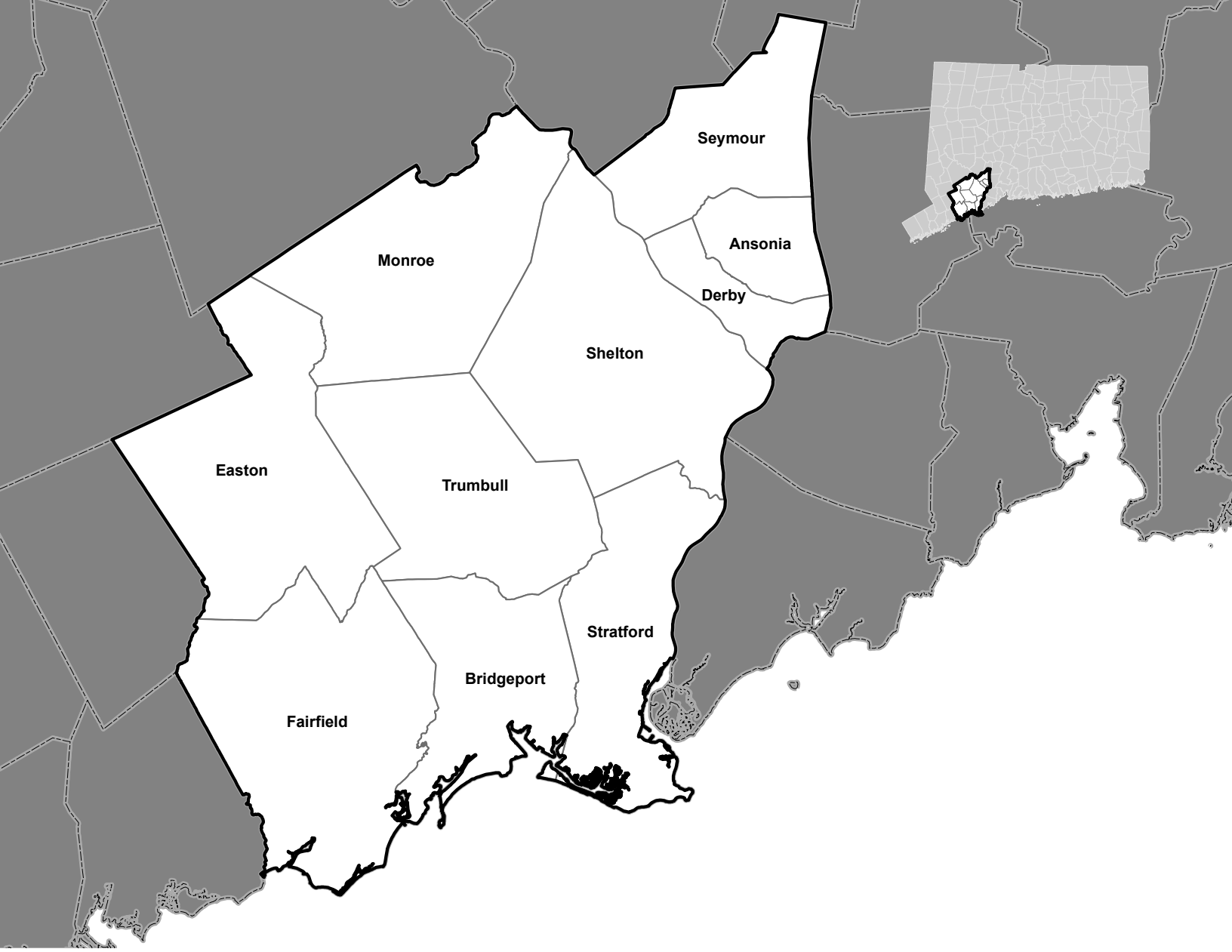

Unified Planning Work Program for the Greater Bridgeport & Valley Planning Region: 2020 & 2021

Electronic Submission to CTDOT: March 29th, 2019

CTDOT Comments: April 24th, 2019

GBVMPO Endorsement: May 23rd, 2019

Table of Contents

Introduction

Abstract

The FY 2020 and 2021 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 between the state fiscal years July 1, 2019 to June 30, 2021. It contains a discussion of the major transportation issues, goals and objectives in the Region. Federal funding resources and budget summaries are included.

Effective Date

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

Acknowledgements

The Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO), in cooperation with the member municipalities, the Connecticut Department of Transportation, the US Department of Transportation (Federal Highway Administration and Federal Transit Administration), and public transit operators in the Greater Bridgeport and Valley Metropolitan Planning Region developed this UPWP. 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 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.

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.

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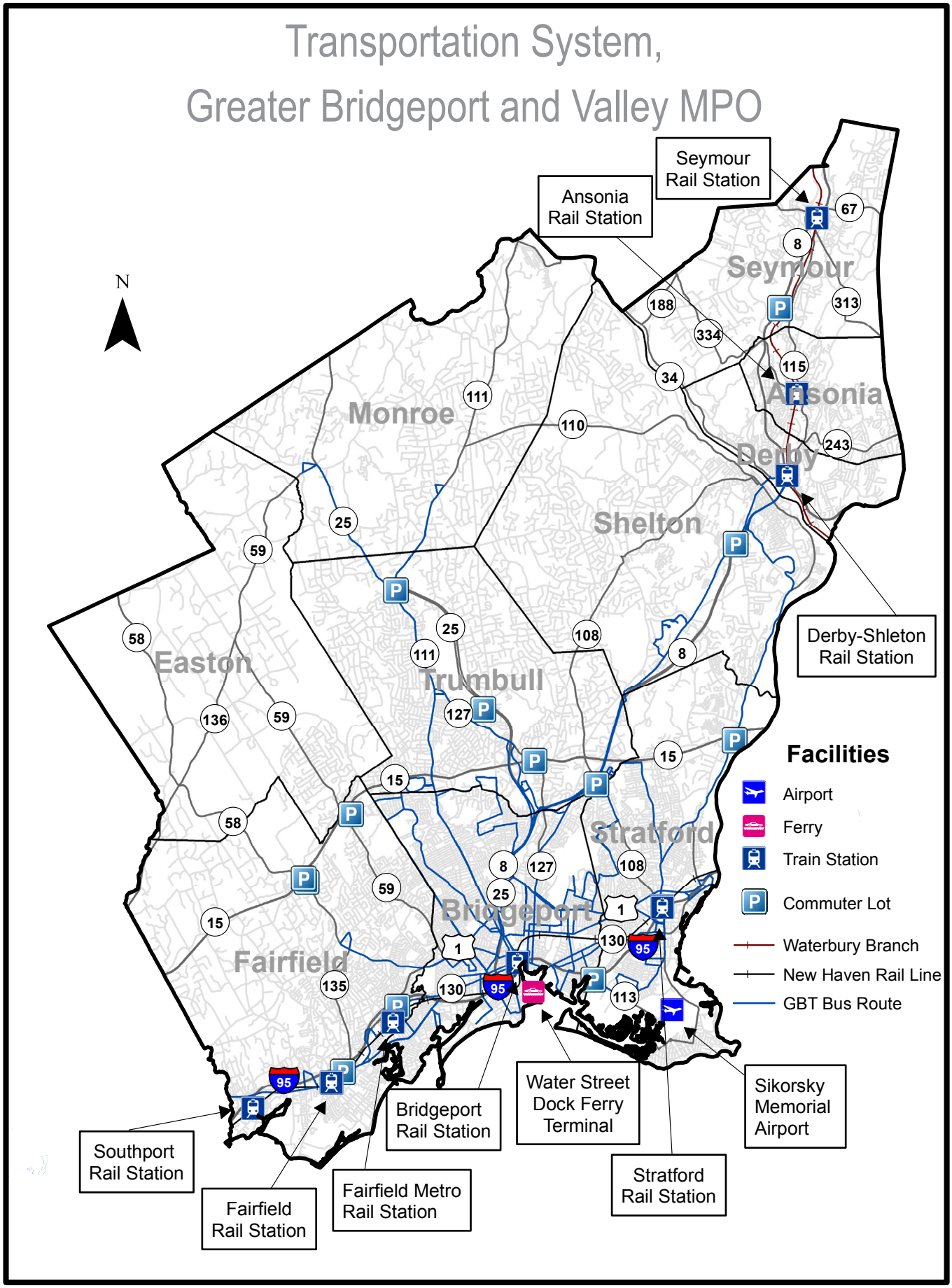
Transportation System,
Greater Bridgeport and Valley MPO
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Seymour Rail Station
Ansonia Rail Station
Derby-Shleton Rail Station
Southport Rail Station
Fairfield Rail Station
Fairfield Metro Rail Station
Bridgeport Rail Station
Water Street Dock Ferry Terminal
Stratford Rail Station
Sikorsky Memorial Airport
Seymour
Ansonia
Derby
Shelton
Monroe
Easton
Trumbull
Stratford
Bridgeport
Fairfield
Facilities
Airport
Ferry
Train Station
Commuter Lot
Waterbury Branch
New Haven Rail Line
GBT Bus Route

Overview

The Greater Bridgeport Valley Metropolitan Planning Organization's (GBVMPO) FY 2020 – FY 2021 Unified Planning Work Program (UPWP) describes all urban transportation and transportation-related planning activities anticipated to be initiated and completed over a two-year period beginning July 1, 2019 and ending June 30, 2021. The UPWP 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 2021 to reflect accomplishments during the 2020 and 2021 fiscal years and identify those planning activities to be completed and undertaken in FY 2022.

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 Greater Bridgeport & Valley Metropolitan Planning Region & Transportation Systems

The Greater Bridgeport & Valley Metropolitan Planning Organization is located in the southwestern part of Connecticut and is part 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. Some of these municipalities are located along the Interstate 95 and the Northeast Rail Corridor which provides rail access to New York City and Boston, Massachusetts. Four expressways, five rail stations along Metro North's New Haven line and three stations along Metro North's Waterbury line provide access to areas throughout Connecticut.

With a population of about 413,000 people and a land area of about 196 square miles, the Region has a population density of approximately 2,102 persons per square mile. This density and intensive development patterns are reflected in the high proportion of the region that lies within the Census-defined Bridgeport-Stamford Urbanized Area with over 95% of the population living in the urban area and a significant percentage of the land area within designated federal-aid urban boundaries. Roughly 35% of the Region's approximately 413,000 residents live in the City of Bridgeport.

Each day, more than one million trips are made to, from and within the Region. This travel reflects the daily activities of its residents, and, in a broader perspective, the Region's economy. The efficiency of this travel is an important measure of economic vitality in the Region.

The transportation system of the Region is diverse and offers its residents an integrated range of options. Key transportation facilities are listed on the next page and mapped in Figure 1.

Organization & Management

The Region's transportation planning process is carried out by the consolidated Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO). 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 in 1981 that established membership in the GBVMPO member towns and "a unified, comprehensive, cooperative, officially coordinated, continuing process for transportation planning." As of January 1, 1982, a consolidated MPO was designated in the July 7, 1981 MOU, consisting of Chief Elected Officials of 10 communities within the combined boundary of the Greater Bridgeport and Valley Planning Regions. A combined "Technical Coordination Group (TCG)" was to be developed consisting of representatives from GBRPA, Valley RPA (no longer in existence), CTDOT, GB Transit District, Valley Transit District, each Town/City (10), FHWA, FTA. The MPO was responsible for Urban

Transportation Planning, developing a UPWP, a Metropolitan Transportation Plan (MTP), and a Transportation Improvement Program (TIP). Prior to 2016, the two Planning Regions developed separate but complementary planning products. However, beginning in 2016 the FHWA requested that the MPO begin developing a single set of planning products.

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.

An agreement was also executed between the GBVMPO, the South Western Region MPO, the Housatonic Valley Council of Elected Officials, 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. The original MOU was adopted in 2008. A revised MOU that reflects agency name changes and additional agencies adjacent to the Transportation Management Area was endorsed by MetroCOG and NVCOG in September 2017. Additional agencies include the Lower Connecticut River Valley Council of Governments, the Orange County Transportation Council (NJ) and the Lehigh Valley Planning Commission (PA).

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 the respective roles and responsibilities for air quality related transportation planning in the Bridgeport-Stamford Urbanized Area.

The GBVMPO is primarily responsible for providing policy direction on all aspects of the transportation planning process, as specified in federal transportation acts policies,

Key Transportation Facilities

Interstate Route 95 – Governor John Davis Lodge Turnpike.

State Route 15 – Merritt Parkway.

State Route 8 and State Route 25 Expressways.

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

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

GBT & Connecticut Transit - 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 service.

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

Bridgeport Harbor – Deepwater port.

Sikorsky Memorial Airport – General aviation and charter operations

Pequonnock River Trail, Naugatuck River Greenway, Derby Greenway, Ansonia Riverwalk and Shelton Riverwalk - Regional shared-use trail.

