Continue to update and maintain a brownfields inventory that is made accessible to town staff via a web application.

Coordinate with member municipalities and CT DOT Environmental Planning with the mapping elements of the CT DEEP MS4 permit.

Integrate census data and other federally developed GIS data to inform the transportation planning process.

Develop regional and local profiles with latest Census data.

Host Geospatial Technical Advisory Committee Meetings (see 3.6), as needed.

1.2: Transportation GIS

Maintain roadway geometry, roadway assets and travel data as part of the Regional GIS:

- Coordinate with the CTDOT Roadway Inventory Unit in the maintenance of the statewide roadway Linear Referencing System (LRS) network. Work with the Department of Public Safety to align the 911 road database with the CT DOT roadway network. Utilize the CT GIS Office and GIO to improve coordination with these agencies
- Maintain and incorporate Rights-of-Way data into local parcel data. Continue to build and update parking space data using the latest aerial imagery. This data is made available via a web application that has been shared with member municipalities.
- Assist member municipalities with the evaluation of local culverts for inclusion within the Local Bridge program or the NBI Program. Culvert and Bridge Data to be developed in coordination with CT DOT utilizing their Transportation Enterprise Database (TED)

Work with CTDOT to assess highway performance and include statewide travel assumptions:

- Utilize the 2023 Bridgeport-Stamford TMA Congestion Management Process (CMP), transportation datasets and Intelligent Transportation Systems (ITS) to assess and report on safety and congestion management issues. Integrate detailed traffic data to analyze transportation system usage and assess opportunities for safety improvements.
- Integrate travel data (counts and turning movements) into the regional GIS; provide travel data generated from local and regional transportation planning projects and corridor studies to CTDOT for inclusion in the development of AADT's and VMT's for non-state roadways.

Develop and maintain a travel demand model; use advanced traffic modeling software in conjunction with GIS to assess projected land uses in the region,

identify major growth corridors and analyze related transportation improvements.

Integrate parcel level data, land use, and census data to support activity-based modeling:

- Assess traffic operations, performance and patterns to determine existing and future operating conditions.
- Coordinate with regional businesses to refine commuting data.
- Prepare regional demographic/economic profiles.
- Coordinate with Councils of Governments, transit agencies and NYMTC for compatibility among travel demand models.

Continue to support and compile transit data and assets into the Regional GIS:

- Maintain and update route alignments, service areas, stop locations, amenities and ADA facilities.
- Integrate census, employment and business data to support GBT's Title VI and LEP Programs.
- Develop a transit demand model to evaluate existing local bus route performance and assess future service improvements.
- Develop and utilize a transit needs assessment model; integrate ridership data to spatially identify attractors, generators, barriers and constraints to transit services and to identify gaps in access to essential services.
- Leverage GIS for advanced analysis during the implementation of regional transit ITS infrastructure development.

Continue to support and compile active transportation data and assets into the Regional GIS:

- Continue to collect remaining trail location data as well as associated point datasets for use within the regional trail viewer. Staff will use the ArcGIS collector application and the statewide trail standard, to facilitate the collection of new features as well as edit existing features and push the information up to AGOL in real time.

- Integrate pedestrian and bicyclist counts.
- Conduct a pedestrian and bicycle suitability analysis by identifying existing data to represent attractors, generators and barriers.
- Maintain the multimodal network, with a focus on transit and other high traffic facilities. Incorporate ADA Ramps, other ADA compliant features and various pedestrian infrastructure.

Continue to utilize the Regional GIS for freight planning:

- Work with CTDOT and other stakeholders to compile a freight inventory, including an inventory of existing conditions, barriers, connections (or needed connections) between various modes of freight and redundancy routes.
- Integrate as a layer in the Regional GIS to support analysis, identification of improvements and performance measures.
- Use GIS to inform current and potential future freight movement within the region.
- Work with CTDOT, NYDOT, NJDOT and TRANSCOM to monitor and assess the movement of freight and to improve analyses tools and models.

Utilize data from the Connecticut Crash Data Repository to update the High Injury Network, Crash Hot Spots, the Regional Safety Action Plan, and inform the Regional Complete Streets Plans.

Support comprehensive transportation planning by incorporating demographic, land use, economic development, conservation, public safety, environmental, natural hazard data and other mapping from the Regional GIS Program into the planning process. Utilize data to understand deficiencies and needs in improving the safety and efficiency of the transportation systems.

Analyze and report on transportation system use, mobility and safety.

Develop a regional transportation viewer in ArcGIS Urban. This 3D viewer would showcase ongoing projects and corridor studies across the region.

MetroCOG staff will utilize City Engine in ArcUrban to model transportation improvements.

1.3: Data Collection

Regional Traffic Counting Program (roadway and vehicular data collection): Collect traffic count, turning movements, speed and vehicle classification data as needed for program and project studies and incorporate into transportation GIS dataset.

- MetroCOG owns four Miovision Scout Collection Units. Miovision Scout is a fully connected, portable video traffic data collection device used for unattended field operations. These units are used to increase data collection activities that support regional projects.
- MetroCOG will utilize the collection units to gather traffic counts, turning movement counts, and travel times for our member municipalities, corridor studies, grant opportunities, and other transportation programs and projects.
- Through this program, MetroCOG will provide CTDOT with all data collected to assist with developing VMTs and continued monitoring of travel patterns throughout the region.

Monitor highway performance and operations, including delay and travel time using virtual techniques and outside vendors, consistent with CTDOT congestion management procedures and as needed.

- Incorporate and compile monthly NPMRDS data from Inrix into GIS data layers, analysis and reporting.
- Evaluate the procurement of NPMRDS Expansion TMC data to obtain similar metrics on local and other roadways as available on NHS segments within NPMRDS.
- In coordination with NVCOG, utilize StreetLight Data and Insight Program to analyze local and regional travel patterns. Continue to assess the

reliability of the application for state and local transportation planning programs and projects.

- Utilize crash data from the Connecticut Roadway Safety Management System, Connecticut Crash Data Repository and local police departments to inform the Regional Safety Action Plan and graphically identify hotspots, high-risk areas, countermeasure approaches, and safety analyses for other plans and projects.

Transit data collection:

- Continue to coordinate transit data collection and analysis with Greater Bridgeport Transit and CTTransit, including bus ridership data from GBT's CAD/AVL system – daily, monthly by route; develop enhanced access queries for reporting and assessment of operations.
- Conduct field surveys and inventory of bus stops and transit amenities.
- Inventory and survey New Haven mainline stations and structures.
- Support the analysis of future regional ride sharing programs and microtransit opportunities.
- Maintain inventory of local and regional transit assets/operators and share with DEMHS Region 1 periodically.

Active Transportation data collection:

- Monitor bicycle and pedestrian activity on trails and other active transportation facilities in the region.
- Survey and collect sidewalk network condition and related facilities (locations to be determined), including asset conformity to state ADA and PROWAG standards
- As adopted, work with municipalities to understand utilization of each respective micro-mobility programs. Provide support to municipalities interested in developing shared micro-mobility programs.

Freight data collection:

- Work with CTDOT and other stakeholders to identify data collection needs.

- Work with CTDOT, outside vendors and stakeholders to identify sources of freight data, monitoring freight performance and data collection procedures.
- Obtain and compile basic data on freight stakeholders, generators, movements and facilities in the Region through CTDOT's statewide dataset and other secondary sources. Evaluate utilizing Transearch data for the regional freight profile.

Parking Counts:

- Collect commuter parking counts on a quarterly basis using CTDOT's ArcGIS Online web application.
- Assist municipalities with collecting parking patterns and behaviors, as needed.
- Track rail commuter lot usage, parking patterns and permit usage.
- Collect parking counts in trail area vicinities.

Refine data collection processes:

- Create a standardization system and manuals that outline data collection methods for the region that address classifications, collection systems, and other elements like metadata formatting; provide databases to member municipalities.
- Develop automated tools for data collection to support seamless upload into the Regional GIS.
- Continue to require consulting firms to provide GIS data collected through studies and projects in a standard format for upload into the Regional GIS.
- Continue to request transportation relevant data from transportation sources like Streetlight, Synchro, etc. developed and analyzed by consultants through studies and projects.

1.4: Intelligent Transportation Systems (ITS)

Review, maintain and update the regional ITS architecture, as necessary.

Task I: Data Collection, Analysis & Applications

	Fiscal Year 2026: July 1 st , 2025 June 30 th 2026				Fiscal Year 2027: July 1 st , 2026 June 30 th , 2027			
Task	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
1.1	REGIONAL GIS: ALL QUARTERS							
1.2	TRANSPORTATION GIS: ALL QUARTERS							
1.3	DATA COLLECTION: ALL QUARTERS							
1.4	INTELLIGENT TRANSPORTATION SYSTEMS: ALL QUARTERS							
1.5	PERFORMANCE MONITORING, METRICS & MODELING: ALL QUARTERS							
1.6	DATA CLEARINGHOUSE, SHARING & COORDINATION: ALL QUARTERS							

Utilize the ITS architecture to assess performance, effectiveness and the need for future improvements.

Work with GBT, municipalities and adjacent regions to identify ITS improvements, funding sources and opportunities to integrate the ITS of other transit providers.

Work with the USDOT, CTDOT, NYS DOT, MNR and transit agencies to implement transit and transportation linked ITS infrastructure, especially coordination between the highway system and Metro-North railroad.

Utilize ITS infrastructure as a tool for disseminating emergency management information throughout the region.

Coordinate and collaborate with TRANSCOM on the implementation of region specific ITS notifications.

1.5: Performance Monitoring, Metrics & Modeling

Coordinate with CTDOT in setting performance measures and targets. Continue a performance-based assessment of transportation investments. Link investment priorities to achieve performance targets, including projects and strategies identified in the TIP and MTP. Evaluate data availability and the process to develop targets specific to the MPO and/or UZA.

Collect performance measure data, as required by the BIL, future authorizations and CTDOT.

Utilize travel demand modeling and high-quality GIS data to assess transportation system performance.

Monitor the operating characteristics of the region's transit services, including paratransit/dial-a-ride services.

Monitor the operating characteristics of passenger and freight rail service, with emphasis on the interface between rail and other modes.

Monitor passenger rail ridership data, operations, performance, and project status through regular communication with CTDOT Office of Rails and MetroNorth.

Explore future opportunities of acquiring "big data" through other third-party vendors to develop transportation metrics, inter-zonal trip tables, trip origin-destination matrices, and inter-zonal speed tables.

Support performance-based planning and maintain performance measures and target data.

1.6: Data Clearinghouse, Sharing & Coordination

Collaborate with state agencies, MPOs, transit agencies and TRANSCOM on data collection, storage, analysis, analytical tools, performance monitoring and measures and the development of a data sharing platform.

Continue to strengthen the 3C planning process by

coordinating data collection and analysis across the TMA.

Serve member municipalities, the region, state agencies and other COGs by acting as a clearinghouse for GIS data management best practices. Work within state professional GIS and related organizations to develop and maintain data standards relevant to Local, Regional and State Transportation GIS programs.

Coordinate with the state GIS Office to provide datasets that can be compiled and shared at the state level. Participate in the CT GIS Advisory Council to guide GIS initiatives in the state. Unify datasets, processes and data maintenance techniques to achieve consistency across state, local and other organizations through expanded coordination amongst partner agencies.

Inform the public and partner agencies by presenting data and spatial analyses through maps, online and mobile mapping applications, Story Maps, infographics and other innovative visualization methods.

Continue to develop an Open Data Portal in ArcGIS Online to facilitate the sharing of MetroCOG Regional and Transportation GIS datasets.

Utilize additional data clearinghouse platforms to share GIS and non-GIS data.

Continue ongoing regional GIS consortium services where cities and member agencies share costs, leverage economies of scale, optimize resources, and develop standardized data collection methods.

Continue to utilize regional Laserfiche license to provide document management and streamline workflows for member municipalities.

Provide FHWA, FRA and FTA with more accurate locations of bridges, railroad crossings and other GIS elements to update the National Transportation Atlas Database.

Coordinate with NYMTC, NJTPA and other transportation agencies on data-sharing through the ArcGIS Hub.

CTDOT Coordination:

- Work directly with CTDOT to help define future enhancements to their Transportation Enterprise Database (TED). Expected future enhancements include the development of processes to feed our Transportation GIS data directly to TED helping CT DOT drive better data driven, performance-based decision making on all roads.
- Assist CTDOT in obtaining information from local municipalities to complete the 536 Reports on capital expenditures on local roads.
- Provide all transportation data collected through projects and planning studies to CTDOT.
- Assist CTDOT with revisions to and updates of its Land Use Forecast files and major new development file.
- Coordinate with CTDOT to integrate all transportation improvements projects into regional GIS database.
- Coordinate with CTDOT to integrate Right-of-Way data into local parcel datasets.
- Coordinate with Municipalities and CTDOT regarding the MS4 Program.
- Utilize CTDOT enterprise GIS services to develop customized web applications.
- Provide CTDOT any localized transportation data to include and host in their Open Data portal.

TASK II: MULTI-MODAL TRANSPORTATION PLANNING

2.1: Multi-Modal Transportation System Investment & Project Development

Preserve the existing transportation system, maintain a state of good repair, identify operational improvements, and strengthen multi-modal access/connectivity.

Refine transportation system priorities to align with major growth corridors, neighborhood centers, housing construction, and projected resilient land uses. Reduce connectivity gaps to improve universal access to essential services, employment and affordable housing

Coordinate with municipalities, CTDOT, GBT, VTD, and other stakeholders to develop strategies that focus on mobility, safety, and connectivity, especially first and last mile connections.

Utilize the Planning & Environmental Linkages (PEL) process to consider the impacts of proposed transportation planning programs on the environment, community, and economy. PELs that the GBVMPO may be involved in include:

- I-95 PEL (Bridgeport & Fairfield): This mobility study is exploring ways to improve mobility and travel conditions along the I-95 corridor in Fairfield and Bridgeport.
- Adjacent to Region:
 - NewMix PEL – Waterbury: The NewMix program will advance several viable alternatives to the replacement of the Route 8/I-84 Interchange in Downtown Waterbury.
 - Greenwich (Stamford) PEL: This study will research ways to improve safety and mobility on I-95 between Interchanges 7-9 as well as develop concepts to replace the I-95 bridge over Metro-North Railroad and Myrtle Avenue.

Products

Metropolitan Transportation Plan
Regional Safety Action Plan
Transportation Improvement Program, amendments and actions (ProjectTracker)
Congestion Management Process
Regional Active Transportation Plan
Local/Regional Complete Streets Policies, Plans, and Guides
Transit Oriented Development Plans
Air Quality Conformity
Transportation Demand and Land Use Planning
Transportation Plans/Corridor Studies
Road Safety Audits
Safety and Operational Studies
Freight Profile
Intelligent Transit Systems
Coordinated Public Transit Human Services

Participate in transportation plans, studies, and initiative development. Utilize guidance from public information meetings, hearings, and public involvement procedures to inform finalized plans and projects.

