NOTICE: As permitted by Governor Lamont’s Executive Order 7B, as extended by Executive Order 9A, regarding the COVID-19 Pandemic, this meeting is being held remotely with no in-person attendance

To: Transportation Committee and Transportation Technical Committee

From: William Dickinson, Chairman, Transportation Committee

Date: March 4, 2021

Subject: Wednesday, March 10, 2021 Meeting of the Transportation Committee and Transportation Technical Committee to be held remotely @ 12:00 Noon via Zoom.

Join Zoom Meeting: https://us02web.zoom.us/j/81855035822
Call-In Number: +1-929-205-6099
Meeting ID: 818 5503 5822

Action Items:

1. Public Input For Certification Review
2. Meeting Minutes of November 4, 2020
3. 2021-2024 Transportation Improvement Program Amendment Three
   Recommend to SCRCOG adoption of Resolution- James Rode
4. Discussion and Possible Action on New LOTCIP Program Priorities-
   Stephen Dudley
5. Recommend Approval of CMAQ Priorities –
   Stephen Dudley

Informational Items:

6. Draft UPWP FY2022 and FY 2023
   Stephen Dudley
7. Other Business
Transportation and Transportation Technical Committee Distribution List

All Receiving Agenda Notice via Email or Fax

Municipalities

Bethany: A. Marek, A. Green
Branford: J. Cosgrove, T. Milici, J. Hoefferle
East Haven:
Guilford: M. Hoey, M. Damiani, K. Quercia, J. Plaziak
Hamden: M. Austin
Madison: P. Lyons, R. Russo, J. Iennaco
Meriden: D. White, D. Brunet, H. Weissberg
North Branford: K. Weiss, M. Paulhus,
North Haven: M. Freda, A. Fredricksen, B. Cummings, A. Bevilacqua
Orange: P. Kaplan, B. Brinton
Wallingford: W. Dickinson, Alison Kapushinski
West Haven: N. Rossi, A. Quadir
Woodbridge: B. Yalga

1 Voting Technical Transportation Committee member appointed by chief elected official

ARCADIS: R. Deitz
Cardinal Engineering: J. Cermola
Center for Disability Rights: M. Gallucci
CME Associates: J. Koolis
CTDOT: J. Giulietti, M. Rolfe, G. Wright, D. Larosa, R. Etuka, K. Chukwa, S. Radisi
Connecticut League of Women Voters (New Haven Chapter): Miriam Brody
Connecticut Transit: S. Willis, B. Diggs, J. Rickman
CT Latino News
CTRIDES: J. Cavadini,
Dewberry: A. Zysk
FHWA: A. Jackson-Grove, E. Shortell, K. Salmoiraghi
GEI Consultants: K. Brady
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: M. Marrero
GM2 Inc.: R. Armstrong
Hartford Courant
Inner City News
Integrated Management Controls: S. Gale
Kennedy Center: L. McElwee, J Wardzala
La Voz Hispana
Luchs Associates: R. Dagan

www.sccog.org   T (203) 234-7555   F (203) 234-9850  camento@scrcog.org
MaGrann Associates J. Ball
Masters Manna: C. Trzcinski
Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, M. Fortunata
New Haven Register: M. Zaretsky
Office of Congresswoman Rosa DeLauro: L. Mangini
Office of Senator Richard Blumenthal: E. Graham
Office of Senator Chris Murphy: E. Johnson
PBAmericas (Glastonbury): A. Moretti, J. Kulpa
PelicanCorp: N. Holly
PRIME AE Group D. Imig
RBA Group D. Lapping
Spanish Community of Wallingford: M. Harlow
Technical Planning Associates: B. Sacco
UCONN: S. Levy
United Illuminating Company: S. Saczynski
VHB: J. Balskus
Wallingford Committee on Aging: W. Viola
Wallingford Youth and Social Services: C. Turner
West Haven Chamber of Commerce: N. DeMatties
Transportation Committee Minutes – February 10, 2021

Transportation Committee Members
Wallingford, Mayor William Dickinson, Chairman
Branford, FS Cosgrove
Guilford, FS Matthew Hoey
North Haven, Andrew Bevilacqua Proxy for FS Freda
Madison, FS Lyons

Guests
Steve Johnson, Milford
Laurie McElwee, John Wardzalla, Kennedy Center
Sara Radisi, CTDOT
Josh Rickman, CTTRANSIT
Mario Marrero, GNHTD
Joanna Wozniak-Brown, CIRCA

Transportation Technical Committee
Branford, John Hoefferle
Guilford, Janice Plaziak
Hamden, Mark Austin
Madison, John Iaionco
Meriden, Howard Weisberg
New Haven, Giovanni Zinn
North Branford, Kurt Weiss
Orange, Bob Brinton
Wallingford, Alison Kapushinski
West Haven, Abdul Quadir
Woodbridge, Betsy Yalga

SCRCOG
Stephen Dudley, James Rode, Andy Cirioli, Daria Larson

Mayor William Dickinson called the meeting to order at 12:07 PM

Action Item #1: Meeting Minutes of November 4, 2020
J Plaziak made a motion to approve the Minutes of the November 4, 2020 meeting FS Hoey seconded the motion, which passed with one abstention from FS Lyons.

Information Item #2: Discussion of LOTCIP Program Priorities
S Dudley provided an update of the LOTCIP project solicitation. The deadline for submission of applications has been extended. He asked those with older projects in the queue to confirm that those projects are still a priority.

Information Item #3: Discussion of CMAQ Applications
S. Dudley reminded those present that the deadline for CMAQ applications was approaching. He asked that anyone wishing to apply to submit their paperwork by the end of February. A prioritized list of projects will be reviewed at the March Meeting

Information Item #4: Other Business
S. Dudley discussed the new UPWP program and asked for any planning study requests that the municipalities may have. A draft UPWP will be developed over the next month or so.

Joanne Wozniak provided an update of the Resilient CT study

J. Plaziak made and a motion to adjourn. B. Brinton seconded and the meeting adjourned at 12:26 PM.
Project 0043-0129  2012-A10-3  Bike/Ped East Haven Shoreline Greenway Trail  Page 7
Changes Amendment 3 move schedule and updates funding
Reason This action is necessary to move the project into the current TIP and adjust funding amounts based on revise cost estimates

Project 0061-0153  2018-A4-1  Walkable Sidewalk Ped/Bike Improvements  Page 8
Changes Amendment 3 move schedule and updates funding
Reason This action is necessary to adjust funding amounts based on revise cost estimates

Project 0079-0212  2018-A9-1  Rehab Br# 04185 Center st o/Harbor Brook  Page 9
Changes Amendment 3 move schedule and updates funding
Reason This action is necessary to move the project into the current TIP and adjust funding amounts based on revise cost estimates

Project 0092-0682  2016-A18-2  Traffic Signal Modernization at Various Locations  Page 10
Changes Amendment 3 move schedule and updates funding
Reason This action is necessary to move the project into the current TIP and adjust funding amounts based on revise cost estimates

Project 0092-0689  2021-A3-1  Intercahnge 59 / Route 69 improvements Phase 2  Page 11
Changes FY 21 TIP Amend 3 Adds a new project
Reason The purpose of this project is to provide safety, mobility, and connectivity improvements on the Route 15 Exit 59 interchange ramps and immediate subnetwork connections with Routes 63 and 69. Substandard acceleration and deceleration lengths lead to high crash rates at three of the four interchange ramps. The project proposes to improve acceleration and deceleration for all 4 interchange ramps, including the addition of a loop ramp to access Route 15 northbound from Route 69 southbound. Replacement of Bridge No. 00771 and widening of Bridge No. 00772 will be required. In addition, a new traffic signal and modification to two others will be required on Route 69. Congestion improvements on the subnetwork will be limited to the already constructed interim improvements on Route 69.