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

Commuter Parking Lots – Located at limited access highway interchanges – I-95, State Route 8/25 & State Route 15, etc.

rules and guidelines. These responsibilities include adopting and maintaining a Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). The TIP must be consistent with the goals and objectives of the MTP. 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 (PM2.5).

The GBVMPO has adopted a proactive Public Participation Plan, Title VI Program and Limited English Proficiency Plan that provides an opportunity for all members of the public to review and comment on MPO plans, programs and projects. These documents ensure that the transportation planning process is consistent with and conforms to Executive and US Department of Transportation orders on Environmental Justice, including identifying disadvantaged areas and households with limited English proficiency.

Transportation Planning Process

As the federally designated transportation planning agency for the Greater Bridgeport & Valley Metropolitan Planning Regions, GBVMPO conducts the transportation planning process in accordance with the "3-C Planning Process:" Continuing, Cooperative and Comprehensive. 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 process is guided by other federal regulations, such as MAP-21 and the FAST Act.

The primary tasks of GBVMPO's Transportation Planning Process are:

- Maintain the Metropolitan Transportation Plan (MTP) for the Region that reflects at least a 25-year horizon;
- Develop, maintain and amend the short-term Transportation Improvement Program (TIP) that allocates reasonably expected federal aid transportation funds for the next five years and work with CTDOT in implementing the E-STIP;

Greater Bridgeport & Valley Metropolitan Planning Organization:

Ansonia	Monroe
Bridgeport	Seymour
Derby	Shelton
Easton	Stratford
Fairfield	Trumbull

Greater Bridgeport Transit (GBT)
Valley Transit District (VTD)

- Monitor and assess highway system performance, including collection and analysis of transportation data;
- Develop and maintain a regional Geographic Information System (GIS) and utilize advanced analytical techniques to support the planning process.
- Maintain and mainstream the Regional ITS Architecture.
- Implement and maintain a Congestion Management Process (CMP) Program.
- Assess, evaluate and recommend opportunities for a multi-modal transportation system, including public transit, waterborne transportation, pedestrian safety and facilities, bicycle facilities and freight.
- Identify and assess transportation options that promote environmental sustainability, economic development, safety and livable communities.
- Consult with various land use, zoning, environmental, conservation, and historic preservation agencies, airport operators and freight movement stakeholders.
- Provide technical assistance in coordinating human service transportation services and projects.
- Provide technical assistance to member municipalities in assessing traffic operations and safety.
- Assist GBT and VTD with development of the 10-year capital program, programming TIP projects, and in the planning, assessment and analysis of short-term and long-term local bus service needs and operations.
- Assist our municipalities in identifying, scoping and developing projects under the Surface Transportation Program, Congestion Mitigation and Air Quality (CMAQ), Transportation Alternative Program (TAP)

and other programs, as needed.

- Assess and evaluate transportation security issues and needs, identify critical transportation infrastructure and participate in emergency planning and incident management activities.

Transportation Planning Issues & Goals

The transportation planning process will identify the Region's transportation concerns and issues. Many of the issues facing the Greater Bridgeport & Valley Metropolitan Planning Region are typical of other northeast corridor areas, that is, older facilities in need of repair or replacement, reducing peak hour congestion, increasing system capacity and addressing levels of service limitations and resource constraints for new or expanded transit services. The constraints of the Region's physical and socio-economic resources influence its transportation systems and performance. However, it is important to preserve and maintain essential infrastructure and services, while making the system operate as efficiently as possible. It is also equally critical to enhance the mobility of people and goods by increasing choice, access and convenience, as well as selectively and strategically expanding transportation capacity. Although the highway system dominates movement, non-highway components are equally important and provide alternative transportation services. A "balanced" transportation system is the primary goal of the transportation planning process.

The tasks, objectives and activities within the UPWP reflect the ten planning factors that federal legislation requires MPOs to consider. They are detailed in the box on the right.

These planning factors and emphasis areas provide a framework for the transportation planning process and for making transportation investment decisions. The following are goals and objectives in the Greater Bridgeport & Valley Metropolitan Planning Region, and are reflected in the most current MTP:

- **Preserve, Maintain and Enhance the Highway System:** Maintain the principal expressway and highway system in a state-of-good repair to improve safety and operating efficiency. Strategically expand the capacity of key highways to reduce delay and congestion.
- **Congestion Management:** Alleviate congestion through the implementation of intersection improvements, traffic signal modernization, and Transportation Demand Management strategies (ridesharing, telecommuting and alternate work schedules).
- **Safety:** Improve the safety and efficiency of the highway network, for both motorized and non-motorized users.
- **Security:** Improve and expand transportation infrastructure security measures for persons while using, on-board or waiting for modes and services.
- **Transportation Technology:** Manage transportation operations, enhance safety and mobility, ensure greater travel time reliability, reduce travel delay, and provide accurate information to travelers and system operators through various Intelligent Transportation Systems (ITS) applications. Support new and emerging technologies, such as autonomous and connect-

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.

ed vehicles.

- **Preserve and Enhance Public Transportation Services:** Maintain essential local bus, commuter rail and paratransit services by providing full funding for operations, replacing capital equipment on a life-cycle cost basis, renovating and rehabilitating facilities and infrastructure to a state-of-good-repair and enhancing services by optimizing resource allocation and coordinating paratransit service delivery.
- **Multi-modal Opportunities:** Expand and enhance opportunities for linking multiple modes and facilitating the movement between modes by constructing new multi-modal facilities and coordinating transit services.
- **Bicycle and Pedestrian Activities:** Encourage the increased use of bicycling and walking while enhancing safety by developing a network of shared-use trails and providing pedestrian walkways and features.
- **Flexibility in Highway Design:** Plan road improvements and transportation facilities within the context of their physical setting. Preserve scenic, aesthetic, historic, cultural and environmental resources.
- **Environmental Mitigation:** Implement actions to mitigate the environmental impacts of transportation projects.
- **Freight Movement:** Implement actions and projects that diversify how goods are moved to, from and through the region and improve how well freight is moved.
- **Aviation:** Upgrade Sikorsky Memorial Airport to a high quality, regional facility capable of supporting commuter airline services and meeting corporate needs, while enhancing safety.
- **Sustainability:** Link local land use management, transportation improvements and sustainability and livability initiatives for consistency with municipal Plans of Conservation and Development, the Regional Plan of Conservation and Development and the state Conservation and Development Policies Plan.
- **Economic Development:** Improve transportation infrastructure critical to the economic revitalization of the Region's urban and suburban centers and that promote tourism and travel to the Region.
- **Resiliency:** Reduce the vulnerability of the transportation system to natural hazards, including flooding.
- **Environmental Justice:** Conduct the transportation planning process to ensure that agency programs, policies and activities do not have the effect of excluding persons (including populations) from participation in, denying persons (including populations) the benefits of, or subjecting persons (including populations) to discrimination because of their race, color or national origin.
- **Transparency and Proactive Public Involvement:** Ensure full, fair and meaningful opportunities to participate in the transportation planning process by providing complete information, timely public notice, and full public access at all key stages in the decision-making process.

The Planning Process & Program of Projects

The Metropolitan Transportation Plan (MTP) reflects future transportation needs and identifies strategies to accommodate existing travel, improve the efficiency of the current transportation system, meet growing travel requirements and improve mobility. The MTP is consistent with anticipated funding levels for both highway and transit improvements.

Programs that are critical to the Region over the next five to ten years include:

- **Commuter Rail:** Enhance passenger amenities and parking availability at the Region's commuter rail stations. Continue to support improvements to Regional transportation centers, expand parking options and advance greater safety and efficiency for the overall rail network.
- **Local Fixed-Route Bus Services:** Focus on capital programming needs over the short term (TIP/STIP) and long term (10-year capital plan). Assess bus stop safety, amenities and accessibility. Enhance the transit layers in GIS. Support implementation of the long range transit plan.
- **Paratransit Service Coordination:** Assist Greater Bridgeport Transit and Valley Transit District and other public and private paratransit service operators to coordinate human service transportation services.
- **Multi-Modal Transportation Opportunities:** Strengthen the connectivity and integration of the transportation system by assessing alternative transportation modes along the New Haven and Waterbury rail lines, evaluating land parcels in the station vicinities, promoting mixed use development and encouraging economic development.

- **Congestion Management Process (CMP):** Continue to maintain the CMP. Monitor highway performance, identify the points and causes of congestion, determine travel speed and delay, and select priority corridors for detailed study. Assess the impacts of improvements on congestion.
- **Intelligent Transportation Systems (ITS):** The regional ITS architecture provides a framework for deploying advanced technologies and projects. MetroCOG and NVCOG will continue to work with GBVMPO municipalities to enhance traffic operations and install various advanced systems as needed.
- **Multi-use Trails:** Continue the development of the Pequonnock River Trail (PRT), Housatonic Greenway, Naugatuck River Greenway, Derby Greenway and the Ansonia and Shelton Riverwalk(s). The GBVMPO will continue to oversee expansion of the systems and identifying trail connections.
- **Complete Streets:** GBVMPO will continue to assist municipalities with preparing and implementing local complete streets plans, as well as a regional active transportation plan. These efforts continue the recent focus on implementing facilities for non-motorized transportation modes and promoting bicycle and pedestrian safety. GBVMPO will provide assistance in planning Safe Routes to School and with developing grant applications.
- **Sustainability:** Continue sustainable development planning efforts through Sustainable CT, other efforts with a sustainability component and past participation in the New York-Connecticut Sustainable Communities Consortium.
- **Transportation Security:** Assess transportation security issues and identify possible critical transportation infrastructure. Focus on transportation security and emergency management related to the DEMHS Emergency Planning Team(s).
- **Freight Planning:** Continue to integrate multi-modal freight and goods movement into the transportation planning process and work with other transportation stakeholders in developing better freight models and data. Continue to assess the possibility of a short sea container barge service between Bridgeport and the Port Authority of New York and New Jersey.
- **Flexible Highway Design:** Continue to promote the use of flexible highway design concepts (Context Sensitive Solutions) and principles in the design of highway projects. Encourage communities to implement access management to reduce conflicts and traffic calming strategies to reduce travel speeds.
- **Environmental Mitigation:** Assist project sponsors with assessing the potential environmental impacts of transportation improvement projects and encourage the implementation of measures to mitigate the impacts. The Conservation Technical Advisory Committee oversees environmental and conservation issues in the region and provides guidance on their relationship to the transportation system, including impacts due to coastal flooding, climate change and storm water management.
- **Public Participation, Title VI, LEP & Environmental Justice:** Continue utilizing inclusive public outreach and participation strategies to ensure that no person is excluded from participation, denied benefits, or otherwise subjected to discrimination under any program or activity, on the basis of race, color, or national origin.

Task I: Data Collection, Analysis & Applications

1.1: Regional GIS

Coordinate the update and maintenance of the Regional GIS Planimetric Basemap (planimetrics) developed through the 2012 Office of Policy and Managements Regional Performance Incentive Program grant award. Work with member municipalities to develop funding mechanisms for this set of GIS data that is the basis for numerous transportation datasets.

Continue to maintain and update parcel, right-of-ways, zoning, land cover (planimetrics) and land-use data to support parcel-level analyses, network analyses and the development of an activity based, land use and transportation model. 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 asset. Develop parcel-based land-use standardization process to develop regional land-use dataset.

Develop an improved Regional municipal boundary dataset. Coordinate with member municipalities and CT DOT Central Surveys in mapping municipal boundaries. Municipal boundaries with improved accuracy are critical to numerous policy, design, construction and safety programs.

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.

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. Assist where possible on Census 2020 efforts.

Explore options for data development and maintenance coordination amongst partner agencies.

1.2: Transportation GIS

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

- Coordinate with 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.
- Maintain and incorporate Rights-of-Way data into local parcel data.
- Continue to develop intersection database for signalized and non-signalized intersections.

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.

Utilize CTDOT's Congestion Management Process, transportation datasets and ITS to assess and report on safety and congestion management issues.

Increase the security of the transportation system by integrating critical facilities, security plans and state and federal traffic diversion plans (in consultation with CTDOT and local EOC and Law Enforcement).

Develop GIS datasets to support the **Regional Transportation Safety Plan:**

- Integrate detailed traffic data to analyze transportation system usage and assess opportunities for safety improvements.
- Utilize accident data from the CT Crash Data Repository to graphically identify hotpots and high-risk areas.

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 Program and Ladders of Opportunity.
- Develop a transit demand model to evaluate existing local bus route performance and assess future service improvements.
- Develop and utilize a transit needs assessment mod-

el; integrate ridership data to spatially identify attractors, generators, barriers and constraints to transit services and to identity 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:**

- Maintain the location of trails, routes and facilities.
- 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. Develop any GIS data necessary to accomplish this.
- Work with CTDOT, NYDOT, NJDOT and TRANSCOM to monitor and assess the movement of freight and to improve analyses tools and models.

