



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

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: June 2, 2021
Subject: Wednesday, June 9, 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. Meeting Minutes of May 12, 2021 Page 4
2. 2021-2024 Transportation Improvement Program Amendment Six Pages 5-13
Recommend to SCRCOG adoption of Resolution- James Rode
3. Update of the New Haven Urbanized Area MOU Pages 14-21
James Rode
4. Discussion and Possible Action on New LOTCIP Program Priorities Pages 22-25
Stephen Dudley

Informational Items:

5. Other Business

The agenda and attachments for this meeting are available on our website at www.scrkog.org. Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week's notice.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en www.scrkog.org. Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de aviso

127 Washington Avenue, 4th Floor West, North Haven, CT 06473

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Transportation and Transportation Technical Committee Distribution List

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Bethany: A. Marek, A.Green¹

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East Haven: J. Bodwell

Guilford M. Hoey, M. Damiani, K. Quercia, J. Plaziak¹

Hamden: M. Austin¹

Madison: P. Lyons, R. Russo, J. Iennaco¹

Meriden: D. White, D. Brunet, H. Weissberg¹

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North Haven: M. Freda, A. Fredricksen, B. Cummings, A. Bevilacqua¹

Orange: P. Kaplan, B. Brinton¹

Wallingford: W. Dickinson, Alison Kapushinski¹

West Haven: N. Rossi, A. Quadir¹

Woodbridge: B. Yalga¹

¹voting 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

MaGrann Associates J. Ball

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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

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Transportation Committee Minutes – May 12, 2021

Transportation Committee Members

Wallingford, Mayor William Dickinson, Chairman
Branford, FS James Cosgrove
Guilford, FS Matthew Hoey
Madison, FS Peggy Lyons
Milford, Justin Rosen Proxy for Mayor Blake
North Haven, Andrew Bevilacqua Proxy for FS Freda

Guests

Laurie McElwee, John Wardzalla, Kennedy Center
Sara Radisi, CTDOT
Mario Marrero, GNHTD
Michael Dion, BL
Lynn DiGiovanni, Luchs

Transportation Technical Committee

Branford, John Hoefflerle
East Haven, Jonathan Bodwell
Guilford, Janice Plaziak
Hamden, Mark Austin
Madison, John Iennaco
Meriden, Howard Weissberg
New Haven, Giovanni Zinn
North Branford, Kurt Weiss
Orange, Bob Brinton
Wallingford, Alison Kapushinski
West Haven, Abdul Quadir

SCRCOG

James Rode, Stephen Dudley, Rebecca
Andreucci, Andy Cirioli,

Mayor William Dickinson called the meeting to order at 12:03 PM

Action Item #1: Meeting Minutes of April 14, 2021

M Austin made a motion to approve the Minutes of the April 14, 2021 meeting FS Cosgrove seconded the motion, which passed unanimously.

Action Item #2: 2021-2024 Transportation Improvement Program Amendment Five

J. Rode introduced Amendment 5, which included nine project changes. FS Hoey made a motion to recommend approval. FS Cosgrove seconded the motion, which passed unanimously.

Action Item #3: Draft UPWP FY2022 and FY 2023

S. Dudley introduced the final draft UPWP. The document had been updated to address comments from CTDOT. M Austin made a motion to recommend approval of the UPWP for FY2022 and FY 2023. FS Hoey seconded the motion, which passed unanimously

Action Item #4: Discussion and Possible Action on New LOTCIP Program Priorities

S. Dudley presented a new LOTCIP project list. A proposed change to the program would make all projects eligible for funding on a first-come-first-served basis. Members seemed to support the change. Several members requested an opportunity to review their project proposals. An updated list will be presented in June.

Information Item #7: Other Business

J. Plaziak made and a motion to adjourn. J Hoefflerle seconded and the meeting adjourned at 12:50PM.

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
 Amendment Number 6

Project **0092-EM01 2021-A6-1 Downtown Crossing Phase 4- Temple Street Crossing** **Page 6**

Changes Amendment 6 adds this project to FYI for Potential Earmark Funding

Reason The City of New Haven is requesting \$20M in federal funding for New Haven Downtown Crossing Phase 4 – Temple Street Crossing (Project) that would complete the Downtown Crossing Program (Program), a \$104M reconstruction of the limited access Route 34 by-pass. The Program has catalyzed the development of over three developments totally over \$450M dollars of investment while re-connecting the street-grid with safer roadways and multimodal options. The Project itself is catalyzing the construction of a +\$100M bio-tower. In the national context of COVID-19, investment in areas that support biotech are critical to our nation’s quality of life.

