

***Transportation Planning Work Program  
Unified Planning Work Program***

***Fiscal Years 2011 and 2012***

*July 2010—June 2011*

*July 2011--June 2012*

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## ***Introduction***

The South Central Connecticut Region includes the entire corporate limits of the fifteen municipalities in the Greater New Haven area - Bethany, Branford, East Haven Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The Region is a Council of Governments, as permitted by the Connecticut General Statutes, with each municipality represented by its chief elected official. The Council meets monthly to act on regional business and oversee the transportation activities of the Region. Recommendations concerning transportation actions are forwarded to the Council from the Transportation Committee, consisting of six members of the Council, and the Transportation Technical Committee, which includes an appointed staff person from each municipality. These two committees meet jointly each month to recommend actions for consideration by the Council on transportation matters.

The Unified Planning Work Program is adopted in accord with federal code (23CFR Part 450.308) and governs the transportation planning activities of the Region. These planning activities include planning partners at the federal level of the Federal Highway Administration and the Federal Transit Administration and, at the state level, the Connecticut Department of Transportation.

## ***Key Issues for the 2011 and 2012 Program Years***

### **Responding to the Goals of SAFETEA-LU**

The Federal transportation act, the Safe, Accountable, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) identifies eight (8) planning factors that Metropolitan Planning Organizations (MPO's), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

- 1. Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- 2. Safety** – Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Security** – Increase the security of the transportation system for motorized and non-motorized users;
- 4. Mobility** – Increase the accessibility and mobility of people and freight;
- 5. Environment** – 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;
- 6. System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. System Management** – Promote efficient system management and operation, and;

**8. System Preservation** – Emphasize preservation of the existing transportation system.

Responding to State and Federal guidelines, SCRCOG will complete, by May 2011, the update of the Long Range Transportation Plan (LRTP). In order to provide a high level of public outreach and input, a series of meetings will be held during the preparation of the LRTP in each of the member cities and towns, as well as meetings with interested organizations representing a wide range of perspectives on critical regional transportation issues. Public outreach and input will shape the update of Long Range Plan into a document that responds to public concerns regarding issues such as congestion, smart growth, non-vehicular transportation, and context sensitive design solutions, while continued public involvement identifies areas for emphasis in future updates. Similarly, the 2008 Regional Plan of Conservation and Development responds to these areas of emphasis and suggests strategies for future actions in the Region.

Safety of our transportation network is an important concern and a key consideration in the selection and prioritization of future projects. The publication of the Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety. Mobility of the region’s population is another key goal of any transportation solution. The proposed work program elements respond to the planning goals noted above.

SCRCOG’s FY 2011 and FY 2012 Unified Planning Work Program (UPWP) addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CTDOT and the related staff work at our member cities and towns.

This plan document summarizes ongoing staff work, such as inter-agency coordination, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year.

For each of these tasks, the following sections of the UPWP identify objectives, prior FY 2010 work program activity, and major activities for the FY 2011 and FY 2012 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

The FY 2011 and FY 2012 UPWP work program consists of five work tasks:

**Task 1: Management of the Planning Process** - Program Administration

**Task 2: Data Collection/Analysis** - Monitoring and Projections

**Task 3: Planning Activities**

**Task 4: Other Technical Assistance**

**Task 5: Public Participation**

**Work Program Highlights – FY 2011**

<b>Program Element/Study</b>	<b>Description</b>	<b>Consultant Support</b>
Town of Madison Downtown Transportation Transit Study	Study of transportation and transit impacts for the downtown area bounded by US Route 1 on the south, Route 79 to the west, Amtrak railroad to the north and Wall Street to the east to evaluate future potential impacts on traffic operation parking and pedestrian circulation associated with development of the region and increased rail transportation uses.	\$35,000
Town of North Haven Traffic Calming Study Spring Road	Review of traffic conditions in the Spring Road area. Review previous concerns, prepare options and conduct public outreach. Prepare draft recommendations and final report for presentation to Town and SCRCOG.	\$25,000
Regional Housing Study Update	Utilize recently completed regional build-out analysis and update previous SCRCOG Housing Study to incorporate new transit options and proposals, reflect initiatives on transit oriented development and address smart growth goals advanced by the Region and State to match transportation options with development potential. Integrate with federal Sustainable Communities initiative.	\$120,000
Town of Bethany Road Study	Review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.	\$25,000
Town of Bethany Transit study for New Haven mini transit service	Study to determine viability of transit service to serve Bethany and connect with New Haven to offer transit options and reduce single occupant vehicle trips to New Haven.	\$20,000
Town of Hamden East/West Transportation Study	Study to evaluate east/west routes in town with recommendations on routings, traffic management, highway amenities and development potentials with recommendations for better east west circulation, improved mobility, safety and pedestrian and bicycle circulation.	\$44,000
Town of Wallingford Transit Bus Ridership and Routing Study	Study to focus on service on and along U.S. Route 5 and North Plains Industrial Road/Washington Street to service community organizations addressing increased demand and service schedule enhancements.	\$30,000
City of Meriden Trail Study	Study to recommend a comprehensive trail system which interconnects with regional goals and plans, improving transportation opportunities for Meriden and surrounding communities.	\$20,000
City of New Haven Downtown Modal Split Study	Review of current modal split for transportation demand in downtown area. Study will gather data from existing sources and review previous estimates of mode split for several representative types of development (residential, commercial, institutional) to provide framework for better review and	\$35,000