Strengthen the resiliency of the transportation system to natural hazards and public health emergencies.

2.2: Transportation Safety

Advance multi-modal safety planning in the region and further the agency's commitment to Vision Zero. Integrate safety into plans and project development, including strategies that improve system safety, security and resilience. Maintain consistency with the Metropolitan Transportation Plan, Regional Safety Action Plan, and other plans that address multi-modal transportation safety.

Maintain the Regional Safety Action Plan:

- Hold quarterly meetings of the Safety Planning Subcommittee.
- Prepare and disseminate the annual report.
- Conduct annual safety data analysis.
- Establish base line performance and update regularly to evaluate safety improvements.
- Utilize GIS and the Connecticut Crash Data Repository to update the High Injury Network and Crash Hot Spots.
- Update the High Injury Network from an EPDO scoring system to a KSI scoring system.
- Determine regional trends and issues through data/graphical analysis, with a focus on crashes involving vulnerable road users.
- Assist member municipalities with the identification of safety needs and safety improvement projects on local and state roads.
- Integrate appropriate elements of the Regional Transportation Safety Plan into the Regional Safety Action Plan.
- Advance High Injury Network Corridor locations funded through the Safe Streets and Roads for All (SS4A) Grant Program through detailed analysis, preliminary design, and context-sensitive demonstration projects
- Utilize the Regional Safety Action Plan and discussions with members of the Safety Planning Subcommittee in the project selection process and document how projects will support achievement of safety performance targets.
- Begin planning for a 5-year, comprehensive update (2022 approval, 2027 update)

Utilize planning products to inform the Regional Safety Action Plan and to identify effective measures to reduce crash frequency and severity across all modes.

Review CTDOT's Strategic Highway Safety Plan (SHSP), Highway Safety Improvement Plan (HSIP) and Highway Safety Program for recommendations

and countermeasures relevant to the region – ensuring project/countermeasure selection, prioritization, and funding supports and aligns with municipal and regional priorities.

Monitor, review, and support statewide policy recommendations developed within Connecticut's Vision Zero Council and its member organizations.

Continue to distribute information about state and federal funding opportunities for transportation safety improvements, training, technical assistance, and data analysis. Provide application and project development assistance as needed.

2.3: Roadways & Congestion Management Process

Use the Congestion Management Process (CMP) developed in FFY 2019 and updated in FY2023 to monitor congestion and highway system performance. Continue to coordinate CMP activities with all MPOs in the Bridgeport-Stamford Urbanized Area (and CTDOT, NYMTC, and NJTPA as needed) to produce a TMA-wide congestion management process, including data-sharing and the development of mutual objectives and performance measures.

The CMP reflects the six congestion management process elements:

- Determine the CMP network in the region for both the highway and transit networks;
- Define congestion – measured parameters and thresholds;
- Develop strategies to address congested links: geometric, operational and travel demand related.
- Implement strategies: short and long term (include in MTPs and TIPs)
- Monitor network: collect and assess data to determine where any improvements have resulted
- Share specialized traffic information with CTDOT's Traffic Analysis Unit.

Prepare CMP strategy reports that include regional and multimodal options.

Assess the highway network, evaluate operational and management strategies, and identify projects to improve the performance of the transportation system. Evaluate support strategies that can reduce roadway inefficiencies, such as access management, innovative parking management, bus turnouts, modern roundabouts, and turning lanes.

Monitor the autonomous/connected vehicle industry, evaluate state/federal policies, and identify improvements and strategies as the industry evolves.

Monitor the state's Transportation Asset Management Plans to identify state of good repair needs in the region.

2.4: Local Public Bus & Bus Facilities Technical Assistance

Advance public transit projects that improve safety, reliability, efficiency, accessibility and integration with the overall network.

Continue working with GBT and VTD in refining priorities, determining project scopes, and submitting funding applications. As projects are selected for funding, assist with programming and advancement.

- Assist GBT with the FTA's Areas of Persistent Poverty Program (AoPP) funded project.
- Assist GBT and VTD with revising and updating their various capital financial plans, 10-year capital improvement program, Transit Asset Management (TAM), and Public Transit Agency Safety Plans (PTASP).
- Work with GBT, VTD, CTDOT, and adjacent transit districts in programming and implementing recommendations from completed transit studies and integrating priority projects into the MTP.

Provide technical assistance to GBT, CTtransit New Haven, and VTD for fixed route and demand response/paratransit services.

- Assess mobility gaps, identify opportunities for enhancements, and improve the coordination of inter-regional, intra-regional, and intermodal services. Coordinate with neighboring MPOs on strengthening the connectivity between transit districts and CTtransit.
- Evaluate bus connections to rail services, intermodal facilities, intercity bus service and other customer centric modes.
- Identify connectivity, scheduling, service span, and frequency gaps in access to employment, affordable housing, education, health care, essential services, and recreation. Identify and pursue funding for new service delivery models to meet mobility needs not efficiently addressed by traditional fixed route service.
- Evaluate Microtransit and transportation network company (TNC) solutions to address gaps in service areas/hours. Assist GBT and VTD with funding opportunities and the development of plans for Microtransit services.
- Advance the renewal and integration of new propulsion systems throughout the region's fleet, facilities, and infrastructure. Identify opportunities to ensure context sensitive distribution, system resilience, and alternative power sources.
- Work with GBT to identify suitable locations for a new administrative facility, bus depot, and bus maintenance center including satellite charging facilities.
- Assess expansion of the Go CT Card to transit districts.

Assist GBT, VTD, and CTDOT in the upcoming statewide fare projects, which will address one of the known barriers to seamless public transportation in the region.

Provide assistance to local and regional transit advisory committees, public officials, stakeholder organizations, and non-profit transportation providers.

Bus Stop Safety, Security Amenities & Accessibility

- Assist GBT and VTD in the implementation of bus stop, shelter, and amenity installation throughout

the region. Assist municipalities with participating in CTDOT's Bus Stop Enhancement Program and prioritizing requests as needed.

- Assess the safety and accessibility of transit users throughout the system, including prior to boarding and after exiting.
- Evaluate pedestrian paths to and from bus stops; identify stops not properly served by sidewalks, crosswalks or ADA facilities, and work to fill gaps in the network.
- Integrate preand post-boarding passenger safety issues and needs into the Regional Safety Action Plan.
- In coordination with GBT's facility guidelines, identify improvements for inclusion in Complete Streets planning and applications for available funding opportunities. Improvements may include curb/stop area reconstruction, stop relocation, removal of on-street parking and obstructions, sidewalk enhancements, schedule/route information, pull out areas, signage, and amenities.
- Assess opportunities for satellite hubs to transfer between routes and/or modes.

Assist with maintaining, updating and measuring the progress in service design and implementation. Provide technical assistance, support and coordination services, as needed, for local and regional transit advisory committees, public officials, stakeholder organizations, and non-profit transportation providers.

Include GBT and VTD in the public participation component of the development of the Regional Transportation Improvement Program (TIP). The TIP development process will be used to satisfy federal requirements for public notice, review and comment for routine and traditional local bus capital projects funded by the FTA under Section 5307 capital grant program. The MPO's process, the notice of public involvement activities and time established for public review of and comments on the TIP will satisfy the program of projects requirements for both GBT and VTD.

2.5: Human Service Transportation Coordination Planning

Provide technical assistance to municipalities, GBT, VTD, and other stakeholders with coordinating elderly and disabled transit services and programs and planning for human services transportation. This includes identifying and addressing gaps in system delivery, availability, and assisting with public outreach.

Continue to assist CTDOT in maintaining and updating the Locally Coordinated Human Services Transportation Plan (LOCHSTP, 2021) and development of the Study of Transportation Needs and Nonmedical Transportation Services for People with Intellectual and Developmental Disabilities (IDD Study).

Coordinate grant applications and assist the Region's municipalities and paratransit providers with the FTA's Section 5310 program and the state's Municipal Matching Grant program for senior and disabled demand responsive transportation.

Assist VTD with planning and implementing a Microtransit pilot program through available funding opportunities to provide adequate first and last mile trips.

2.6: Commuter Rail & Facilities

Evaluate New Haven Main Line and Waterbury Branch Line structures, amenities, facilities, and parking to determine future improvements and identify funding mechanisms.

Assess bicycle and pedestrian linkages and facilities in station areas. Develop strategies to improve the safety and accessibility of local non-motorized connections to rail stations, especially from bus stops and other active transportation facilities. Identify and target funds necessary for improvements.

Monitor, evaluate, and develop strategies to address commuter rail parking needs.

Continue collaboration with CTDOT on implementation of station platform upgrades at Ansonia, Derby-Shelton, and Seymour.

Participate in the NHL High-Speed (Fairfield to Stratford) Feasibility Study.

Coordinate with NVCOG and CTDOT to program and advance proposed Waterbury Branch Line improvements and enhancements. Continue coordination and development of strategies, plans, and funding that strengthens branch line resilience against natural disasters and inclement weather.

Assist the City of Bridgeport with the Intermodal Transportation Center project and the development of a second rail station in Bridgeport's East Side.

Monitor the Northeast Corridor (NEC) Future planning program and other megaregional planning initiatives.

2.7: Transit Oriented Development (TOD)

Align land use and transportation planning to promote consistency between transportation improvements, employment, major growth corridors, housing, future land uses, brownfields revitalization, and historic preservation. Identify transportation improvements that will support linkages between educational institutions, employers, and innovation districts.

Leverage transit in neighborhood centers to encourage livable, walkable, mixed-use/mixed income districts that serve as "transit-oriented development nodes." Assess opportunities for the construction of complementary affordable and market-rate housing units within target areas.

Identify zoning and design best practices for complimentary building design and streetscape improvements.

Partner with the State, municipalities, and transit providers to leverage rail stations and surrounding land uses for TOD.

Identify funding opportunities and public-private partnerships to stimulate mixed-use/mixed-income TOD.

TOD Opportunity Study (WBL): Develop detailed TOD scenarios, including existing and predicted

future parking utilization, station area assessments and infrastructure improvement plans, and recommended ordinance support.

2.8: Complete Streets and Active Transportation Planning

Regional Greenway Planning:

- Continue to develop a comprehensive regional greenway network.
- Assist municipalities with identifying and applying for funding to design and construct trail segments and improvements.
- Identify future regional greenway linkages and safety improvements on adjacent roads.
- Organize meetings and provide staff support for the quarterly meetings of the Naugatuck River Greenway Steering Committee (hosted by NVCOG).
- Continue maintenance and updates to MetroCOG's online Regional Trail Mapping Application with support to regional municipal, regional, and state partners for continued trail updates.

State and Municipal Complete Streets Planning:

- Assist CTDOT and municipalities in planning for active transportation, non-vehicular safety, and Complete Streets. Identify and secure funding necessary to enact recommended improvements.
- Continue to administer, solicit applications for, and assist applicants to CTDOT's Active Transportation Microgrant Program.
- Advise on the development and updates to state, municipal, and regional complete streets and active transportation planning documents.
- Continue participation in statewide Active Transportation and Greenway advisory boards.

Regional Complete Streets Planning:

- Develop, regularly review, and update a regional Complete Streets policy for the GBVMPO/MetroCOG region.

- Develop regional Complete Streets and Active Transportation planning documents and guidance.
- Identify opportunities for and to assist with regional collaboration on Complete Streets projects.
- Continue to provide technical assistance to municipalities on planning and implementing on and off-road bicycle networks.
- Identify gaps, obstructions, and ADA deficiencies in the sidewalk network.
- Identify and plan for active transportation connections between high priority areas and sites of interest.
- Research, evaluate, and provide guidance on the role Complete Streets have in public health, economic development, and sustainability.

Multi-Modal Transportation Planning:

- Plan for the accommodation of robust multi-modal transportation options on appropriate roadways.
- Research and provide guidance on emerging public, shared, and active transportation modes.
- Continue to assist municipalities and GBT with implementing a shared active micro-mobility transportation system that can be scaled to towns throughout the Region.
- Maintain participation in statewide active transportation planning, providing planning support across various regional and state agency planning efforts.

2.9: Freight Planning

Integrate freight considerations into the transportation planning process and identify opportunities for intermodal connections.

Develop a Regional Freight Profile that considers all modes (vehicular, rail, air, and maritime) and co-share data with CTDOT, FHWA and FTA.

- Maintain lists/GIS files of freight stakeholders and major freight generators in the region.

- Develop and maintain GIS data for freight supportive land use areas.
- Maintain the lists and GIS files of system constraints for freight movements (multi-modal) and dedicated freight infrastructure in the region., i.e. local geometric challenges, local bridge height, weights, turning radii, etc.
- Identify opportunities for truck parking/idling locations.

Analyze freight issues and opportunities and incorporate findings and recommendations into future MTPs.

Work with CTDOT in maintaining the state freight plan.

2.10: Aviation, Maritime & Traditional & High-Speed Ferry Planning

Upon request, assist with identifying funding for the Bridgeport-Sikorsky Airport and Bridgeport Harbor to increase utilization, economic competitiveness, and facilitate the movement of people and goods.

Assist Bridgeport-Sikorsky Airport in identifying improvements and funding to support commuter airline services and enhance safety.

Continue to work with the Connecticut and Bridgeport Port Authorities on implementing high-speed ferry services from Bridgeport to New York.

2.11: Environmental Protection

Undertake planning activities that address environmental issues, including air and water quality, flooding, hazard mitigation and brownfields.

Utilize the State's Resilience Improvement Plan to evaluate opportunities to integrate resilience and environmental mitigation strategies into the transportation planning process. Plan for context-responsive, resilient infrastructure that can adapt to a variety of natural hazards.

Host quarterly Conservation Technical Advisory Committee Meetings (see 3.6).

Air Quality Conformity:

- Submit the Metropolitan Transportation Plan and Transportation Improvement Plan project lists to CTDOT for conformity determination; respond to comments as needed.
- Attend the Interagency Consultation Group meeting and submit concurrence form.
- Review and assess the results and findings of CTDOT's regional emissions analyses.
- Facilitate the 30-day public review by publishing CTDOT's AQ analyses to the website and addressing any public comments.
- Approve and adopt the CTDOT AQ conformity determinations for Ozone and PM_{2.5} and forward determinations to CTDOT.

For TIP/STIP amendments found to be non-exempt, follow the transportation conformity process.

- Identify actions, in coordination with CTDOT, to mitigate the potential environmental impacts of transportation projects, especially those that occur in historically disadvantaged communities.
- Assess current and future impacts of sea level rise, rising temperatures, changes in weather patterns, extreme weather events, and natural hazards.
- Continue integrating requirements of federal legislation and transportation authorizations.
- Incorporate green infrastructure into transportation projects to reduce and manage stormwater runoff and offset impacts of impervious surfaces.
- Identify and protect sensitive natural areas and regional assets, such as local watersheds, riparian zones, pollinators, regional water supplies, and wetlands. Integrate these assets into the region's network of green spaces.