Project 0100-0180  2019-A17-1  REPLACE HIGHWAY SIGNS & SUPPORTS  Page 12
Changes Amendment 3 Adds Construction Phase funding
Reason This action is necessary to move the project into the current TIP. In order to be obligated funds must be shown in the appropriate fiscal year
South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 3

Project 0100-0182  2021-A3-2  CT 15 Exit 62 NB Ramps Reconfiguration

Changes FY 21 TIP Amend 3 Adds a new project

Reason As part of an effort to remove all stop-controlled on-ramps along the Wilbur Cross Parkway, this project proposes to improve the acceleration and deceleration lanes on CT 15 Exit 62 NB in the Town of North Haven. The existing deceleration lane is limited by bridge no. 00785 over the Mill River and it is proposed that the bridge be widened to accommodate a longer deceleration length. The existing on-ramp is currently stop-controlled with no acceleration lane. It is proposed that the on-ramp be reconstructed to allow appropriate acceleration before merging with NB traffic. It is proposed that bridge no. 00786 be replaced in order to accommodate the necessary acceleration lane. As part of the project, the ramp termini intersection with SR 717 (Dixwell Ave) will be improved by replacing the existing traffic signal and constructing turn lanes on three approaches to improve traffic operations.

Project 0173-0512  2021-A3-3  REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS

Changes FY 21 TIP Amend 3 Adds a new project

Reason This project will replace existing LED lamps at traffic signals on various State highways in District 3. The life expectancy of a LED lamp is approximately 8 years, so this project will proactively replace lamps in order to keep traffic signals functioning in a state of good repair. The project will also provide the following enhancements where applicable:

Replace circular red LED lamps with red arrow LED lamps at locations that are not currently in compliance with MUTCD requirements;

Replace circular green LED lamps with vertical green arrow LED lamps at eligible exit ramps to provide extra emphasis against a wrong way driving movement;

Install backplates with yellow retroreflective borders on signal heads with existing, non-retroreflective backplates;

Replace sheet aluminum signs that are mounted on span wires or mast arms; replace existing pedestrian signal lamps with countdown LED pedestrian signal lamps. The PE phase includes a PD/FD split.
South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 3

State Project #0043-0129  
Municipality East Haven  
Project Name Bike/Ped East Haven Shoreline Greenway Trail  

Description  Project is for design and construction of 4,800 ft Shoreline Greenway Trail in East Haven. This section is from Spray park on Cosey Beach Ave to D.C Moore School

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**TIP Funds** $967

Amendment Notes
FY12 Amend 10 introduces new project. FY12 TIP Amend 18 moves FD to FY14 and add CON for FY15 FY15 TIP Amend 4 increases FD and moves CON to FY16. FY15 TIP amend 10 moves FD and CON phases out 1 year. FY15 TIP Amend 14 moves FD to FY17 FY15 TIP Amend 23 moves FD and CON from FY17 to FY18 FY18 TIP Amend 5 adjusts project schedule. FY18 TIP Amend 18 moves FD to FY20. FY 21 TIP Amend 3 move schedule and updates funding
Project Name: Walkable Sidewalk Ped/Bike Improvements

Description: Hamden's Walkable Sidewalk project includes pedestrian and bicycle improvements at various locations along Augur, Benham, Davis, & Treadwall Streets. Improvements include sidewalks, crosswalks, accessible curb ramps, signage, and roadway restriping.

Current TIP Funding (In Thousands)

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Proposed TIP Funding (In Thousands)

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Amendment Notes
Fy18 TIP Amend 4 adds project. FY21 TIP adjusts schedule FY 21 TIP Amend 3 move schedule and updates funding.
South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 3

State Project #0079-0212  SCRCOG # 2018-A9-1
Municipality Meriden  AQ Code X6

Proposed

Project Name Rehab Br# 04185 Center st o/Harbor Brook

Description This project is for the rehabilitation of the bridge which carries Center street over Harbor Brook.

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Amendment Notes
FY 18 TIP Amend 9 adds new project. FY21 TIP Amend 3 moves schedule
South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 3

State Project #0092-0682
SCRCOG # 2016-A18-2
Municipality New Haven
AQ Code X8

Proposed

Project Name: Traffic Signal Modernization at Various Locations

Description: Traffic signal Modernization on SR 706 (North Frontage Rd./Martin Luther King Blvd.) at Rte. 10 (Ella T. Grasso Blvd.) and Sherman Ave. and on Rte. 34 (Legion Ave.) at Rte. 10 and Sherman Ave./Winthrop Ave in New Haven.

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Amendment Notes
FY15 Amendment 18 adds a new project. FY18 Amendment 16 moves FD funds to FY19. FY 21 TIP Amend 3 move schedule and updates funding
**State Project #0092-0689**

**Municipality** New Haven

**Project Name** Interchange 59 / Route 69 improvements Phase 2

**Description** Phase 2 of Interchange 59/Route 69 improvements in New Haven and Woodbridge to add appropriate acceleration and deceleration lanes for Route 15 at Exit 59, which connects to the subnetwork of Routes 63 and 69. Phase 1 was under Project 92-672.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

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**TIP Funds** $38,942

**Amendment Notes**

FY 21 TIP Amend 3 Adds a new project
State Project #0100-0180
Municipality North Haven

**Project Name** REPLACE HIGHWAY SIGNS & SUPPORTS

**Description** Replacement of highway signs and sign supports along I-91 and CT Route 40 from North Haven to Meriden.

### Current TIP Funding (In Thousands)

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**Total Cost** $350

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**TIP Funds** $16,000

### Amendment Notes
FY18 TIP Amend 17 adds project. FY18 TIP Amend 23 moves FD. FY18 TIP Amend 26 moves FD. FY21 TIP Amend 3 adds CON phase to FY21
South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 3

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<td>North Haven</td>
<td>Improvements to the acceleration and deceleration lanes on CT 15 Exit 62 Northbound, as well as improvements to the ramp termini intersection with SR 717 (Dixwell Ave), to improve traffic operations in North Haven.</td>
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<td>1,975</td>
</tr>
<tr>
<td>FYI</td>
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</table>

Amendment Notes
FY 21 TIP Amend 3 Adds a new project
Project Name: REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS LOC

Description: Traffic signal LED re-lamping project in District 3 to keep signals functioning in a state of good repair & to provide additional enhancements if applicable, e.g. installing backplates with yellow retroreflective borders & replacing span-mounted signs.

Current TIP Funding (In Thousands)

<table>
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<tr>
<th>Funding</th>
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<td>CON</td>
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<td>2,596</td>
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<td></td>
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<td>State</td>
<td>649</td>
<td></td>
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</table>

TIP Funds: $3,609

FY 21 TIP Amend 3 Adds a new project
Resolution
Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Three

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program on September 23, 2020, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2021-2024 Transportation Improvement Program and the Region’s Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: The Council, on September 23, 2020, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s metropolitan transportation plan Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: Council Public Participation Guidelines: Transportation Planning have been observed during the development of the proposed Program amendment (below); and

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Three (continued)

Now, Therefore, Be It Resolved By the Council of Governments:

The Program Amendment Three shall be transmitted to the Connecticut Department of Transportation, for inclusion in the State Transportation Improvement Program.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on March 24, 2021.

Date March 24, 2021

By: ____________________________
First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
CTDOT will accept up to **four** ranked applications per region. The Transportation and Transportation Technical Committee will review and recommend the ranking to SCRCOG for endorsement at the March 24th meeting.

Applications must be submitted to CTDOT by April 7th

The four applications are as follows:

Town of Hamden – Hamden Town Center Traffic Signal Replacement – Phase 2 – Signals along Dixwell Avenue from Skiff Street to the Merritt- $3,780,000

City of Milford – Parking Lot Repavement at the Milford Train Station - $350,000.