	confirmation of projected volume / transportation demand as development emerges.	
Congestion Management Process	Data collection and implementation of CMP recommendations from FY2010 study.	\$50,000
Sustainable Communities Initiative	Advise and assist region in preparation of multi-phase plan in conjunction with federal Sustainable Communities initiative, addressing housing, economic development, transportation and environmental quality in a sustainable, integrated regional vision. Assist on coordinating Regional Housing Study Update.	\$40,000
Regional School Bus Study	Study to review potential energy savings of alternate fuels for school transportation fleets and implementation issues.	\$25,000
Regional Traffic Signal Study	Inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.	\$35,000
Regional Transit data acquisition	Acquire and collate data in preparation for update of Regional transit portion of TransCAD model.	\$50,000
Regional Road Classification Study	Review functional classification of roadways with appropriate municipal officials to insure classification reflects municipal classifications.	\$100,000
<b>Total</b>		<b>\$654,000</b>

**Work Program Highlights – FY 2012**

City of New Haven Foxon Boulevard Corridor Study	Study to address current accident study and make recommendations of improvements in accord with City Complete Streets Policy. Study will analyze existing conditions concerning engineering, safety and traffic, develop enhancement plans or concepts, provide public outreach and prepare recommendations, estimates and schedule for capital and state of good repair investments.	\$70,000
Town of East Haven Hemingway Avenue and Coe Avenue Corridor Study	Corridor Study of Hemingway Avenue (Route 142 and Coe Avenue (Route 337) with an emphasis on emergency transportation needs in conjunction with the proposed new Public Safety Facility at the intersection of Coe Avenue and Proto Drive.	\$50,000
Town of Wallingford Traffic Signal Study	Review of approximately 30 town owned traffic signals, review compliance with MUTCD and state standards, and recommendations for near term maintenance and a long term replacement program, including prioritization and schedule over multi- year budget cycles.	\$45,000
Update TRANSCAD Transit Model	Collect additional data and update current transit model to reflect transit changes and current routes and opportunities.	\$98,000
Congestion Management	Data collection and implementation of CMP recommendations	\$40,000

Process	from FY2010 study. Obtain origin and destination data for selected congested routes.	
Multi-community Road Study	For Hamden, North Haven and up to three additional municipalities, review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.	\$150,000
Regional Traffic Signal Study	Continue work commenced in FY 11 on inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.	\$50,000
Total		\$503,000

**Task 1: Management of the Planning Process**

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*Objectives*

1. Schedule planning activities and allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.
2. Prepare and adopt a planning work program for the upcoming fiscal year.
3. Ensure that expenditures are well documented and cost-effective.

***Major 2011 and 2012 Activities***

*Mid-Year FY 2011 Work Program Review* - Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

*Amend FY 2012 Consultant Supported Work Program* - Work with Council members through the Transportation Technical Committee to review and adjust, as necessary, the FY 2012 consultant work program to reflect current priorities and respond to the goals identified through the process of updating the regional Long Range Transportation Plan.

*Certification* - Re-certification process was accomplished in FY 2009. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2011 and FY2012, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

***Products/Reports***

- *Financial Control.* Maintain financial records and develop reports in accordance with USDOT and CTDOT regulations and guidance.
- *Quarterly Reports.* Develop quarterly narrative and financial status reports for funding agencies.
- *Annual Affirmative Action Plan.* Review and revise Affirmative Action Plan (February 2011 and February 2012).
- *Annual Audit.* Comprehensive audit of Council FY 2009 and FY 2010 revenue, expenditures and internal management practices (November 2010 and November 2011, respectively).

This task requires continuing activity throughout the year. Reporting milestones are noted above.



## **Task 2: Data Collection/Analysis – Monitoring and Projections**

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### ***Objectives***

1. Provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (CTDOT) data developed for statewide needs.
2. Maintain regional highway and transit databases as components of SCRCOG's regional travel demand model.
3. Coordinate data acquisition with the CTDOT and member municipalities to ensure the utility and compatibility of data.
4. Continue a major intersections counting program to provide data necessary for highway planning and congestion monitoring.

### ***Major 2011 and 2012 Activities***

*CTDOT Photolog* – Continue to make current digital orthophotography available to interested towns and cities within the region.

*Demand Modeling Database* – Update and maintain the region's travel demand model. Integrate new CTDOT and SCRCOG traffic counts. Continue network maintenance for additions and changes to the roadway and transit systems.

*Traffic Data Collection Program* - Continue major intersections counting program within the consultant supported project work to collect data at those intersections that are identified at the municipal level for evaluation of congestion and safety-related issues. As in the past, share the proposed counting program with municipalities and CTDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local level.

*Rail Commuter Parking Lot Occupancy Survey* - Monitor late-morning occupancy (maximum occupancy) at New Haven's Union Station, at the Milford Railroad Station and at Branford, Guilford and Madison Shore Line East stations on a quarterly basis and publish report.

*Congestion Monitoring* - SCRCOG staff will work with municipal staff to identify target areas for operations and management strategies (O & M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region, as well as Travel Demand Management (TDM). Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP): Determining the CMP network in the Region, Defining congestion, identifying congested links, developing strategies to address congested links, implementing strategies: short and long term, and monitoring the network. Equipment and software acquisition will be required to provide travel time data as part of the

CMP. Activities will focus on the recommendations which will be forthcoming from the FY 2010 consultant supported study.