Develop a regional Travel Demand Model to assess system performance, determine highway operations and congestion, forecast trip patterns based on existing and future land uses, analyze transportation impacts from

Objectives

Serve member municipalities, the region, state agencies and other COGs by acting as a clearinghouse for GIS data management best practices (Models of Regional Planning). Work within state professional GIS and related organizations to develop and maintain data standards relevant to Local, Regional and State Transportation GIS programs. Unify datasets, processes and data maintenance techniques to achieve consistency across state, local and other organizations through expanded coordination amongst partner agencies.

Work directly with CT DOT 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.

Continue to maintain and enhance the Regional GIS program and GIS capabilities to support wide-ranging transportation related standardized mapping initiatives including but not limited to general basemapping, street level imagery, aerial imagery, asset management, multi-modal networks, right-of-way and parcel mapping, MS4, environmental contamination and brownfields, natural resource and open space conservation, vegetation management, transportation and transit infrastructure projects, and emergency management planning, mitigation and response.

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 all possible 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.

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

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.

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.

TOD scenarios and assess the effectiveness of alternate transportation modes. Utilize "Big Data" to provide input into the regional TDM.

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.

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 and Economic Profiles.

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

Coordinate with Councils of Governments, transit agencies and the New York Metropolitan Transportation Council for compatibility among travel demand models.

1.3: Data Collection

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.
- 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.
- Utilize accident data from the Connecticut Crash Data Repository and local police departments to inform the Regional Transportation Safety Plan and other plans and projects as needed. Provide CT DOT with local and regional travel data to assist with developing VMT's.

Transit data collection:

- Continue to coordinate transit data collection and analysis with Greater Bridgeport Transit, 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.

Active Transportation data collection:

- Monitor bicycle and pedestrian activity on trails.
- Survey the condition of the sidewalk network and other active transportation facilities (locations to be determined)
- Monitor usage of various active transportation facilities (locations to be determined).
- Support the analysis of future regional ride sharing program data sources.

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 movement and facilities in the Region through CTDOT's statewide dataset and other secondary sources.

Parking Counts:

- At locations specified by CTDOT and on a quarterly basis, collect commuter parking lot usage data within ArcGIS Online.
- Assist municipalities with collecting parking patterns and behaviors, as needed.
- Track rail commuter lot usage, parking patterns and permit usage in local transportation centers.
- As necessary, collect parking counts around trail areas.

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 all 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 stan-

Products

Regional GIS base map. Planimetrics, Parcels, Right-of-Way, Aerial Imagery, Street Level Imagery, Elevation, Survey Control, Addresses

Regional, multi-modal Transportation GIS. Sidewalks, Bus Routes, Signals, Signs, Guardrails, Noise Barriers, Bridges, Culverts, Stormwater Infrastructure, Street Centerlines, Rail

Interactive maps on website (Story Maps, Web Maps, & Web Applications)

Traffic Counts, turning movements, data summary reports, traffic volume and travel time profiles included within Transportation GIS dataset

Transportation system data clearinghouse

Travel demand model

Performance measures

Freight inventory

Regional Economic Development Database

Brownfields Inventory

Congestion Management Process

536 Report on local road improvements

Coordinated MS4 Mapping elements

dard format for upload into the Regional GIS.

1.4: Intelligent Transportation Systems (ITS)

Update and maintain the regional ITS architecture for the Greater Bridgeport Region.

Continue development of an Archived Database Management system and ITS Data Warehouse and link to Regional GIS; provide opportunities for public access and interaction.

Provide technical assistance to adjacent regions and transit districts, as requested, in the development of a multi-region ITS architecture.

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

1.5: Performance Monitoring & Metrics

Evaluate the condition and performance of the transportation system.

Collect performance measure data, as required by the FAST Act, MAP-21 and CTDOT.

Coordinate with CTDOT in setting performance measures and targets. Continue a performance based assessment of transportation investments.

Explore the opportunity of acquiring “big data” from a third party vendor to develop transportation metrics.

Evaluate a partnerships with NVCOG and other MPOs to access the “Big Data” platform through StreetLight Data. Utilize this data to develop transportation metrics, inter-zonal trip tables, trip origin-destination matrices, and inter-zonal speed tables.

Monitor the operating characteristics of the region’s transit services. Including local bus and paratransit/dial-a-ride services – expenditures, fares, revenues, deficits, ridership, frequency and bus route performance.

Monitor the operating characteristics of passenger and freight rail service, with emphasis on the interface between rail and other modes, including parking, transit, bicycle, pedestrian facilities, and truck freight

Identify transportation systems connectivity gaps.

Link investment priorities to achieve performance targets.

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.

Establish Open Data Portal on ArcGIS Online to facilitate the sharing of MetroCOG Regional and Transportation GIS datasets.

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.

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

CTDOT Coordination:

- 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.

1.7: Geospatial Technical Advisory Committee (GTAC)

Convene and hold quarterly meetings of the Geospatial Technical Advisory Committee (GTAC) to guide development and expansion of the Regional GIS Program.

Provide coordination, support services and technical assistance, as necessary, to the GTAC.

Involve various interested stakeholder groups.

Task II:

Multi-Modal Transportation Planning

2.1: Multi-Modal Transportation System Investment & Project Development

Establish and refine transportation system priorities (across all modes) that align with major growth corridors and projected, sustainable land uses.

Coordinate with municipalities, GBT and other stakeholders to develop strategies that focus on mobility, safety and connectivity within the multi-modal transportation system.

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.

Assist member municipalities with determining state and federal project eligibility, project development, regional review, prioritization and monitoring schedules.

Task I Data Collection, Analysis & Applications

	2020				2021			
Task	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun
Regional GIS								
Transportation GIS								
Data Collection								
Intelligent Transportation System (ITS) Planning								
Performance Monitoring & Metrics								
Data Clearinghouse, Sharing & Coordination								
Geospatial Technical Advisory Committee								

Identify opportunities to leverage funding streams in support of regionally significant projects.

Once projects are selected for funding, work with sponsors to ensure continued advancement.

2.2: Transportation Safety

Coordinate with CTDOT, consultants and municipalities for preparation and completion of the **Regional Transportation Safety Plan:**

- Incorporate recommendations from CTDOT's State Highway Safety Plan.
  Maintain consistency with the Metropolitan Transportation Plan and other regional plans that address transportation safety.
- Analyze crash data and utilize GIS to locate hotspot areas to determine regional safety trends and issues.
- Create metrics to identify and assess high hazard accident locations by tabulating crash data and contributing factors. Establish base line performance and update regularly to evaluate safety improvements.
- Utilize the Plan to initiate a regional safety improvement program and identify low cost, effective measures to reduce crash frequency and severity.
- Maintain the Regional Transportation Safety Plan and update every five years, as the necessary data and analytical tools become available from CTDOT.

Develop a Pedestrian Safety Plan for the Region.

Utilize graphical analyses of crash hot spots to develop strategies that will improve safety for all modes and reduce crashes.

Assist member municipalities with the identification of safety needs and safety improvement projects on local roads in the region.

Continue to distribute information about state and federal funding opportunities for transportation safety improvements, training, technical assistance, and data analysis, such as the Community Connectivity, Local Road Accident Reduction and Safe Routes to School Programs. Provide application and project development assistance as needed.

2.3: Roadways & Congestion Management Process

Assess the highway network, evaluate operational and management strategies and identify reasonable improvements to improve the performance of the existing transportation system.

Use and follow the Congestion Management Process (CMP) developed in FFY 2019 to monitor congestion and highway system performance. **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 – parameters and thresholds;
- Identify congestion trends and congested links in the region using CTDOT's congestion screening report to develop geometric, operational and travel demand-related strategies to address congested links.
- Identify short- and long-term strategies in the MTP and TIP; implement as opportunities and funding are made available.
- Monitor the highway and transit networks and assess data to determine if any implemented improvements have resulted in reductions in congestion.
- Assess congestion management performance measures and coordinate with CTDOT to develop targets; Distribute and share any specialized traffic information with CTDOT's Traffic Analysis Unit.

Encourage and support strategic circulation improvements that can reduce local roadway inefficiencies, such as providing cross access points, sharing parking lots, adding bus turnouts, implementing traffic circles, and adding/consolidating turn lanes.

Continue to cooperate with CTDOT on various congestion management systems, such as evaluating the need for highway widening, congestion pricing, and/or the establishment HOV lanes to encourage carpooling.

Prepare CMP strategy reports that include regional and multimodal options.

Continue to coordinate CMP activities with all MPOs in the Bridgeport-Stamford Urbanized Area (as well as CTDOT, NYMTC and NJTPA) to produce a TMA-wide congestion management process, including data-sharing and development of mutual objectives and performance measures.

2.4: Local Bus Technical Assistance

Provide technical assistance to GBT and VTD to plan for system wide and paratransit services, seamless connections between all modes of transportation and operational and capital improvements.

Assist GBT and VTD with revising and updating its various capital financial plans and 10-year capital improvement program; assist with securing funding to implement priority projects and incorporate projects into the TIP/STIP.

Work with GBT to identify suitable locations for a new administrative facility, bus depot and bus maintenance center.

Work with GBT and VTD to establish and refine regional transit priorities that will be used to determine project scopes, prepare applications and evaluate proposals. Once projects are selected for funding, work to ensure continued advancement of the projects.

Evaluate bus connections to rail services, intermodal facilities, intercity bus service and commuter van pools.

Assist with maintaining, updating and measuring the progress of **GBT's Long Range Transit Plan and Alternative Modes Assessment**. Integrate priority recommendations into the LRTP. The purpose of the plan is to:

- Support system-wide planning and to assess the needs and opportunities for service expansion options beyond GBT's base service levels, long term fleet requirements and long range capital needs.
- Determine and identify alternative approaches to deliver improved public transit services.
- Assess land use projections and major growth corridors when considering bus service adjustments.
- Coordinate implementation and maintenance of the two plans.

Objectives

Preserve the existing transportation system, maintain a state of good repair and improve access to and connectivity between all modes of transportation.

Integrate safety into all planning efforts and project development.

Identify and encourage strategies that will improve the safety, security and resiliency of the transportation system.

Identify transportation system improvements and investments that could reduce roadway congestion, vehicle miles travelled and emissions, and freight delays, especially along I-95, Routes 15, 8 and 25, and other major corridors.

Support the public transit system and further livable communities by advancing context sensitive projects to improve safety, reliability, efficiency, accessibility and integration with the overall transportation network.

Support ladders of opportunity and assess connectivity gaps in the transportation systems, especially as it may impact access to essential services and employment opportunities.

Promote active transportation plans, policies and projects that improve livability, public health and the walkability and bikeability of the Region's urban and suburban areas.

Foster compact development patterns and leverage key transit nodes in existing city and town centers to create walkable, mixed-use/mixed income districts that serve as "transit oriented development nodes."

Align land use and transportation planning: promote consistency between transportation improvements, employment, major growth corridors, housing patterns, projected land use, brownfields revitalization and historic preservation.

Mitigate transportation system impacts on stormwater management, natural resources and air quality by integrating NEPA/CEPA, conservation considerations and low impact development in the transportation planning process.

Strengthen the resiliency of the transportation system to natural hazards.

Develop and maintain short and long term transportation plans, including the Metropolitan Transportation Plan (MTP), Transportation Improvement Program (TIP), and Plan of Conservation and Development (POCD).

Develop and implement a performance management approach to the transportation planning and programming process that supports the achievement of performance targets.

Assess service gaps, identify opportunities to enhance service and improve the coordination of inter-regional and intra-regional transit services. This includes seamless travel across transit districts (such as the Coastal Link) and expansion of the Go CT Card to transit districts.

Work with GBT, VTD, NVCOG and communities along the Waterbury Branch line to enhance coordination between local bus services and rail schedules, ensure adequate service access and improve the transit experience along the Route 8 corridor.

Work with GBT, CTDOT and adjacent transit districts in programming and implementing recommendations from the Coastal Corridor bus study and the Route 1 Bus Rapid Transit study.

In support of "Ladders of Opportunity", identify connectivity gaps in access to essential services and plan for short and long term solutions. Essential services include housing, employment, health care, education and recreation.

Provide technical assistance, support and coordination services, as needed, for local and regional transit advisory committees, public officials and non-profit transportation providers.

2.5: Bus Stop Safety, Security Amenities & Accessibility

Assess the safety of bus passengers throughout the system: at bus stop locations before they board a bus and after they exit. Identify physical features that pose safety concerns and physical impediments to accessibility.