City of New Haven - Traffic Signal Modernization (92-682 continued): at Ela T. Grasso Blvd. and MLK /Legion $700,000

City of New Haven - Downtown Signals (92-666 continued): Chapel at College, Orange, and Temple $1,800,000
Transportation Planning Work Program
Unified Planning Work Program

Fiscal Year 2022 and Fiscal Year 2023
July 2021 - June 2022
July 2022 - June 2023

Draft 3-3-21

South Central Regional Council of Governments
127 Washington Avenue, 4th Floor West
North Haven, Connecticut 06473
Tel. (203) 234-7555
Fax (203) 234-9850
Website: www.sercog.org
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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 (UPWP) 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 (FHWA) and the Federal Transit Administration (FTA) and, at the state level, the Connecticut Department of Transportation (CTDOT).

This UPWP utilizes, builds upon, and continues the required transportation planning activities from previous UPWPs. Specific consultant-supported projects that are continued from previous UPWPs are noted hereafter.

It is noted that the FY 23 activities shown herein are subject to SCRCOG approval of the SCRCOG FY 23 budget and may be adjusted after funding levels are confirmed.

**Key Issues for the 2022 and 2023 Program Years**

Responding to the Goals of FAST Act

The Federal transportation act, Fixing America’s Surface Transportation (FAST), identifies ten (10) planning factors that Metropolitan Planning Organizations (MPOs), 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. **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;

5. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

6. **System Accessibility and Mobility** – Increase the accessibility and mobility for people and freight;

7. **System Management** – Promote efficient system management and operation;

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

9. **System Resiliency and Reliability** – Improve the resiliency and reliability while reducing or mitigating the stormwater impacts of surface transportation, and;

10. **Travel and Tourism** – Promote and enhance travel and tourism.

Responding to State and Federal guidelines, SCRCOG completed, in May 2019, an update of the Metropolitan Transportation Plan (MTP). The MTP incorporates all responses to outreach and establishes regional goals. The update of the Regional Plan of Conservation and Development (POCD) was completed in the spring of 2018. The SCRCOG POCD 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 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.

Travel and tourism as a planning goal allows SCRCOG to work with REX Development. REX currently provides travel and tourism promotion for the region. Working with REX, SCRCOG can meet this planning goal.

SCRCOG’s FY 2022 and FY 2023 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 UPWP summarizes ongoing staff work, such as inter-agency coordination, analysis and utilization of the latest available census and demographic data, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year. The FY 2022 and FY 2023 UPWP utilizes and builds upon previous year activities.

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2022 and FY 2023 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 2022 and FY 2023 Unified Planning 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**

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**Work Program Highlights - FY 2022**

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region-wide Pavement Management System Refresher Training</td>
<td>Provide refresher training in utilization of pavement management programs previously provided to member municipalities needed due to numerous staff changes</td>
<td>$10,000</td>
</tr>
<tr>
<td>Town of Woodbridge Business Connectivity Study</td>
<td>Review current conditions and limitations and provide recommendations, concept plans and cost estimates for improved connectivity and circulation, with a particular focus on cyclists and pedestrians, in the Village area, including Selden Plaza and the Commercial Park.</td>
<td>***$50,000</td>
</tr>
<tr>
<td>Congestion Management Process</td>
<td>Additional data collection and implementation of CMP recommendations from previous study. Continued input to tie our CMP efforts with the Lower Connecticut River Valley COG as the two main areas of the New Haven TMA</td>
<td>***$62,500</td>
</tr>
<tr>
<td>City of West Haven Bicycle-Pedestrian Plan</td>
<td>Creation of a City-wide Bicycle Pedestrian Plan coordinated with other City Plans and with emphasis on intermodal connections and addressing all areas of the City.</td>
<td>$50,000</td>
</tr>
<tr>
<td>City of New Haven Two-way Transit Study</td>
<td>Completion of study started in FY 20 building on previous traffic two-way studies, study transit routing options made viable by changes to traffic flow directions on city streets</td>
<td>$90,000</td>
</tr>
<tr>
<td>GIS Viewer Maintenance and Hosting</td>
<td>Provide annual services to maintain GIS system</td>
<td>***$25,000</td>
</tr>
</tbody>
</table>
**Town of Wallingford Northrup Road Study**
Prepare alternatives assessment for roadway improvements between Barnes Road and North Farms Road/Murdock Ave, including horizontal and vertical geometry, roadway widths. Provide conceptual plans and a probable construction cost estimate for the preferred alternative.

**$80,000**

**Town of Hamden Canal Trail Crossings Evaluations**
Evaluation, concept design safety improvements and recommendations with cost estimates for 21 at grade crossings on the Farmington Canal Heritage Trail between Goodrich Street and Mt. Sanford Road.

**$70,000**

**Travel and Tourism Enhancement**
Utilize REX Development to further advance and promote travel and tourism in the region.

***$50,000**

**City of Milford Feasibility Study**
Feasibility Study for the connection of Plains Road to Oronoque Road including at-grade railroad crossing, identification of permits required and cost/benefit analysis.

**$65,000**

**City of Meriden CT Loop Trail Connection study from Broad Street to the Middletown line in the vicinity of Westfield Road**

**$108,000**

**Total**

**$660,500**

* Expected to continue into FY23
*** Utilizes FY 19 Carryover federal funds

****Work Program Highlights - FY 2023

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of New Haven One Way Two Way Conversion Study</td>
<td>Building upon 2014 Study, evaluate Elm Street between York Street and State Street and Grove Street/Tower Parkway between Broadway and State Street and evaluate other additional roadway sections.</td>
<td><strong>$175,000</strong></td>
</tr>
<tr>
<td>City of New Haven Conditional Evaluation of Existing Structures</td>
<td>Inventory, documentation and evaluation of Traffic structures including span poles overhead sign poles and other similar structures</td>
<td><strong>$87,000</strong></td>
</tr>
<tr>
<td>Town of Hamden Complete Streets Route 10 Study</td>
<td>Existing conditions evaluation and recommendations for implementation of complete streets improvements on Route 10</td>
<td><strong>$55,000</strong></td>
</tr>
<tr>
<td>Town of Hamden Dixwell Avenue and Whitney Avenue Intersection Roundabout Feasibility Study</td>
<td>Build upon previous discussions to determine feasibility of creation of a roundabout at this intersection to improve current level of service “F” with concept plans and preliminary cost estimates.</td>
<td>*<strong>$50,000</strong></td>
</tr>
<tr>
<td><strong>Travel and Tourism Enhancement</strong></td>
<td>Utilize REX Development to further advance and promote travel and tourism in the region</td>
<td>*<strong>$50,000</strong></td>
</tr>
</tbody>
</table>
GIS Viewer
Maintenance and Hosting

Provide annual services to maintain GIS system $25,000

Town of Branford
Walkability/Sidewalk Study

Study to improve and expand the sidewalk transportation system within the Town to improve pedestrian safety and walkability, complete connections to key areas of Town and address ADA noncompliance areas including identifying or addressing the following within the Town: Missing connections between sidewalk sections, Areas of sidewalk deterioration requiring repairs or replacement, Enhance mobility within and connection to the Town Center Area and Train Station, Connections to Route 1, Connection to transit stops, Areas of ADA compliance deficiency as compared to PROWAG criteria. ***$75,000

Town of Madison
Bicycle-Pedestrian Safety Improvements Study

Prepare concept plan and preliminary cost estimate for sidewalks, shared use paths and other bicycle-pedestrian safety improvements along Route 1, West Wharf Road and Surf Club Road between downtown and Surf Club. Evaluate existing conditions and identify issues affecting the design related to traffic, utilities, topography, soils, wetlands, right-of-way and permitting. $40,000

New Haven Port Transportation and Freight Security Study

Study to review transportation and freight security and possible transition for the area south of I-95 into a secure port zone. Review options for possible abandonment of city streets, secure entry points and freight laydown areas for more efficient and secure goods and commodities movement. Include pedestrian/bike connection as part of regional pedestrian/bike network. This study will build upon the freight study in the FY 2018-FY2019 UPWP. $50,000

Total $607,000

** Continued from FY 22
*** Utilizes FY 19 Carryover federal funds
**** All FY 23 consultant-supported work subject to the confirmation of funding and the approval of the SCRCOG FY 23 budget.

Task 1: Management of the Planning Process – Program Administration

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 next fiscal period.
3. Ensure that expenditures are well documented and cost-effective.