As necessary, conduct the National Environmental Policy Act (NEPA) process for transportation planning projects. Identify the purpose and need, assess alternatives, and eliminate actions that are not feasible.

Target brownfield assessment and cleanup funding for sites along transportation corridors with the greatest potential for redevelopment and reuse; assess the impact of future transportation system improvements on these sites.

Promote innovative and alternative vehicular technologies. Identify necessary infrastructure to accommodate a multiplicity of transportation options to maximize system resilience.

Continue participation in Resilient CT (CIRCA), and Sustainable CT. Utilize program deliverables from Sustainable CT fellows to inform transportation planning.

2.12: Metropolitan Transportation Plan

A major update of the Metropolitan Transportation Plan (MTP) occurred in 2023. The GBVMPO will maintain the 2023-2050 plan and will begin the update process for the MTP in mid-2026 to meet CTDOT's 2027 deadline. The 2023-2050 MTP addressed a corrective action from the 2022 certification review (Corrective Action #3, see Appendix A). The 2027 MTP will incorporate housing and economic development considerations, as specified in the most recent federal authorization.

Continue to collaborate with CTDOT and within the TMA on the statewide Travel Demand Model to ensure a solid baseline of assumptions and forecasts for population, employment and traffic demand. For the 2023-2050 MTP, there was some concern about CTDOT's population forecasts which impacted inclusion of the TDM in the plan (Corrective Action #1). Amend the MTP as necessary, and in coordination with CTDOT's AQ modeling process.

Evaluate jointly developing and integrating the MTP across the TMA region.

2.13: Transportation Improvement Program (TIP)

The 2025-2028 TIP was approved in May of 2024. During 2026 and 2027, the GBVMPO will amend and

maintain a short range, financially constrained TIP that is consistent with the Metropolitan Transportation Plan (MTP) and State Transportation Improvement Program (STIP). Amendments, actions, and notifications to the TIP will be maintained through MDF Commerce's (formerly EcoInteractive) ProjectTracker application, which is a cloud-based system that provides improved public visibility into the TIP process, project locations, and how projects achieve federal performance targets. The GBVMPO will work with MPOs throughout the State and CTDOT to optimize the capabilities of ProjectTracker.

New TIPs/STIPs will now be developed on a 2-year cycle. In FY 2026, the MPO will develop and release the 2027-2030 TIP.

Revise financial plans and prepare staff reports to inform GBVMPO members and the public of proposed amendments and changes to the TIP/STIP.

Post the annual obligated project listing to the website within 90 days of the end of the federal fiscal year.

Evaluate jointly developing and integrating the TIP across the TMA region.

2.14: Models of Regional Planning & CTDOT Coordination

Promote cooperation and coordination across MPO and state boundaries. Increase collaboration between state, regional, and local governments in identifying, funding, and implementing major infrastructure investments, including design/build projects. Provide opportunities for a range of stakeholders to participate through consultation with economic development, land use, natural resources, environmental protection, security, emergency management, and historic preservation agencies, as well as airport operators, and freight stakeholders.

Hold annual (or more) TMA collaboration meetings with NVCOG and WestCOG, with the inclusion of FHWA/FTA representatives. Agendas will include a

review of planning programs and projects/programs of mutual interest, such as the CMP (See Appendix A, TMA Corrective Action #1).

Continue coordinating with CTDOT in the capital planning process and development of the five-year capital plan.

Continue participation in CTDOT's LEAN events to optimize CTDOT/MPO coordination.

Participate in the PEL process as CTDOT initiates new PELs that may impact the region.

Coordinate with CTDOT, adjacent MPOs, CTDEEP, OPM, DECD, and other stakeholder agencies as necessary, on various transportation plans, programs, initiatives, studies, and projects. Utilize interagency collaboration, especially with CTDOT and their CEPA and Environmental Classification Documentation (ECD) to improve public involvement in environmental and transportation projects to facilitate inclusive decision making and project success.

As needed, coordinate with adjacent MPOs on current and future planning region configuration.

Coordinate multi-state and mega-regional transportation planning activities in the Connecticut, New York, New Jersey, and Pennsylvania Metropolitan Area through participation in the MAP Forum. Continue role as CoChair of the MAP Forum's Resilience Working Group.

Review planning products of MAP Forum MPOs.

2.15: Staff Development

Maintain and enhance the professional and technical capabilities of staff through attendance in CTDOT/FHWA sponsored courses and local, regional, and national conferences regarding transportation, land use, conservation, natural hazard mitigation, economic development, and brownfields planning.

Maintain and increase proficiency in GIS, transportation and traffic engineering software, and analytical

Task II: Multi-Modal Transportation Planning

	Fiscal Year 2026: July 1 st , 2025 June 30 th 2026				Fiscal Year 2027: July 1 st , 2026 June 30 th , 2027			
Task	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
2.1	MULTI-MODAL TRANSPORTATION SYSTEM INVESTMENT & PROJECT DEVELOPMENT: ALL QUARTERS							
2.2	TRANSPORTATION SAFETY: ALL QUARTERS							
2.3	ROADWAYS & CONGESTION MANAGEMENT PROCESS: ALL QUARTERS							
2.4	LOCAL PUBLIC BUS TECHNICAL ASSISTANCE & BUS FACILITIES TECHNICAL ASSISTANCE: ALL QUARTERS							
2.5	HUMAN SERVICE TRANSPORTATION COORDINATION PLANNING: ALL QUARTERS							
2.6	COMMUTER RAIL & FACILITIES: ALL QUARTERS							
2.7	TRANSIT ORIENTED DEVELOPMENT: ALL QUARTERS							
2.8	COMPLETE STREETS AND ACTIVE TRANSPORTATION PLANNING: ALL QUARTERS							
2.9	FREIGHT PLANNING: ALL QUARTERS							
2.10	AVIATION, MARITIME & TRADITIONAL & HIGH-SPEED FERRY PLANNING: ALL QUARTERS							
2.11	ENVIRONMENTAL PROTECTION: ALL QUARTERS							
2.12	METROPOLITAN TRANSPORTATION PLAN (MTP): ALL QUARTERS							
2.13	TRANSPORTATION IMPROVEMENT PROGRAM (TIP): ALL QUARTERS							
2.14	MODELS OF REGIONAL PLANNING & CTDOT COORDINATION: ALL QUARTERS							
2.15	STAFF DEVELOPMENT: ALL QUARTERS							
2.16	POLICY: ALL QUARTERS							

applications. Evaluate opportunities for training on the FHWA's INVEST application.

Procure technical resources and organize technical trainings.

and TMA designation. Adjust existing agreements, sub-allocation of funds, and project programming as needed.

2.16: Policy

Establish and refine regional transportation policies. Monitor and review federal legislation and Notices of Proposed Rulemaking (NPRM) related to the transportation planning process. Offer comments and recommendations, as appropriate.

Monitor the status of functional classifications changes due to 2020 Census changes to UZA boundaries

TASK III: TECHNICAL ASSISTANCE

3.1: Local Technical Assistance & Plan & Project Implementation

Provide support and coordination in developing, updating, and maintaining local and regional planning products. Assist municipalities with developing and implementing Vision Zero projects and local complete street policies, standards, and plans. Assist with corridor studies, Road Safety Audits (RSAs), Complete Streets Plans, Local Plans of Conservation and Development, neighborhood plans, and other plans.

Serve as the liaison between CTDOT and member municipalities to identify capital and operational improvements and priority projects that will preserve and improve the existing transportation system. Work with CTDOT to implement recommendations from planning products. Ensure project consistency with regional priorities across the TMA, local goals, and the congestion management process.

Monitor funding announcements and updates. Review, summarize NOFOs, and provide municipalities and advisory committees with information pertaining to federal and state funding opportunities, answer questions and/or submit to program contacts. Evaluate opportunities for regional applications.

Assist member municipalities with determining state and federal project eligibility, development, review, and prioritization. Identify opportunities to leverage funding streams in support of regionally significant projects.

- As funding opportunities are announced, solicit new project proposals, provide technical assistance with determining project eligibility, and help with preparing applications.
- Federal funding streams include but are not limited to the FHWA's Surface Transportation Block Grant Program for the Bridgeport-Stamford Urbanized Area

Products

Regional Plan of Conservation & Development (POCD)
Municipal Plans of Conservation & Development
Economic Development Site Selector/
Brownfields Inventory
Natural Hazard Mitigation Plan
Comprehensive Economic Development Strategy (CEDs)
Emergency/Security Plans
Emergency Transportation Inventory Database
Documentaries and video series about major project work
Revitalization/Redevelopment Plans
Concept Plans and Feasibility Studies
Design guidelines and best practices
Project Designs (all phases)

(STBG), Transportation Alternatives (TA), Congestion Mitigation and Air Quality (CMAQ) program and IJA programs.

- State programs include but are not limited to Local Transportation Capital Improvement Program (LOTICIP), Transportation Rural Improvement Program (TRIP), and the Community Connectivity Program.
- Coordinate, monitor, and manage financials for federal and state funding programs.
- Recommend changes in program schedules to ensure financially constrained programs and assess regional fair-shares. Develop and maintain capital, operating, and financial plans to ensure consistency with available funding levels.

Review CTDOT obligation plans and commitment letters; participate in the project concept review process and capital planning meetings.

Assist with implementing federal and state funded transportation projects, including regionally lead corridor studies. As projects are selected, work with sponsors to monitor schedules, project progress, and ensure advancement.

Maintain the Municipal On-Call Engineering Services list of prequalified consulting engineering/professional service firms interested in providing engineering services for various technical, consulting, design phase assistance, and other work that may be required for local projects.

Provide context-sensitive technical assistance to member municipalities to assess impacts of regional planning initiatives on the transportation system. Assess programs for alignment with regional priorities and context driven distribution of benefits.

- Assist municipalities with assessing, evaluating, and optimizing local parking facilities.
- Review changes to local zoning regulations and assess regional impacts.
- Provide GIS services to support local planning efforts (see 1.1)

Upon request, the GBVMPO will assist municipalities with their ADA Transition planning efforts, utilizing CTDOT, ADA, and Section 504 guidance to identify impediments to accessibility. As ADA Assessments are provided, forward to CTDOT/FHWA/FTA.

3.2: Regional Plan of Conservation & Development

MetroCOG's Regional Plan of Conservation and Development (POCD) was adopted in 2015; the update will occur throughout 2025. The RPOCD update will balance alignment with local POCD goals and state C&D Plan goals. In addition to coordination with local partners and existing stakeholders who participate in the transportation planning process, MetroCOG will work with OPM to support consistent themes between the 3 levels of plans (local, regional, state).

MetroCOG will utilize the Regional POCD to guide the transportation planning process and inform local POCDs, the MTP, NHMP, CEDS, and related plans. The housing component of the Regional POCD will assist with integrating planning for both housing and transportation, as well as transportation improvements that support planned growth corridors, regional transportation nodes, and major developments.

3.3: Economic Vitality, Development & Infrastructure

Support transportation infrastructure upgrades that position the Region for economic vitality. Assess the balance and efficiency of the regional transportation system and identify initiatives that provide access to economic opportunities.

Evaluate regional commuting patterns for transportation opportunities and identify targeted infrastructure improvements to enhance economic growth such as linkages to urban/town centers and major employment corridors and accessible firstand last-mile connections to existing transit. Assess the impact of transportation improvements on travel and tourism in the region.

Continue to align brownfields planning and land reuse strategies with transportation infrastructure projects and mixed-use/transit-oriented development. Maintain inventory and monitor progress with the Economic Development Site Selector and the GIS brownfields inventory and engage the business/development community in identifying areas prime for redevelopment.

Update the Comprehensive Economic Development Strategy (CEDS), which is set to expire in 2026, and pursue Greater Bridgeport Economic Development District designation and maintain the region's CEDS and EDD designations.

Support economic vitality by utilizing ESRI Business Analyst for location-specific employment, consumer behavior and business data, as well as economic and market analyses.

Identify opportunities to coordinate infrastructure investments such as access to broadband with economic development initiatives throughout the region.

Monitor and update the Regional Economic Development website ;), update/develop written content, . Liaise with regional partners to collate resources for a “partners” area of the website, which will connect all existing participants in the regional economic development process.

Waste Movement, Management, and Collection:

- Enhance the efficiency of municipally hosted household hazardous waste collection events by exploring the potential of regional events that may generate cost savings to member municipalities through reduced or eliminated setup and administrative fees.
- Explore the potential of creating a Regional Waste Authority (RWA) in the region which would allow municipalities to share the burden of collecting and disposing of waste. A RWA would offer regional collection of trash, recycling, and food waste, possibly with unit-based pricing of trash. It would also coordinate public education and outreach efforts.
- Explore a potential study/assessment of regional waste movement and infrastructure, regional waste management practices, and opportunities for waste diversion and the optimization of solid waste, recycling, and food waste collection in the region.
- Monitor and support developments in waste management infrastructure and programs in the region.

3.4: Natural Hazard Mitigation

The Region’s Natural Hazard Mitigation Plan update was approved in August 2024 and expires August 20, 2029 per FEMA requirements. MetroCOG will continue to work with municipal partners to develop a regional priority program list of infrastructure needs related to flood management and natural hazard mitigation based on the 2024 plan.

Utilize state, federal and regionally developed data sources to assess potential impacts of natural hazards on the transportation system, identify vulnerable infrastructure, and improve transportation system resilience to withstand natural hazards.

Foster interagency coordination and natural disaster contingency planning between local governments, public safety providers, state and federal agencies, and residents.

3.5: Transportation Security, Emergency Preparedness, & Recovery Planning

Link the transportation planning and emergency planning processes, including the state evacuation plan, diversion routes, asset management, and recovery assistance. Continue transportation system security planning for all modes.

Coordinate with state, regional, and local stakeholders to identify critical facilities, assets, functions, and system components included in emergency, security, and transportation plans. Continue to coordinate with state and federal DOTs on emergency operations and response, planning exercises, best practices, and performance measures and targets.

Act as a Voting Member in Region 1 Emergency Planning Team (R1EPT) and as a Co-Chair of RESF-1 (Transportation) and provide technical assistance and guidance on Strengths, Weaknesses, Opportunities, and Threats (SWOT) assessments, municipal emergency operation plans, and project needs to RESF-3 (Public Works) and other Emergency Support Functions (ESFs).

Continue collaboration with DEMHS Region 1 and Region 5 Council of Governments and Regional Emergency Management Coordinators to maintain the Emergency Transportation Inventory Database/Resources.