Project **0400-XXXX 2021-A0 CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS** **Page 7**

Changes Amendment 6 reduces 5307P funding from FY21

Reason The CTTRANSIT Bus Replacements under funding source 5307P are reduced to maintain fiscal Constraint

Project **0424-XXXX 2017-A0-38 MILFORD TD ADMIN CAPITAL/SUPPORT** **Page 8**

Changes Amendment 6 moves 5307 funds from FY20 to FY21

Reason Unexpended funding is moved to the current fiscal year to allow for obligation

Project **0424-XXXX 2017-A0-40 MILFORD TD- FACILITY IMPROVEMENTS** **Page 9**

Changes Amendment 6 moves 5307 funds from FY20 to FY21

Reason Unexpended funding is moved to the current fiscal year to allow for obligation

Project **0427-XXXX 2017-A0-46 GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV** **Page 10**

Changes Amendment 6 deletes 5307C funds from FY21

Reason In order to maintain Fiscal Constraint funding is reduced. GNHTD has sufficient funding available in open grants

Project **0427-XXXX 2017-A0-47 GNHTD- REPLACE PARATRANSIT VEHICLES** **Page 11**

Changes Amendment 6 deletes 5307C funds from FY21

Reason In order to maintain Fiscal Constraint funding is reduced. GNHTD has sufficient funding available in open grants

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0092-EM01
Municipality New Haven

SCRCOG # 2021-A6-1
AQ Code

Proposed

Project Name Downtown Crossing Phase 4- Temple Street Crossing

Description Phase 4 will include the construction of the bridge connecting Temple Street to Congress Avenue.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
EM21	FD	Federal					20,000
		Local					3,200
		State					1,800
TIP Funds	\$25,000		0	0	0	0	25,000

Amendment Notes

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0400-XXXX
Municipality Statewide

SCRCOG # 2021-A0
AQ Code X6
 Proposed

Project Name CTRANSIT SYSTEMWIDE BUS REPLACEMENTS

Description

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	9,500	8,000		17,000	
		State	2,375	2,000		4,250	
5307P		Federal	11,000				
		State	2,750				
5339		Federal	1,500	750	3,950	750	
		State	375	188	988	188	
Total Cost	\$65,564	0	27,500	10,938	4,938	22,188	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	9,500	8,000		17,000	
		State	2,375	2,000		4,250	
5307P		Federal	7,800				
		State	1,950				
5339		Federal	1,500	750	3,950	750	
		State	375	188	988	188	
TIP Funds	\$61,564	0	23,500	10,938	4,938	22,188	0

Amendment Notes

FY21 TIP Amend 6 adjusts 5307P funding for FY21

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0424-XXXX
Municipality Milford

SCRCOG # 2017-A0-38
AQ Code X6

Proposed

Project Name MILFORD TD ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM

Description Transit District's Administrative Capital Funds for purchase of utility vehicles, vehicle parts, computer hardware, equipment, etc used to support Transit operations

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	480	320	320	320	320	
		State	120	80	80	80	80	
Total Cost	\$2,200		600	400	400	400	400	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal		320	320	320	320	
		State		80	80	80	80	
5307P		Federal		480				
		State		120				
TIP Funds	\$2,200		0	1,000	400	400	400	0

Amendment Notes

FY21 TIP Amend 6 moves 5307 funds from FY20 to FY21

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0424-XXXX
Municipality Milford

SCRCOG # 2017-A0-40
AQ Code X6
 Proposed

Project Name MILFORD TD- FACILITY IMPROVEMENTS

Description Provide funding for the necessary facility improvements and repairs

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>	
5307C	CON	Federal	120	60	60	60	80	
		State	30	15	15	15	20	
Total Cost	\$475		150	75	75	75	100	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>	
5307C	CON	Federal	60	60	60	60	80	
		State	15	15	15	15	20	
5307P		Federal	60					
		State	15					
TIP Funds	\$400		0	150	75	75	100	0

Amendment Notes

FY18 TIP Amend 7 increases funds for FY18. FY21 TIP Amend 6 moves 5307 funds from FY20 to FY21