**Major 2022 and 2023 Activities**

**Mid-Year FY 2022 Work Program Review**
Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

**Review of FY 2023 Work Program**
Review and amend FY 2022 program in response to final funding levels and emerging requests from member municipalities. (February-May 2022)

**Prepare FY24 and FY 25 UPWP**
Preparation of FY24 and FY25 UPWP for adoption prior to start of FY 24. (February-May 2023)

**Certification**
Re-certification process was accomplished in FY 2021. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2022 and FY 2023, 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 Audit.** Comprehensive audit of Council FY 2021 and FY 2022 revenue, expenditures and internal management practices (November 2021 and November 2022).

This task requires continuing activity throughout the years. Reporting milestones are noted above.
**Task 2: Data Collection/Analysis – Monitoring and Projections**

**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, as appropriate, regional highway and transit databases as components of SCRCOG’s regional travel demand model.

3. Coordinate data acquisition with CTDOT and member municipalities to ensure the utility and compatibility of data.

**Major 2022 and 2023 Activities**

*Demand Modeling Database*
Maintain the region’s travel demand model. Integrate new CTDOT traffic counts obtained through consultant supported work. 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 and Commuter Parking Lot Occupancy Survey*
Monitor late-morning occupancy (maximum occupancy) at New Haven’s Union Station, at the West Haven and Milford Railroad Stations and at the Branford, Guilford and Madison Shore Line East stations as well as lots adjacent to I-95 and I-91 on a quarterly basis and publish data on the SCRCOG website.

*Congestion Management and 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). Consultant-supported work will include preparation of required reports. Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP): (1) Determining the CMP network in the Region, (2) defining congestion, identifying congested links, (3) developing strategies to address congested links, (4) implementing strategies: (5) short and (6) long term, and monitoring the network. Activities will focus on the recommendations from previous consultant supported studies and as per CTDOT guidance.

*Geographic Information Systems (GIS)*
SCRCOG staff will continue to maintain and utilize our robust GIS system. The system is shared with our member municipalities. Recent data additions (FY18) have provided greater depth to the system data library.

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 Local Highway Finance Report (form FHWA-536) on capital expenditures on local roads.

Products
- Model Database Updates.
- Traffic Data Collection within consultant-supported work.
- Commuter Parking Lot Occupancy Data.
- Congestion Management Process review with CTDOT and recommendations.

Schedule
Traffic Data Collection
Any counting will occur with FY 2022 and FY 2023 consultant-supported projects.

Rail and Commuter Parking Lot Occupancy Survey
Quarterly rail and commuter parking lot occupancy data collection. (September and December 2021; March and June 2022, September and December 2022; March and June 2023).

Congestion Monitoring
Activities will occur over the fiscal years as recommended by previous studies and as per CTDOT and FHWA guidance.

This task requires continuing activity throughout the years. Reporting milestones are noted above.
Task 3: Transportation Planning Activities

Objectives

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and FAST Act transportation planning requirements. Adopt new TIP in accord with CTDOT timeframe. 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 in the Metropolitan Transportation Plan, and FY2021-FY2024 TIPs and the Regional Plan of Conservation and Development (prepared during FY 18), Connecticut’s Conservation and Development Policies Plan, 2013-2018 and any updates, state and local municipal economic development objectives and the region’s economic development program. Adopt any new TIP as per CTDOT guidance.

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. Coordinate the Regional Plan of Conservation and Development with member municipalities.

6. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.

7. Continue to work with the State of Connecticut Governor’s Transit Oriented Development initiatives, 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.

8. Continue coordinated planning to promote safety, livable communities and environmental sustainability.

9. Continue to advance programs for the preservation of the existing transportation system, including actions which maintain the transportation system in a “state of good repair”.


10. Continue to meet FAST Act requirements, with the inclusion of performance measures as they are finalized.

11. Participate in any Planning and Environmental Linkages (PEL) that the Department is conducting.

12. Assist our member municipalities in developing projects and utilizing funds available under LOTCIP, TAP, CMAQ and other grant programs as available.

13. Work with CTDOT regarding electric vehicle charging infrastructure projects and programs.

14. Promote transportation system connectivity to include access to town/city/neighborhood centers and first/last mile connections.

**Major 2022 and 2023 Activities**

**Review of Land Use and Transportation Models**

SCRCOG staff will work with municipal staff to assess impacts of projected land uses on transportation in the Region. Land use decisions will be analyzed to assess and promote consistency with Long Range Transportation Plan and the 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. These include the West Haven train station related TOD, Union Station proposed TOD, pilot program TOD in Meriden as authorized by statute and other potential TOD proposals throughout the Region. These efforts, in coordination with other tasks outlined herein, will move the region towards the goal of safe, livable communities, and work towards environmental sustainability.

**Maintain FY2021-FY2024 TIP adopt TIP FY2024-FY2027**

Update as required the adopted four-year Transportation Improvement Program (TIP). The TIP is consistent with the region’s Metropolitan Transportation Plan 2019-2045 and state-defined financial constraints. Adopt and maintain FY2024-FY2027 TIP in accord with CTDOT timeline. Adopt TIP amendments as appropriate.

**Review and update Metropolitan Transportation Plan as necessary**

Review as necessary the Region’s Metropolitan Transportation Plan to insure consistency with regional and state goals. Update as necessary through coordination with CTDOT and various other entities in accord with guidance and federal requirements.

**Environmental Justice and Title VI**

Utilize 2020 Census data and latest available American Community Survey data to identify changes to EJ areas and evaluate impacts of plans and programs on these areas. Continue
outreach and activities to meet the requirements of Title VI. Work with the Department to ensure Transportation Equity is observed throughout all phases of project development.

**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 and Local Transportation Capital Improvement Program (LOTCIP) projects on municipal roads per CTDOT guidelines. Continue 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.

**Air Quality/Environmental Planning**
Work with CTDOT to give consideration to the impacts of climate change and air quality on the transportation decision making process. Work with CTDOT to make the necessary air conformity determinations based upon CTDOT modeling.

**FTA Section 5310 Outreach to Private Non-Profit Organizations and Local Public Bodies**
Share notice of an annual Section 5310 grant funding and help potential applicants advance proposals consistent with FTA and CTDOT guidelines (January 2022 and January 2023).

**Local Transit Districts**
Continue cooperation with Greater New Haven Transit District and, periodically, the Meriden Transit District and the Milford Transit District. Cooperation provides feedback for the areawide planning and programming process.

**Local Accident Reduction Program as applicable**
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 2022 and April 2023).

**Congestion Mitigation/ Air Quality**
As per CTDOT guidance, solicit proposals from the Region for ranking and forwarding to CTDOT for new congestion mitigation/air quality funding under the FAST Act.

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

**Performance-based Planning**
Continue to transition to performance-based planning as required under the FAST Act. Review and adopt CTDOT goals and utilize these goals to guide planning and funding decisions.

**FY 2022 Consultant Supported Activity**
Eleven studies and activities 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). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome. It is the goal of the Region to accomplish these studies within FY20 unless noted otherwise.

**Pavement Management System Training** - Provide refresher training in utilization of pavement management programs previously provided to member municipalities needed due to numerous staff changes.

**Town of Woodbridge Business Connectivity Study** – Study to review current conditions and limitations and provide recommendations, concept plans and cost estimates for improved connectivity and circulation, with a particular focus on cyclists and pedestrians, in the Village area, including Selden Plaza and the Commercial Park.

**Congestion Management Process** – Additional data collection and implementation of CMP recommendations from previous studies. Continued input to tie our CMP efforts with Lower Conn River Valley COG as the two main areas of the New Haven TMA.

**City of West Haven Bicycle-Pedestrian Plan** - Creation of a City-wide Bicycle Pedestrian Plan coordinated with other City Plans and with emphasis on intermodal connections and addressing all areas of the City.