Task III: Technical Assistance

	Fiscal Year 2026: July 1 st , 2025 June 30 th 2026				Fiscal Year 2027: July 1 st , 2026 June 30 th , 2027			
Task	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
3.1	LOCAL TECHNICAL ASSISTANCE PROGRAM & PLAN & PROJECT IMPLEMENTATION: ALL QUARTERS							
3.2	REGIONAL PLAN OF CONSERVATION & DEVELOPMENT: ALL QUARTERS							
3.3	ECONOMIC VITALITY, DEVELOPMENT & INFRASTRUCTURE: ALL QUARTERS							
3.4	NATURAL HAZARD MITIGATION: ALL QUARTERS							
3.5	TRANSPORTATION SECURITY, EMERGENCY PREPAREDNESS & RECOVERY PLANNING: ALL QUARTERS							
3.6	ADVISORY COMMITTEES: ALL QUARTERS							

3.6: Advisory Committees

Conservation Technical Advisory Committee (CTAC):

- Hold quarterly meetings of the CTAC and involve various interested stakeholder groups.
- Provide face-to-face opportunities to discuss and coordinate regional environmental and conservation initiatives and activities related to coastal resiliency, brownfield remediation, storm water management, and watershed plans.
- Provide coordination, support services, and technical assistance to the CTAC.

Economic Development and Tourism Advisory Committee (EDTAC)/Brownfields Working Group:

- Convene meetings of the EDTAC; collaborate with the Bridgeport Regional Business Council and local chambers of commerce on integrated land use, freight, and transportation planning.
- Involve interested groups, including private freight developers, operators, environmental groups, transit providers, arts, culture, and tourism stakeholders, and members of the business community in annual updates of the CEDS.
- Through the Brownfields Working Group, identify opportunities to align local economic development and brownfields reuse strategies in transportation infrastructure projects.

- Provide coordination, support services, and technical assistance to the EDTAC.

Geospatial Technical Advisory Committee (GTAC):

- Convene and hold meetings of the GTAC to guide development and expansion of the Regional GIS Program. Meetings will take place several times throughout the year when coordination is needed.
- Provide coordination, support services and technical assistance, as necessary, to the GTAC.
- Involve various interested stakeholder groups.

Transportation Technical Advisory Committee (TTAC):

- Host bi-monthly meetings of the TTAC and provide support services and technical assistance as needed. Meetings are typically held a week prior to GBVMPO/COG meetings.
- Host quarterly meetings of the Safety Planning Subcommittee to share data, provide technical expertise, and monitor the progress of the Regional Safety Action Plan.
- The TTAC provides opportunities for local engineers, planners, and regional stakeholders to discuss and exchange ideas regarding transportation within municipalities and across the region.

TASK IV: PUBLIC PARTICIPATION

4.1: Public Involvement Program

Maintain, publicize and adhere to the 2023 Public Participation Plan to ensure consistency with current and future transportation authorizations.

Provide accurate and complete information, timely notice, full public access to key decisions, and responses to comments and inquiries.

Maintain and update stakeholder contact lists; continue utilizing email engagement services.

Work with regional partners to engage the public in the transportation planning process, including GBT, VTD, member municipalities, community leaders, community organizations, educational institutions, libraries, and senior centers.

Hold public information meetings, workshops, and open houses for projects, plans, and studies at convenient and transit/ADA accessible places and times. Utilize a “go to them strategy” as well as virtual/hybrid public engagement platforms while continuing to research a variety of media to ensure ease of participation for everyone, with a focus on communities with limited internet access.

Provide ample and diverse opportunities for constituents to meaningfully engage with elected officials, municipal staff, and key stakeholders throughout the transportation planning process, especially in the development of the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (MTP), and transportation-related studies.

Target outreach in the Safety Action Planning process to communities that experience disproportionate transportation safety concerns.

Document the public participation process through explanatory notes. Maintain records of both spoken and written comments received at public events.

Products

MetroCOG website (www.ctmetro.org) and NVCOG website (nvcogct.gov)

Presentations, informational brochures, plan summaries and project updates in a variety of media, complemented by interactive databases, maps, visioning platforms, story maps, and surveys.

Public information sessions, workshops, and open houses (virtual, in-person and hybrid), as well as alternatives to traditional meetings.

Agendas and minutes for COG, MPO meetings, Advisory Committees and other stakeholder meetings.

News releases and legal notices

Public Participation Plan and Spanish Translation.
Annual evaluation report.

Title VI Program and Limited English Proficiency (LEP) Plan and Spanish translation.

Spatial Assessment and benefits/burdens analysis of the transportation system, TIP and MTP.

GBVMPO stakeholder lists.

Documentation of the public participation process.

Attend stakeholder events to present the transportation planning process, projects, and studies. Provide information via a variety of media.

Continual review of the Public Participation Plan:

- Annually review and evaluate the public involvement process.
- Assess effectiveness of engagement with underserved communities.
- Identify innovative strategies to promote public involvement and awareness, such as through printed/

electronic postings, press releases, social media, and virtual/hybrid meeting or drop-in “office hours.”

- Assess communications with persons with disabilities, including those with hearing and visual impairments.
- Submit all changes to CTDOT liaison, FHWA, and FTA.
- Coordinate Public Outreach with NVCOG to ensure consistency.

Promote, maintain, and optimize the performance of the MetroCOG and NVCOG websites:

- Notify the public of COG and MPO meetings through the posting of meeting calendars, agendas and minutes. Post notices of Advisory Committees, Working Groups, public meetings, and statewide/multi-regional initiatives as needed.
- Maintain links to member municipalities, GBT, state/federal agencies, data sources, and sites about transportation planning to inform the public.
- Continue to utilize digital engagement reports to assess usage of the website and topics of interest.
- Provide project updates through project specific webpages with a means for public comment. Regularly update project webpages to reflect progress and share documents.
- Enhance the public’s engagement experience by integrating interactive databases, maps, ESRI storymaps/hub applications, and visioning applications.
- Utilize ProjectTracker to ensure public access to TIP amendments, actions, and notifications.

Develop and distribute electronic versions of presentations, informational brochures, project summaries and/or newsletters with user-friendly content customized for the target audience(s).

Utilize MetroCOG’s and NVCOG’s public outreach processes to increase public awareness of CTDOT, GBT, MAP Forum, local/regional organizations, and other MPO plans and events.

Clearly link environmental planning initiatives with transportation planning projects to improve quality of public information and project success within NEPA and CEPA processes.

4.2: Title VI, Limited English Proficiency & Mitigating Disproportionate Impacts to Communities

Ensure that the transportation planning process and the public involvement process are consistent with state and federal Title VI and Limited English Proficiency requirements. Maintain, publicize and adhere to the 2023 Title VI/ LEP Plan to ensure this consistency.

Conduct outreach to ensure that traditionally underserved individuals and communities are involved in the transportation planning process and are provided with opportunities to express their needs, concerns, and priorities.

- Proactively improve the effectiveness of current public involvement activities, by utilizing demographic data to identify populations that have traditionally been underserved by existing transportation systems and implement innovative engagement techniques.
- Ensure that all significant language groups are identified and incorporated into the public participation process through the Title VI and LEP policy.
- Evaluate opportunities to strengthen outreach to Title VI, disability organizations, and other community organizations. Use this outreach to inform and improve communications.
- As NVCOG updates its Title VI and LEP policies, coordinate to ensure consistency with MetroCOG/GBVMPO plans and policies.
- Expand the distribution of transportation planning notices to include community and minority newspapers, newsletters, or similar publications.

Continue to translate documents and outreach materials based on the LEP plan and as additional needs are

Task IV: Public Participation

	Fiscal Year 2026: July 1 st , 2025 June 30 th 2026				Fiscal Year 2027: July 1 st , 2026 June 30 th , 2027			
Task	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
4.1	PUBLIC INVOLVEMENT PROGRAM: ALL QUARTERS							
4.2	TITLE VI, LIMITED ENGLISH PROFICIENCY & MITIGATING DISPROPORTIONATE IMPACTS...: ALL QUARTERS							

identified. Continue to provide language assistance at no cost to the public, upon request.

Develop a process to assess the benefits and burdens of transportation plans, policies and projects in historically disadvantaged/underserved communities.

- Develop tools to spatially analyze the distribution of transportation investments and TIP/MTP projects in the region.
- Conduct a benefit and burden analysis on projects selected in the TIP/STIP.
- In addition to in-house GIS, monitor and utilize analytical tools developed by federal, regional, and state agencies for the identification of social, economic, and environmental vulnerabilities across communities within the transportation planning process.
- Assist in the development of mapping and select spatial analyses associated with transportation planning, Title VI, and LEP populations.
- Assist GBT and VTD in preparing base mapping for their required FTA Title VI Plans, including spatial display of routes and census data relating to minority and vulnerable populations, residents with Limited English Proficiency (LEP), household income, and vehicle ownership.
- Assist GBT and VTD in evaluating possible service changes and preparing the Title VI Service Analysis, including preparation of mapping and census data needed for this analysis.

TASK V: ADMINISTRATION

5.1: Council of Governments

Schedule monthly meetings of the Council's Board of Directors . Prepare meeting agendas, resolutions, staff reports, financials, presentations and updates on agency programs, as necessary.

Prepare meeting minutes and maintain past minutes.

Prepare, process, and maintain COG member resolutions.

Notify public about COG meetings and actions by submitting agendas to town clerks and posting member meeting agendas, minutes and adopted resolutions on the MetroCOG website.

Provide staff support to the MetroCOG Board of Directors. Develop staff reports, presentations, and summaries of plans, projects, policy, legislation , etc.

Provide technical assistance as needed in response to COG-identified priorities.

5.2: Metropolitan Planning Organization

Serve as the transportation planning staff to the Greater Bridgeport and Valley MPO.

Schedule bi-monthly meetings of the GBVMPO. Prepare meeting agendas and technical material, including plan, project and performance target summaries, technical memorandum, policy papers and presentations, as necessary.

Prepare GBVMPO meeting minutes and maintain records of previous meetings.

Prepare and process GBVMPO-endorsed resolutions.

Notify public about GBVMPO meetings and actions by submitting agendas to town clerks and posting member meeting agendas, minutes and adopted resolutions on MetroCOG and NVCOG websites.

Products

Meeting minutes, agendas and staff reports

Resolutions and amendments

Documentation of the procurement process

Certification report

Annual audit

Grant applications

Unified Planning Work Program (UPWP)

DBE/WBE Reports

Publish planning products such as the UPWP, MTP, TIP and Title VI/LEP Plans to the MetroCOG and NVCOG websites for the required public review period.

Continue to maintain the most appropriate CTDOT representative as a non-voting member of the board. Evaluate the role of an official representative of bicycle and pedestrian interests as a member of the MPO board.

Maintain all written agreements to ensure compliance with regulations and maximize coordination and cooperation with all MPOs and Transit Districts in the entire Bridgeport-Stamford Urbanized Area and New York Metropolitan Area (MAP Forum).

Coordinate with NVCOG on all GBVMPO activities, including development of the UPWP.

5.3: Unified Planning Work Program (UPWP)

Prepare and adopt the UPWP for FY 2028 & 2029.

Amend and/or update the 2026-2027 UPWP if necessary and/or upon CTDOT's request

Prepare all Programmatic and Financial Reports/ Statements on planning activities completed under the UPWP. Submit progress reports within 10 days of the close of each quarter.

Allocate staff resources to effectively carry out the planning tasks included as detailed in this UPWP. Coordinate work across tasks and functions to avoid duplication of effort and maximize efficiency.

Evaluate joint development and integration of the UPWP across the TMA region.

5.4: Administration

Maintain financial records and develop reports in accordance with USDOT and CTDOT regulations and guidance.

Integrate UPWP budget with overall agency budget.

Advise and inform participating agencies of program expenditures and activity.

If necessary, administer any work connected with potential MPO redesignation.

Provide support to advisory committees as needed.

Adhere to all CTDOT and USDOT procurement procedures and consultant selection requirements.

Form and participate in consultant selection committees.

Staffing Administration:

- Human resource activities include: meetings between supervisor(s) and employee, annual reviews, new employee hiring and onboarding, staff development planning, and similar staff management activities.
- Planning for and assigning roles and responsibilities for agency staff.
- Activities related to professional memberships and associations.

5.5: Certification

The GBVMPO re-certification process was completed in FY 2022. A summary of findings for the GBVMPO can be found in Appendix A. This UPWP indicates where specific findings have been or will be

addressed. MetroCOG, WestCOG and NVCOG will continue to work with CTDOT, FHWA and FTA to:

- Address and document corrective actions.
- Comply with applicable federal standards and recertification requirements.
- Prepare for the 2026 recertification.

For FY27 the annual self-certification will occur at MPO meetings, with a resolution that states that the planning process is consistent with applicable federal regulations.

5.6: Annual Audit

For each fiscal year, (2026 and 2027), prepare an annual audit of revenue, expenditures and internal management practices.

5.7: Grant Applications

Identify grant opportunities, review requirements, and determine applicability.

Prepare grant application packages for various federal-aid transportation programs, as needed.

Assist member municipalities, regional transit operators or other eligible agencies with the preparation of grant applications for state and federal funds.

Administer and manage federal and state grants and ensure compliance with all grant requirements, including federal/state financial and programmatic reporting.

Provide assistance with competitive grant applications; coordinate with member municipalities to identify opportunities for regional applications/project development.

A table of Federal Competitive Grants can be found on the next page.

5.8: DBE/WBE Program

Continue efforts to expand the opportunities for DBE/WBE/MBE firms in contracting of special studies and the purchase of equipment.

Prepare and submit quarterly and yearly reports to the Connecticut Commission on Human Rights and Opportunities.

5.9: Documentation Requirements

Document EEO, Affirmative Action, DBE/WBE, citizen participation, self-certification, procurement and other activities as needed.

Competitive Grants

Recipient	Competitive Grant	Agency	FY	Federal Award \$	General Comments
MetroCOG	Safe Streets and Roads for All (SS4A)	FHWA	24	\$1,250,000 (\$1 million Federal, \$250,000 Match)	Update our Regional Safety Action Plan and conduct supplemental planning and demonstration activities.
MetroCOG	Neighborhood Equity & Access (NAE)	FHWA	23	\$750,000 (\$600,000 Federal, \$150,000 Match)	Community planning grant that will analyze Stratford Ave/Connecticut Ave/Seaview Ave/I-95 (Exit 29) Intersection in the East End neighborhood of Bridgeport.
NVCOG	Safe Streets and Roads for All (SS4A)	FHWA	23	\$400,080	Update the regional Vision Zero Action Plan. This will be spent almost fully in SFY 2026.
NVCOG	Promoting Resilient Operations for Transformative, Efficient, and Cost Saving Transportation (PROTECT)	FHWA	24-26	\$1,200,000 (Federal)	To develop a Resilience Improvement Plan for NVCOG, NWHills COG, CRCOG, and NECOG. NVCOG is the primary recipient, with the other COGs as sub-recipients. STATUS: TBD. Not yet awarded.