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0427-XXXX
Municipality Hamden

SCRCOG # 2017-A0-46
AQ Code X6

Proposed

Project Name GNHTD- ADMIN CAPITAL/SUPPORT EQUIP/SCV PROGRAM

Description Transit District's Administrative Capital Funds for purchase of utility vehicles, vehicle parts, computer hardware, equipment, etc used to support Transit operations

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	600	600	400	400	400	
		State	150	150	100	100	100	
Total Cost	\$3,000		750	750	500	500	500	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	600		400	400	400	
		State	150		100	100	100	
TIP Funds	\$2,250		750	0	500	500	500	0

Amendment Notes

FY21 TIP Amend 6 deletes funds for FY21

South Central Regional Council of Governments
 FFY2021-FFY2024 Transportation Improvement Program
 Amendment 6

State Project #0427-XXXX
Municipality Hamden

SCRCOG # 2017-A0-47
AQ Code X6

Proposed

Project Name GNHTD- REPLACE PARATRANSIT VEHICLES

Description Transit District's Capital Funds for purchase of Paratransit buses to replace vehicles that have reached the end of their useful life. Generally 4 years or 125,000 miles

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	2,000	1,440	1,440	1,200	1,440	
		State	500	360	360	300	360	
Total Cost	\$9,400		2,500	1,800	1,800	1,500	1,800	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	2,000		1,440	1,200	1,440	
		State	500		360	300	360	
TIP Funds	\$7,600		2,500	0	1,800	1,500	1,800	0

Amendment Notes

FY18 TIP amend 15 reduces funds for FY19. FY21 TIP amend 6 deletes funds for FY21



Carl J. Amento, Executive Director

Resolution

Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Six

- 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*.



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Carl J. Amento, Executive Director

Resolution

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Six
(Continued)***

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

The Program Amendment *Six* 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 **June 23, 2021**

Date June 23, 2021

By: _____
First Selectman James Zeoli, *Secretary*
South Central Regional Council of Governments



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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

AGREEMENT
Regarding
Transportation Planning & Funding
In the New Haven Urbanized Area

Section I. Purpose of Agreement

As required by 23 CFR Sec. 450.314(a), The Metropolitan Planning Organization (MPO), the State, and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process, and 23 CFR Sec. 450.314 (e). If more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State, and the public transportation operator(s) describing how the metropolitan planning processes will be coordinated. Therefore, an Agreement must be established among the three Councils of Governments (COG) within the New Haven Urbanized Area, as well as the Connecticut Department of Transportation (CTDOT). The urbanized area is defined using the most recent Census blocks and population data. The New Haven Urbanized Area is defined as the towns, cities and suburbs in the south central region surrounding the City of New Haven. The population of the New Haven Urbanized area is over 200,000 and therefore is considered a Transportation Management Area (TMA). The attached map outlines each TMA in Connecticut. The COGs include the South Central Region Council of Governments (SCRCOG), the Lower Connecticut River Valley Council of Governments (RiverCOG), and the Naugatuck Valley Council of Governments (NVCOG).

The purpose of this Agreement is:

1. to define the method for distributing metropolitan planning funds received by the CTDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for transportation planning within the New Haven Urbanized Area;
2. to define the method for the development of financial plans for the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the list of obligated projects along with the coordination involved in Air Quality Conformity and Congestion management;
3. to define the method for distributing and administering FHWA Surface Transportation Block Grant Program (STBG) suballocated funds, Transportation Alternatives Set-Aside suballocated funds, FTA Section 5307 funds, and FTA Section 5310 funds earmarked for, or attributable to, the New Haven Urbanized Area; and
4. to define the responsibilities of each COG for carrying out its own transportation planning program and for coordinating with the other COGs in the New Haven Urbanized Area.

Section II. Distribution of Planning (PL) Funds among MPOs

SCRCOG, RiverCOG, and NVCOG are the designated MPOs for their respective regions. As such they are entitled to a portion of the Metropolitan planning funds from the FHWA (known as PL funds) and the FTA (known as Section 5303 funds) through a statewide process administered by CTDOT. The funds will continue to be distributed according to a method developed by CTDOT in cooperation with all the MPOs in Connecticut. The method is based primarily on the total population in each urban planning region (not just the urbanized area within the region). Each MPO receives a share of the planning funds generally proportionate to its share of the combined population of all the urban planning regions in the state. The shares are adjusted to ensure that the smallest urban regions receive a funding level that is at least equal to the minimum needed to carry out a basic urban transportation planning program.