*Safety Monitoring* - Review safety data, goals, objectives and strategies to promote safety and solicit projects for participation in the CTDOT Local Accident Reduction Program. Work with CTDOT to further implementation of the Connecticut Strategic Highway Safety Plan.

*Capital Expenditures Report* – Assist CTDOT with the 536 report on capital expenditures on local roads.

***Products***

- Model Database Updates
- Traffic Data Collection
- Commuter Parking Lot Occupancy
- Congestion Management Process review with CTDOT and recommendations

***Schedule***

*Traffic Data Collection* – Counting will occur with FY 2011 and FY 2012 consultant supported projects.

*Commuter Parking Lot Occupancy* - Quarterly commuter parking lot occupancy data collection. (September and December 2010; March and June 2011, September and December 2011; March and June 2012).

*Congestion Monitoring* – Activities will occur over the two year period as recommended by study to be completed by June 2010.

**Task 3: Transportation Planning Activities**

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## ***Objectives***

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and SAFETEA-LU transportation planning requirements. Accompany TIP actions with an air quality conformity statement as appropriate establishing relationships to the State Implementation Plan for Air Quality.
2. Facilitate public awareness of the adoption process for the TIP and STIP, and provide the opportunity for public comment on TIP-related actions at the SCRCOG level.
3. Develop transportation planning proposals and studies that are consistent with the goals identified for the Long Range Transportation Plan (prepared during FY 2007 and to be updated within FY 2011) and the updated regional plan of conservation and development (prepared during FY 2008), Connecticut's *Plan of Conservation and Development*, State and local municipal economic development objectives and the region's economic development program.
4. Develop recommended capital and operational improvements to enhance the existing transportation system, including consideration for the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Intelligent Transportation Systems (ITS) strategies and technologies in the region, as well as Travel Demand Management measures.
5. Update the Regional Long Range Transportation Plan adopted May 9, 2007 and implement the goals of the Plan and update over the two year period.
6. Coordinate the updated Regional Plan of Conservation and Development with member municipalities.
7. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.
8. Continue to work with the State of Connecticut Governor's Transit Oriented Development initiatives, the Transportation Strategy Board (TSB), the Connecticut Department of Transportation (CTDOT) and other state agencies to plan transit improvements and provide support for transit oriented development (TOD) and affordable housing in the vicinity of existing and proposed transit corridors.
9. Continue coordinated planning to promote safety, livable communities and environmental sustainability.

## ***Major 2011 and 2012 Activities***

*Review of Land Use and Transportation Models* – Staff will work with municipal staff to assess impacts on transportation of projected land uses in the Region. Land use decisions will be analyzed to assess consistency with State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. Help advance initiatives that reduce dependence on single occupancy vehicles and improve the region’s air quality. Technical assistance will be provided to the Region’s municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD through CTDOT projects and funding, such as the West Haven train station project and related TOD, Union Station proposed TOD, pilot program TOD in Meriden as authorized by statute and other potential TOD proposals throughout the Region such as the reuse of the former Pratt and Whitney site in North Haven.

*Maintain FY2010-FY2013 TIP* – Update as required the adopted four-year Transportation Improvement Program (TIP). The TIP is consistent with the region’s Long Range Transportation Plan 2007-2035 (to be updated during FY2011) and state-defined financial constraints. Continue working cooperatively with CTDOT on E-STIP creation and implementation initiatives.

*Update Long Range Transportation Plan 2011-2040* – Prepare updated LRTP for adoption in FY 2011 as per guidance to conform to CTDOT update schedule and continue project and funding programming through FY 2011 and FY 2012. Advance draft to CTDOT for air quality modeling prior to adoption to insure progress to goals of improving region’s air quality.

*Surface Transportation Program* - Establish regional priorities with CTDOT to facilitate the annual statewide program development process. Maintain a multi-year program that balances priorities, costs, available funds and the progress of individual projects. Sustain a continuous interchange with municipalities advancing Surface Transportation Program projects on municipal roads per CTDOT STP guidelines. Continue project definition to advance to CTDOT concept team; SCRCOG participation through the scoping process; and Council monitoring of programmed work through monthly review. Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven-Meriden urbanized areas.

*FTA Section 5310 Outreach to Non-Profit Organizations* - Share notice of an annual Section 5310 (non-profit capital assistance) grant funding and help potential non-profit applicants advance proposals consistent with FTA and CTDOT guidelines (January 2011 and January 2012).

*Local Transit Districts* - Continue attendance at Greater New Haven Transit District meetings and, periodically, at meetings of the Meriden Transit District and the Milford Transit District. Meetings provide feedback for the areawide planning and programming process.

*Local Accident Reduction Program* - Prepare municipal local accident reduction program applications per annual state/regional outreach, emphasizing a state/federal pedestrian safety

focus. Develop proposals with municipal staff, frame material for municipal review and advance proposals for Council review per longstanding practice (April 2011 and April 2012).

*Transportation Enhancement Projects* – As per anticipated CTDOT guidance, solicit proposals from the Region for ranking and forwarding to CTDOT for new enhancement funding under the next federal highway act.