Task V Administration

	Fiscal Year 2026: July 1 st , 2025 June 30 th 2026				Fiscal Year 2027: July 1 st , 2026 June 30 th , 2027			
Task	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun	Q1 Jul-Sep	Q2 Oct-Dec	Q3 Jan-Mar	Q4 Apr-Jun
5.1	COUNCIL OF GOVERNMENTS: ALL QUARTERS							
5.2	METROPOLITAN PLANNING ORGANIZATION: ALL QUARTERS							
5.3	UNIFIED PLANNING WORK PROGRAM: ALL QUARTERS							
5.4	ADMINISTRATION: ALL QUARTERS							
5.5	CERTIFICATION: ALL QUARTERS							
5.6	ANNUAL AUDIT: FY24 Q1 & Q2; FY25 Q1 & Q2							
5.7	GRANT APPLICATIONS: ALL QUARTERS							
5.8	DBE/WBE PROGRAM: ALL QUARTERS							
5.9	DOCUMENTATION REQUIREMENTS: ALL QUARTERS							

TASK VI: SPECIAL PLANNING STUDIES

If approved by CTDOT, the following studies will be funded through LOTCIP:

Ansonia CT-334: This study will look to realign CT Route 334 onto a new road connecting downtown Ansonia to Route 8. This will provide greater access to the Ansonia Copper and Brass site, spurring additional investments and revitalization and reducing volumes through the residential neighborhood currently around the existing alignment.

Ansonia/Derby, Pershing Drive (CT-727) and Division Street (CT-853) intersection: This study, in the conceptual stages, would address the interaction of these two state routes with recent improvements to Route 8 interchanges in the vicinity.

Bridgeport, East Main Street/CT-127: MetroCOG's Regional Safety Action Plan identified several problematic sections and intersections. The corridor is on the High Injury Network and several intersections are crash hot spots. Fatal and serious injury crashes and crashes involving pedestrians occurred during the plan's analysis period (2018-2021). A corridor study focused on multi-modal safety could begin to identify feasible strategies and countermeasures to improve the safety of drivers, pedestrians, cyclists and transit users.

Bridgeport, Fairfield Avenue/State Street Corridor Study: In 2024 and 2025, State Route 130 has had two completed corridor studies at its western and eastern legs to the Fairfield-Bridgeport and the Bridgeport-Stratford municipal borders. These corridor studies identified several transportation improvements that benefit the quality of life of residents in the Black Rock and East End Neighborhoods. There remains a gap in the Route 130 corridor yet to be studied, which travels along Fairfield Avenue to the north, and State Street to the south – connecting the Route 130 network through the Westside/WestEnd Neighborhood and Downtown Bridgeport. This study looks to bridge this gap by

identifying improvements to the entire Route 130 system as it travels through the entire City from one municipal border to the next.

Stratford, Lordship Boulevard/Honeyspot Road Corridor Study: Develop strategies to improve multi-modal safety, access, and mobility in this primarily industrial corridor. Approximate project limits are the intersection of the I-95 access roads with Honeyspot Road, to the Lordship Boulevard (Route 130) intersection and continuing on Lordship Boulevard. \$375,000

These studies will likely be funded by a source other than LOTCIP:

Alt Modes Phase II: The NVCOG served as the project manager for the Route 8 & Waterbury Branch Line Corridor Transit Oriented Development & Alternate Transit Modes Assessment Project, which is almost complete. The second phase of the project will occur in FY2024 and FY2025. Alt Modes Phase II will include location analysis and development of an implementation guidebook for Ansonia, Derby/Shelton and Seymour. Project tasks will include parking utilization assessment, zoning guidelines and suitability analysis.

Bridgeport, Interstate 95/Seaview Avenue/Stratford Avenue Interchange: This study will analyze the Interstate 95/CT-130/Seaview Avenue Interchange which is a complex intersection made up of a combination of 21 traffic lanes, a sprawling 24 acres of public right-of-way and harsh concrete retaining walls. Concepts for the entrance and exit ramps, including alternatives to remove or reduce the physical barriers in certain locations will be identified and evaluated. Most importantly, the intersection will be evaluated to ensure the network provides secure, reliable mobility options and access to economic opportunities. This project will be funded under the FHWA RCN/NAE Grant Program.

Corridor Safety and Operational Study (SOS): This planning project would pilot a transportation planning process that bridges the gap between the state and municipal transportation planning process. With a

particular focus on roadways with identified safety and operational challenges, this SOS enables MetroCOG and its municipalities to conduct transportation planning activities like data collection, safety analyses, traffic modeling, concept development, and cost estimates etc. on roadways with known transportation safety challenges. This approach advances beyond the scope of traditional Road Safety Audits (RSAs), while providing a more time and cost-efficient mechanism for solutions compared to a multi-year, in-depth transportation corridor study.

Partnership with the South Western Region and Housatonic Valley Metropolitan Planning Organizations (SWRMPO and HVMPO), Regional Transit Study:

Through a grant award from the Reconnecting Communities Pilot (RCP) Grant Program: FY23 Regional Partnerships Challenge, SWRMPO and HVMPO will develop a regional transit study that will evaluate existing transit service provided in the two regions and identify opportunities for improvement. The study will cover services provided by HARTtransit, Norwalk Transit District, and CTtransit Stamford. The study will also evaluate opportunities to connect to transit service in neighboring regions, such as the Bee Line in New York, and service to Bridgeport and Waterbury. The project will be guided by an advisory committee, closely coordinated with the existing transit operators, and include robust public involvement. SWRMPO/HVMPO staff will coordinate with FTA, CTDOT, MetroCOG/GBVMPO and NVCOG/CNVMPO during the development of the study.

TASK VII: CARRYOVER FOR METROCOG

E-TIP, EcoInteractive: Task VII will utilize carryover funding, as detailed in the “MetroCOG FY2024 Direct Expenses by Task” table to continue to support ProjectTracker, a cloud-based electronic Transportation Improvement Program. The Transportation Improvement Program is described in Task 2.13.

Transearch Freight Data: The GBVMPO is considering the use of carryover funding to procure freight traffic data through Transearch. This data would support development of a regional profile as described in Task 2.9.

GBVMPO FINANCIALS: ANTICIPATED REVENUE

FY2026 + FY2027 Anticipated Revenue (GBVMPO)

Funding Program	Regional Sponsor	Federal	State	Local	Total
Regional Transportation Planning: FY 2026 PL + FTA 5303 Funds	GBVMPO	\$1,009,776	\$126,222	\$126,222	\$1,262,220
Regional Transportation Planning: FY 2027 PL + FTA 5303 Funds	GBVMPO	\$1,009,776	\$126,222	\$126,222	\$1,262,220
2.5% Complete Streets FY2026	GBVMPO	\$41,511	\$0	\$0	\$41,511
2.5% Complete Streets FY2027	GBVMPO	\$41,511	\$0	\$0	\$41,511
IIJA Funds	GBVMPO	\$248,185	\$0	\$62,046	\$310,231
FY 2023 Carryover	GBVMPO	\$63,069	\$0	\$15,767	\$78,836
Total		\$2,413,828	\$252,445	\$330,257	\$2,996,530

Numbers above reflect money received for GBVMPO

FY2026 + FY2027 Anticipated Revenue (MetroCOG)

Funding Program	Regional Sponsor	Federal	State	Local	Total
Regional Transportation Planning: FY 2026 PL + FTA 5303 Funds	MetroCOG	\$706,843	\$88,355	\$88,355	\$883,554
Regional Transportation Planning: FY 2027 PL + FTA 5303 Funds	MetroCOG	\$706,843	\$88,355	\$88,355	\$883,554
2.5% Complete Streets FY2026	MetroCOG	\$29,057	\$0	\$0	\$29,057
2.5% Complete Streets FY2027	MetroCOG	\$29,057	\$0	\$0	\$29,057
IIJA Funds	MetroCOG	\$195,886	\$0	\$48,972	\$244,858
FY 2023 Carryover	MetroCOG	\$63,069	\$0	\$15,767	\$78,836
Total		\$1,730,756	\$176,711	\$241,450	\$2,148,917

MetroCOG & NVCOG task allocations, labor by task, maximum hourly rates, and direct expenses by task are broken out separately.

FY2026 + FY2027 Anticipated Revenue (NVCOG)

Funding Program	Regional Sponsor	Federal	State	Local	Total
Regional Transportation Planning: FY 2026 PL + FTA 5303 Funds	NVCOG	\$302,933	\$37,867	\$37,867	\$378,666
Regional Transportation Planning: FY 2027 PL + FTA 5303 Funds	NVCOG	\$302,933	\$37,867	\$37,867	\$378,666
IIJA Funds Carryover	NVCOG	\$52,298	\$0	\$13,075	\$65,373
Total		\$658,164	\$75,733	\$88,808	\$822,705
Task 7: Complete Streets	\$24,906	\$0	\$0	\$24,906	\$65,373

METROCOG FINANCIALS: FUNDING BY TASK & HOURLY RATES

FY2026 MetroCOG Task Allocation, Funding Sources

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	\$143,369	\$17,921	\$17,921	\$179,211
Task II: Multi-modal Transpotation Planning	\$285,137	\$35,642	\$35,642	\$356,422
Task III: Other Technical Assistance	\$136,569	\$17,071	\$17,071	\$170,711
Task IV: Public Participation	\$73,084	\$9,136	\$9,136	\$91,355
Task V: Administration	\$68,684	\$8,586	\$8,586	\$85,855
Task VII: MetroCOG (2023 carryover)	\$63,069	\$0	\$15,767	\$78,836
Total	\$769,912	\$88,355	\$104,123	\$962,390

FY2027 MetroCOG Task Allocation, Funding Sources

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	\$143,369	\$17,921	\$17,921	\$179,211
Task II: Multi-modal Transpotation Planning	\$285,137	\$35,642	\$35,642	\$356,422
Task III: Other Technical Assistance	\$136,569	\$17,071	\$17,071	\$170,711
Task IV: Public Participation	\$73,084	\$9,136	\$9,136	\$91,355
Task V: Administration	\$68,684	\$8,586	\$8,586	\$85,855
Total	\$706,843	\$88,355	\$88,355	\$883,554

Connecticut Metropolitan Council of Governments: Planning Staff Maximum Hourly Rates

Position	FY26	FY27	Position	FY26	FY27
Executive Director	85	85	Transportation Engineer	60	60
Deputy Director	75	75	GIS Director	65	65
Finance Director	65	65	Senior GIS Analyst	65	65
Planning Director	65	65	GIS Analyst II	60	60
Planning Manager	60	60	GIS Analyst	45	45
Senior Planner	60	60	Administrative Assistant	40	40
Planner II	50	50	Intern	30	30
Planner	45	45			

METROCOG FINANCIALS: LABOR BY TASK

FY2026 MetroCOG Direct Salaries by Task with Overhead

	Task I: Data Collection & Analysis		Task II: Multi-modal Transportation Planning		Task III: Other Technical Assistance		Task IV: Public Participation		Task V: Administration	
Position	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
Executive Director	48	\$9,484	79	\$15,519	40	\$7,760	54	\$10,669	43	\$8,536
Deputy Director	55	\$9,484	179	\$31,038	45	\$7,760	62	\$10,669	74	\$12,803
Finance Director	126	\$18,968	207	\$31,038	103	\$15,519	71	\$10,669	57	\$8,536
Planning Director		\$0	103	\$15,519		\$0		\$0	57	\$8,536
Planning Manager		\$0	224	\$31,038	112	\$15,519	77	\$10,669	31	\$4,268
Senior Planner		\$0	224	\$31,038	112	\$15,519		\$0		\$0
Planner II	82	\$9,484	134	\$15,519	134	\$15,519	92	\$10,669	74	\$8,536
Planner	91	\$9,484		\$0		\$0		\$0		\$0
Transportation Engineer	411	\$56,904	504	\$69,836	336	\$46,557	77	\$10,669	62	\$8,536
GIS Director	253	\$37,936	413	\$62,077	103	\$15,519	71	\$10,669	57	\$8,536
Senior GIS Analyst		\$0		\$0		\$0		\$0		\$0
GIS Analyst II		\$0	56	\$7,760	112	\$15,519	77	\$10,669		\$0
GIS Analyst	228	\$10,757	299	\$31,038	149	\$15,519		\$0		\$0
Administrative Assistant	205	\$8,211		\$0		\$0		\$0	92	\$8,536
Intern		\$0		\$0		\$0		\$0	123	\$8,536
Total Actual		\$170,711		\$341,422		\$170,711		\$85,355		\$85,355

FY2027 MetroCOG Direct Salaries by Task with Overhead

	Task I: Data Collection & Analysis		Task II: Multi-modal Transpotation Planning		Task III: Other Technical Assistance		Task IV: Public Participation		Task V: Administration	
Position	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
Executive Director	48	\$9,484	79	\$15,519	40	\$7,760	54	\$10,669	43	\$8,536
Deputy Director	55	\$9,484	179	\$31,038	45	\$7,760	62	\$10,669	74	\$12,803
Finance Director	126	\$18,968	207	\$31,038	103	\$15,519	71	\$10,669	57	\$8,536
Planning Director		\$-	103	\$15,519		\$-		\$0	57	\$8,536
Planning Manager		\$-	224	\$31,038	112	\$15,519	77	\$10,669	31	\$4,268
Senior Planner		\$-	224	\$31,038	112	\$15,519		\$0		\$-
Planner II	82	\$9,484	134	\$15,519	134	\$15,519	92	\$10,669	74	\$8,536
Planner	91	\$9,484		\$-		\$-		\$0		\$-
Transportation Engineer	411	\$56,904	504	\$69,836	336	\$46,557	77	\$10,669	62	\$8,536
GIS Director	253	\$37,936	413	\$62,077	103	\$15,519	71	\$10,669	57	\$8,536
Senior GIS Analyst	-	\$-		\$-		\$-		\$0	-	\$-
GIS Analyst II	-	\$-	56	\$7,760	112	\$15,519	77	\$10,669	-	\$-
GIS Analyst	228	\$10,757	299	\$31,038	149	\$15,519	-	\$0	-	\$-
Administrative Assistant	205	\$8,211	-	\$-	-	\$-	-	\$0	92	\$8,536
Intern		\$-	-	\$-	-	\$-	-	\$0	123	\$8,536
Total Actual		\$170,711		\$341,422		\$170,711		\$85,355		\$85,355

METROCOG FINANCIALS: DIRECT EXPENSES BY TASK

MetroCOG FY2026 Direct Expenses by Task

Tasks	Print	Equipment	Meeting Expenses	Training/Travel	Misc.	Contractor	Total
Task I: Data Collection & Analysis		\$2,500		\$6,000			\$8,500
Task II: Multi-modal Transportation Planning		\$3,000		\$10,000	\$2,000		\$15,000
Task III: Other Technical Assistance							\$0
Task IV: Public Participation	\$2,000		\$2,000		\$2,000		\$6,000
Task V: Administration					\$500		\$500
Task VI: Special Projects						\$381,425	\$381,425
Task VII: Carryover for MetroCOG						\$78,836	\$78,836
Total	\$2,000	\$5,500	\$2,000	\$16,000	\$4,500	\$460,261	\$490,261