Section III. MTP, TIP, Obligated projects list, Air Quality Conformity, Congestion Management Process

A financial plan is documentation required to be included with a metropolitan transportation plan and TIP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

MTP development – Each MPO shall receive from the CTDOT a financial plan with anticipated funding allocations for the 25-year period along with a list of major projects that are regionally and or statewide significant being funded with FHWA and FTA funds and to be included in the MTP. The formula used to calculate the anticipated funding allocation was developed in coordination with the MPOs throughout the state. Any changes to this formula will also be developed in coordination with the MPOs.

TIP development - Each MPO shall receive from the CTDOT a draft list of proposed projects for the MPOs use in the development of the draft TIP. Coordination between the MPOs and CTDOT on additions or deletions to this list will occur. The MPO will develop their TIP financial plan based on the projects they include in the TIP. Once approved, all MPOs TIPs are sent to the CTDOT for their use in the development of the Statewide Transportation Improvement Program (STIP).

Obligated projects list – Each MPO shall receive from the CTDOT, a listing of all federally funded projects that were obligated or awarded in a given federal fiscal year. The MPOs must publish, or otherwise make available for public review, an annual listing of projects for which federal funds have been obligated in the preceding year by the end of the first quarter of the next fiscal year. This listing must be consistent with the funding categories identified in the TIP.

Air Quality Conformity - The CTDOT, acting on behalf of the MPOs, must demonstrate conformity for all federally funded projects in the MTPs and TIPs located in either nonattainment or maintenance areas. In order to receive federal transportation funds, the CTDOT and the MPOs must cooperatively work to develop and endorse an Air Quality Conformity Determination report, which certifies to the federal government that all TIPs and MTPs within the State of Connecticut collectively conform to the requirements of the Clean Air Act.

Coordination of the Congestion Management Process for the New Haven TMA - As required by 23 CFR 450.320(a), the MPOs agree to develop and implement a Congestion Management Process as an integrated part of the metropolitan transportation planning process. SCRCOG, as the largest MPO in the TMA, will take the lead on gathering and analyzing relevant data.

Periodically, SCRCOG, in consultation with the other MPOs and CTDOT, will develop a CMP report that analyzes the performance of key corridors in the TMA. The MPOs and CTDOT will work cooperatively to develop and implement strategies to address and mitigate congestion. Each MPO will work with CTDOT to develop such strategies into projects for inclusion in their respective Long Range Transportation Plans and Transportation Improvement Programs. Each MPO will also ensure that congestion management strategies are considered in corridor and special studies carried out by the MPO.

Section IV. Distribution of STBG Suballocated Funding for the New Haven UZA

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Urbanized Area Boundaries are established following each decennial census. The boundaries distinguish between urban and rural places for funding and system classification purposes. The census defined boundary is used to set the MPO/TMA threshold and is the basis for funding distribution among urbanized areas. A percentage of the State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population, and is divided into three categories – urbanized areas with population over 200,000, areas with population of 5,000 or less, and areas of the State with a population of 5,001 to 200,000. This Agreement concerns the over 200,000 New Haven Urbanized Area funding. Suballocation of urbanized area funding is calculated by FHWA and apportioned to the State by urbanized area.

Prior to authorization of the State funded Local Transportation Capital Improvement Program (LOTICIP) in November of 2013, COGs submitted applications to CTDOT for funding on behalf of municipalities and STBG funds attributable to the New Haven Urbanized Area were divided among the three COGs by CTDOT based on population within the Census defined urbanized area. Given the availability of LOTICIP funds for municipal projects of regional significance, projects under the STBG are and will continue to be coordinated and programmed at the Urbanized Area level between CTDOT and the COGs ensuring projects are evaluated based on purpose and need, merit and regional benefit. At a minimum, the coordination will occur during CTDOT's Capital Plan preparation and as needed throughout the Fiscal Year.

In the event that the LOTICIP funds are not authorized for a given year or the program is discontinued, CTDOT will work cooperatively to prioritize the advancement of regional LOTICIP projects using available transportation funds. Should the LOTICIP program be discontinued, CTDOT will work with the COGs on a solution to transition back to the federal STBG program. Funding targets under the STBG would be reflective of populations within the Census defined urbanized area and collaboratively developed with the COGs.