Evaluate pedestrian paths to and from the bus stop. Identify bus stops that are not properly served by sidewalks, crosswalks or ADA facilities, and work to fill gaps in the network.

Identify needed improvements and changes, as well as sources of funding to support improvements. These include reconstruction of the curb and bus stop area, relocation of the bus stop, removal of on-street parking spaces and obstructions, sidewalk enhancements, schedule and route change information, bus pull out areas, signage, and amenities.

Assess opportunities for satellite transfer centers.

Through the Transit Design Guidelines project, develop model bus stop and shelter parameters that can be applied to locations throughout the system.

Improve non-motorized mobility between bus stops and rail stations to ensure seamless connections between all modes of transportation.

2.6: 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.

Continue to work closely with CTDOT, GBT, VTD, SCRCOG, WestCOG, other transit districts and municipal human service transportation providers on updating and maintaining the **LOCHSTP plan for the Bridgeport-Stamford urban area:**

- Funding for elderly persons and persons with disabilities and grants to provide specialized transportation services for getting disabled persons to jobs;
- Transit enhancements to better serve suburban employment centers;
- Identify gaps in human service transportation;
- Enhance existing services and propose new strategies to fill in gaps.

Continue to participate on the human service transportation coordination subcommittee (LOCHSTP).

Coordinate grant applications from the Region's municipalities and paratransit providers to the FTA's Section 5310 program.

Coordinate grant applications to the state's Municipal Matching Grant program for senior and disabled demand responsive transportation.

2.7: Commuter Rail Facilities

Evaluate Waterbury branch line and New Haven main line structures, amenities, facilities and parking to determine future improvements and identify funding mechanisms.

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

Coordinate with NVCOG and CTDOT to program and advance proposed Waterbury Branch Line improvements and enhancements, including the planned positive train control, signal system design, passing sidings and overall long term rehabilitation.

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. Identify and secure funds necessary for improvements.

Monitor, evaluate and develop strategies to address commuter rail parking needs. Develop plans to implement station-area parking enhancements, such as shared parking and commuter van service from "park and ride" lots.

Monitor and the Northeast Corridor (NEC) Future planning program and provide comments, as needed.

2.8: Transit Oriented Development

Partner with the State, municipalities and transit providers to leverage rail stations in Bridgeport, Fairfield, and Stratford to drive new transit-oriented residential development targeted at commuters.

Target major transportation corridors and key transit nodes in existing regional and town centers to create livable, mixed-use developments at a density that can be accommodated by the existing transit system (or in the short to mid-term).

Assess opportunities for the construction of complementary market-rate and affordable housing units within TOD target areas.

Encourage pedestrian oriented, complimentary building design and streetscape improvements by identifying best practices for zoning regulations and design guidelines. The Regional Model TOD guidelines can be utilized as a framework.

Identify transportation improvements that will support physical, social and economic linkages between educational institutions, employers, businesses, innovation districts and incubators.

Identify resources, such as federal and state funding, grants and public private partnership opportunities to incentivize and/or stimulate mixed-use transit-oriented development in suitable locations.

2.9: Active Transportation Planning

Continue to assist in developing a comprehensive, coordinated regional trail network, including the **Pequonnock River Trail (PRT), Housatonic River Greenway, and Naugatuck River Greenway with future linkages to the East Coast Greenway and Merritt Parkway Trail:**

- PRT: Public engagement by updating the PRT website, CMAQ administration assistance (and other funding sources), opportunities for off-street/shared parking and a future PRT Visitors Center (Trumbull).

- Link local parks and open spaces by expanding local trail systems that connect to the regional trail network.
- Assess how regional and long-distance trails connect to multi-modal transportation facilities.

Continue to provide technical assistance to municipalities on implementing bicycle route networks (on and off-road), including assessing and evaluating proposed routes, project scoping, project design approach and ensuring consistency with guidelines and standards.

Assist CTDOT and municipalities in developing, implementing and maintaining plans for active transportation, pedestrian safety and Complete Streets, including state plans, **Fairfield's Bicycle and Pedestrian Plan and Complete Street Policy, Bridgeport's Complete Streets Plan and Stratford's Complete Streets Plan:**

- Safely and equitably accommodate motorists, pedestrians, and bicyclists on appropriate roadways.
- Identify gaps in the sidewalk network.
- Connect neighborhoods to parks, civic uses, commercial areas, and schools.
- Consolidate the bicycle and pedestrian plans for the Cities of Ansonia, Derby and Shelton and the Town of Seymour into an active transportation plan for the GBVMPO.

In partnership with GBT, assist interested municipalities with implementing a shared active transportation system that can ultimately be scaled to towns throughout the Region.

2.10: Freight Planning

Develop a **report on regional freight** that considers all modes of freight (vehicular, rail, air and maritime):

- Maintain a list and GIS database of freight stakeholder and generators in the Region.
- Identify freight supportive land uses via GIS.
- Maintain a list of system constraints for freight movements such as geometric challenges, bridge heights, weights and turning radii.
- Identify potential truck parking and idling locations.
- Analyze freight issues and opportunities.

- Incorporate findings and recommendations into future MTPs.

Work with CTDOT in maintaining the statewide freight plan.

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

2.11: Aviation, Maritime & Traditional & High Speed Ferry Planning

Support and help identify funding for investments for Sikorsky Airport and Bridgeport Harbor to increase utilization and enhance the economic competitiveness of the region.

Assist Sikorsky Airport in planning for and identifying improvements and funding to support commuter airline services, meet corporate needs, and enhance safety, as requested.

Continue to work with the Connecticut and Bridgeport Port Authorities, as needed, on implementing high-speed services from Bridgeport and other points in Connecticut to New York City.

2.12: Environmental Protection

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 regional emissions analyses performed by CTDOT.
- Facilitate the 30-day public review by publishing CTDOT's analyses to the website, providing copies upon request and addressing any public comments.
- Approve and adopt (GBVMPO) the CTDOT air quality conformity determinations for Ozone and PM2.5 and forward determinations to CTDOT.
- For TIP/STIP amendments found to be non-exempt, follow the transportation conformity process.

Identify actions to mitigate the potential environmental impacts of transportation projects, including stormwater management and climate change, per MAP-21 and FAST Act.

Link the transportation planning and the National Environmental Policy Act (NEPA) processes. Identify the purpose and need for the action, assess alternatives, and eliminate actions that are not feasible.

Coordinate and undertake planning activities necessary to address critical environmental issues, including air and water quality, flooding, and contaminated brownfield sites.

Identify green infrastructure elements that can be incorporated into transportation projects to reduce and manage stormwater runoff and reduce pollution.

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

Throughout the transportation planning process, identify sensitive natural areas and protect regional assets, such as local watersheds, riparian zones, pollinators, regional water supplies, and wetlands, while promoting an integrated network of park and recreation areas throughout the Region.

2.13: Intelligent Transportation System (ITS) Planning

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

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

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

Identify and assess ITS to support real time notifications to transit users and to enhance passenger security. Consider real-time integration with GBT's CAD/AVL system to provide arrival and departure times and available connections between providers.

Work with the city of Bridgeport, GBT, CTDOT and other agencies on scoping and implementing advanced ITS concepts and early deployment actions, such as regional commuter rail station parking and event operations in Downtown Bridgeport.

ITS Coordination:

Provide technical assistance to adjacent regions and transit districts, as requested, in the development of a multi-region ITS architecture.

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

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

Coordinate and collaborate with TransCOM on the implementation of ITS notifications.

2.14: Performance Measures & Modeling

Coordinate with CTDOT in developing policies, performance measures and performance targets for the multi-modal transportation system, that align with the goals of MAP-21 and the FAST Act.

In coordination with CTDOT, link TIP and MTP projects and strategies with their impact in achieving performance targets.

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

Collect required performance metric data and identify performance targets that relate to this data.

2.15: Metropolitan Transportation Plan (MTP)

A major update of the Metropolitan Transportation Plan occurred in FY 2019. The GBVMPO will maintain the 2019-2045 plan and evaluate how implemented projects have supported performance targets. Continue coordination and consultation with NVCOG on maintaining the MTP.

Amend the MTP as necessary, and in coordination with CTDOT's AQ modeling process.

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

2.16: Transportation Improvement Program (TIP)

Develop, amend and maintain a short range Transportation Improvement Program (TIP) that is financially constrained and consistent with the Metropolitan Transportation Plan (MTP) and State Transportation Improvement Program (STIP). The 2021-2024 TIP must be approved by October of 2019.

Coordinate with CTDOT to evaluate how TIP projects will impact achieving performance targets.

Review, approve and record Administrative Actions.

Continue refining the database which records projects, amendments and actions, preferably based on CTDOT's E-STIP framework. Automate updates to GIS to support the interactive map on the website.

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

Evaluating the possibility of jointly developing and integrating the TIP across the TMA region.

2.17: Transportation Technical Advisory Committee (TTAC)

Hold bi-monthly meetings of the Transportation Technical Advisory Committee to provide face-to-face opportunities for local engineers and planners to discuss and exchange ideas regarding transportation issues, deficiencies and solutions. Meetings are held prior to GBVMPO/COG meetings or as necessary.

Review amendments to the federal Transportation Improvement and state Local Transportation Capital Improvement programs and offer prioritization and advisory recommendations to the GBVMPO member towns.

Provide coordination, support services and technical assistance to the TTAC.

2.18: Models of Regional Planning & CTDOT Coordination

Ensure a regional approach to transportation planning by promoting cooperation and coordination across MPO boundaries and across state boundaries, where appropriate.

Increase cooperation between state, regional, and local governments in identifying, funding, and implementing major infrastructure investments.

Coordinate with CTDOT, adjacent MPOs, CTDEEP, OPM, DECD and other stakeholder agencies, as necessary, on various transportation plans, programs, initiatives, corridor studies and projects.

Coordinate multi-state and mega-regional transportation planning activities in the Connecticut, New York, New Jersey, Pennsylvania Metropolitan Area through participation in the MAP Forum.

Ensure that planning products and documents of each re-

spective MAPForum MPO consider and take into account the impacts of the plans and programs developed by the other MPOs.

Continue to strengthen the 3C planning process by coordinating data collection and analysis across the TMA.

Understand local, regional and state concerns among a range of stakeholders through consultation with various economic development, land use management, environmental resources, environmental protection, conservation, security, emergency management and historic preservation agencies, airport operators and freight stakeholders.

Continue participation in the Regional Leadership Assembly.

2.19: 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 applications.

Procure technical resources and organize technical trainings, as necessary.

2.20: Policy

Monitor and review federal Notices of Proposed Rulemaking (NPRM) related to the transportation planning process and offer comments and recommendations, as appropriate, including but not limited to MPO coordination, performance measures, transit planning, and transportation performance management rules.

Continue coordination with adjacent MPOs on current and future planning region configuration.

Establish and refine regional transportation policies.

Products

Metropolitan Transportation Plan

Regional Transportation Safety Plan

Transportation Improvement Program, amendments and actions

Congestion Management Process

Regional Active Transportation Plan

Pedestrian Safety Plan

Local/Regional Complete Streets Plans

Transit Oriented Development Plans

Natural Hazard Mitigation Plan

Performance Measures and Targets

Air Quality Conformity

Transportation Demand Planning and Land Use

Capital Needs Planning

Intelligent Transit Systems

Coordinated Public Transit Human Services Transportation Plans

Task II Multi-Modal Transportation Planning Schedule

	2020				2021			
Task	**Q1: Jul-Sept**	**Q2: Oct-Dec**	**Q3: Jan-Mar**	**Q4: Apr-Jun**	**Q1: Jul-Sept**	**Q2: Oct-Dec**	**Q3: Jan-Mar**	**Q4: Apr-Jun**
Multi-Modal Transportation System Investment & Project Development								
Transportation Safety								
Roadways & Congestion Management Process								
Local Bus Technical Assistance								
Bus Stop Safety, Amenities & Accessibility								
Human Service Transportation Coordination Planning								
Commuter Rail Facilities								
Transit Oriented Development								
Active Transportation Planning								
Freight Planning								
Aviation, Maritime and Traditional and High Speed Ferry Planning								
Environmental Protection								
Intelligent Transportation System (ITS) Planning								
Performance Measures & Modeling								
Long Range Transportation Plan								
Transportation Improvement Program								
Transportation Technical Advisory Committee								
Models of Regional Planning & CTDOT Coordination								
Policy								
Staff Development								

Task III: Technical Assistance

3.1: Local Technical Assistance Program

Develop, select, scope and evaluate projects for funding under the FHWA's Surface Transportation Program for the Bridgeport-Stamford Urbanized Area (STP-BS), Transportation Alternatives Program (TAP), and Congestion Mitigation and Air Quality (CMAQ) program, as well as funding under the state's Local Transportation Capital Improvement Program (LOTCIP), Community Connectivity Program and temporary programs.