**City of New Haven Two-way Transit Study** - Completion of study started in FY 20 building on previous traffic two-way studies, study transit routing options made viable by changes to traffic flow directions on city streets

**GIS Viewer Maintenance and Hosting** – Provide annual services to maintain GIS system.

**Town of Wallingford Northrup Road Study** - Prepare alternatives assessment for roadway improvements between Barnes Road and North Farms Road/Murdock Ave, including horizontal and vertical geometry, roadway widths
Provide conceptual plans and a probable construction cost estimate for the preferred alternative

**Town of Hamden Canal Trail Crossings Evaluations** - Evaluation, concept design safety improvements and recommendations with cost estimates for 21 at grade crossings on the Farmington Canal Heritage Trail between Goodrich Street and Mt. Sanford Road.

**Travel and Tourism Enhancement*** - Utilize REX Development to further advance and promote travel and tourism in the region.
City of Milford Feasibility Study - Feasibility Study for the connection of Plains Road to Oronoque Road including at-grade railroad crossing, identification of permits required and cost/benefit analysis

City of Meriden Loop Trail Connection Study – Study of potential connection of Connecticut Loop Trail from Broad Street to Middletown line in the vicinity of Westfield Road

*This project to be continued into FY23.

**FY 2023 Consultant Supported Activity**

Nine studies and activities 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). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome.

City of New Haven One Way Two Way Conversion – Building upon 2014 Study, evaluate Elm Street between York Street and State Street and Grove Street/Tower Parkway between Broadway and State Street and evaluate other additional roadway sections.

City of New Haven Conditional Evaluation of Existing Structures - Inventory, documentation and evaluation of Traffic structures including span poles overhead sign poles and other similar structures.

Town of Hamden Complete Streets Route 10 Study - Existing conditions evaluation and recommendations for implementation of complete streets improvements on Route 10.

Town of Hamden Dixwell Avenue and Whitney Avenue Intersection Roundabout Feasibility Study - Build upon previous discussions to determine feasibility of creation of a roundabout at this intersection to improve current level of service “F” with concept plans and preliminary cost estimates.

Travel and Tourism Enhancement** - Utilize REX Development to further advance and promote travel and tourism in the region.

GIS Viewer Maintenance and Hosting – Provide annual services to maintain GIS system.

Town of Branford Walkability/Sidewalk Study - Study to improve and expand the sidewalk transportation system within the Town to improve pedestrian safety and walkability, complete connections to key areas of Town and address ADA noncompliance areas including identifying or addressing the following within the Town: Missing connections between sidewalk sections, Areas of sidewalk deterioration requiring repairs or replacement, Enhance mobility within and connection to the Town Center Area and Train Station, Connections to Route 1, Connection to transit stops, Areas of ADA compliance deficiency as compared to PROWAG criteria.
**Town of Madison Bicycle-Pedestrian Safety Improvements Study** - Prepare concept plan and preliminary cost estimate for sidewalks, shared-use paths and other bicycle-pedestrian safety improvements along Route 1, West Wharf Road and Surf Club Road between downtown and Surf Club. Evaluate existing conditions and identify issues affecting the design related to traffic, utilities, topography, soils, wetlands, right-of-way and permitting.

**New Haven Port Transportation and Freight Security Study** - Study to review transportation and freight security and possible transition for the area south of I-95 into a secure port zone. Review options for possible abandonment of city streets, secure entry points and freight laydown areas for more efficient and secure goods and commodities movement. Include pedestrian/bike connection as part of regional pedestrian/bike network. This study will be an extension of the freight study in the FY 2018-FY2019 UPWP.

**Other Planning Activities**

**Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)**
This requirement is the planning element under which SCRCOG will continue to coordinate transit services to provide for the basic mobility needs of the Region’s elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities. In 2014, the Region established a Mobility Management Program and engaged a Mobility Ombudsman to facilitate outreach to potential users, service providers and municipalities to identify service gaps and needs. CTDOT has assumed responsibility for the Mobility Manager. During FY 2022 and FY 2023, staff will continue outreach to service providers and CTDOT and work with them to implement service priorities.

**Municipal Assistance**
SCRCOG will assist its member municipalities in ongoing programs such as STP-Urban, CMAQ, TAP, LOTCIP, and other appropriate programs. The assistance shall include information dissemination, assistance in application preparation, screening and prioritization as necessary.

**Transit Planning**
Most day-to-day operational planning for the transit systems in the South Central 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 among these operators, 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. Staff cooperates with transit providers in the region. 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. It is anticipated that the recommendations of the completed Move New Haven Study will be utilized to form additional future initiatives.
Environmental Planning
As necessary, SCRCOG’s studies and planning efforts will coordinate and participate in any requirements under the National Environmental Policy Act.

Freight Planning
Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas has been a key element of previous UPWP studies. 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 all modes of goods movement on the air quality in the region.

Staff will work with CTDOT on the state freight plan and assist the Department identifying bottlenecks, needed improvements and estimated costs to improve freight movement into and through the region, the state, and surrounding states.

Staff will work with CTDOT to maintain the list of freight stakeholders and operators in the region, as well as GIS data on freight-related land uses and stakeholders and major generators. As known, staff will maintain a multi-modal list of freight movement constraints. Staff will also work with CTDOT on the difficult issue of providing sufficient truck parking opportunities. As appropriate, outreach to freight stakeholders will be made under the Public Participation Guidelines.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential expanded utilization, assisting, as appropriate, the City of New Haven and the Port Authority of New Haven with their evaluation of site and development alternatives for the proposed intermodal terminals at the Port. 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 of the Port of New Haven completed with the cooperation of the property owners allow direct connection between the port area and the mainline rail network. This connection substantially enhances the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

The runway safety improvements at Tweed New Haven Airport allow for improved freight utilization at the Airport. SCRCOG staff will work with the Airport Authority, Town of East Haven and City of New Haven to evaluate potential increased freight operations to reduce congestion on the region’s interstates and provide timely delivery of goods and food products to the region.

Staff, in accord with CTDOT, will:
   • Maintain a list of freight stakeholders within the COG boundaries.
   • Maintain a list of the major freight generators.
   • Maintain a GIS file of the above.
   • Provide GIS data, as requested, for freight supportive land uses.
   • Maintain a list of system constraints for freight movement.
• Seek to identify opportunities for truck parking locations.

*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 highway and transit system assets.

*Safety Activities*
SCRCOG staff will continue to work with CTDOT, member municipalities and other regional entities to advance safety programs and activities in the region. SCRCOG will participate in the implementation of CTDOT’s Strategic Highway Safety Plan and incorporate its recommendations into regional plans and activities. SCRCOG has partnered with CTDOT as an urban model in the development of a regional transportation safety plan. Difficulties with the emphasis of the plan have resulted in the plan remaining a draft. SCRCOG looks to CTDOT for input to address the concerns. After potential adoption, SCRCOG will consult with CTDOT on updates.

*Complete Streets*
Consider the needs of all users of all abilities or mode to provide a comprehensive, integrated and connected multi-modal network of transportation options.

*Climate Change and Resiliency*
Work in cooperation with CTDOT and other state and local agencies to improve transportation system resiliency in the face of climate change, sea level rise and severe storms. Support CTDOT’s climate change and resiliency planning efforts. SCRCOG’s other climate change, coastal resilience, and hazard mitigation efforts in conjunction with additional partners will further regional planning efforts and identify potential opportunities for improving transportation resiliency.

*Transition to Performance Based Planning and Programming*
As federal and state standards required under FAST Act are finalized and adopted, SCRCOG staff will work to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. To date, SCRCOG has adopted all CTDOT proposed goals and expects to continue those endorsements during the term of this UPWP.

*Models of Regional Planning*
SCRCOG coordinates with Lower Connecticut River Valley Council of Governments, the other major planning region sharing our urban area. In addition, our participation in the Connecticut Association of Councils of Governments (CTCOG), as well as numerous staff contacts, keeps us in contact and cooperation with not only the other neighboring Councils, but the entire state regional planning community. We will continue to build upon this strong base of cooperation and collaboration.