Designated TMAs are allowed to utilize STBG suballocated funds anywhere within the planning region boundaries. SCRCOG and RiverCOG have been designated as TMAs, therefore, can utilize the New Haven Urbanized Area funding anywhere within its regional boundaries. One exception, however, exists for RiverCOG due to the merger of the prior planning regions (CT River Estuary and Midstate) and the inclusion of the CT River Estuary towns within the designated New Haven TMA and the Midstate towns within the designated Hartford TMA. The New Haven Urbanized Area funding can be used anywhere within the RiverCOG boundaries that include the prior CT River Estuary towns. If New Haven Urbanized Area funds are to be used within the RiverCOG boundaries of the towns that are part of the Hartford TMA, a formal request through FHWA would be required to transfer the funds to the Hartford Urbanized Area funding source.

NVCOG's primary funding source under the STBG comes from the Waterbury Urbanized Area (referred to as STP Other), which has been designated based on 2010 census results as an area of the State with population of 5,001 to 200,000, therefore, has not reached the threshold for designation as a TMA. NVCOG includes one town (Cheshire) that is located within the New Haven Urbanized Area. Because NVCOG is not a designated New Haven TMA, the New Haven Urbanized Area funding can only be used on eligible projects located within the New Haven urbanized areas within Cheshire

Section V. Solicitation of Projects for the Transportation Alternatives (TA) Set-Aside Funds for the New Haven UZA

The TA Set-Aside authorizes funding for programs and projects defined as **transportation alternatives**, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The three COGs agree to assist CTDOT with soliciting projects for the TA Set-Aside Program. For funds suballocated to urbanized areas with populations of over 200,000, the MPOs representing the urbanized areas are responsible for developing the competitive process and selecting/prioritizing projects in consultation with CTDOT. SCRCOG and RiverCOG are the only regions with a population over 200,000, therefore, are responsible for the competitive process to select projects under the New Haven Urbanized Area TA Set-Aside funding source within their respective regional boundaries. NVCOG has one town within the New Haven Urbanized Area. SCRCOG and RiverCOG agree to coordinate with NVCOG to consider proposed projects for the TA-Set-Aside program located within eligible areas of NVCOG. NVCOG will submit applications to CTDOT for the New Haven Urbanized Area TA Set-Aside funding source should coordination result in agreement between SCRCOG, RiverCOG, and NVCOG that a portion of funding will be provided to progress a project in NVCOG located within the New Haven Urbanized Area.

Section VI. Distribution of FTA 5307 Funds for the New Haven UZA

The Urbanized Area Formula Funding program (5307) makes Federal resources available to urbanized areas and to the Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. The three COGs and the CTDOT Bureau of Public Transportation agree to distribute Section 5307 funds from the FTA in the manner described below. The FTA Section 5307 funds attributable to the New Haven Urbanized Area will be pooled with all other Section 5307 funds in Connecticut and administered as a statewide program by CTDOT, following procedures specified in FTA Circular 9030.1E (as amended). CTDOT will coordinate as necessary with Transit Operators and the COGs when developing its capital investment priorities for public transportation. The annual 5307 program will be adopted by the MPOs into their respective TIPs.

This continues the procedure previously agreed to by all COGs in the state. It recognizes the inefficiency of trying to program large and infrequent capital purchases when individual regions are limited to small annual appropriations for their respective regions and/or urbanized areas. An example of this is the difficulty of programming funds for replacement of buses when the buses have a minimum 12-year life cycle and appropriated funds are typically available only for 4 years.

Section VII. Coordination and Administration of FTA 5310 Funds for the New Haven UZA

Under the MAP-21 transportation legislation, FTA Section 5317, New Freedom Program, was absorbed into Section 5310 and administration of the program became flexible within a given Urbanized Area. The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The four COGs agree that the administration of Section 5310 will be the responsibility of CTDOT who will coordinate with the COGs. The COGs and CTDOT will collaborate on the development and periodic update of the required Coordinated Public Transit-Human Services Transportation Plan.