- Monitor announcements and updates for various funding programs.
- Identify regionally beneficial projects and opportunities to leverage funding streams.
- Solicit new project proposals for funding and provide technical assistance in determining project eligibility, preparing applications and evaluating proposals.
- Recommend changes in program schedules to ensure financially constrained programs and assess regional fair-shares.
- Work with sponsors to ensure continued advancement of projects and to monitor schedules. Ensure project consistency with regional priorities across the TMA, as well as with local goals and the congestion management process.

Develop and maintain capital, operating and financial plans consistent with available funding levels.

Review CTDOT's obligation plans and commitment letters.

Participate in the CTDOT Project Concept Review process and Capital planning meetings.

Identify and develop local strategies and capital and operational improvements to preserve the existing highway system and local transportation assets.

Assist municipalities with assessing, evaluating and optimizing local parking facilities.

Provide transportation planning technical assistance, data and advanced GIS capabilities to municipalities with updates to the local Plans of Conservation and Development and other planning studies/documents, if needed.

Review and assess the regional impacts of changes to local zoning regulations.

3.2: Plan & Project Implementation

Assist municipalities with maintaining and implementing recommendations from the Regional and local Plans of Conservation and Development, neighborhood plans and other past planning products, including but not limited to:

Bridgeport:

- Barnum Station Feasibility Study and the Barnum Station Transit-Oriented Development Master Plan and Adaptive Reuse Strategy.
- Bridgeport Complete Streets Plan
- Connecticut Avenue and Stratford Avenue Transportation, Development and Safety Corridor Study
- East Bridgeport - Seaview Avenue Development Corridor Alternative Transportation Assessment
- Feasibility and Concept Plan for the Realignment of Lafayette Circle
- Feasibility Study for the Construction of a Pedestrian Bridge over Ash Creek

Fairfield:

- Engineering Planning Study for Black Rock Turnpike
- Engineering Planning Study for Post Road Circle
- Fairfield Bicycle and Pedestrian Plan
- Transit Oriented Development Study

Stratford:

- Route 110 Engineering Planning Study
- Stratford Center Revitalization Plan
- Stratford Complete Streets Improvement Plan
- Stratford Greenways Plan

Regional

- Alternative Transportation Modes (GBT)
- Coastal Corridor Bus Study
- Engineering Planning Study for Routes 25 & 111 Planning Study (Monroe and Trumbull)
- Long Range Transit Plan (GBT)
- Model Transit Oriented Development guidelines
- Pequonnock River Trail
- Regional Plan of Conservation and Development
- Regional Transportation Safety Plan
- Route 1 Bus Rapid Transit Study

- Sustainable Communities Initiative Plans
- Sustainable CT

3.3: Regional Plan of Conservation & Development

Maintain the Regional Plan of Conservation and Development (RPOCD), which was adopted in 2015.

Use the RPOCD to guide the transportation planning process and to inform the MTP, future plans and local POCDs throughout the region.

Coordinate transportation planning and improvements with major growth corridors, regional transportation nodes and major developments that have the potential for regional impact.

Utilize the RPOCD to assess the impacts of future land use management, economic development, conservation and natural hazards scenarios on the transportation system.

Coordinate with OPM to ensure that the RPOCD and State POCD update align.

3.4: Economic Development & Infrastructure Needs

Evaluate the links between commuting patterns and the regional economy to support targeted transportation and transit infrastructure improvements that will support economic growth in urban and town centers and major employment corridors.

Assess the transportation system's performance in supporting economic growth and providing equitable, efficient access to economic opportunities.

Support and plan for transportation infrastructure upgrades that could increase the economic viability of the Region.

Support and help identify funding for freight, air (Sikorsky Airport) and water-borne modes (Bridgeport Harbor) of transportation to increase the economic competitiveness of the region and the smooth, efficient movement of goods.

Secure funding for the Comprehensive Economic Development Strategy (CEDS) and begin the process of drafting a CEDS for the Greater Bridgeport Region.

Continue assistance to the Bridgeport Innovation Places Working Group, formed in response to the State of Connecticut's Innovation Places initiative by providing technical assistance, guidance and GIS data related to transportation infrastructure, economic development and land use/zoning.

Objectives

Provide context sensitive, technical assistance to member municipalities to assess impacts on the transportation system.

Establish project priorities and assist with implementing federally and state funded transportation projects.

Provide support and coordination, as needed, to develop, update and maintain local and regional planning products.

Align local planning goals with the regional planning program.

Continue to align brownfields planning and reuse strategies with transportation infrastructure projects and mixed use/transit oriented developments. Maintain inventory and monitor progress with the Economic Development Site Selector (GIS brownfields inventory).

Support economic vitality by utilizing ESRI's Business Analyst for location specific employment, consumer behavior and business data, as well as economic and market analyses. Maintain the brownfield inventory and engage the business/development community in identifying areas prime for redevelopment.

Plan for transportation system improvements that will enhance travel and tourism in the region.

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

3.5: Natural Hazard Mitigation

Track implementation of strategies identified in the Region's Natural Hazard Mitigation Plan and maintain the plan per FEMA's requirements. The 2014 FEMA-approved plan is undergoing an update in 2019.

Assess potential impacts to transportation systems from flooding and other natural hazards.

Work with CTDOT and other state and local agencies to

identify vulnerable infrastructure and improve the resiliency of the system to natural hazard impacts such as climate change, sea level rise, and severe storm events.

Through the NHMP and MTP, develop a regional priority program list of infrastructure needs related to flood management and natural hazard mitigation.

Foster inter-agency cooperation and natural disaster contingency planning between local governments, public safety providers, state and federal agencies, and residents to ensure coordinated and efficient responses to natural disasters.

3.6: Transportation Security & Emergency Preparedness Planning

Link the transportation planning process to emergency planning, including the state evacuation plan and diversion routes.

Coordinate with state, regional and local stakeholders to identify critical facilities, functions and transportation system components in emergency, security and transportation plans.

Continue transportation system security planning for all modes and incorporate findings and recommendations into the Metropolitan Transportation Plan and Regional Transportation Safety Plan.

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

Products

Regional Plan of Conservation and Development

Local Plans of Conservation and Development

Economic Development Site Selector/Brownfields Inventory

Natural Hazard Mitigation Plan

Comprehensive Economic Development Strategy (CEDS)

Participate in the ESF-5 Emergency Management Data Working Group of the DEMHS State-wide Emergency and Management and Homeland Security Advisory Council.

Coordinate with state and federal DOT on emergency operations and response, planning exercises, best practices and performance measures and targets.

3.7: Safe Routes to School Program

Provide technical assistance to municipalities and/or schools/school districts with the preparation, development and implementation of Safe Routes to School master plans.

Assist interested municipalities in selecting candidate school(s).

Provide technical assistance to towns and schools in identifying issues and infrastructure safety hazards that hinder bicycling and walking to school.

Develop an outline of the steps and actions to be completed by the SRTS Team to address identified issues.

Work with the SRTS Team in identifying barriers to walking and bicycling to school that can be addressed by law enforcement agencies.

3.8: Advisory Committees

Conservation Technical Advisory Committee (CTAC):

- Hold quarterly meetings of the Conservation Technical Advisory Committee (CTAC) and involve various interested stakeholder groups.
- Through the CTAC, provide face-to-face opportunities to discuss and coordinate, activities that are appropriate to address critical environmental and conservation issues, concerns and problems related to coastal resiliency, climate change, brownfield remediation, storm water management and watershed plans.
- Provide coordination, support services and technical assistance, as necessary, to the CTAC.

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

- Convene meetings of the Economic Development and Tourism Advisory Committee and collaborate with the Bridgeport Regional Business Council and local chambers of commerce to inform integrated land use, freight, and transportation planning.

- Involve various interested groups representing private freight developers, operators, environmental groups, transit providers, and members of the business community, especially throughout the CEDS process.
- Through the Brownfields Working Group, align local economic development and brownfields reuse strategies in transportation infrastructure projects.
- Provide coordination, support services and technical assistance, as necessary, to the EDTAC.

Task IV: Public Participation

4.1: Public Involvement Program

Maintain, publicize and adhere to the 2018 Public Participation Plan to ensure consistency with MAP-21, the FAST Act and new Title VI, Environmental Justice, and Limited English Proficiency considerations as needed.

Notify the public of COG and MPO meetings, proposed TIP amendments and meeting agendas and minutes via the MetroCOG and NVCOG websites and through municipal coordination.

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

- Upgrade the MetroCOG website to provide a more intuitive user experience through a modern platform and content management.
- Publish notices of Board Meetings (COG & MPO), Advisory Committees, Working Groups and public meetings.
- Provide project updates through project specific webpages with a means for public comment (such as

Task III Technical Assistance Schedule

	2020				2021			
Task	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun
Local Technical Assistance Program								
Plan & Project Implementation								
Regional Plan of Conservation & Development								
Economic Development & Infrastructure Needs								
Natural Hazard Mitigation								
Transportation Security & Emergency Preparedness Planning								
Safe Routes to School Program								
Advisory Committees								

a comment box or online survey). Regularly update project webpages to reflect progress and share documents via an information repository.

- Enhance the public's experience by integrating interactive databases, maps and visioning applications.
- Maintain links to member municipalities, GBT, data sources and sites about transportation planning to inform the public.
- Utilize google analytics to assess usage of the website and topics of interest.

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.

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

Periodically assess the effectiveness of the Public Participation Plan, engagement with underserved communities and identify innovative strategies to promote public involvement and awareness, such as through printed and electronic newspaper postings, press releases, and social media.

As NVCOG updates its Public Outreach and Environmental Justice Policy, coordinate to ensure that it is consistent with the MetroCOG plan.

Make presentations to member municipalities and attend stakeholder events to explain the transportation planning process, projects and studies.

Ensure that comments received at public hearings and/or received in writing are recorded in the appropriate plan itself to document the public participation process and its results.

Support models of regional planning by utilizing 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.

Periodically review the Public Participation Plan to ensure that it reflects FAST Act and Metropolitan Transportation Planning rule requirements; submit all changes to CTDOT liaison, FHWA and FTA.

4.2: Title VI, Environmental Justice, & Limited English Proficiency Planning

Ensure that all significant language groups are identified and incorporated into the public participation process

Objectives

Maintain a proactive public involvement process consistent with state and federal guidelines that provides accurate and complete information, timely notice, full public access to key decisions and responds to comments and inquiries.

Provide opportunities for citizens to meaningfully engage with elected officials, local municipal staff, and key stakeholders throughout the transportation planning process, especially in the development of key planning products such as the Transportation Improvement Program (TIP), Metropolitan Transportation Plan (LRTP) and major transportation studies.

Provide engaging information to the public about the transportation planning process and projects via a variety of media, especially to populations and neighborhoods that have traditionally been marginalized during the planning process.

Ensure that the transportation planning process and the public involvement process are inclusive and consistent with state and federal Environmental Justice, Title VI and Limited English Proficiency requirements.

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 and inclusive techniques of engagement.

through the Title VI, Environmental Justice and LEP policy.

Conduct outreach to ensure that traditionally underserved individuals and communities, including Environmental Justice communities and low income, minority, and Limited English Proficiency (LEP) persons are involved in the transportation planning process.

Continue to translate documents and outreach materials in languages where the need exists. Continue to provide language assistance at no cost to the public, if language assistance is requested.

Hold public information meetings on plans, program and projects at convenient and accessible places and times, including utilizing a "go to them" strategy, provide community outreach to inform and involve community groups, and offer assistance to the hearing impaired and persons with limited English proficiency.

Develop a process to assess impacts of projects on the TIP that utilize quantitative analysis strategies. Continue to determine and assess the distribution of benefits and burdens of transportation investments included in the TIP and MTP on "at-risk" areas and groups using spatial analysis (GIS).

Expand the distribution of transportation planning notices to include not only major media outlets, but also any community and minority newspapers, newsletters, or similar publications.

Assist GBT and VTD in preparing base mapping for GBT's FTA Title VI Plan, including spatial display of GBT routes and census data relating to minorities, residents with Limited English Proficiency (LEP) and household income.

Assist GBT and VTD in evaluating possible service changes and preparing the Title VI Service Equity Analysis, including preparation of mapping and census data needed for this analysis.

Products

MetroCOG website (www.ctmetro.org): new website planned for 2019-2020, including integration with a content management system

User-friendly, electronic versions of presentations, informational brochures, plan summaries and project updates;

Public information sessions, workshops and open houses;

Agendas and minutes for COG and MPO meetings

Agendas for TTAC, CTAC, EDTAC and GTAC meetings (meetings are scheduled quarterly or as needed).