*Traffic Diversion Routes* – Continue review of previous individual municipal plans completed by CTDOT and implemented by Region as they are impacted by new construction and roadway modifications.

*Shoreline Greenways Planning Study* – At the request of CTDOT and the municipalities of East Haven, Branford, Guilford, and Madison, SCRCOG agreed to serve as lead agency for the planning study for the Shoreline Greenways Trail through these four towns. Preliminary engineering study is to be completed in FY2010. Undertake additional planning if requested by the four municipalities.

### **FY 2011 Consultant Supported Activity**

The next fifteen studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA).

*Town of Madison Downtown Transportation Transit Study* - Study of transportation and transit impacts for the downtown area bounded by US Route 1 on the south, Route 79 to the west, Amtrak railroad to the north and Wall Street to the east to evaluate future potential impacts on traffic operation parking and pedestrian circulation associated with development of the region and increased rail transportation uses.

*Town of North Haven Traffic Calming Study Spring Road* - Review of traffic conditions in the Spring Road area. Review previous concerns, prepare options and conduct public outreach. Prepare draft recommendations and final report for presentation to Town and SCRCOG.

*Regional Housing Study Update* - Utilize recently completed regional build-out analysis and update previous SCRCOG Housing Study to incorporate new transit options and proposals, reflect initiatives on transit oriented development, livability, and environmental sustainability and address smart growth goals advanced by the Region and State to match transportation options with development potential. Integrate with federal Sustainable Communities initiative.

*Town of Bethany Road Study* - Review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.

*Town of Bethany Transit study for New Haven mini transit service* - Study to determine viability of transit service to serve Bethany and connect with New Haven to offer transit options and reduce single occupant vehicle trips to New Haven.

*Town of Hamden East/West Transportation Study* - Study to evaluate east/west routes in town with recommendations on routings, traffic management, highway amenities and development potentials with recommendations for better east west circulation, improved mobility, safety and pedestrian and bicycle circulation.

*Town of Wallingford Transit Bus Ridership and Routing Study* - Study to focus on service on and along U.S. Route 5 and North Plains Industrial Road/Washington Street to service community organizations addressing increased demand and service schedule enhancements.

*City of Meriden Trail Study* - Study to recommend a comprehensive trail system which interconnects with regional goals and plans, improving transportation opportunities for Meriden and surrounding communities.

*Sustainable Communities Initiative* - Advise and assist region in preparation of multi-phase plan in conjunction with federal Sustainable Communities initiative, addressing housing, economic development, transportation and environmental quality in a sustainable, integrated regional vision. Assist on coordinating Regional Housing Study Update.

*Regional School Bus Study* - Study to review potential energy savings of alternate fuels for school transportation fleets and implementation issues.

*Regional Traffic Signal Study* - Inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.

*City of New Haven Downtown Modal Split Study* - Review of current modal split for transportation demand in downtown area. Study will gather data from existing sources and review previous estimates of mode split for several representative types of development (residential, commercial, institutional) to provide framework for better review and confirmation of projected volume / transportation demand as development emerges.

*Congestion Management Process* - Data collection and implementation of CMP recommendations from FY2010 study.

*Regional Transit data acquisition* - Acquire and collate data in preparation for update of Regional transit portion of TransCAD model.

*Regional Road Classification Study* - Review functional classification of roadways with appropriate municipal officials to insure classification reflects municipal classifications.

## **FY 2012 Consultant Supported Activity**

The next seven studies are programmed to be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA).

*City of New Haven Foxon Boulevard Corridor Study* - Study to address current accident study and make recommendations of improvements in accord with City Complete Streets Policy. Study will analyze existing conditions concerning engineering, safety and traffic, develop enhancement plans or concepts, provide public outreach and prepare recommendations, estimates and schedule for capital and state of good repair investments.

*Town of East Haven Hemingway Avenue and Coe Avenue Corridor Study* - Corridor Study of Hemingway Avenue (Route 142 and Coe Avenue (Route 337) with an emphasis on emergency transportation needs in conjunction with the proposed new Public Safety Facility at the intersection of Coe Avenue and Proto Drive.

*Town of Wallingford Traffic Signal Study* - Review of approximately 30 town owned traffic signals, review compliance with MUTCD and state standards, and recommendations for near term maintenance and a long term replacement program, including prioritization and schedule over multi- year budget cycles.

*Update TRANSCAD Transit Model* - Collect new data and update current transit model to reflect transit changes and current routes and opportunities.

*Congestion Management Process* - Data collection and implementation of CMP recommendations from FY2010 study. Obtain origin and destination data for selected congested routes.

*Multi-community Road Study* - For Hamden, North Haven and up to three additional municipalities, review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.

*Regional Traffic Signal Study* - Continue work commenced in FY 11 on inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.

### ***Other Planning Activities***

*Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)* - This requirement of SAFETEA-LU is the planning element under which SCRCOG will coordinate

transit services to provide for the basic mobility needs of the Region's elderly and disabled (Section 5310); access to jobs and reverse commute programs (Section 5316); and the New Freedom program (Section 5317). During FY2010, the Region undertook a LOCHSTP review process, with outreach to service providers and municipalities to identify service gaps and needs. During FY 2011 and FY 2012, staff will continue outreach to service providers and CTDOT and work with them to implement service priorities.