Section VIII. Basic Responsibilities of Each MPO

Each of the three MPOs will conduct each of the following basic transportation planning activities as outlined in the "Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities"

1. Preparation of an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal 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 of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
8. 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.
9. Adhere to all required Planning Regulations as outlined in 23 CFR part 450 and in 49 CFR part 613.
10. Cooperatively develop and implement a Congestion Management Process for the New Haven Urbanized Area.

Section IX. Coordination among COGs and CTDOT

It is the goal of the three COGs to conduct their transportation programs in a manner that ensures their plans and programs are mutually supportive of major projects, programs, and policies to improve the transportation system in the New Haven Urbanized Area.

Coordination of Planning Activities. The three MPOs in the New Haven UZA (SCRCOG, RiverCOG and NVCOG) agree to coordinate their regional transportation plans, transportation improvement programs (TIPs), and annual work programs. The coordination efforts will include the exchange and review of annual work programs, regional transportation plans, and TIPs. Staff of the three MPOs will meet at least annually to review each other's planning programs and to identify projects or programs of mutual interest or potential conflict.

Coordination of the STBG Suballocated Program. Since the establishment of the state funded Local Transportation Capital Improvement Program (LOTICIP) in November 2013, the Department and the COGs have agreed to meet annually to coordinate project selection for the STBG. The intent of these annual meetings is:

- To review projects currently programmed using STBG funds within the COG and to identify any areas of under-programming, with the primary focus on the next federal fiscal year.
- To identify Department projects that appear to be good candidates for STBG funding to address any under-programming concerns in the upcoming fiscal year and to solicit the COG's comments regarding the best candidates from a regional perspective.
- To discuss the status of any projects being scoped by the Department.

Coordination of the Capital Plan/Project Selection Process. CTDOT will send a *draft* of a proposed 5-year Capital Plan (the Plan) to the COGs for review and comment in the summer of each calendar year. The draft may reflect input that the Department received from the COGs during the COG consultation process on the previous year's plan. This consultation process consists of annual meetings with each COG to address comments and concerns and potential selection of projects for the outer years of the Plan.

Moving forward the CTDOT will coordinate with the COGs on developing a project selection process to ensure consideration of fiscal constraint, federal funding restrictions, regional priorities, environmental justice, project readiness and ensuring a state of good repair. The selection process will be transparent and will align with the Department's and COGs mission and vision.

CTDOT is responsible for effectively managing the federal resources entrusted to it and for maximizing the use of these federal resources. Obligating 100% of the obligation limitation (ceiling) provided each fiscal year by Congress is critical to maximizing the use of federal funding. The STBG suballocated program is an important component in the obligation of 100% of ceiling, and CTDOT assumes obligation of 100% of the current fiscal year apportionment in its Capital Plan to accomplish this. Because the TIP/STIP is a critical part of the project funding/implementation process as required by Title 23, the COGs play an important role in the process to ensure maximum use of federal funds. At a minimum, CTDOT will meet annually with each COG. This meeting will be to discuss overall programming within the STBG to enhance coordination, provide project details for new projects determined to be good candidates, and understand regional needs and priorities as outlined in each COGs response to the DRAFT 5-Year Capital Plan. Additional coordination meetings may be needed to ensure that any programming shortfalls that may occur as a result of schedule and cost changes occurring throughout the fiscal year are cooperatively addressed which may result in the need to provide timely approval near fiscal year-end to move a project into the STBG suballocated program or process an Advance Construction (AC) conversion utilizing STBG New Haven Urbanized Area

funding. If there are no options for addressing a programming shortfall within the New Haven Urbanized Area within the current fiscal year, funding will carry forward into the next fiscal year and CTDOT will work with the COGs to program these funds.

Coordination of the selection of performance targets for each metropolitan area. According to 23 CFR 450.314(h), The MPOs, Operators of Public Transportation and the CTDOT must mutually agree upon and document the roles and responsibilities for conducting performance-based planning and programming in an Agreement. Therefore, the MPOs, transit operators and CTDOT agree to meet to discuss setting performance targets, include performance measures and performance targets in the MTP and Transportation Improvement Plans, coordinate reporting of these performance targets to the United States Department of Transportation (USDOT) and develop a separate performance management agreement

Section X. Coordination of Transit and TDM Planning

It is the goal of the parties to this Agreement to conduct their planning activities in a manner that supports multiple modes of transportation throughout the New Haven Urbanized Area.