MetroCOG FY2027 Direct Expenses by Task

Tasks	Print	Equipment	Meeting Expenses	Training/Travel	Misc.	Contractor	Total
Task I: Data Collection & Analysis		\$2,500		\$6,000			\$8,500
Task II: Multi-modal Transportation Planning		\$3,000		\$10,000	\$2,000		\$15,000
Task III: Other Technical Assistance							\$0
Task IV: Public Participation	\$2,000		\$2,000		\$2,000		\$6,000
Task V: Administration					\$500		\$500
Task VI: Special Projects						\$381,425	\$381,425
Total	\$2,000	\$5,500	\$2,000	\$16,000	\$4,500	\$381,425	\$411,425

NVCOG FINANCIALS: FUNDING BY TASK & HOURLY RATES

FY2026 NVCOG Task Allocation, Funding Sources

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	\$75,671	\$9,459	\$9,459	\$94,589
Task II: Multi-modal Transportation Planning	\$105,888	\$13,236	\$13,236	\$132,361
Task III: Other Technical Assistance	\$74,576	\$9,322	\$9,322	\$93,220
Task IV: Public Participation	\$30,019	\$3,752	\$3,752	\$37,524
Task V: Administration	\$15,010	\$1,876	\$1,876	\$18,762
Carry Over	\$25,441	\$0	\$6,360	\$31,801
Complete Streets	\$9,936	\$0	\$0	\$12,420
Total	\$336,541	\$37,646	\$44,006	\$420,676

FY2027 NVCOG Task Allocation, Funding Sources

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	\$75,671	\$9,459	\$9,459	\$94,589
Task II: Multi-modal Transportation Planning	\$105,888	\$13,236	\$13,236	\$132,361
Task III: Other Technical Assistance	\$75,709	\$9,464	\$9,464	\$94,636
Task IV: Public Participation	\$30,019	\$3,752	\$3,752	\$37,524
Task V: Administration	\$15,010	\$1,876	\$1,876	\$18,762
Carry Over	\$25,441	\$0	\$6,360	\$31,801
Complete Streets	\$9,936	\$0	\$0	\$12,420
Total	\$336,541	\$37,646	\$44,006	\$420,676

Naugatuck Valley Council of Governments: Planning Staff Maximum Hourly Rates

Position	2026-2027 Max Rate	Average Hourly Rate	Position	2026-2027 Max Rate	Average Hourly Rate
Executive Director	\$100.00	\$85.00	Coordinator	\$70.00	\$45.00
Assistant Director	\$85.00	\$0.00	Engineer	\$70.00	\$45.00
Grant Writer	\$85.00	\$0.00	Senior Planner	\$65.00	\$45.00
Planning Director	\$80.00	\$60.00	Planner III	\$60.00	\$42.00
Financial Director	\$80.00	\$60.00	Planner II	\$55.00	\$38.00
Financial Staff	\$65.00	\$40.00	Planner I	\$50.00	\$35.00
Administrative Staff	\$50.00	\$35.00	Fellow	\$35.00	\$25.00
			Intern	\$25.00	\$25.00

NVCOG FINANCIALS: LABOR BY TASK

NOTE: NVCOG Does NOT Anticipate any Direct Expenses

NVCOG FY26																	
Job Class	Avg Hourly Rate	Task 1		Task 2		Task 3		Task 4		Task 5		IIJA (Carryover)		Complete Streets		Total Hours	Total Cost
		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
Executive Director	\$100.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Assistant Director	\$85.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Grant Writer	\$85.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Planning Director	\$60.00	100	\$14,160	280	\$39,648	100	\$14,160	50	\$7,080	65	\$9,204	0	\$0	0	\$0	595	\$84,252
Financial Director	\$60.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Financial Staff	\$40.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Administrative Staff	\$35.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Coordinator	\$45.00	200	\$21,240	300	\$31,860	100	\$10,620	200	\$21,240	90	\$9,558	0	\$0	0	\$0	890	\$94,518
Engineer	\$45.00	50	\$5,310	50	\$5,310	100	\$10,620	0	\$0	0	\$0	0	\$0	0	\$0	200	\$21,240
Senior Planner	\$45.00	0	\$0	100	\$10,620	100	\$10,620	75	\$7,965	0	\$0	0	\$0	20	\$2,124	295	\$29,205
Planner III	\$42.00	15	\$1,487	100	\$9,912	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	115	\$11,399
Planner II	\$38.00	400	\$35,872	195	\$17,488	250	\$22,420	0	\$0	0	\$0	50	\$4,484	50	\$4,484	945	\$75,780
Planner I	\$35.00	200	\$16,520	180	\$14,868	300	\$24,780	15	\$1,239	0	\$0	45	\$3,717	63	\$5,163	803	\$57,407
Fellow	\$25.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	100	\$5,900	0	\$0	100	\$0
Intern	\$25.00	0	\$0	45	\$2,655	0	\$0	0	\$0	0	\$0	300	\$17,700	11	\$649	356	\$2,655
Total		965	\$94,589	1250	\$132,361	950	\$93,220	340	\$37,524	155	\$18,762	495	\$31,801	144	\$12,420	4299	\$376,455
*Total includes Direct and Indirect of 1.36																	

NVCOG FY27																	
Job Class	Avg Hourly Rate	Task 1		Task 2		Task 3		Task 4		Task 5		(Carryover)		Complete Streets		Total Hours	Total Cost
		Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost		
Executive Director	\$100.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Assistant Director	\$85.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Grant Writer	\$85.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Planning Director	\$60.00	100	\$14,160	280	\$39,648	100	\$14,160	50	\$7,080	65	\$9,204	0	\$0	0	\$0	595	\$84,252
Financial Director	\$60.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Financial Staff	\$40.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Administrative Staff	\$35.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0
Coordinator	\$45.00	200	\$21,240	300	\$31,860	100	\$10,620	200	\$21,240	90	\$9,558	0	\$0	0	\$0	890	\$94,518
Engineer	\$45.00	50	\$5,310	50	\$5,310	100	\$10,620	0	\$0	0	\$0	0	\$0	0	\$0	200	\$21,240
Senior Planner	\$45.00	0	\$0	100	\$10,620	100	\$10,620	75	\$7,965	0	\$0	0	\$0	20	\$2,124	275	\$29,205
Planner III	\$42.00	15	\$1,487	100	\$9,912	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	115	\$11,399
Planner II	\$38.00	400	\$35,872	195	\$17,488	250	\$22,420	0	\$0	0	\$0	50	\$4,484	50	\$4,484	845	\$75,780
Planner I	\$35.00	200	\$16,520	180	\$14,868	300	\$24,780	15	\$1,239	0	\$0	45	\$3,717	63	\$5,163	695	\$57,407
Fellow	\$25.00	0	\$0	0	\$0	0	\$0	0	\$0	0	\$0	100	\$5,900	0	\$0	0	\$0
Intern	\$25.00	0	\$0	45	\$2,655	24	\$1,416	0	\$0	0	\$0	300	\$17,700	11	\$649	69	\$4,071
Total		965	\$94,589	1250	\$132,361	974	\$94,636	340	\$37,524	155	\$18,762	495	\$31,801	144	\$12,420	3684	\$377,871
*Total includes Direct and Indirect of 1.36																	

METROCOG EMPLOYEE TASKS

Executive Director

The Executive Director plans for, organizes and directs the comprehensive planning process for the Greater Bridgeport Region based on the strategic policy set by the Board of Directors. The Executive Director serves as lead staff and reports to the Board of Directors. The Executive Director provides strategic leadership and supervises and ensures the professional and technical capabilities of all agency staff. The Executive Director coordinates the functions necessary to carry out the planning tasks included in the UPWP and administers the transportation planning process. The Executive Director serves as the point of contact for all federal, state and municipal officials and on all legislative and policy matters. The Executive Director also establishes relationships between MetroCOG, partner agencies, and MPOs within Connecticut and beyond.

Deputy Director

The Deputy Director assists the Executive Director in implementing the comprehensive planning process for the Greater Bridgeport Region. The Deputy Director identifies the short and long-term planning needs for the Region and provides technical support to member municipalities regarding transportation and regional planning. The Deputy Director collaborates with the Executive Director and the Finance Director to develop the agency operating budget as well as set internal policies and procedures. The Deputy Director directs and supervises agency staff and contracted consultants. The Deputy Director is responsible for grant research, writing and management. In this capacity, the Deputy Director provides notice and technical assistance to member municipalities on potential grant funding opportunities. The Deputy Director also serves as a liaison between MetroCOG and member municipalities, adjacent COGs/MPOs, and federal/state/local agencies. The Deputy Director also participates in the transportation planning process and implements tasks

identified in the UPWP. Finally, the Deputy Director oversees project development, procurement, contract administration, etc. on various federal, state and/or municipally funded projects. The Deputy Director may assume Executive Director level duties in the absence of or at the direction of the Executive Director.

Finance Director

The Finance Director advises and informs the Board of Directors and participating agencies of program substance and expenditures and provides financial data for state and federal reporting requirements. The Finance Director monitors grant contracts and budgets and maintains general ledger, journals and all other fiscal records and reports in accordance with federal and state bookkeeping and auditing standards. The Finance Director coordinates annual auditing activities. The Finance Director maintains agency checking and savings accounts, makes all financial transactions in accordance with agency procedures, and prepares financial reports. The Finance Director is responsible for maintaining the administrative side of the organization including but not limited to; finance, Human Resources, insurances (medical and liability and employment) and contractual.

Planning Director

The Planning Director oversees the coordination of transportation and regional planning efforts. This position leads the development of the Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP) and other federally and state required planning efforts. The Planning Director provides administration, research, analysis, and presentation of information and recommendations on transportation planning and regional planning issues, including developing project work scopes, budgets, schedules and procedures. The Planning Director facilitates Advisory Committees and assists with the coordination of the MPO and COG Board of Director Meetings. The position works in coordination with the Executive and/or

Deputy Director on organizational initiatives that support the agency.

Titles within this class may include, but are not limited to Planning Director, Transportation Planning Director, Regional Planning Director.

Planning Manager

The Planning Manager, under supervision of the Planning Director, leads planning and policy research and supports the development and maintenance of plans and programs.

Titles within this class may include, but are not limited to Regional Planning Manager, Transportation Planning Manager, Environmental Planning Manager.

Senior Planner

Senior Planners support the development and maintenance of the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP) and other required planning tasks. The position provides technical assistance to member communities regarding transportation and/or regional planning, and assists with planning project scoping, budgeting and scheduling. Senior Planners convene meetings of Technical Advisory Committees and/or Subcommittees, as determined by a supervisor. Senior Planners support a proactive community involvement process and lead or assist with planning studies, including project management.

Titles within this class may include, but are not limited to Senior Transportation Planner, Senior Regional Planner, Senior Environmental Planner.

Planner II

Under the guidance and supervision of a Planning Director, Planning Manager and/or Senior Planner, Planner IIs are responsible for the execution of projects and tasks, including project management and supporting the development and maintenance of federally and

state planning projects. Planner IIs review local project proposals, designs, and plan documentation and use computer-based modeling and application software to facilitate the transportation planning process. Planner IIs maintain and organize planning related data.

Titles within this class may include, but are not limited to Regional Planner II, Transportation Planner II, Environmental Planner II.

Planner

Under the guidance and supervision of a Planning Director, Planning Manager or a Senior Planner(s), Planners are responsible for completing tasks associated with the deliverables of the MPO and for the project management of the planning process, with a focus on, but not limited to, transportation, land use, economic development, emergency management, conservation and the environment. Planners are responsible for data collection and analysis, writing narratives for reports and projects, and engaging with the public on transportation initiatives.

Titles within this class may include, but are not limited to, Regional Planner, Transportation Planner, Environmental Planner.

Transportation Engineer

The Transportation Engineer provides transportation engineering technical assistance to member communities and conducts transportation planning studies and supports the CTDOT Air Quality Conformity process. Other tasks include using computer-based modeling and application software to facilitate the transportation planning process and to monitor, analyze and report transportation systems use, performance, congestion, changes and safety issues.

GIS Director

The GIS Director oversees the regional GIS program. This includes maintaining the ArcGIS Enterprise and ArcGIS Online infrastructure as well as supervising data

publication. The GIS Director is also in charge of the development and maintenance of public-facing online applications. The GIS Director maintains and enhances the professional and technical capabilities of the GIS staff, coordinates meetings of the Geospatial Technical Advisory Committee and develops short and long-range work plans, procedures, and schedules.

Titles within this class may include, but are not limited to GIS Director and GIS Coordinator.

Senior GIS Analyst

Under the Guidance of the GIS Director, the Senior GIS Analysts perform complex data analysis using ArcGIS and related extensions/add-ons, relational databases, and other computer software. The Senior GIS Analysts provides administration, advanced research and analysis, and presents information and recommendations on long-range land-use planning, regional planning, multi-modal transportation planning, urban design and economic development issues. Senior Analysts serve as a working project manager for projects and programs and ensure that accurate and complete data sets are created by GIS staff. This position may back up the GIS Director in their absence.

GIS Analyst II

Under the Guidance of the GIS Director, the GIS Analyst II expands and maintains project GIS databases. The GIS Analyst II creates maps and associated data visualization applications for reports, grants, and public engagement. The position documents and implements data management workflows, and cleans, organizes, and inputs data into databases while maintaining detailed records. The GIS Analyst II creates, edits, and transforms geospatial data from a variety of sources and sensors to suit project requirements and various software platforms.

Titles within this class may include, but are not limited to GIS Specialist II, GIS Analyst II, GIS Technician II.

GIS Analyst

Under the Guidance of the GIS Director, GIS Analysts maintain GIS data and develop maps to spatially illustrate trends, patterns and operating conditions, including interactive maps to support public engagement. In addition, they provide GIS assistance to member municipalities. Titles within this class may include, but are not limited to GIS Specialist, GIS Analyst, GIS Technician.

Administrative Assistant

The Administrative Assistant will assist the Executive Director with administrative tasks including but not limited to scheduling, planning events and booking venues. The Administrative Assistant will assist with all other tasks as necessary.

Intern

The Intern will assist with data gathering, including the collection of traffic data (volume, speed, vehicle class) and travel time and with duties related to the proactive public involvement process. Titles within this class may include, but are not limited to Intern, Planning Assistant, GIS Assistant.