*Transit Planning:* Most day-to-day operational planning for the transit systems in the SCRCOG region is done at the individual agency level (i.e. by Greater New Haven Transit District, CTTransit, Milford Transit District and Meriden Transit District). SCRCOG staff play a role in coordinating programs between these regional districts, assessing demographic and land use policies that will impact the viability of transit services, and identifying new opportunities for transit service outside the existing route network and service areas. Recommendations of the FY2008 Regional Transit Implementation Project will be pursued. Initiatives that increase transit usage and reduce the usage of single occupancy vehicles and contribute to improving air quality in the region will be prioritized. Working in conjunction with the region's transit operating agencies and interested municipalities, additional "flex-route" opportunities will be evaluated and advanced for consideration and implementation.

*Freight Movement Planning* - Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas is a key element in previous UPWP studies. Implementation of the recommendations of the New Haven Truck Route Study will work toward fulfillment of these goals in the Region's core municipality. SCRCOG staff will continue to monitor freight movement trends in the region and identify opportunities for improved movements and efficiencies which will also reduce the impacts of goods movement on the air quality in the region.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential expanded utilization, assisting the City of New Haven with their evaluation of site and development alternatives for the proposed intermodal terminals at the Port. The staff will continue to work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region.

Improvements to track connections in the vicinity the Port of New Haven due to be completed with the cooperation of the property owners will allow, for the first time in several decades, direct connection between the port area and the mainline rail network. This project will substantially enhance the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

*Operations and Management Strategies* - SCRCOG staff will continue to review State ITS Architecture refinements, and will ensure coordination with regional and local plans. Many of the study efforts outlined above are focused on alleviating traffic congestion and thereby improving air quality through enhanced operation and utilization of existing transportation system assets.



***Products***

- FY2010-2013 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate through the two year period.
- Update of Long Range Transportation Plan 2011-2040. During FY 2011, undertake outreach and adopt updated plan by May, 2011.
- Local Accident Reduction Program. Prepare applications for CTDOT review in association with interested municipalities (April 2011 and April 2012).
- FTA Section 5310 Capital Priorities. Share with CTDOT after Council review (April 2011 and April 2012).
- New Transit Enhancement projects as part of ongoing program.
- New Transportation Enhancement Projects as per anticipated CTDOT guidance.



### ***Objectives***

1. Facilitate a timely flow of information to interested individuals and organizations through media outreach, and our agency website.
2. Provide a focus for public input relative to the region's Transportation Plan, Transportation Improvement Program and other key products by elected officials, any interested citizens and specifically by minority, low-income and non-English speaking communities.
3. Solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general. Ensure that outreach, review and project definition respond to USDOT/CTDOT Environmental Justice requirements contained in the SAFETEA-LU federal transportation act.
4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

### ***Major 2011 and 2012 Activities***

The Council of Governments will continue its commitment to public outreach through a wide range of outlets:

1. *Annual Report*

SCRCOG's annual report will be made available at the conclusion of each fiscal year.

2. *Media Coverage*

A Transportation Committee agenda notification process includes 18 area media organizations. Meeting notices for Transportation Committee/Council actions and SCRCOG publications will be regularly shared with a wide range of print and broadcast media including the *New Haven Register*, the *Connecticut Post*, the *Meriden Record-Journal*, *Northeast Minority News*, and other local (non-daily) newspapers in the region, and radio and television news departments.

3. *Transportation Committee and Technical Transportation Committee*

The Region's Transportation Committee (chief elected officials) and Technical Transportation Committee (municipal staff), meeting together monthly, will continue to interact with CTDOT personnel, federal staff and other interested parties. The committees advance programming and planning proposals to the Council as a whole. Over 100 organizations and individuals, including advocacy organizations,

environmental groups, social services organizations, and private transit operators, will be notified of committee meetings by email or fax. Notice of meetings is also provided on the SCRCOG website. Council-adopted *Public Participation Guidelines* clearly identify the Council's commitment to broad, ongoing participation, and highlight the avenues for public.

#### 4. *Public Meetings*

- Attendance at I-91 TIA, Coastal Corridor TIA and TSB meetings.
- Rideworks' monthly meetings. SCRCOG's Executive Director serves on Rideworks' Board of Directors.
- Quarterly Greater New Haven Transit District meetings and periodic attendance at meetings of the Milford and Meriden transit districts to facilitate planning and programming activities.
- Regional Growth Partnership (RGP), the region's non-profit economic development organization, was established jointly by SCRCOG and the private sector. Five chief elected officials and the Executive Director serve on the Board of the RGP.
- Regional Growth Connection Steering Committee meetings. The RGC shapes the region's job access transportation commitment together with state, municipal and regional partners. The Executive Director serves on the Steering Committee.
- Regional Alliance work sessions. The nine-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.
- Regional Chambers of Commerce – Executive Directors meet at SCRCOG periodically in conjunction with Regional Economic Development Directors to address business-related transportation issues.
- New Haven Environmental Justice Coalition – This organization invites SCRCOG Executive Director periodically to seek input on transportation issues and needs.

#### 5. *Council of Governments Meetings*

Monthly Council meetings (chief elected officials) provide opportunities to review the status of major planning and programming efforts, gain further guidance from chief elected officials and take formal Council TIP actions.