Coordination of the Locally Coordinated Public Transit – Human Services Transportation Plan (LOCHSTP). In support of the FTA 5310 program, the parties to this Agreement agree to coordinate on developing and maintaining the LOCHSTP for the New Haven Urbanized Area. As the designated recipient of funds under the 5310 program, CTDOT will continue to take the lead role in ensuring that locally coordinated plans throughout the state are developed in a consistent fashion. The three COGS in the New Haven Urbanized Area will work with CTDOT to update and maintain the plan.

Coordination of Transit Planning Activities. The parties agree to participate, as needed, in CTTransit's Bus Service Review Committee. The parties will assist with demographic data evaluation and municipal coordination. The parties also agree to cooperate on initiatives that seek to maintain and improve security and safety of transit facilities within the New Haven Urbanized Area.

Coordination of Transportation Demand Management (TDM) Strategies. The parties agree to work collaboratively to develop TDM strategies and work toward implementing them. CTDOT will take a lead role in developing and implementing TDM strategies that seek to incentivize, and inform the public of, alternatives to single occupancy vehicles. The COGs and transit operators will assist CTDOT with evaluating such strategies and, where appropriate, implementing them.

Section XI. Amendment

This Agreement may be amended as jointly deemed necessary or in the best interest of all parties, including Federal Transportation agencies.

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

Section XII. Periodic Review of Agreement

This Agreement will be reviewed periodically so that it remains current in describing the roles and responsibilities of the impacted COGs and CTDOT relative to the New Haven Urbanized Area. The Agreement will be assessed at a minimum in the year following each federal certification review of the TMA regions' planning process to capture any changes in federal transportation authorizations, federal regulations and guidance, changes in State regulations pertaining to transportation, and comments that were part of the certification review.

First Selectman Michael Freda, Chairman
South Central Regional Council of Governments

Date

NAME, Chairman
The Lower Connecticut River Valley Council of Governments (RiverCOG),

Date

NAME, Chairman
The Naugatuck Valley Council of Governments (NVCOG)

NAME, Chairman
Greater New Haven Transit District

Date

NAME, Chairman
Milford Transit District

Date

NAME, Chairman
Estuary Transit District

Date

NAME,
Connecticut Department Of Transportation

Date



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Proposed LOTCIP Multi-Year Plan – Draft 6-1-21

Due to the slow delivery of LOTCIP projects, SCRCOG has a significant amount of LOTCIP funding available for utilization.

Currently, SCRCOG has \$ 68 million available for LOTCIP, with anticipated allocations for FY22 and FY 23 of approximately \$11 million more proposed to be authorized each fiscal year. Much of this will need Bond Commission authorization once projects are in place submitted to CTDOT for commitment to fund letters.

We currently have projects under review that total approximately \$ 24.4 million, which would draw down from the amounts above once commitment to fund letters are issued.

The projects listed below and those under review total approximately \$105 million. As of July 1, 2022, the total available to SCRCOG would be \$90 million, based upon the above assumptions. Given past slow project development, it would be prudent to have more projects in the queue to be over programmed, rather than under programmed.

The goal of the program is to undertake and complete municipal projects. Our initial process was to limit the project size to insure that each municipality would have fair access to the LOTCIP funding. In practice, this has worked reasonably well, but, as the delivery of projects is the responsibility of municipal staff, the distribution has not been as even as anticipated. Projects continue to advance, but at a slower pace than is desirable for robust utilization of the available funding.

Our region needs to utilize LOTCIP funds to demonstrate the importance of the program to the Legislature as they review and budget LOTCIP funding.

To that end, it is suggested that the LOTCIP process be revised to become a first come, first served method of funding utilization, all within the requested proposed municipal projects received from our member municipalities on the list below. It is further suggested that the project costs be no more than \$4 million. An additional list of those under review follows the proposed projects.