News releases and legal notices

Annual report

Public Participation Plan (2018) and Spanish Translation

Title VI Program and Limited English Proficiency (LEP) Plans; Document translated into Spanish

Spatial Assessment of Transportation System, TIP and Plan projects

Develop interactive databases, maps, visioning platforms and surveys for the website.

Determine translation services by target audience and LEP Plan procedures.

As NVCOG updates its Public Outreach and Environmental Justice Policy, coordinate to ensure that it is consistent with the MetroCOG plan.

Task IV Public Participation Schedule

	2020				2021			
Task	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun
Public Involvement Program								
Title VI, Environmental Justice, & Limited English Proficiency Planningt								

Task V:

Administration

5.1: Council of Governments

Schedule monthly meetings of the Council. Prepare meeting agendas, resolutions, staff reports, financials and updates on the Local Transportation Capital Improvement Program (LOTCIP), GIS and other 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.

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 and policy papers, as necessary.

Prepare GBVMPO member towns 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 website.

Publish planning products such as the UPWP, LRTP and TIP to the MetroCOG and NVCOG websites for the required public review period.

Evaluate the role of an official representative of bicycle and pedestrian interests and a CTDOT representative as members of the MPO board.

Maintain all written agreement 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 2022 & 2023.

Amend and/or update the 2020-2021 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.

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.

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

Participate on and provide administrative support to various advisory committees.

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

Form and participate on consultant selection committees.

5.5: Certification

The GBVMPO re-certification process was completed in FY 2018. MetroCOG will continue to work with CTDOT,

Objectives

Allocate staff resources to effectively carry out the planning tasks included as detailed in this UPWP.

Advise and inform participating agencies of program expenditures and activity.

FHWA and FTA to document compliance with applicable federal standards and recertification requirements.

For FY20 and FY21 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, (2020 and 2021), prepare an annual audit of revenue, expenditures and internal management practices.

5.7: Grant Applications

Prepare application packages for various federal-aid transportation programs, work programs and/or special studies, as needed.

Assist member municipalities and regional transit operators with the preparation of applications for state and federal funds.

Prepare highway improvement projects applications under the STP: BS TAP, CMAQ, and other programs.

Administer and manage federal grants.

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.

Products

Meeting minutes.

Resolutions and amendments.

Certification report.

Annual audit.

Grant applications.

Unified Planning Work Program (UPWP)

DBE/WBE Reports

Spatial Assessment of Transportation System, TIP and Plan projects

Develop interactive databases, maps, visioning platforms and surveys for the website.

Determine translation services by target audience and LEP Plan procedures.

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.

Task V Administration Schedule

	2020				2021			
Task	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun	Q1: Jul-Sept	Q2: Oct-Dec	Q3: Jan-Mar	Q4: Apr-Jun
Council of Governments								
Metropolitan Planing Organization								
Unified Planning Work Program								
Administration								
Certification								
Annual Audit								
Grant Applicaitons								
DBE/WBE Program								
Documentation Requirements								

Task VI-A: Special Planning Studies

Planning Studies Underway:

These studies are funded through LOTCIP.

Post Road Circle Traffic Safety Project, Fairfield

This study will be conducted along Post Road (US 1, CT 130) from South Benson Road (west side) to Shoreham Terrace (east side) and includes the Post Road "Circle" where US 1 and CT 130 intersect with Old Post Road and Kings Highway East.

Currently, the Post Road Circle is extremely difficult to navigate, especially for drivers not familiar with the road network. The high traffic speeds and volumes are exacerbated by layout issues, several turning movement conflicts, lane reductions, quasi lane expansions or swing around movements, crisscrossing maneuvers, and angled side streets. Numerous driveways and parking lots create approximately 50 curb cuts in the study region. Pedestrian crossings are limited, and despite traffic control signals at the peripheries of the study area, there is limited traffic control within the study area. A lack of sidewalks in some areas, minimum handicap accessibility, and limited transit amenities leave pedestrians underserved on a four-lane roadway with over 20,000 ADT.

This study will provide the Town of Fairfield and MetroCOG with a comprehensive planning document that determines improvements to address vehicular safety, bicycle/pedestrian safety and congestion.

Connecticut Avenue & Stratford Avenue Transportation, Development and Safety Corridor Study, Bridgeport

This study will identify feasible improvements for the Connecticut Avenue and Stratford Avenue Corridor so as to increase safety for all modes, reduce traffic congestion and accommodate bicyclists, pedestrians and transit users. Viewed from west to east, the study area will concentrate on the Connecticut Avenue and Stratford Avenue Corridor as it extends from the paired origin of these two roadways at Seaview Avenue to their terminating confluence at the Bridgeport/Stratford border.

Stratford Avenue and Connecticut Avenue, which were part of the original U.S. Route 1, and were formerly two-way streets, were converted to one-way couplets in part to serve as escape valves to address traffic jams along I-95. The wider lanes resulting from the conversion have encouraged excessive speeding and contributed to poor site lines and dangerous intersection crossings for the approximately 14,000 vehicles that use the avenues daily. Over the past two years, there have been 413 traffic accidents in the project area, most of which were caused by speeding, failure to stop at red lights, and other dangerous driving behaviors. These couplets may serve those going through, but they do not serve those going to and about, the East End.

The study will produce a comprehensive planning document to guide future development, identify needed roadway and intersection improvements, address capacity and solve traffic safety issues along the corridor.

Conceptual Studies

Active Transportation Plan

Bicycle and Pedestrian Plan, Trumbull

Mill Plain Road, Fairfield

Old Town Road Planning Study, Bridgeport, Fairfield, Stratford and Trumbull

Transit Design Guidelines

Transit Origin Destination Study

White Plains Road, Trumbull

Planning Studies: Close to Completion

- Black Rock Turnpike Planning & Engineering Study, Fairfield
- Engineering Planning Study for Routes 25 & 111, Monroe & Trumbull

Task VI-B: Transportation Planning for Ansonia, Derby, Seymour & Shelton

MetroCOG intends to contract with the NVCOG to conduct the metropolitan planning program, as described in the previous sections, for the Cities of Ansonia, Derby and Shelton and the Town of Seymour. To ensure that the transportation planning process is conducted at the highest level of quality and that the UPWP is inclusive of all members, this section provides an addendum of sub-tasks that address transportation assets, issues and concerns in these four municipalities.

6.B.I: Data Collection, Analysis & Applications

Maintain a Transportation Database – traffic counts, bicycle counts, rail and bus ridership; link the database to GIS.

Coordinate with CTDOT in setting performance measures and metrics and continue a performance based assessment of transportation investments.

Access the "Big Data" platform through StreetLight Data to develop transportation metrics, inter-zonal trip tables, trip origin-destination matrices, and inter-zonal speed tables.

Continue setting-up the regional Travel Demand Modeling program to determine and assess regional travel patterns and use "Big Data" to provide input into the regional TDM.

Maintain the Regional GIS Program and conduct geographic analyses to support transportation planning programs and projects. Update and prepare the Regional Demographic and Economic Profiles.

6.B.2: Multi-Modal Transportation Planning

Maintain the Naugatuck Valley Region 2019-2045 Metropolitan Transportation Plan focused on the transportation system needs of the Cities of Ansonia, Derby and Shelton and the Town of Seymour and continue coordination and consultation with MetroCOG on maintaining a consolidated MTP for the GBVMPO.

Develop a regional Plan of Conservation and Development for the Naugatuck Valley planning region consistent with the metropolitan transportation plan and provide a framework and guide for regional sustainable land use patterns that are supported by and coordinated with the region's transportation infrastructure, and a model for future local planning efforts.

Assess traffic and highway operations on key corridors and identify capital improvement projects to preserve and enhance the highway system on the state arterial network.

Administer the state-funded LOTCIP program for the Cities of Ansonia, Derby and Shelton and the Town of Seymour as part of the NVCOG planning region LOTCIP program, and administer and oversee third party reviews of design plans completed for projects located in Ansonia, Derby, Seymour and Shelton.

Work with the Valley Transit District to develop and update the 10-year capital improvement program: fleet replacement, facility improvements and rehabilitation, and bus shelter program. The NVCOG is the designated recipient and grantee of FTA capital funds for the Valley planning region and FTA grant funds awarded to NVCOG are used to purchase capital equipment including rolling stock assigned to VTD, to ensure the state-of-good repair of the capital equipment and rolling stock, and to study and develop new services and transit facilities within the grantee area.

Provide technical assistance to VTD related to local bus system planning, including capital grant administration and programming.

Work with CTDOT in programming and advancing proposed Waterbury Branch Line improvements and enhancements, including the planned positive train control, signal system design, passing sidings and overall long term rehabilitation.

Conduct the Naugatuck Valley Transit Governance Study to evaluate the current governance of the GWTD, assess alternative governance structures, including the feasibility of merging GWTD with VTD and creating a single transit district for the Naugatuck Valley planning region.

Coordinate multiple and inter-related planning tasks to create an interconnected network of multi-use trails, ensure pedestrian safety and promote livable and sustainable communities, including continued involvement in the design and construction of the Naugatuck River Greenway.

Work on enhancing regional trail and greenway systems including the Naugatuck River Greenway – Derby Greenway, Seymour Greenway and Linear Park and access to Ansonia downtown from the Riverwalk.

Develop the Regional Bicycle Plan for the Cities of Ansonia, Derby and Shelton and the Town of Seymour and consolidate the needs and program of projects into a GBVMPO bicycle plan.

Finalize the Regional Pedestrian Safety Plan for the Cities of Ansonia, Derby and Shelton and the Town of Seymour and consolidate the needs and program of projects into a GBVMPO pedestrian plan.

Maintain the Congestion Management Process for the Bridgeport-Stamford UZA focused on managing congestion in the Cities of Ansonia, Derby and Shelton and the Town of Seymour, extract travel time reliability data for the NPRDMS and coordinate the CMP with MetroCOG, WestCOG, NYMTC and NJTPA.

Task III: Other Technical Assistance

Assist the Cities of Ansonia, Derby and Shelton and the Town of Seymour with maintaining and implementing recommendations of the Regional Plan of Conservation and Development

Participate on various technical advisory committees, including the GBVMPO TTAC, as necessary.

Administer the Naugatuck River Greenway Project and assist the Naugatuck River Greenway Steering Committee by maintaining and hosting the NRG website / webpage on the NVCOG website, preparing interactive maps and hosting meetings of the NRG Steering Committee.

Assist municipalities with ongoing projects being funded under the CTDOT Community Connectivity Program.

Assist municipalities with **on-going transportation design projects and planning studies**, including but not limited to:

- Route 34 Reconstruction Project – State Project No. 0036-0184
- Route 67 Spot Improvements and Minor Widening Project – State Project No. 0124-0165
- Derby-Shelton Bridge Renovation Project – State Project No. 0126-0174
- Route 8 Corridor Improvements – State Project No. 0036-0179

Coordinate multi-state and mega-regional planning by participate in and attend bi-annual meetings of the Metropolitan Area Planning (MAP) Forum to ensure that metropolitan transportation planning products and documents of each respective MPO consider and take into account the impacts of the plans and programs developed by the other MPOs.

Technical Capacity Building:

- Increase the technical capacity of the NVCOG through staff attendance and participation at workshops, seminars, webinars and conferences sponsored and held by the CTDOT, FHWA Resource Center, and National Highway Institute (NHI).
- Procure technical resources, as necessary.
- Technical training, as needed.

Task IV: Public Involvement Program

The NVCOG updated its Public Outreach Policy and Environmental Justice Policy in FY 2017 and intends to update the policy for the entire NVCOG Planning Region. Both policies provide structure to federal and state requirements to involve and inform the public at all stages in the planning process and were made available in English and in Spanish. The NVCOG will:

- Update and adhere to the Public Outreach and Environmental Justice polices and ensure a proactive engagement with the public.
- Participate in meetings of the GBVMPO.
- Make presentations at GBVMPO and NVCOG meetings on transportation plans, programs and projects.
- Convene and hold meetings of the Transportation Technical Advisory Committee (TTAC) for the Naugatuck Valley planning region, which includes the Cities of Ansonia, Derby and Shelton and the Town of Seymour, to provide face-to-face opportunities to discuss and exchange ideas regarding transportation issues, deficiencies and solutions.
- Periodically assess effectiveness of the public involvement process.

- Provide reports, documents, plans and summaries in user-friendly format and post on NVCOG website.
- Hold public information meetings on plans, program and projects at convenient and accessible places and times, including utilizing a “go to them” strategy, provide community outreach to inform and involve community groups, and offer assistance to the hearing impaired and persons with limited English proficiency.
- Maintain the NVCOG website and post transportation documents, summaries, actions, plans and programs.

Task V: Administration

Coordinate and work with MetroCOG in scheduling meetings of the GBVMPO and preparing meeting agenda, material and documents.

Coordinate and work with MetroCOG in preparing and updating the UPWP.