#### 6. *SCRCOG Web Site*

The agency website provides ready access to Council meeting agendas, reports and memos including *Public Participation Guidelines*, the TIP and proposed TIP amendments, and *South*

*Central Regional Long Range Transportation Plan 2007-2035.* Links to CTDOT, municipalities, data sources and transit/transportation sites are also included here.

7. *Public Participation Guidelines*

SCRCOG public participation guidelines outline broad public involvement. Ongoing public participation confirms their effectiveness.

8. *Evaluation of Effectiveness*

Evaluation of the effectiveness of the Region's public outreach is an ongoing process. Staff continually reviews the attendance at SCRCOG and Transportation Committee meetings, as well at public meetings held as part of consultant supported work. This review indicates that the outreach is working and involving the community and interested parties. Hits on the SCRCOG website indicate a high level of interest in our activities. Staff attendance at public meetings of regional and state organizations and civic groups, and reports back to our members, provide involvement of the region and important communication both within and beyond the Region. This high level of involvement and communication is indicative of the Region's ongoing commitment to effective public outreach.

Efforts will focus on enhanced public awareness and understanding region's transportation needs. In FY 2011 and FY 2012, outreach will continue to emphasize the update and implementation of the Regional Long Range Plan and the Regional Plan of Conservation and Development, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context sensitive design solutions. Chief elected officials and staff will continue to participate in the organizations as noted above.

Update of the Regional Long Range Transportation Plan 2011-2040 will provide additional opportunities for public outreach and participation.

Public outreach will include opportunities for public input on the FY2012 Consultant supported activity and CTDOT transit improvements. Staff will continue to monitor progress on the I-95 Corridor Improvement Program with monthly updates available at the regular public meetings of SCRCOG.

## **Appendix A**

Table 1  
**Fiscal Year 2011 - Anticipated Revenues**

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Consolidated Planning Grant - FY 11</i>	898,870	112,359	112,359	1,123,588
<i>FY 08 Planning Grant - Released Funds</i>	258,574	32,322	32,322	323,218
<b>Total</b>	<b>1,157,444</b>	<b>144,681</b>	<b>144,681</b>	<b>1,446,806</b>

Table 2  
**Fiscal Year 2011 - Planning Costs by Task**

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	82,954	10,369	10,369	103,692
<i>Data Collection / Analysis</i>	26,565	3,321	3,321	33,206
<i>Transportation Planning Activities</i>	918,036	114,754	114,754	1,147,545
<i>Other Technical Assistance</i>	73,845	9,231	9,231	92,306
<i>Public Participation</i>	56,046	7,006	7,006	70,057
<b>Total</b>	<b>1,157,445</b>	<b>144,681</b>	<b>144,681</b>	<b>1,446,806</b>

Table 3  
**Fiscal Year 2011 - Direct Salaries by Task - Hours & Cost <sup>1</sup>**

Personnel Costs by Task	Ex. Dir.		Planners		Asst. Planner		Field		Total	
	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost
Management of the Planning Process	300	16,398	300	12,336	609	15,336	0	0	1,100	44,070
Data Collection / Analysis	0	0	350	12,873	0	0	100	1,025	450	13,898
Transportation Planning Activities	683	37,333	4,621	153,711	670	15,765	0	0	5,974	206,809
Other Technical Assistance	300	16,398	610	22,347	0	0	0	0	910	38,745
Public Participation	200	10,932	500	18,503	0	0	0	0	700	29,435
<b>Total</b>	<b>1,483</b>	<b>81,061</b>	<b>6,381</b>	<b>219,770</b>	<b>1,279</b>	<b>31,101</b>	<b>100</b>	<b>1,025</b>	<b>9,134</b>	<b>332,957</b>

<sup>1</sup> Maximum hourly rates for Executive Director - \$55.00, Planners - \$45.00, Asst Planners - \$30.00, Field Personnel - \$10.25.

Table 4  
**Fiscal Year 2011 - Total Labor by Task - Salaries & Overhead Applied <sup>1</sup>**

	Labor Costs by Task				
	Ex. Dir.	Planners	Asst. Planner	Field	Total
Management of the Planning Process	38,471	28,809	28,339	0	95,620
Data Collection / Analysis	0	30,201	0	2,405	32,606
Transportation Planning Activities	87,586	360,622	36,985	0	485,194
Other Technical Assistance	38,471	52,429	0	0	90,900
Public Participation	25,648	43,410	0	0	69,057
<b>Total</b>	<b>190,177</b>	<b>515,471</b>	<b>65,325</b>	<b>2,405</b>	<b>773,377</b>

1. Audited overhead rate @ 1.3461

**Table 5**  
**Fiscal Year 2011 - Direct Expenditures by Task**

	Direct Expenditures by Task						Total
	Print & Repro	Travel	Data Proc	Consult	Misc <sup>1</sup>	Capital	
Management of the Planning Process	0	300	0	0	0	0	300
Data Collection / Analysis	0	600	0	0	0	0	600
Transportation Planning Activities	649	3,000	2,200	654,000	2,500	0	662,349
Other Technical Assistance	306	600	0	0	500	0	1,406
Public Participation	0	0	0	0	1,000	0	1,000
<b>Total</b>	<b>955</b>	<b>4,500</b>	<b>2,200</b>	<b>654,000</b>	<b>4,000</b>	<b>0</b>	<b>665,655</b>