The following is the list, by municipality with anticipated costs, of identified LOTCIP candidate projects:

Town of Branford – Meadow Street
Estimated construction cost - **\$2,300,000**

Town of East Haven – West End Phase VI
Estimated Cost - **\$1,500,000**

Town of Guilford – Falcon Road Seawall
Estimated Construction Cost - **\$2,400,000**

Town of Guilford – Goose Lane
Estimated construction cost - **\$2,200,000**

Town of Hamden – Armory Street Reconstruction and Complete Streets
Estimated Construction Cost - **\$3,800,000**

Town of Hamden – Goodrich and Newhall
Estimated construction cost - **\$1,700,000**

Town of Hamden – Hartford Turnpike
Estimated construction cost - **\$1,700,000**

Town of Hamden – Morse Street
Estimated construction cost - **\$1,600,000**

Town of Hamden – West Woods Clear Zone and Drainage
Estimated Construction Cost - **\$725,000**

Town of Hamden – Woodin Street Two Bridge and Complete Streets
Estimated Bridge Construction Cost - **\$2,900,000**
Estimated Complete Streets Construction Cost - **\$2,700,000**

Town of Madison – Warpas Road and Copse Road
Estimated construction cost - **\$2,600,000**

City of Meriden – Camp Street Sidewalk
Estimated Construction Cost - **\$2,500,000**

City of Meriden – Route 5 Intersection Improvements
Estimated Construction Cost - **\$600,000**

City of Milford - Meadows End Road
Estimated construction cost - **\$2,700,000**

City of Milford – Welches Point Road
Estimated construction cost - **\$2,700,000**

City of Milford – Buckingham Av/ New Haven Ave
Estimated Cost - **\$2,800,000**

City of Milford – New Haven Ave.
Estimated Cost - **\$2,900,000**

City of Milford – East Broadway
Estimated Cost - **\$3,000,000**

City of Milford – Housatonic Drive
Estimated Cost - **\$2,800,000**

City of New Haven – Downtown Complete Streets Safety Upgrades
Estimated Construction Cost - **\$3,000,000**

City of New Haven Grand Ave/Dixwell Ave
Estimated Construction Cost - **\$1,500,000**

City of New Haven – Ferry Street
Estimated Construction Cost - **\$2,800,000**

City of New Haven – Quinnipiac Avenue phase 3
Estimated construction cost - **\$2,800,000**

City of New Haven – Sherman Parkway
Estimated Construction Cost - **\$2,000,000**

City of New Haven – Union Avenue
Estimated construction cost - **\$3,000,000**

City of New Haven – Whalley Ave. Phase 2
Estimated Construction Cost - **\$2,500,000**

City of New Haven – Whitney Avenue
Estimated Construction Cost - **\$2,700,000**

City of New Haven – Winchester Ave.
Estimated Construction Cost - **\$2,000,000**

Town of North Branford – Sea Hill Road Pavement Rehabilitation
Estimated Construction Cost - **\$1,000,000**

Town of North Branford – Twin Lakes Road Pavement Rehab
Estimated construction cost - **\$750,000**

Town of North Branford – Woods Hill Road Reconstruction
Estimated construction cost - **\$750,000**

Town of Orange – Grannis Road and Cummings Drive paving
Estimated Construction Cost - **\$1,110,000**

Town of Orange – Pine Tree Drive paving
Estimated Construction Cost - **\$460,000**

Town of Wallingford – Toelles Road Rehabilitation project
Estimated construction cost - **\$2,900,000**

City of West Haven – Front Avenue
Estimated construction cost - **\$1,121,000**

City of West Haven – Spring Street Culvert
Estimated construction cost - **\$2,977,000**

Town of Woodbridge – Amity Road Pedestrian Improvements
Estimated Cost - **\$800,000**

Total Estimated Cost of above - **\$80,400,000**

Projects under review at CTDOT

Town of Branford – Main Street
Estimated Cost - **\$2,500,000**

Town of East Haven – West End Phase IV
Estimated Cost - **\$635,000 – Commitment to Fund issued 5-4-21**

Town of East Haven – West End Phase V
Estimated Cost - **\$660,000**

Town of Guilford – Nut Plains Road
Estimated Cost - **\$1,700,000**

Town of Hamden – Mather, Waite Street
Estimated Cost - **\$4,700,000**

Town of Hamden – Mix Street Traffic Signal
Estimated Cost - **\$400,000**

City of Meriden – Cedar Street Bridge
Estimated Cost - **\$4,600,000**

City of Meriden – Downtown Paving
Estimated Cost - **\$2,300,000 – Commitment to Fund issued**

City of New Haven – Downtown Crossing
Estimated Cost - **\$4,700,000**

Town of Wallingford - Northford Road Bridge
Estimated Cost - **\$2,100,000 – Commitment to Fund Sent 4-22-21**

Total Estimated Cost of above - **\$24,400,000**