Prepare and submit quarterly progress reports to GBVMPO for the UPWP

Prepare grant applications.

Maintain financial documents and records.

Administer er the transportation planning process for the Cities of Shelton, Derby, Ansonia and the Town of Seymour.

CTDOT Coordination

Task VI: Special Planning Studies

The NVCOG is serving as the project manager for the **Route 8 & Waterbury Branch Line Corridor Transit Oriented Development & Alternate Transit Modes Assessment Project.** A consulting firm has been engaged to conduct the project. The project will:

- Identify new, enhanced and alternate public transit facilities and services, including local bus service, bus rapid transit routes and commuter rail, to transform town centers into vibrant, high-density communities that have access to efficient and high quality transit services.
- Provide built environment densities that meet transit supportive standards for land uses and walkability, in order to facilitate and encourage the use of enhanced transit services.
- Enhance transit connectivity, reliability and attractiveness.
- Develop an implementation plan for incentivizing transit oriented and supported developments in the lower Naugatuck Valley Region.
- Advance HUD’s livability principles and extend sustainable communities.

The NVCOG is administering the project and providing technical assistance to the project as needed.

Task VII (2016 carryover): MetroCOG Website Upgrade & High Quality Traffic Data

MetroCOG website: www.ctmetro.org

The last two federal recertification reviews (2014 and 2018) have commented that the MetroCOG website is confusing and difficult to navigate. These comments have been echoed by members of the public, as well as agency staff. Further, the content management system is no longer supported and updating the website has become a difficult endeavor. The current MetroCOG website has reached the end of its useful life.

This task will utilize 2016 carryover funds overhaul the existing website to a modern platform that is intuitive for the public to navigate and easy for staff to update.

This task aligns with Task IV: Public Participation.

Traffic Data Purchase

If funds remain available after the website upgrade, MetroCOG will purchase high quality traffic data. Opportunities to collaborate with other regions will be explored.

This task aligns with Task I: Data & Analysis.

Task VII Schedule

	2020				2021			
Task	**Q1: Jul-Sept**	**Q2: Oct-Dec**	**Q3: Jan-Mar**	**Q4: Apr-Jun**	**Q1: Jul-Sept**	**Q2: Oct-Dec**	**Q3: Jan-Mar**	**Q4: Apr-Jun**
MetroCOG website upgrade								
Traffic data purchase								

Financials: Funding Sources

FY2020 + FY2021 Anticipated Revenue (GBVMPO)

Funding Program	Regional Sponsor	Federal	State*	Local*	Total
Regional Transportation Planning: FY 2020 PL + FTA 5303 Funds	GBVMPO	$792,382	$99,048	$99,048	$990,478
Regional Transportation Planning: FY 2021 PL + FTA 5303 Funds	GBVMPO	$792,382	$99,048	$99,048	$990,478
FY 2016 Carryover	GBVMPO	$49,755	$6,219	$6,219	$62,194
Total		**$1,634,519**	**$204,315**	**$204,315**	**$2,043,148**

**State & local match each calculated at 10%*

FY2020 + FY2021 Anticipated Revenue (MetroCOG & NVCOG)

Funding Program	Regional Sponsor	Federal	State*	Local*	Total
Regional Transportation Planning: FY 2020 PL + FTA 5303 Funds	MetroCOG	$554,253	$69,282	$69,282	$692,816
Regional Transportation Planning: FY 2021 PL + FTA 5303 Funds	MetroCOG	$554,253	$69,282	$69,282	$692,816
FY 2016 Carryover	MetroCOG	$49,755	$6,219	$6,219	$62,194
Regional Transportation Planning: FY 2020 PL + FTA 5303 Funds	NVCOG	$238,130	$29,766	$29,766	$297,662
Regional Transportation Planning: FY 2021 PL + FTA 5303 Funds	NVCOG	$238,130	$29,766	$29,766	$297,662
Total		**$1,634,519**	**$204,315**	**$204,315**	**$2,043,148**

**State & local match each calculated at 10%*

Financials: Labor by Task

FY2020 MetroCOG Direct Salaries by Task with Overhead*

	I: Data Collection & Analysis		II: Multi-modal Transpotation Planning		III: Other Technical Assistance		IV: Public Participation		V: Administration	
Position	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**
Executive Director	5	$1,016	100	$20,315	50	$10,158	25	$5,079	80	$16,252
Deputy Director	10	$2,032	250	$41,825	100	$16,730	85	$14,221	55	$9,202
Administrative Services Director	0	$-		$-	0	$-	0	$-	70	$12,548
Planning Director	15	$3,047	350	$51,863	125	$18,523	125	$18,523	50	$7,409
Finance Director	0	$-	0	$-	0	$-	0	$-	0	$-
Deputy Finance Director	0	$-	30	$3,227	30	$3,227	50	$5,378	100	$10,755
Senior Transportation Planner										
Transportation Planner	85	$17,268	250	$22,108	100	$8,843	30	$2,653	0	$-
Regional Transportation Engineer	5	$1,016	250	$35,850	100	$14,340	10	$1,434	0	$-
GIS Specialist/ Planning Assistant	250	$50,788	275	$24,318	250	$22,108	40	$3,537	0	$-
Regional Planner	20	$4,063	300	$35,133	150	$17,567	55	$6,441	0	$-
GIS Director	215	$43,677	200	$29,636	150	$22,227	30	$4,445	0	$-
Administrative Services Manager	0	$-	5	$442	0	$-	20	$1,769	14	$1,225
Administrative Assistant										
Intern	75	$15,232	100	$5,258	75	$3,944	79	$4,175	0	$-
Total	**680**	**$138,138**	**2,110**	**$269,974**	**1,130**	**$137,664**	**549**	**$67,653**	**369**	**$57,390**

**Audited FY2018 BF&O rate at 1.39%*

FY2021 MetroCOG Direct Salaries by Task with Overhead*										
	I: Data Collection & Analysis		II: Multi-modal Transpotation Planning		III: Other Technical Assistance		IV: Public Participation		V: Administration	
Position	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**	**Hours**	**Cost**
Executive Director	5	$1,016	100	$20,315	50	$10,158	25	$5,079	80	$16,252
Deputy Director	10	$2,032	250	$41,825	100	$16,730	85	$14,221	55	$9,202
Administrative Services Director	0	$-		$-	0	$-	0	$0	70	$12,548
Planning Director	15	$3,047	350	$51,863	125	$18,523	125	$18,523	50	$7,409
Finance Director	0	$-	0	$-	0	$-	0	$0	0	$-
Deputy Finance Director	0	$-	30	$3,227	30	$3,227	50	$5,378	100	$10,755
Senior Transportation Planner										
Transportation Planner	85	$17,268	250	$22,108	100	$8,843	30	$2,653	0	$-
Regional Transportation Engineer	5	$1,016	250	$35,850	100	$14,340	10	$1,434	0	$-
GIS Specialist/ Planning Assistant	250	$50,788	275	$24,318	250	$22,108	40	$3,537	0	$-
Regional Planner	20	$4,063	300	$35,133	150	$17,567	55	$6,441	0	$-
GIS Director	215	$43,677	200	$29,636	150	$22,227	30	$4,445	0	$-
Administrative Services Manager	0	$-	5	$442	0	$-	20	$1,769	14	$1,225
Administrative Assistant										
Intern	75	$15,232	100	$5,258	75	$3,944	79	$4,175	0	$-
Total	**680**	**$138,138**	**2,110**	**$269,974**	**1,130**	**$137,664**	**549**	**$67,653**	**369**	**$57,390**

**Audited FY2018 BF&O rate at 1.39%*

Financials: Funding by Task & Hourly Rates

FY 2020 MetroCOG Planning Costs by Task

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	$114,910	$14,364	$14,364	$143,638
Task II: Multi-modal Transpotation Planning	$225,580	$28,197	$28,197	$281,974
Task III: Other Technical Assistance	$110,131	$13,766	$13,766	$137,664
Task IV: Public Participation	$57,323	$7,165	$7,165	$71,653
Task V: Administration	$46,312	$5,789	$5,789	$57,890
Task VII: MetroCOG website (2016 carryover)	$49,755	$6,219	$6,219	$62,194
Total	**$604,011**	**$75,501**	**$75,501**	**$755,013**

**State & local match each calculated at 10%*

FY 2021 MetroCOG Planning Costs by Task

Task	FHWA+FTA	State	Local	Total
Task I: Data Collection & Analysis	$114,910	$14,364	$14,364	$143,638
Task II: Multi-modal Transpotation Planning	$225,580	$28,197	$28,197	$281,974
Task III: Other Technical Assistance	$110,131	$13,766	$13,766	$137,664
Task IV: Public Participation	$57,323	$7,165	$7,165	$71,653
Task V: Administration	$46,312	$5,789	$5,789	$57,890
Total	**$554,255**	**$69,282**	**$69,282**	**$692,819**

**State & local match each calculated at 10%*

Planning Staff Maximum Hourly Rates

Position	2020	2021
Executive Director	85	85
Deputy Director	70	70
Administrative Services Director	75	75
Planning Director	62	62
Finance Director	53	53
Deputy Finance Director	45	45
Senior Transportation Planner/ Engineer	60	60

Position	2020	2021
Transportation Planner	37	37
Regional Transportation Engineer	60	60
GIS Specialist/ Planning Assistant	37	37
Regional Planner	49	49
GIS Director	62	62
Administrative Services Manager	37	37
Administrative Assistant	35	35
Intern/ Planning Assistant	22	22

Financials: Direct Expenses by Task

FY 2020 MetroCOG Direct Expenses by Task

Tasks	Print	Equipment	Meeting Expenses	Travel	Misc.	Contractor	Total
Task I: Data Collection & Analysis		$2,500		$3,000			$5,500
Task II: Multi-modal Transpotation Planning				$10,000	$2,000		$12,000
Task III: Other Technical Assistance							
Task IV: Public Participation	$1,000		$2,000		$1,000		$4,000
Task V: Administration					$500		$500
Task VI: Special Projects						$297,662	$297,662
Task VII: Carryover for MetroCOGwebsite						$62,194	$62,194
Total	**$1,000**	**$2,500**	**$2,000**	**$13,000**	**$3,500**	**$359,856**	**$381,856**

FY 2021 MetroCOG Direct Expenses by Task

Tasks	Print	Equipment	Meeting Expenses	Travel	Misc.	Contractor	Total
Task I: Data Collection & Analysis		$2,500		$3,000			$5,500
Task II: Multi-modal Transpotation Planning		$3,000		$10,000	$2,000		$15,000
Task III: Other Technical Assistance							
Task IV: Public Participation	$1,000		$2,000		$1,000		$4,000
Task V: Administration					$500		$500
Task VI: Special Projects						$297,662	$297,662
Total	**$1,000**	**$5,500**	**$2,000**	**$13,000**	**$3,500**	**$297,662**	**$322,662**

Employee Tasks

Executive Director

- Work with the Board of Directors to oversee the comprehensive planning process for the Greater Bridgeport Region.
- Coordinate the functions necessary to carry-out the planning tasks included in the UPWP
- Administer the transportation planning process.
- Identify opportunities for and coordinate technical assistance to member communities.
- Maintain and enhance the professional and technical capabilities of the planning, GIS and support staff.
- Collaborate with the adjacent RPOs and MPOs as needed.

Deputy Director

- Assist the Executive Director in implementing the overall Council program, including needs identification, short and long term planning, policies and procedures, program development, and local, State and Federal coordination.
- Assist in providing technical informational and planning assistance to member municipalities regarding land use, transportation, economic and environmental planning.
- Manage specific projects, including procurement development of work programs, project-specific supervision of staff and consultants, reporting, project evaluation, contract administration, etc.
- Research various sources (websites, periodicals, etc.) for grant opportunities and coordinate the preparation of grant applications. In this capacity, provide notice and technical assistance to member municipalities on potential grant funding opportunities available to them.
- Interface as necessary with member municipalities, adjacent MPOs/ RPOs, state/federal agencies, community groups and citizens.
- Attend Council Meetings, and Council-related municipal, State or Federal meetings.
- Assist the Executive Director in the management of the Council's administrative operations.
- Assist with development of work programs
- Assist with the coordination of the MPO, the Council and Regional Advisory Committees.
- Administration, advanced research and analysis, and presentation of information and recommendations on long-range land-use planning, regional planning, transportation planning, urban design and economic development issues.
- Support a proactive public involvement process.
- Attend meetings, conferences, workshops, and training sessions as necessary

Administrative Services Director

- Advise and inform the Council and participating agencies of program substance and expenditures.
- Overall responsibility for Administrative side of organization including but not limited to; finance, Human Resources, insurances (medical and liability and employment) and contractual.
- Reports directly to Executive Director. Can sign contracts in his stead.
- Assist in developing business plans to enhance organizations funding sources.