*Ladders of Opportunity*
SCRCOG staff continue to look for means to identify and address transportation connectivity issues. Our previous Transit Study, our commencement of a Mobility Manager Service for elderly and persons with disabilities, and our Jobs Access Study, produced in cooperation with the local NAACP chapter and the Workforce Alliance, among other partners, are examples of the region’s commitment to identifying and working to address transportation connectivity issues. These efforts will continue during FY2020 and FY2021.

**Products**

- **FY2021-2024 TIP.** Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- **Adopt FY2024-FY2027 TIP.** Coordinate with CTDOT to adopt and, after adopted, maintain and adopt amendments as appropriate.
- **Local Accident Reduction Program or as amended.** Prepare applications, as appropriate, for CTDOT review in association with interested municipalities (April 2022 and April 2023).
- **FTA Section 5310 Program Priorities.** Review and approval of grants, in conjunction with CTDOT (April 2022 and April 2023).
- **Potential regional transportation safety plan** (Awaiting CTDOT answers to SCRCOG concerns).

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

**Task 4: Other Technical Assistance**

**Objective**
1. Coordination with Division of Emergency Management and Homeland Security (DEMHS) on emergency response planning and transportation security.
2. Provide technical assistance and coordination with Safe Routes to School (SRTS) program participants and CTDOT concerning applications for funding.
3. Provide assistance to new transit station development in the Region, including transit oriented development (TOD) for New Haven, West Haven, North Haven, Branford, Madison, Guilford, Orange, Wallingford, Meriden, and Milford.
4. Work with REX Development to ensure continued regional economic vitality.

**Major 2022 and 2023 Activities**

**Coordination with DEMHS**
Continue attendance by staff at DEMHS regional meetings to work with DEHMS and municipal staff on emergency response planning and implementation. Review of DEMHS communications and plans to insure integration with other regional initiatives.

**Security of the Transportation System**
Work with DEMHS Region 2 Regional Emergency Preparedness Team Steering Committee to review and offer recommendations on security. The Transportation Regional Emergency Support Function provides an annual SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis to help improve regional transportation function and security.

**Transit Stations and TOD**
Work with interested municipalities, CTDOT, local legislators and residents to help promote transit and TOD opportunities to increase mobility, improve transportation options, promote economic vitality, and encourage the linking of transportation and land use decisions.

**REX Development**
Promote regional economic vitality through representation on the REX Board. Chief Elected Officials serve on the REX Board, which identifies regional economic opportunities. Continued Board membership and participation, with periodic reports to the Council, will help promote economic vitality and opportunities. REX serves as the regional coordinator of brownfields funds, utilizing these opportunities to encourage adaptive reuse of brownfields sites to contribute to the improved economic environment of the region.

This task requires continuing activity throughout the years.

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**Task 5: Public Participation**

**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 FAST federal transportation act and federal planning regulations, utilizing latest available census and demographic data.

4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

**Major 2022 and 2023 Activities**

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

**Annual Report**
SCRCOG’s annual report will be made available at the conclusion of each fiscal year.

**Media Coverage**
The Transportation Committee agenda notification process includes over thirty 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*, *La Voz Hispana* and other local (non-daily) newspapers in the region, and radio and television news departments.

**Transportation Committee and Technical Transportation Committee**
The Region’s Transportation Committee (chief elected officials) and Transportation Technical 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 transit operators, will be notified of committee meetings by email. 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 input in the transportation planning process.

**Public Meetings**

- 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.
- REX Development, the region’s non-profit economic development organization, was established jointly by SCRCOG and the private sector. Chief Elected Officials serve on the REX Board.

- Regional Alliance work sessions. The fourteen-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 – Municipal Economic Development Directors from the region meet with SCRCOG staff periodically to address business-related transportation issues.

**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.

**SCRCOG Web Site**
The agency website provides ready access to Council meeting agendas, reports and memos including **Public Participation Guidelines**, the UPWP, the TIP and proposed TIP amendments, and **South Central Regional Metropolitan Transportation Plan 2019-2045**. Links to CTDOT, municipalities, data sources and transit/transportation sites are also included on the website.

**Public Participation Guidelines**
SCRCOG **Public Participation Guidelines** outline broad public involvement. Ongoing public participation confirms their effectiveness.

**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 as 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 in 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 the region’s transportation needs. In FY 2022 and FY 2023, public outreach will continue to emphasize the implementation of the Regional Metropolitan Transportation 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 SCRCOG staff will continue to participate in the organizations as noted above.
Public outreach will include opportunities for public input on the FY2022 and FY 2023 Consultant supported activity and CTDOT transit improvements.

This task requires continuing activity throughout the years. Reporting milestones are noted above.
Appendix A

Unified Planning Work Program
Financial Tables – Fiscal Years 22 and 23*
*All FY 23 activities subject to the confirmation of funding and the approval of the SCRCOG FY 23 budget.

Table 1
Fiscal Year 2022 - Anticipated Revenues

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA &amp; FTA</td>
<td>1,022,354</td>
<td>127,794</td>
<td>127,794</td>
<td>1,277,942</td>
</tr>
<tr>
<td>FY 2019 Carryover</td>
<td>150,000</td>
<td>18,750</td>
<td>18,750</td>
<td>187,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,172,354</strong></td>
<td><strong>127,794</strong></td>
<td><strong>165,294</strong></td>
<td><strong>1,465,442</strong></td>
</tr>
</tbody>
</table>

Table 2
Fiscal Year 2022 - Planning Costs by Task

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>61,191</td>
<td>6,670</td>
<td>8,628</td>
<td>76,489</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>306,623</td>
<td>33,424</td>
<td>43,232</td>
<td>383,279</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>13,479</td>
<td>1,469</td>
<td>1,900</td>
<td>16,848</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>678,258</td>
<td>73,935</td>
<td>95,630</td>
<td>847,823</td>
</tr>
<tr>
<td>Public Participation</td>
<td>112,805</td>
<td>12,297</td>
<td>15,905</td>
<td>141,007</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,172,354</strong></td>
<td><strong>127,794</strong></td>
<td><strong>165,294</strong></td>
<td><strong>1,465,442</strong></td>
</tr>
</tbody>
</table>
### Table 3

**Fiscal Year 2022 - Direct Salaries by Task - Hours & Cost (Hourly Rate)**

<table>
<thead>
<tr>
<th>Task</th>
<th>Hrs</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>300</td>
<td>21,538</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>345</td>
<td>24,768</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>100</td>
<td>7,179</td>
</tr>
<tr>
<td>Public Participation</td>
<td>55</td>
<td>3,949</td>
</tr>
</tbody>
</table>

Total: 800 Hrs, 57,434 Cost

1. See Table 15 for FY 2022 maximum hourly rates

General Classification duties – Executive Director - Oversees agency operations, administers planning program, financial oversight, oversees status of UPWP, reports to SCRCOG Board on agency operations and progress. Transportation Director - administers transportation planning, works with municipalities, FHWA and CTDOT staff to facilitate transportation planning, oversees consultants, prepares necessary planning documents. Planners - duties include financial administration, budget oversight, transportation document preparation, coordination of transportation planning and land use, sustainability, economic vitality, environmental concerns, management and utilization of GIS database for transportation planning, coordination of transportation system integration, management and preservation, data acquisition and utilization. Field - Acquisition of parking occupancy data and other data acquisition.