1. Miscellaneous expenses include technical training, technical publications, and advertising expenses.

**Table 6**  
**Fiscal Year 2011 - Planning Projects with Consultant Assistance**

	Cost
Madison - Transportation/Transit Study	35,000
North Haven - Spring Road Traffic Calming	25,000
Update Regional Housing Study	120,000
Bethany - Pavement Management System	25,000
Bethany - Transit Opportunities	20,000
Hamden - East / West Transportation Study	44,000
Wallingford - Traffic Signal Study	30,000
Meriden - Trail System Study	20,000
New Haven - Downtown Modal Split Study	35,000
Congestion Management Process	50,000
Regional School Bus Study	25,000
Regional Traffic Signal Study	35,000
Sustainable Communities Initiative	40,000
Regional Transit Data Acquisition	50,000
Regional Road Classification Study	100,000
<b>Total</b>	<b>654,000</b>



**Table 7**  
**Fiscal Year 2011 - Total UPWP Program Cost**

	Cost
SCRCOG Salaries	332,957
Overhead - Indirect Applied (1.3461)	448,194
Print & Reproductions	955
Travel	4,500
Data Processing	2,200
Consultants	654,000
Meeting, Advertising & Miscellaneous	4,000
Capital	0
<b>Total</b>	<b>1,446,806</b>

**Table 8**  
**Fiscal Year 2012 - Anticipated Revenues**

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
FY 09 Planning Grant - Released Funds	218,036	27,255	27,255	272,546
Consolidated Planning Grant	898,870	112,359	112,359	1,123,588
<b>Total</b>	<b>1,116,906</b>	<b>139,614</b>	<b>139,614</b>	<b>1,396,134</b>

**Table 9**  
**Fiscal Year 2012 - Planning Costs by Task**

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	85,276	10,660	10,660	106,596
<i>Data Collection / Analysis</i>	29,247	3,657	3,657	36,561
<i>Transportation Planning Activities</i>	863,740	107,967	107,967	1,079,674
<i>Other Technical Assistance</i>	78,869	9,859	9,859	98,586
<i>Public Participation</i>	59,773	7,472	7,472	74,716
<b>Total</b>	<b>1,116,904</b>	<b>139,614</b>	<b>139,614</b>	<b>1,396,134</b>

**Table 10**  
**Fiscal Year 2012 - Direct Salaries by Task - Hours & Cost**

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Planners</i>		<i>Asst. Planner</i>		<i>Field</i>		<i>Total</i>	
	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>
<i>Management of the Planning Process</i>	300	16,800	300	13,508	500	15,000	0	0	1,100	45,308
<i>Data Collection / Analysis</i>	0	0	350	14,160	0	0	100	1,125	350	15,285
<i>Transportation Planning Activities</i>	683	38,248	4,621	169,082	670	20,100	0	0	5,974	227,430
<i>Other Technical Assistance</i>	300	16,800	610	24,582	0	0	0	0	910	41,382
<i>Public Participation</i>	200	11,200	500	20,353	0	0	0	0	700	31,553
<b>Total</b>	<b>1,483</b>	<b>83,048</b>	<b>6,381</b>	<b>241,685</b>	<b>1,170</b>	<b>35,100</b>	<b>100</b>	<b>1,125</b>	<b>9,034</b>	<b>360,958</b>

1 Maximum hourly rates for Executive Director - \$60.00, Planners - \$45.00, Asst Planners - \$30.00, Field Personnel - \$11.25.

Table 11  
**Fiscal Year 2012 - Total Labor by Task - Salaries & Overhead Applied 1**

	Labor Costs by Task				Total
	Ex. Dir.	Planners	Asst. Planner	Field	
<i>Management of the Planning Process</i>	39,414	31,690	35,192	0	106,296
<i>Data Collection / Analysis</i>	0	33,221	0	2,639	35,861
<i>Transportation Planning Activities</i>	89,734	396,684	47,157	0	533,574
<i>Other Technical Assistance</i>	39,414	57,672	0	0	97,086
<i>Public Participation</i>	26,276	47,751	0	0	74,027
<b>Total</b>	<b>194,839</b>	<b>567,018</b>	<b>82,348</b>	<b>2,639</b>	<b>846,845</b>

1. Audited overhead rate @ 1.3461

Table 12  
**Fiscal Year 2012 - Direct Expenditures by Task**

	Direct Expenditures by Task						Total
	Print & Repro	Travel	Data Proc	Consult	Misc 1	Capital <sup>2</sup>	
<i>Management of the Planning Process</i>	0	300	0	0	0	0	300
<i>Data Collection / Analysis</i>	0	700	0	0	0	0	700
<i>Transportation Planning Activities</i>	700	2,200	2,400	503,000	2,800	35,000	546,100
<i>Other Technical Assistance</i>	200	700	0	0	500	0	1,400
<i>Public Participation</i>	0	0	0	0	689	0	689
<b>Total</b>	<b>900</b>	<b>3,900</b>	<b>2,400</b>	<b>503,000</b>	<b>3,989</b>	<b>35,000</b>	<b>549,189</b>