Planning Director

- Oversee the coordination of transportation, land use, economic development, emergency and conservation planning.
- Assess the potential for and feasibility of creating Transit Oriented Developments (TOD).
- Support all Regional Sustainability, active transportation and TOD Planning.
- Assist with the coordination of the MPO, the Council and Regional Advisory Committees.
- Collaborate with adjacent RPOs and MPOs as needed.
- Identify opportunities for and coordinate technical assistance to member communities
- Develop short- and long-range work plans, procedures, and schedules.
- Review local project proposals, designs, and plan documentation.
- Project management and contract administration.
- Assist with development of work programs.
- Develop project work scopes, schedules, and budgets.
- Administration, advanced research and analysis, and

presentation of information and recommendations on long-range land-use planning, regional planning, transportation planning, urban design and economic development issues.
- Support a proactive public involvement process.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.
- Maintain and enhance the professional and technical capabilities of the planning staff.

Finance Director

- Advise and inform the Council and participating agencies of program substance and expenditures.
- Provide financial data for state and federal reporting requirements.
- Coordinate yearly auditing activities.
- Support a proactive public involvement process.
- Assist the Executive Director with tasks as needed.

Deputy Finance Director

- Provide financial data for state and federal reporting requirements.
- Provide bookkeeping functions.
- Prepare financials for quarterly reports.
- Coordinate yearly auditing activities.
- Support a proactive public involvement process.
- Assist the Executive Director with tasks as needed.
- Monitor grant budgets.
- Maintains general ledger, journals and all other fiscal records and reports in accordance with federal and state bookkeeping and auditing standards.
- Prepares project financial reports; contract reimbursements; quarterly FICA, FWT and unemployment reports; monthly balance sheets; monthly analysis of staff timesheets; makes out all checks including payroll.
- Maintains Council checking and savings accounts,
- Makes all deposits, withdrawals, and fund transfers.
- Orders office supplies. Maintains an inventory of office equipment and furniture.
- Assists with general clerical functions as needed.

Senior Transportation Planner/Engineer

- Support the development and maintenance of the Metropolitan Transportation Plan and Transportation Improvement Program (TIP).
- Support the CTDOT Air Quality Conformity process.
- Develop short- and long-range work plans, procedures, and schedules.
- Review local project proposals, designs, and plan documentation.
- Project management and contract administration.
- Coordinate technical assistance to member communities and conduct transportation planning studies.
- Assist with development of work programs.
- Develop project work scopes, schedules, and budgets.
- Hold meetings of the Transportation Technical Advisory Committee.
- Link the transportation planning process with the NEPA process, other environmental and conservation issues, land use planning and emergency planning.
- Assess the potential for and feasibility of creating Transit Oriented Developments (TOD) districts and corridors.
- Support a proactive public involvement process.
- Collaborate with adjacent RPOs and MPOs as needed.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Provide technical assistance to member communities and conduct transportation planning studies; assist with active transportation planning
- Assist with other tasks as necessary.

Transportation Planner

- Support the development and maintenance of the Metropolitan Transportation Plan and Transportation Improvement Program (TIP).
- Support the CTDOT Air Quality Conformity process.
- Provide technical assistance to member communities and conduct transportation planning studies; assist with active transportation planning
- Use computer-based modeling and application software to facilitate the transportation planning process.
- Monitor, analyze and report transportation systems use, performance, congestion, changes and safety issues.
- Monitor highway performance consistent with CTDOT procedures and as needed.
- Link the transportation planning process with the

NEPA process, other environmental and conservation issues, land use planning and emergency planning.

- Evaluate transportation systems to provide economic and social opportunities and benefits.
- Collaborate with the adjacent RPOs and MPOs as needed.
- Assist CTDOT with data coordination.
- Support a proactive public involvement process.
- Assist GBT with revising and updating the ten year capital improvement program.
- Work with public transit operators to evaluate regional and local transit system deficiencies, capital and operating needs, and multi-modal opportunities.
- Study bus service initiatives to close gaps and enhance service (long range transit plan).
- Maintain a coordination plan for human service transportation (LOCHSTP).
- Assess opportunities for alternate transit services and modes.
- Support planning initiatives for Transit Oriented Developments (TOD) districts and corridors.
- Collect, maintain and organize transit data.
- Coordinate with GIS Department on all databases related to transit.
- Assist members and transit providers with state and federal grant applications related to transit.
- Work with ferry stakeholders as needed.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

Regional Transportation Engineer

- Provide transportation engineering technical assistance to member communities and conduct transportation planning studies.
- Support the CTDOT Air Quality Conformity process.
- Use computer-based modeling and application software to facilitate the transportation planning process.
- Monitor, analyze and report transportation systems use, performance, congestion, changes and safety issues.
- Monitor highway performance consistent with CTDOT procedures and as needed.
- Use and follow the Congestion Management Process (CMP) to monitor congestion and highway system performance.
- Maintain, mainstream and use the regional ITS architecture for the Greater Bridgeport Region.
- Support a proactive public involvement process.
- Assist CTDOT with data coordination.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

GIS Specialist/Planning Assistant

- Maintain regional transportation traffic, transit, commuter parking/permit and bicycle pedestrian count databases.
- Organize census and census transportation planning package data.
- Develop data reports to support the transportation planning process.
- Use GIS to develop maps and spatially illustrate trends, patterns and operating conditions.
- Link transportation and transit databases to GIS.
- Conduct land parcel analyses, network analyses, freight analyses, business inventories and transportation impact assessments.
- Develop interactive maps for website that will support the public involvement process.
- Participate in meetings of the Geospatial Technical Advisory Committee.
- Assist CTDOT with data coordination.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

Regional Planner

- Assist with the preparation of the Regional Plan of Conservation and Development and Regional Transit-Oriented Development Strategy.
- Prepare and manage transportation/corridor plans; transit oriented development; brownfields; etc.
- Facilitate public outreach/participation/education for various initiatives.
- Develop short- and long-range work plans, procedures, budgets and schedules.
- Hold meeting of the Conservation Technical Advisory Committee, Economic Development and Tourism Technical Advisory Committee and Emergency Management Technical Advisory Committee.
- Administration, advanced research and analysis, and

presentation of information and recommendations on long-range land-use planning, regional planning, multi-modal transportation planning, urban design and economic development issues.
- Link the transportation planning process with the NEPA process and other environmental and conservation issues.
- Evaluate transportation systems to provide economic and social opportunities and benefits.
- Support a proactive public involvement process.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

GIS Director

- Enhance regional GIS program and mapping capabilities.
- Develop GIS based land use and transportation models to support economic development and vitality
- Oversee GIS and database linkages
- Oversee publication of GIS data on website that will support the public involvement process.
- Coordinate meetings of the Geospatial Technical Advisory Committee.
- Develop short- and long-range work plans, procedures, and schedules.
- Review local project proposals, designs, and plan documentation.
- Project management and contract administration.
- Coordinate technical assistance to member communities and conduct transportation planning studies.
- Assist with development of work programs.
- Develop project work scopes, schedules, and budgets.
- Maintain and enhance the professional and technical capabilities of the GIS staff.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

Administrative Services Manager

- Assist the Director with scheduling
- All administrative tasks in regards to planning events and booking venues
- Schedules and coordinates meetings with towns, CEO, regional committees and economic development departments as needed.
- Create flyers for events.
- Organize and maintain resolutions endorsed by the GBVMPO member towns and Council.
- Take and maintain meeting minutes.
- Support a proactive public involvement process.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

Administrative Assistant

- Assist the Director with scheduling
- All administrative tasks in regards to planning events and booking venues
- Support a proactive public involvement process.
- Organize and maintain resolutions endorsed by the GBVMPO member towns and Council.
- Take and maintain meeting minutes.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

Intern

- Assist with data gathering.
- Assist with the collection of traffic data (volume, speed, vehicle class) and travel time.
- Assist with duties related to the proactive public involvement process.
- Attend meetings, conferences, workshops, and training sessions determined by supervisor.
- Assist with other tasks as necessary.

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 **GBVMPO** and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h)"Metropolitan Planning Agreements".

General Roles & Responsibilities

The **GBVMPO** 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.

Long Range Metropolitan Transportation Plan

1. **GBVMPO** will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.
2. **GBVMPO** 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* **GBVMPO** may *maintain their own travel forecast model.)*
   c. Traffic count data for state roads in the **GBVMPO** 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. **GBVMPO** may conduct transportation modeling for the area.

5. **GBVMPO** 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, the **GBVMPO**, and the appropriate provider(s) of public transportation.

2. CT DOT will send a draft proposed 5-year Capital Plan to the **GBVMPO** for review and comment. The draft list will reflect input that the CT DOT received from the **GBVMPO** 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 **GBVMPO** 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 **GBVMPO** 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 expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.

7. **GBVMPO** 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. **GBVMPO** 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 **GBVMPO** for consideration. The amendment will include a project description that provides sufficient detail to allow the **GBVMPO** to explain the proposed changes to the **GBVMPO** 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 **GBVMPO**, 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. **GBVMPO** should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment.

Air Quality Planning

1. CT DOT and **GBVMPO** 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 **GBVMPO** area and provide the results to the **GBVMPO**. 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. **GBVMPO** 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. **GBVMPO** will make the regional emissions analysis available to the public.

Public Participation Program

1. The **GBVMPO** will annually review and evaluatetheir public participation program.
2. The **GBVMPO** will update and prepare a list of neighborhood and local organizations and groups that will receive notices of MPO plans, programs and projects.
3. The **GBVMPO** 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. , MPO name will comply with federal legislation on these issues.
4. The **GBVMPO**'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.
5. The **GBVMPO** 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 **GBVMPO** 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 **GBVMPO** 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 **GBVMPO** 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 **GBVMPO** 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 **GBVMPO** 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.

2. The CT DOT will notify the **GBVMPO** 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 .

3. The **GBVMPO** will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The **GBVMPO**, 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 **GBVMPO** will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.

3. The **GBVMPO** will work with CT DOT on programming possible congestion-reducing projects.

4. The **GBVMPO** 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 **GBVMPO**.

2. The **GBVMPO** will maintain and update the Regional ITS Architecture for the **GBVMPO**, 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 MAP21/FAST ACT provisions and requirements.

2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures will include data provided by the Transit Districts through CTDOT, in accordance with the Transit Asset Management Rule.

3. CTDOT will make the compiled data collected for each performance measure available on the CTDOT MAP21 website.

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 **GBVMPO**.

B. 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 MPO name and Transit Representatives on assumptions.

3. The CTDOT will provide **GBVMPO** 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 based on feedback received.

C. Reporting of Performance Targets

1. CTDOT will notify the **GBVMPO** 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 **GBVMPO** for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.

3. The **GBVMPO** 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 MPO name__ is establishing their own targets, the **GBVMPO** will report those targets to the CTDOT by email no later than the 180 day timeframe.

5. The **GBVMPO** 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 **GBVMPO** will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures.

7. For FTA performance measures, it is noted that **GBVMPO** provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on **June 15, 2017**. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the **GBVMPO**. However, **GBVMPO** targets are not required to be updated annually, only revisited whenever the **GBVMPO** updates their MTP and/or TIP on or after October 1, 2018.

8. **GBVMPO** set initial SGR targets as required by FTA on **June 15, 2017**. Thereafter, **GBVMPO** needs to set SGR targets for the first time when the TIP or MTP is amended or updated on or after October 1, 2018. Following this date, targets should be updated upon the development of future TIPs and MTPs.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets and report that information to the **GBVMPO** and transit representatives in 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 the TAM Plans with the **GBVMPO** in a timely manner, and the MPOs will incorporate them into their planning process.

3. **GBVMPO** 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 vial email. The CTDOT will collect this information and file until requested from FHWA.

E. 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.

23 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 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	Annual Hours of Peak-Hour Excessive Delay (PHED)

Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality	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.

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 **GBVMPO** 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.

RESOLUTION 2019-10

ADOPTION:
FY 2020 AND 2021 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 2020 and FY 2021.

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 Unified Planning Work Program.

This resolution shall become effective as of May 23rd, 2019.

I do hereby certify that the resolution adopted by the GBVMPO at a public meeting held on May 23rd, 2019, 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 23rd, 2019

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Acknowledgements

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Bridgeport Mayor Joseph P. Ganim	Seymour First Selectman W. Kurt Miller,
Derby Mayor Richard Dziekan	Shelton Mayor Mark Lauretti, Vice-Chair
Easton First Selectman Adam W. Dunsby	Stratford Mayor Laura Hoydick, Chair
Fairfield First Selectman Mike Tetreau	Trumbull First Selectman Vicky Tesoro
Greater Bridgeport Transit Michael Mears	Valley Transit District Mayor Mark Lauretti, Vice-Chair

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