### Table 4

**Fiscal Year 2022 - Total Labor by Task - Salaries & Overhead Applied**

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir</th>
<th>Trans. Dir</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>50,989</td>
<td>13,623</td>
<td>11,528</td>
<td>0</td>
<td>76,139</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>58,637</td>
<td>34,063</td>
<td>284,404</td>
<td>0</td>
<td>377,104</td>
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<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>14,518</td>
<td>2,131</td>
<td>16,648</td>
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<tr>
<td>Planning Projects</td>
<td>16,996</td>
<td>143,064</td>
<td>25,161</td>
<td>0</td>
<td>185,222</td>
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<tr>
<td>Public Participation</td>
<td>9,348</td>
<td>13,625</td>
<td>115,633</td>
<td>0</td>
<td>138,607</td>
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</tbody>
</table>

Total: 135,969 Ex. Dir, 204,375 Trans. Dir, 451,244 Planners, 2,131 Field, 793,720 Total

1. Estimated overhead rate @ 1.3674
Table 5
**Fiscal Year 2022 - Direct Expenditures by Task**

<table>
<thead>
<tr>
<th>Activity</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc ^1</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>250</td>
<td>350</td>
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<tr>
<td>Transportation Planning Activities</td>
<td>775</td>
<td>2,300</td>
<td>1,500</td>
<td>0</td>
<td>1,600</td>
<td>6,175</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>200</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>0</td>
<td>200</td>
<td>660,500</td>
<td>1,900</td>
<td>662,600</td>
<td></td>
</tr>
<tr>
<td>Public Participation</td>
<td>500</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>1,800</td>
<td>2,400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,275</strong></td>
<td><strong>2,900</strong></td>
<td><strong>1,500</strong></td>
<td><strong>660,500</strong></td>
<td><strong>5,550</strong></td>
<td><strong>671,725</strong></td>
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</table>

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

Table 6
**Fiscal Year 2022 - Planning Projects with Consultant Assistance**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>FY 22 Funds</th>
<th>Cost</th>
<th>FY 19 Carryover Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Region-wide Pavement Management System Training</td>
<td>10,000</td>
<td></td>
<td>Woodbridge Business Connectivity Study</td>
</tr>
<tr>
<td>West Haven Bicycle-Pedestrian Plan</td>
<td>50,000</td>
<td></td>
<td>Congestion Management Process</td>
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<tr>
<td>New Haven Two-Way Transit Study</td>
<td>90,000</td>
<td></td>
<td>Travel and Tourism Enhancement</td>
</tr>
<tr>
<td>Wallingford Northrup Road Study</td>
<td>80,000</td>
<td></td>
<td>GIS Viewer Maintenance and Hosting</td>
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<tr>
<td>Hamden Canal Trail Crossings Evaluations</td>
<td>70,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milford Feasibility Study</td>
<td>65,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Meriden CT Loop Trail Connection Study</td>
<td>108,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>473,000</strong></td>
<td></td>
<td><strong>Total</strong></td>
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</table>
Table 7  
Fiscal Year 2022 - Total UPWP Program Cost

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
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</thead>
<tbody>
<tr>
<td>SCRCOG Salaries</td>
<td>335,271</td>
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<tr>
<td>Overhead - Indirect Applied (1.3674)</td>
<td>458,449</td>
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<tr>
<td>Print &amp; Reproductions</td>
<td>1,275</td>
</tr>
<tr>
<td>Travel</td>
<td>2,900</td>
</tr>
<tr>
<td>Data Processing</td>
<td>1,500</td>
</tr>
<tr>
<td>Consultants - FY 22 Funds</td>
<td>473,000</td>
</tr>
<tr>
<td>Consultants - FY 19 Carryover Funds</td>
<td>187,500</td>
</tr>
<tr>
<td>Miscellaneous</td>
<td>5,550</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,465,442</strong></td>
</tr>
</tbody>
</table>
Table 8
**Fiscal Year 2023 - Anticipated Revenues**

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>FHWA &amp; FTA</td>
<td>1,022,354</td>
<td>127,794</td>
<td>127,794</td>
<td>1,277,943</td>
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<tr>
<td>FY 2019 Carryover</td>
<td>140,000</td>
<td>17,500</td>
<td>17,500</td>
<td>175,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,162,354</td>
<td>127,794</td>
<td>162,794</td>
<td>1,452,942</td>
</tr>
</tbody>
</table>

Table 9
**Fiscal Year 2023 - Planning Costs by Task**

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>64,196</td>
<td>7,058</td>
<td>8,991</td>
<td>80,245</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>322,508</td>
<td>35,458</td>
<td>45,169</td>
<td>403,135</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>14,093</td>
<td>1,549</td>
<td>1,974</td>
<td>17,616</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>643,062</td>
<td>70,701</td>
<td>90,064</td>
<td>803,827</td>
</tr>
<tr>
<td>Public Participation</td>
<td>118,493</td>
<td>13,028</td>
<td>16,596</td>
<td>148,117</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,162,354</td>
<td>127,794</td>
<td>162,794</td>
<td>1,452,942</td>
</tr>
</tbody>
</table>
Table 10

**Fiscal Year 2023 - Direct Salaries by Task - Hours & Cost (Hourly Rate)**

<table>
<thead>
<tr>
<th>Personnel Costs by Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
</tr>
<tr>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
</tr>
<tr>
<td>Management of the Planning Process</td>
<td>307</td>
<td>102</td>
<td>102</td>
<td>0</td>
<td>511</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>353</td>
<td>256</td>
<td>3,689</td>
<td>0</td>
<td>4,298</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>153</td>
<td>51</td>
<td>204</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>102</td>
<td>6,017</td>
<td>11,143</td>
<td>941</td>
<td>1,285</td>
</tr>
<tr>
<td>Public Participation</td>
<td>56</td>
<td>4,121</td>
<td>1,127</td>
<td>51</td>
<td>1,285</td>
</tr>
<tr>
<td>Total</td>
<td>818</td>
<td>60,194</td>
<td>5,378</td>
<td>51</td>
<td>7,783</td>
</tr>
</tbody>
</table>

1. See Table 16 for FY 2023 maximum hourly rates

General Classification duties – Executive Director - Oversees agency operations, administers planning program, financial oversight, oversees status of UPWP, reports to SCRCOG Board on agency operations and progress. Transportation Director - administers transportation planning, works with municipalities, FHWA and CTDOT staff to facilitate transportation planning, oversees consultants, prepares necessary planning documents. Planners - duties include financial administration, budget oversight, transportation document preparation, coordination of transportation planning and land use, sustainability, economic vitality, environmental concerns, management and utilization of GIS database for transportation planning, coordination of transportation system integration, management and preservation, data acquisition and utilization. Field - Acquisition of parking occupancy data and other data acquisition.

Table 11

**Fiscal Year 2023 - Total Labor by Task - Salaries & Overhead Applied**

<table>
<thead>
<tr>
<th>Labor Costs by Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Hours</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
</tr>
<tr>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
<td>Cost</td>
</tr>
<tr>
<td>Management of the Planning Process</td>
<td>53,483</td>
<td>14,245</td>
<td>12,050</td>
<td>0</td>
<td>79,777</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>61,496</td>
<td>35,752</td>
<td>298,749</td>
<td>0</td>
<td>395,997</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>15,178</td>
<td>2,228</td>
<td>17,406</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>17,769</td>
<td>150,272</td>
<td>26,381</td>
<td>0</td>
<td>194,422</td>
</tr>
<tr>
<td>Public Participation</td>
<td>9,756</td>
<td>14,245</td>
<td>121,439</td>
<td>0</td>
<td>145,440</td>
</tr>
<tr>
<td>Total</td>
<td>142,504</td>
<td>214,515</td>
<td>473,796</td>
<td>2,228</td>
<td>833,043</td>
</tr>
</tbody>
</table>

1. Estimated overhead rate @ 1.3674
### Table 12
**Fiscal Year 2023 - Direct Expenditures by Task**

<table>
<thead>
<tr>
<th>Task Description</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc 1</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>105</td>
<td>0</td>
<td>0</td>
<td>363</td>
<td>468</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>831</td>
<td>2,415</td>
<td>1,700</td>
<td>0</td>
<td>2,192</td>
<td>7,138</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>210</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>210</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>0</td>
<td>210</td>
<td>0</td>
<td>607,000</td>
<td>2,195</td>
<td>609,405</td>
</tr>
<tr>
<td>Public Participation</td>
<td>525</td>
<td>105</td>
<td>0</td>
<td>0</td>
<td>2,046</td>
<td>2,676</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,356</strong></td>
<td><strong>3,045</strong></td>
<td><strong>1,700</strong></td>
<td><strong>607,000</strong></td>
<td><strong>6,796</strong></td>
<td><strong>619,896</strong></td>
</tr>
</tbody>
</table>