NVCOG EMPLOYEE TASKS

Executive Director

The Executive Director directs the operations of the Naugatuck Valley Council of Governments (NVCOG) and supervises the transportation and regional planning staff. The Executive Director formulates policies, manages daily operations of the NVCOG, and plans and coordinates use of resources for sustainability. The Executive Director serves as the Co-Secretary of the Greater Bridgeport and Valley MPO and Director of the Central Naugatuck Valley Region MPO, assists in formulating policy board actions and implementing recommendations, and facilitates the on-going interaction and relationships between the NVCOG and state, federal, non-profit, and private sector partners. The Executive Director works with the New York-Connecticut Sustainable Communities Initiative Consortium in developing a regional plan for sustainability and with the Regional Plan Associations, Connecticut Conference of Municipalities, and others to encourage more Transit-Oriented Developments (TODs) in the state and region. The Executive Director also coordinates relationships between the NVCOG, partner agencies, and MPOs within Connecticut and beyond.

Assistant Director

The Assistant Director assists the Executive Director in daily operations of the NVCOG. In the absence of the Executive Director, the Assistant Director fills in to act on their behalf. The Assistant Director assists the Executive Director in setting agency direction as well as formulating policies and coordinating staffing resources. In day-to-day operations, the Assistant Director provides guidance to staff and serves to communicate critical information between the Executive Director and the NVCOG staff, as well as to the NVCOG and CNVMPO board. The Assistant Director takes part in the Metropolitan Area Planning Forum with MPOs from across CT, NY, NJ, and PA.

Grant Writer

The Grant Writer works under direction of the Executive Director and Assistant Director, monitoring federal, state, and private funding opportunities to identify opportunities to fund regional and municipal priorities. Once opportunities are identified, the Grant Writer leads the effort to develop high quality grant applications. This position assists municipalities with applications and provides data or assistance to CTDOT upon request. Similarly, the Grant Writer prepares letters of support on behalf of the NVCOG in support of municipal and CTDOT applications, as well as solicits letters of support for NVCOG applications.

Planning Directors

Planning Directors are responsible for leading the various planning units of the Council of Governments (COG). In these roles, Planning Directors oversee the assignment of tasks and projects, the management of staff within a planning unit, and coordination between their unit, other units within the agency, and outside entities. Titles within this class may include, but are not limited to, Transportation Planning Director, Community Planning Director, Brownfields Program Director, and Environmental Planning Director.

Finance Director

The Finance Director works under the general supervision of the Executive Director and maintains general ledger, journals, and all other fiscal records and reports— including all NVCOG checking and savings accounts— in accordance with federal and state accounting and auditing standards. The Finance Director prepares project financial reports, requests contract reimbursements, prepares quarterly financial reports (FICA, FWT and unemployment), prepares monthly balance sheets, analyzes staff timesheets and financial reports, and issues all checks, including payroll. The Finance Director processes invoices received from consulting firms under NVCOG contract, as well.

Financial Staff

Reporting to the Finance Director, Financial Staff are responsible for the administration of financial responsibilities within the agency. Their duties include maintaining the general ledger, journals, and all other fiscal records and reports in compliance with federal and state bookkeeping and auditing standards. Financial Staff prepare all financial documentation associated with projects and work with the Financial Director to manage all accounts of the agency, including those within federal systems. Additionally, they assist with general clerical and administrative functions as needed. Titles within this class may include, but are not limited to, Financial Manager, Office Manager, Staff Accountant, and Accounting Analyst.

Administrative Staff

Reporting to the Executive Director, Administrative Staff are responsible for the operations of the agency. This includes scheduling, taking meeting and committee minutes, providing office management, and performing other tasks necessary in order to keep the agency functioning effectively. Titles within this class may include, but are not limited to, Executive Administrative Clerk.

Coordinators

Coordinators are responsible for the operations of the agency's support units. The coordinators lead staff of units including, but not limited to, Geographic Information Systems and Data, Communications, and Municipal Affairs. In these roles, Coordinators are responsible for management of staff within their unit, assignment of tasks and projects, and coordination between the NVCOG's planning units and other support units. Titles within this class may include, but are not limited to, Communications and Community Engagement Coordinator, Director of Municipal Affairs, and GIS Program Coordinator.

The Communications and Community Engagement Coordinator also serves as NVCOG's Disadvantaged

Business Enterprise Liaison Officer (DBELO) and is responsible for reviewing third party contracts and purchase requisitions for compliance with this program, as well as working with transportation planning staff on program requirements. They manage large or broad-in-scope projects for Disadvantaged Business Enterprise (DBE) compliance, establish annual DBE goals, compile statistical data, completes and submit required reports, and participate in annual site reviews.

Transportation Engineers

Transportation Engineers manage all technical aspects of roadway design, modeling, and improvement. They provide transportation and traffic engineering technical assistance to the municipalities of NVCOG, assess traffic and highway operations on key corridors and intersections and, where appropriate, develop concepts for improvements. Transportation Engineers are also responsible for reviewing plan sets submitted to the agency, including those for the Local Transportation Capital Improvement Program (LOTICIP), and ensuring that all projects align with regional goals for safety, efficiency, and long-term growth. Titles may include, but are not limited to, Senior Engineer, Engineer II, and Engineer I.

Senior Planner

Reporting to the unit Planning Director, Senior Planners are responsible for implementing key elements of the planning program. This includes overseeing planning staff, providing feedback and development, managing projects and timelines, and ensuring the completion of deliverables. Senior Planners are expected to lead project teams, ensure compliance with state and federal regulation in the department's work, and monitor key policy changes that may impact these projects. Titles in this class may include, but are not limited to, Senior Transportation Planning, Senior Environmental Planner, Senior Community Planner, and Sustainable Communities Planner.

Planner III

Under the guidance and supervision of a Planning Director and Senior Planner(s), Planner IIIs are responsible for implementing and managing projects and programs within their planning division, as well as executing key support activities in support units. Planner IIIs may lead ad hoc teams of planners and staff, assist in the professional development of junior staff, and ensure compliance with federal, state, and other applicable regulations. Titles in this class may include, but are not limited to, Transportation Planner III, Community Planner III, and Environmental Planner III.

Planner II

Under the guidance and supervision of a Planning Director and Senior Planner(s), Planner IIs are responsible for the execution of projects and tasks, including project management. Planner IIs are responsible for the regular deliverables of the MPO, including maintenance of the TIP, work on short and long-range transportation plans. Titles in this class may include, but are not limited to, Transportation Planner II, Community Planner II, Environmental Planner II, GIS Analyst, and Communications Associate.

Planner I

Under the guidance and supervision of a Planning Director and Senior Planner(s), Planner Is are responsible for completing tasks associated with the deliverables of the MPO. Planner Is are responsible for data collection and some analysis, writing narratives for reports and projects, and engaging with the public on transportation initiatives. Planner I titles may include, but are not limited to, Transportation Planner I, Community Planner I, and Environmental Planner I.

Transit Capital Administrator

Under the general supervision of the Executive Director, the Transit Capital Administrator provides project management and is responsible for all aspects of

the Federal Transit Administration (FTA) capital grant management, including opening grants, managing and documenting procurements in accordance with FTA regulations and the NVCOG procurement manual, conducting all reporting as required by NVCOG and FTA in compliance with the regulations and policies thereof, and administering grants in the FTA website TEAM-WEB, including quarterly reporting on capital grants. Additionally, they oversee large-scale planning and project management, including rolling stock and facility assessment and improvement. The Transit Capital Administrator is included in the Senior Planner classification.

Environmental Planner I

At the direction of the Director of Environmental Planning and Senior Environmental Planner, the Environmental Planner I supports projects and programs within the Environmental Planning division, including tasks related to environmental mitigation, reducing the impact of the built environment, and enhancing sustainability within the transportation system.

Planning Fellow

Under the direction of the Planning Director and in support of the Planning Director and Senior Planner(s), the Planning Fellow is a project-based employee working on a term dictated by a project timeline. The Planning Fellow is responsible for data collection and analysis, policy review, report preparation, and other work necessary for implementation of major projects. Additional responsibilities may be assigned at the discretion of the supervising planner(s).

Planning Intern/Planning Assistant

The Planning Intern or Planning Assistant is a durational position responsible for carrying out specific planning and program tasks under the direction and supervision of the Planning Director, Senior Planner(s), and/or a designated staff member. This role assists the

transportation and regional planning staff in various planning tasks, including the preparing planning documents, collecting and analyzing data, and providing GIS support and maintenance. Titles may include, but are not limited to, Transportation Planning Intern, Environmental Planning Intern, Community Planning Intern, GIS Intern, Communications Intern, and Planning Assistant.

APPENDIX A: 2022 CERTIFICATION REVIEW, FINDINGS SUMMARY



U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

Greater Bridgeport Valley MPO	
Review Area	Corrective Action
1. Metropolitan Transportation Plan	The MTP is required to consider the current and projected transportation demand of persons and goods in the metro planning area over the period of the transportation plan (23 CFR 450.324(f)). In addition, BIL enhances the requirements for ensuring consistent data is used when more than one MPO serves the same urbanized areas, including population and employment data and forecasts. For the next update of the MTP, GBVMPO must collaborate with the CTDOT, the statewide Travel Demand Model, and within the TMA to ensure the plan has a solid baseline of assumptions and forecasts for population, employment and traffic demand. The updated MTP, including appropriate data and forecasts, must be completed by May 1, 2023.
2. Transportation Improvement Program	The MPO must upload the FFY2021 Obligated Project Listing to the MetroCOG website to comply with 23 CFR 450.334. The FY2021 listing must be posted by September 1, 2022. All future listings must be posted within 90 days of the end of the fiscal year. <i>(This item was addressed and completed prior to issuance of the final document.)</i>
3. Congestion Management Process / Management and Operations	GBVMPO must coordinate their CMP efforts within the TMA, cooperatively developing and implementing it with SWRMPO by May 1, 2023. Specifics as to how the coordination, development of methodologies, and how implementation will be accomplished should be included in the CMP.

Bridgeport Stamford TMA	
Review Area	Corrective Action
1. TMA Coordination	The MPOs must ensure collaboration meetings within the TMA occur on a regular basis, annually at a minimum. WestCOG and MetroCOG/NVCOG staff may consider alternating who facilitates the meeting and invite FHWA/FTA officials. The agenda should include a review of each other's planning programs and an identification of projects or programs of mutual interest. The first coordination meeting must be held by October 31, 2022.

APPENDIX B: GBVMPO ORGANIZATION & MANAGEMENT

The Region's transportation planning process is carried out by the consolidated Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO). The GBVMPO is responsible for providing policy direction on all aspects of the transportation planning process as specified in federal transportation acts, policies, rules, and guidelines. These responsibilities include urban transportation planning, developing an UPWP and adopting and maintaining a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP).

The MPO replaced the Tri-State Regional Planning Commission and a separate Greater Bridgeport Transportation Endorsement Board in June of 1981. A Memorandum of Understanding (MOU) for Transportation Planning in the Greater Bridgeport and Valley Planning Regions was adopted July 7, 1981, establishing membership of the GBVMPO member towns and "a unified, comprehensive, cooperative, officially coordinated, continuing process for transportation planning." Beginning on January 1, 1982, the MPO was consolidated to include the 10 Chief Elected Officials of the communities within the combined boundary of the Greater Bridgeport and Valley Planning Regions, as well as the two transit districts – Greater Bridgeport Transit District and Valley Transit District.

The MPO's bylaws have been periodically amended since 1982. Most recently the bylaws were amended in 2021 to allow for a CTDOT representative to serve as a non-voting member.

A combined "Technical Coordination Group" (TCG) was developed, consisting of representatives from GBRPA (now MetroCOG), Valley RPA (no longer in existence, absorbed by Naugatuck Valley), CTDOT, Greater Bridgeport Transit District (GBT), Valley Transit District (VTD), each Town/City (ten total), FHWA, and FTA. The current term for this committee is the Transportation Technical Advisory Committee (TTAC)

The MOU was reaffirmed in FY 1996 and rewritten in 2006 to reflect new federal transportation planning guidelines and requirements from the Safe, Accountable, Flexible Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU). The new MOU was adopted by the MPO at its July 26, 2006 meeting and subsequently signed by all involved organizations.

The Connecticut Department of Energy and Environmental Protection (CTDEEP) is the designated air quality planning agency in Connecticut. The GBVMPO and DEEP have an agreement in place that describes their respective roles and responsibilities for air quality related transportation planning in the Bridgeport-Stamford Urbanized Area. Both the MTP and TIP must conform to air quality goals and advance the attainment of National Ambient Air Quality Standards for Ozone and fine particulate matter (PM_{2.5}).

In 2008, an agreement was executed between the GBVMPO, the Southwestern Region MPO, the Housatonic Valley MPO, the New York Metropolitan Transportation Council, and the North Jersey Transportation Planning Authority that covers the coordination of transportation planning within the federally designated New York Metropolitan Transportation Management Area. As part of this MOU, these agencies exchange planning documents and meet to discuss transportation projects and programs affecting the entire area. Revised MOUs for agency name changes and additional agencies were endorsed by MetroCOG and NVCOG in 2017 and 2020. The additional agencies include the Capitol Region Council of Governments (Hartford), Lehigh Valley Planning Commission (PA), Lower Connecticut River Valley Council of Governments, and the Orange County Transportation Council (NJ).

Prior to 2016, the Greater Bridgeport and Valley Planning Regions developed separate but complementary planning products. Beginning in 2016 the FHWA requested that the MPO begin developing

a single set of planning products, which includes the UPWP, TIP, MTP, and public participation planning.

The GBVMPO proactively maintains the Public Participation Plan, Title VI Program, and Limited English Proficiency Plan. These documents stipulate that all members of the public are provided with the opportunity to review and comment on MPO plans, programs, and projects. These documents also ensure that the transportation planning process is consistent with and conforms to a fair and transparent transportation planning process for including areas and households with Limited English Proficiency or English as a second language. The most recent versions of these plans were adopted by the GBVMPO in 2023.

APPENDIX C: STATEMENT OF COOPERATIVE MPO/STATE/TRANSIT OPERATORS PLANNING ROLES & RESPONSIBILITIES

Amended March 10, 2021

Statement of Cooperative MPO/State/Transit Operators' Planning Roles & Responsibilities

Purpose

The purpose of this statement is to outline the roles and responsibilities of the State, the Greater Bridgeport and Valley Metropolitan Planning Organization and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h) "Metropolitan Planning Agreements".

General Roles & Responsibilities

The Greater Bridgeport and Valley Metropolitan Planning Organization will perform the transportation planning process for their region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of a two-year Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during this two-year period.
2. Preparation and update of a long range, multi-modal metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process evaluates the benefits and burdens of transportation projects and/or investments to ensure significant or disproportionate impacts on low income and minority populations are avoided and/or mitigated. This will be accomplished using traditional and non-traditional outreach to Title VI populations, including outreach to LEP populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.
10. Self-certify the metropolitan planning process at least once every four years, concurrent with TIP adoption and submittal, certifying the planning process is being conducted in accordance with all applicable federal requirements and addressing the major issues facing the area.