1. Miscellaneous expenses include technical training, technical publications, and advertising expenses.

2. Capital expense includes the purchase of eight (8) computers and network server.

Table 13  
**Fiscal Year 2012 - Planning Projects with Consultant Assistance**

	Cost
<i>New Haven - Foxon Boulevard Corridor Study</i>	70,000
<i>Update TransCAD Transit Model</i>	98,000
<i>Wallingford - Traffic Signal Study</i>	45,000
<i>Congestion Management Planning</i>	40,000
<i>Multi-Community Road Study</i>	150,000
<i>Regional Traffic Signals</i>	50,000
<i>East Haven - Hemingway Ave &amp; Coe Ave Study</i>	50,000
<b>Total</b>	<b>503,000</b>

Table 14  
**Fiscal Year 2012 - Total UPWP Program Cost**

	Cost
<i>SCRCOG Salaries</i>	360,958
<i>Overhead - Indirect Applied (1.3461)</i>	485,886
<i>Print &amp; Reproductions</i>	900
<i>Travel</i>	3,900
<i>Data Processing</i>	2,400
<i>Consultants</i>	503,000
<i>Miscellaneous</i>	3,990
<i>Capital</i>	35,000
<b>Total</b>	<b>1,396,034</b>

## **Appendix B**

### **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 South Central Regional Council of Governments (SCRCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a) "Metropolitan Planning Agreements" [formerly 23CFR 450.310(e)].

#### **General Roles & Responsibilities**

SCRCOG will perform the transportation planning process for the South Central 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 an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal regional 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 of 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 does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI 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 Transportation Plan**

1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for the South Central Region.
2. SCRCOG may develop a consolidated transportation plan summary report for the South Central Region that includes the key issues facing the area and priority programs and projects.
3. CTDOT 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.

- c. Traffic count data for state roads in the South Central 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 regional 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. SCRCOG may conduct transportation modeling for the area
  5. SCRCOG 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, SCRCOG, in cooperation with CTDOT, 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 TIP will be prepared and compiled through a consultative process among CTDOT, SCRCOG, and the appropriate provider(s) of public transportation.
2. CTDOT 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 an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.
3. CTDOT, SCRCOG and transit provider(s) – CTDOT will solicit comments on the TIP and incorporate where practicable.
4. CTDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to explain the projects to SCRCOG and the general public.
5. CTDOT 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.
6. SCRCOG 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. SCRCOG will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the administrative action process.
7. CTDOT will develop the STIP based on the MPO's TIPs and projects located in the rural regions of the State.
8. CTDOT will include one STIP entry each for the Bridge program, the Highway Safety Improvement program and the Recreational Trails 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 Connecticut Bridge Program, the Office of Traffic Engineering Safety Plan and the Recreational Trails program administered by the Department of Environmental Protection. The one line entry will reduce the number of entries needed in the STIP.
9. CTDOT will provide proposed amendments to SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to explain the proposed changes to SCRCOG. It will also provide a clear reason and justification for the amendment. If it involves a new project, CTDOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.

10. When an amendment to the TIP/STIP is being proposed by SCRCOG and CTDOT, CTDOT will ensure financial consistency.
11. CTDOT will provide a financial assessment of the STIP with each update. SCRCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on CTDOT's financial assessment.

### **Air Quality Planning**

1. CTDOT and SCRCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CTDOT will conduct the regional emissions analysis, which includes the South Central Region and provide the results to SCRCOG. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range transportation plans and TIP. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.
3. The report provided by CTDOT on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.
4. SCRCOG will make the regional emissions analysis available to the public.

### **Public Participation Program**

1. SCRCOG will annually review and evaluate its public participation program.
2. SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of SCRCOG plans, programs and projects.
3. SCRCOG will work to ensure that low-income, minority and transit dependent areas 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. SCRCOG will comply with federal legislation on these issues.
4. SCRCOG'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. SCRCOG will maintain its 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. SCRCOG will allow for, to the extent feasible, the participation of transit providers at all Transportation Committee and SCRCOG meetings to provide advice, information and consultation on transportation programs within the South Central Region.
2. SCRCOG will provide the opportunity for the transit providers to review and comment on planning products relating to transit issues within the Region.
3. SCRCOG will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to insure the consideration of any appropriate comments.

4. SCRCOG and CTDOT will assist the transit provider(s) to the extent feasible with planning for transit related activities.

### **Fiscal/Financial Planning**

1. The CTDOT will provide SCRCOG 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 for the upcoming federal fiscal year, as shown in the TIP financial chart.
  - b. Annual authorized funds for the STP-Urban account.
  - c. Annual authorized funds for the FTA Section 5307 Program.
  - d. A listing of FTA Section 5309 Bus and Section 5309 New Starts projects that are earmarked in federal legislation and also as appropriated by Congress.
  - e. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The CTDOT will notify SCRCOG when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.
3. SCRCOG will prepare and distribute summary tables and charts that display financial information.

### **Congestion Management Process (CMP) Program**

1. The CTDOT, as state's primary CMP, will provide SCRCOG its congestion screening report.
2. SCRCOG will review the congestion screening report and select critical corridors for analysis as a second level CMP in the state.
3. SCRCOG will conduct a highway performance monitoring program that includes the collection of traffic counts, conduct of travel time surveys, and determination of travel speeds and delay.
4. SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
5. SCRCOG will work with CTDOT on programming possible congestion-reducing projects.
6. SCRCOG 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 CTDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the South Central Planning Region.
2. SCRCOG will maintain and update the Regional ITS Architecture for the South Central Planning Region, where appropriate.

### **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 SCRCOG 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.