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

### Table 13
**Fiscal Year 2023 - Planning Projects with Consultant Assistance**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>FY 23 Funds</th>
<th>FY 19 Carryover Funds</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven 1-Way 2-Way Conversion Study</td>
<td>175,000</td>
<td>Travel and Tourism Enhancement 50,000</td>
</tr>
<tr>
<td>New Haven Conditional Eval. of Existing Structure</td>
<td>87,000</td>
<td>Hamden Dixwell Ave. and Whitney Ave. Inters 50,000</td>
</tr>
<tr>
<td>Hamden Complete Streets Route 10 Study</td>
<td>55,000</td>
<td>Branford Walkability/Sidewalk Study 75,000</td>
</tr>
<tr>
<td>GIS Viewer Maintenance and Hosting</td>
<td>25,000</td>
<td></td>
</tr>
<tr>
<td>Madison Bicycle-Ped. Safety Improvements Study</td>
<td>40,000</td>
<td></td>
</tr>
<tr>
<td>New Haven Port Transp. and Freight Security Stud</td>
<td>50,000</td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>432,000</strong></td>
<td><strong>Total</strong> 175,000</td>
</tr>
</tbody>
</table>
Table 14
Fiscal Year 2023 - Total UPWP Program Cost

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
</table>
| SCRCOG Salaries            | 351,881  
| Overhead - Indirect Applied (1.3674) | 481,165  
| Print & Reproductions      | 1,356    
| Travel                     | 3,045    
| Data Processing            | 1,700    
| Consultants - FY 23 Funds  | 432,000  
| Consultants - FY 19 Carryover Funds | 175,000  
| Miscellaneous              | 6,796    

| Total                      | 1,452,942 |
Table 15
**Fiscal Year 2022 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 75.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planner</td>
<td>$ 50.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 18.00</td>
</tr>
</tbody>
</table>

Table 16
**Fiscal Year 2023 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 75.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planner</td>
<td>$ 55.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 18.00</td>
</tr>
</tbody>
</table>
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), (h)”Metropolitan Planning Agreements”.

General Roles & Responsibilities

SCRCOG 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.


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.
Metropolitan Transportation Plan

1. SCRCOG will be responsible for preparing and developing the (20-25 years) metropolitan transportation plans for their respective region.

2. SCRCOG 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. 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. (CTDOT will provide this only if requested since SCRCOG may maintain their own travel forecast model.)
   c. Traffic count data for state roads in the SCRCOG 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. 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, 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 CTDOT, SCRCOG, and the appropriate provider(s) of public transportation.

2. CTDOT will send a draft proposed 5-year Capital Plan to SCRCOG for review and comment. The draft list will reflect input that CTDOT received from SCRCOG during the consultation process on the previous year’s plan.

3. 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 the 5- year Capital Plan.

4. CTDOT will consult with and solicit comments from SCRCOG and transit providers on the TIP and incorporate where practicable.
5. CTDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow SCRCOG to explain the projects to the policy board and the general public.

6. 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.

7. 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 TIP/STIP Administrative Action/Amendment/Notification process.

8. CTDOT will develop the STIP based on the MPOs’ TIPs and projects located in the rural regions of the State.

9. CTDOT 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. CTDOT will provide proposed amendments to SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to allow SCRCOG to explain the proposed changes to the SCRCOG board and project management contact information. 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.

11. When an amendment to the TIP/STIP is being proposed by SCRCOG, the project sponsor will consult with CTDOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.

12. 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 should 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 SCRCOG area 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 metropolitan transportation plans and TIP.

3. SCRCOG 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. SCRCOG will make the regional emissions analysis available to the public.

Public Participation Program

1. SCRCOG will annually review and evaluate their public participation program.

2. SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of MPO plans, programs and projects.

3. SCRCOG 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, 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 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. SCRCOG 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. SCRCOG will provide the opportunity for the transit provider(s) 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 ensure 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. 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 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. 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 Administrative Action/Amendment/Notification process.

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

**Congestion Management Process (CMP) Program**

1. SCRCOG, as part of 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. SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.

3. SCRCOG will work with CTDOT on programming possible congestion-reducing projects.

4. 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. CTDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for SCRCOG.

2. SCRCOG will maintain and update the Regional ITS Architecture for SCRCOG, where appropriate.

Performance Based Planning and Programming

(I) Collection of Performance Data

1. All data collected for performance measure goals will be collected by 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 CTDOT contact and provide to SCRCOG.

(II) 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. CTDOT will discuss performance measures at each of the regularly scheduled monthly meetings (via teleconference or in person meeting).

2. CTDOT will present data collected for each performance measure and collaborate with SCRCOG and Transit Representatives on assumptions.

3. CTDOT will provide SCRCOG 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.

(II) Reporting of Performance Targets
1. CTDOT will notify SCRCOG 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 SCRCOG for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.

3. SCRCOG has 180 days after 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 SCRCOG is establishing their own targets, SCRCOG will report those targets to CTDOT by email no later than the 180 day timeframe.

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

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

8. SCRCOG set initial SGR targets as required by FTA on 7/1/17. Thereafter, SCRCOG 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.

(IV) Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets and report that information to SCRCOG 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 SCRCOG in a timely manner, and the MPOs will incorporate them into their planning process.

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

(V) 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**

<table>
<thead>
<tr>
<th>Category</th>
<th>Measure</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway Safety</td>
<td>Number of Fatalities - 5-Year Rolling Average</td>
</tr>
<tr>
<td>Highway Safety</td>
<td>Rate of Fatalities per 100 million VMT - 5-Year Rolling Average</td>
</tr>
<tr>
<td>Highway Safety</td>
<td>Number of Serious Injuries - 5-Year Rolling Average</td>
</tr>
<tr>
<td>Highway Safety</td>
<td>Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average</td>
</tr>
<tr>
<td>Highway Safety</td>
<td>Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of Pavements of the Interstate System in Good Condition</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of Pavements of the Interstate System in Poor Condition</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of Pavements of the Non-Interstate NHS in Good Condition</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of Pavements of the Non-Interstate NHS in Poor Condition</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of NHS Bridges classified in Good Condition (by deck area)</td>
</tr>
<tr>
<td>Bridges &amp; Pavements</td>
<td>Percentage of NHS Bridges classified in Poor Condition (by deck area)</td>
</tr>
<tr>
<td>System Performance</td>
<td>Percent of the Person-Miles Traveled on the Interstate That Are Reliable</td>
</tr>
<tr>
<td>System Performance</td>
<td>Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable</td>
</tr>
<tr>
<td>Freight</td>
<td>Percent of the Interstate System mileage providing for reliable truck travel times</td>
</tr>
<tr>
<td>Congestion and Air Quality</td>
<td>Annual Hours of Peak-Hour Excessive Delay (PHED)</td>
</tr>
<tr>
<td>Congestion and Air Quality</td>
<td>Percent of Non-SOV Travel</td>
</tr>
<tr>
<td>Congestion and Air Quality</td>
<td>Total Emissions Reduction</td>
</tr>
<tr>
<td>Transit Asset Management</td>
<td>Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)</td>
</tr>
<tr>
<td>Transit Asset Management</td>
<td>Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.</td>
</tr>
<tr>
<td>Transit Asset Management</td>
<td>Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions</td>
</tr>
<tr>
<td>--------------------------</td>
<td>------------------------------------------------------------------------------------------------------------------</td>
</tr>
<tr>
<td>Transit Asset Management</td>
<td>Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB</td>
</tr>
<tr>
<td>FTA C 5010.1E</td>
<td>Number of fatalities per &quot;vehicle revenue miles.&quot; by mode.</td>
</tr>
<tr>
<td>FTA C 5010.1E</td>
<td>Number of serious injuries per &quot;vehicle revenue miles.&quot; by mode.</td>
</tr>
</tbody>
</table>

**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.