Long Range Metropolitan Transportation Plan

1. The Greater Bridgeport and Valley Metropolitan Planning Organization will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.
2. The Greater Bridgeport and Valley Metropolitan Planning Organization may develop a consolidated transportation plan summary report for the planning region that includes the key issues facing the area and priority programs and projects.

3. CT DOT will provide the following information and data in support of developing the transportation plan:
 - a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
 - b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode. *(CT DOT will provide this only if requested since the Greater Bridgeport and Valley Metropolitan Planning Organization may maintain their own travel forecast model.)*
 - c. Traffic count data for state roads in the Greater Bridgeport and Valley Metropolitan Planning Organization region, and transit statistics as available.
 - d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the long range metropolitan transportation plans.
 - e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. (Refer to air quality tasks.)
4. The Greater Bridgeport and Valley Metropolitan Planning Organization may conduct transportation modeling for the area.
4. The Greater Bridgeport and Valley Metropolitan Planning Organization will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, they will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

Transportation Improvement Program (TIP)

1. The selection of projects in the TIP and the development of the TIP will occur through a consultative process between CT DOT, Greater Bridgeport and Valley Metropolitan Planning Organization, and the appropriate provider(s) of public transportation.
2. CT DOT will send a draft proposed 5-year Capital Plan to the Greater Bridgeport and Valley Metropolitan Planning Organization for review and comment. The draft list will reflect input that the CT DOT received from the Greater Bridgeport and Valley Metropolitan Planning Organization during the consultation process on the previous year's plan.
3. CT DOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and the 5- year Capital Plan.
4. CT DOT will consult with and solicit comments from the Greater Bridgeport and Valley Metropolitan Planning and transit providers on the TIP and incorporate where practicable.
5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the Greater Bridgeport and Valley Metropolitan Planning Organization to explain the projects to the policy board and the general public.
6. CT DOT will provide a list of projects obligated during each of the federal fiscal years covered by the TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
7. The Greater Bridgeport and Valley Metropolitan Planning Organization will compile the TIP for the Region, including preparing a narrative. Projects will be categorized by federal aid program and listed in summary tables. The TIP will be converted into a format that will allow it to be downloaded to the Region's website. The Greater Bridgeport and Valley Metropolitan Planning Organization will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the TIP/STIP Administrative

Action/Amendment/Notification process.

8. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
9. CT DOT will include one STIP entry each for the Bridge program and the Highway Safety Improvement program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Bridge Report and the Safety Report monthly. The one line entry will reduce the number of entries needed in the STIP. Any projects listed in the Bridge and or Safety Report that are over \$5m and on the NHS, will be transferred directly into the STIP as its own entry per the TIP/STIP Administrative Action/Amendment/Notification process.
10. CT DOT will provide proposed amendments to the Greater Bridgeport and Valley Metropolitan Planning Organization for consideration. The amendment will include a project description that provides sufficient detail to allow the Greater Bridgeport and Valley Metropolitan Planning Organization to explain the proposed changes to the Greater Bridgeport and Valley Metropolitan Planning Organization board and project management contact information. It will also provide a clear reason and justification for the amendment. If it involves a new project, CT DOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
11. When an amendment to the TIP/STIP is being proposed by the Greater Bridgeport and Valley Metropolitan Planning Organization, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.
12. CT DOT will provide a financial assessment of the STIP with each update. The Greater Bridgeport and Valley Metropolitan Planning Organization should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment, demonstrating and maintaining financial constraint by year.

Air Quality Planning

1. CT DOT and the Greater Bridgeport and Valley Metropolitan Planning Organization should meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CT DOT will conduct the regional emissions analysis, which includes the Greater Bridgeport and Valley Metropolitan Planning Organization area and provide the results to the Greater Bridgeport and Valley Metropolitan Planning Organization. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range metropolitan transportation plans and TIP.
3. The Greater Bridgeport and Valley Metropolitan Planning Organization will prepare a summary report of the conformity process and regional emissions analysis for the Region. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.
4. The summary report on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.
5. The Greater Bridgeport and Valley Metropolitan Planning Organization will make the regional emissions analysis available to the public.

Public Participation Program

1. The Greater Bridgeport and Valley Metropolitan Planning Organization will annually review and evalu-

ate their public participation program.

1. The Greater Bridgeport and Valley Metropolitan Planning Organization will update and prepare a list of neighborhood and local organizations and groups that will receive notices of MPO plans, programs and projects.
2. The Greater Bridgeport and Valley Metropolitan Planning Organization will work to ensure that low-income, minority and transit dependent individuals are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. The Greater Bridgeport and Valley Metropolitan Planning Organization will comply with federal legislation on these issues.
3. The Greater Bridgeport and Valley Metropolitan Planning Organization's process for developing plans, projects, and programs will include consultation with state and local agencies responsible for land use and growth management, natural resources, environmental protection, conservation and historic preservation.
4. The Greater Bridgeport and Valley Metropolitan Planning Organization will maintain their website to provide clear and concise information on the transportation planning process and provide an opportunity to download reports and documents. This will include developing project and study summaries, converting reports into a pdf or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

Public Transportation Planning

1. The Greater Bridgeport and Valley Metropolitan Planning Organization will allow for, to the extent feasible, the participation of transit providers at all transportation committee and policy board meetings to provide advice, information and consultation on transportation programs within the planning region.
2. The Greater Bridgeport and Valley Metropolitan Planning Organization will provide the opportunity for the transit provider(s) to review and comment on planning products relating to transit issues within the region.
3. The Greater Bridgeport and Valley Metropolitan Planning Organization will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to ensure the consideration of any appropriate comments.
4. The Greater Bridgeport and Valley Metropolitan Planning Organization and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CT DOT will provide the Greater Bridgeport and Valley Metropolitan Planning Organization with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
 - a. Anticipated federal funding resources by federal aid category and state funding resources for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. Will hold annual meetings to discuss authorized funds for the STP-Urban and LOTCIP accounts.
 - c. Annual authorized/programmed funds for the FTA Section 5307 Program as contained in the STIP and the annual UZA split agreements.
 - d. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
1. The CT DOT will notify the Greater Bridgeport and Valley Metropolitan Planning Organization when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP Administrative Action/Amendment/Notification process.

1. The Greater Bridgeport and Valley Metropolitan Planning Organization will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The Greater Bridgeport and Valley Metropolitan Planning Organization, if located in a TMA, will conduct a highway performance monitoring program that includes the gathering of available traffic counts and travel time information and determination of travel speeds and delay.
2. The Greater Bridgeport and Valley Metropolitan Planning Organization will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The Greater Bridgeport and Valley Metropolitan Planning Organization will work with CT DOT on programming possible congestion-reducing projects.
4. The Greater Bridgeport and Valley Metropolitan Planning Organization will, upon implementation of a congestion reduction improvement, assess post-improvement operations and determine level of congestion relief.

Intelligent Transportation Systems (ITS) Program

1. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the Greater Bridgeport and Valley Metropolitan Planning Organization.
2. The Greater Bridgeport and Valley Metropolitan Planning Organization will maintain and update the Regional ITS Architecture for the Greater Bridgeport and Valley Metropolitan Planning Organization, where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP 21/FAST ACT provisions and requirements, unless the MPO decides to set its own performance target, in which case the MPO will be responsible for collecting their own data.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures and Safety performance measures established under the Public Transportation Agency Safety Plan (PTASP) will include data provided by the Transit Districts to the National Transit Database (NTD) and through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on a platform accessible by CTDOT and the MPO's.
4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the Greater Bridgeport and Valley Metropolitan Planning Organization.

A. Selection of Performance Targets

CTDOT will draft statewide performance targets for each of the FAST Act performance measures and coordinate with the MPOs and Transit Representatives, as required by 23 CFR Parts 450 and 771, as well as 49 CFR Part 613 as outlined below:

1. The CTDOT will discuss performance measures at each of the regularly scheduled monthly meetings (via teleconference or in

person meeting).

2. The CTDOT will present data collected for each performance measure and collaborate with the Greater Bridgeport and Valley Metropolitan Planning Organization and Transit Representatives on assumptions.
3. The CTDOT will provide the Greater Bridgeport and Valley Metropolitan Planning Organization and Transit Representative with 30 days to provide feedback on the data received and the assumptions provided.
4. The feedback received will be discussed at the next scheduled monthly meeting.
5. CTDOT will set targets for each performance measure with consideration of feedback received.

A. Reporting of Performance Targets

1. CTDOT will notify the Greater Bridgeport and Valley Metropolitan Planning Organization and Transit Representatives by email when final statewide targets are established.
2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to the Greater Bridgeport and Valley Metropolitan Planning Organization for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The Greater Bridgeport and Valley Metropolitan Planning Organization has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the Greater Bridgeport and Valley Metropolitan Planning Organization is establishing their own targets, the Greater Bridgeport and Valley Metropolitan Planning Organization will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The Greater Bridgeport and Valley Metropolitan Planning Organization will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The Greater Bridgeport and Valley Metropolitan Planning Organization will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures via the DOT.Map21@ct.gov email box.
7. For FTA performance measures, it is noted that the Greater Bridgeport and Valley Metropolitan Planning Organization provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the Greater Bridgeport and Valley Metropolitan Planning Organization. However, the Greater Bridgeport and Valley Metropolitan Planning Organization targets are not required to be updated annually, only revisited whenever the Greater Bridgeport and Valley Metropolitan Planning Organization updates their MTP and/or TIP on or after October 1, 2018.
8. For FTA safety performance measures as part of the PTASP, the Greater Bridgeport and Valley Metropolitan Planning Organization has received the Plan which included safety performance targets and will have 180 days to support these initial targets. Each transit provider is required to review its agency Safety Plan annually and update the plan, including the safety performance targets, as necessary.

A. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets annually, and report to the NTD. Information will be available to the Greater Bridgeport and Valley Metropolitan Planning Organization and transit representatives for use in updates to the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share updated TAM Plans with the Greater Bridgeport and Valley Metropolitan Planning Organization in a timely manner, and the MPOs will incorporate them into their planning process.

3. The Greater Bridgeport and Valley Metropolitan Planning Organization will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet via email. The CTDOT will collect this information and file until requested from FHWA/FTA.

A. The collection of data for the State asset management plan for the NHS

1. CTDOT will collect all asset management data required for all NHS routes, regardless of ownership.

30 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times
Congestion and Air Quality(beg 2022)	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel

Congestion and Air Quality(beg 2022)	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per “vehicle revenue miles.” by mode.
FTA C 5010.1E	Number of serious injuries per “vehicle revenue miles.” by mode.
PTASP safety performance targets	Fatalities (total number of reported fatalities)
PTASP safety performance targets	Fatalities (fatality rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Injuries (total number of reportable injuries)
PTASP safety performance targets	Injuries (injury rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Safety Events (total number of reportable safety events)
PTASP safety performance targets	Safety Events (safety event rate per total vehicle revenue miles by mode)
PTASP safety performance targets	System Reliability (mean distance between mechanical failures by mode)

Amendment

This Statement on Transportation Planning may be amended from time to time or to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the Greater Bridgeport and Valley Metropolitan Planning Organization as part of the UPWP, and as soon as the UPWP has been approved by the relevant Federal transportation agencies.

No Limitation on Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.

APPENDIX D: COMMENTS

Unified Planning Work Program (UPWP) Comments

General Comments for all COG's

- Include STIP going on the two-year cycle.
 - **See new bullet in 2.13: “New TIPs/STIPs will now be developed on a 2-year cycle. In FY 2026, the MPO will develop and release the 2027-2030 TIP.”**
- Change “BIL” or “Bipartisan Infrastructure Law” to “IIJA” or “Infrastructure Investment and Jobs Act” **noted, minor revisions**
- Please complete the Statement of Cooperative MPO/STATE/Transit Operators' Planning Roles and responsibilities in the new UPWP. A template of the "statement" is attached for your information. Include all identified performance measures in the UPWP. **The March 10, 2021 Statement was included as Appendix C**
- Complete the attached Automobile Liability Coverage Letter. **attached**
- A new delegation of authority needs to be completed when a new UPWP is developed. As each COG has a different delegation of authority, a template is not provided. **attached**
- Planning Emphasis Areas
 - There are no official FHWA/FTA Planning Emphasis Areas (PEAs). Any references or documentation related to PEA's should be removed. **Removed PEA discussion from introduction**
- Limited English Proficiency (LEP)
 - LEP Plans are eligible under Title VI and can be referenced in UPWPs. **noted**
 - Any references to previous administration's Executive Orders and Environmental Justice should be removed. **noted**
- Discretionary/Competitive Grants
 - Change “discretionary grants” to “competitive grants”. **noted, minor revisions**
 - List all FHWA, FTA competitive grants in UPWP; A simple list with funding, fiscal year, amount, recipient and general description is sufficient. **See table referred to in 5.7**
 - Quarterly reporting on competitive grants is not needed. **noted**
- 2.5% Complete Streets (CS)
 - Identify projects and work to be done with CS funding. **noted**
- Certification Review References
 - Only include language about addressing findings. **Removed references to recommendations throughout document. Removed list of recommendations from Appendix A.**
 - Remove all appendices, links and/or references to prior administrations Executive Orders. **noted**
- Freight Planning
 - Include development of freight stakeholder lists in UPWPs. **See 2.9**
- PL funding
 - Review to make sure PL funding is only being used for eligible expenses.
 - Identify activities eligible for PL funding under LOTCIP. **See 3.1**

MetroCOG

- List competitive grants and clarify costs. **See table referred to in 5.7**
- Page 46: Includes NVCOG direct expenses but it is incomplete since all zeros are shown. Delete or provide reference as to where to find direct charge funding. **These tables were removed, a note was made that NVCOG does not anticipate any direct expenses.**

ACKNOWLEDGEMENTS

Greater Bridgeport & Valley Metropolitan Planning Organization

Ansonia	Mayor David Cassetti
Bridgeport	Mayor Joseph P. Ganim
Derby	Mayor Joseph DiMartino
Easton	First Selectman David Bindelglass
Fairfield	First Selectman William Gerber
Greater Bridgeport Transit	Doug Sutherland
Monroe	First Selectman Terry Rooney
Seymour	First Selectwoman Annmarie Drugonis
Shelton	Mayor Mark Lauretti, Chair
Strafford	Mayor Laura Hoydick, ViceChair
Trumbull	First Selectman Vicki Tesoro
Valley Transit District	Mayor Mark Lauretti



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Colleen Kelleher, MBA, Finance Director

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Rick Dunne, Executive Director

Mark Nielsen, Assistant Director

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Richard Donovan, Transportation Planning Director

Aaron Budris, Environmental Planning Director

Savannah-Nicole Villalba, AICP, Community Planning Director

Ricardo Rodriguez, Brownfields Program Director

Drew Baklik, Director of Municipal Affairs

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Richard Crowther Jr., GIS Program Coordinator

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Faith Thurmond, Accounting Analyst

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