



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

SCRCOG MEETING NOTICE & AGENDA

January 26, 2022 – 10:00 A.M.

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

NOTICE: This is a Hybrid meeting. All Board members or their proxies may attend in-person or remotely. N95 or KN95 masks are required for in-person attendees. All guests will participate remotely.

Log-on Information to attend this meeting remotely is provided below:

Join Zoom Meeting: <https://us02web.zoom.us/j/85951401717>

Call-In Number: 1 (929) 205-6099

Meeting ID: 859 5140 1717

Full agenda materials can be found at our website – www.scrkog.org

1. Call to Order and Introductions – *First Selectman Michael Freda, Chair*
2. **Presentation: The Infrastructure Investment and Jobs Act**, *Mark Boughton, Commissioner of Revenue Services, And Governor Lamont's Senior Advisor on Infrastructure*
3. Approval of 11/17/21 SCRCOG Meeting Minutes – *First Selectman James Zeoli, Secretary* Pages 2-4
4. Approval of 12/16/21 SCRCOG Special Meeting Minutes – *First Selectman James Zeoli, Secretary* Pages 5, 6
5. Treasurer's Report for the month ending 12/31/21 – *First Selectman Paula Cofrancesco, Treasurer* Pages 7, 8
6. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 9-20
 - a. Adopt Resolution to Approve FY 2021-2024 TIP Amendment Twelve Pages 17,18
 - b. Adopt Resolution to Amend FY22 and FY23 Unified Planning Work Program (Attached) Page 20
7. Nominating Committee Report for Calendar Year 2022 Officers and Committees Page 21
8. Election of Officers and Appointment of Committees
9. Acceptance of Gavel by New Chair
10. Appointment of By-Laws Committee
11. Adopt Resolution to appoint SCRCOG Bank Signatories Page 22
12. Adopt Resolution authorizing the Executive Director to sign agreements with CTDOT Page 23
13. Adopt Resolution to Designate \$300,000 of Unassigned Fund Balance for the FY 2024 and FY 2025 Unified Planning Work Program and/or Regional Hazard Mitigation Plan Update Page 24-27
14. Congressional Reports – *Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Ellen Graham, Aide to U.S. Senator Richard Blumenthal*
15. State Legislative Reports—*Michael Muszynski, CCM; Betsy Gara, COST*
16. SCRCOG Executive Director's Report – *Carl Amento, Executive Director* Pages 28-32
17. REX Development Report – *Ginny Kozlowski, Executive Director, REX Development* Pages 33-35
18. DESPP/DEMHS Report –*Jacob Manke, Region 2 Coordinator*
19. Regional Plan Commission November and January Action Tables Pages 36-38
20. Regional Cooperation/Other Business
21. Adjournment

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 avis



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

TO: **SCRCOG Board Members**
FROM: **First Selectman Matthew Hoey, Acting Chair**
DATE: **January 19, 2022**
SUBJECT: **SCRCOG Meeting Minutes of November 17, 2021**

Present:

Bethany	First Selectman Paula Cofrancesco, Treasurer
Branford	First Selectman James Cosgrove
East Haven	Ray Baldwin, <i>proxy for Mayor Joseph Carfora</i>
Guilford	First Selectman Matthew Hoey, Vice Chair
Hamden	Mayor Curt Leng
Madison	First Selectman Peggy Lyons
Meriden	Timothy Coon, <i>proxy for Mayor Kevin Scarpati</i>
Milford	Mayor Benjamin Blake
North Branford	Michael Paulhus, <i>proxy for Mayor Jeffrey Macmillen</i>
North Haven	First Selectman Michael Freda, Chair
Wallingford	Mayor William Dickinson
West Haven	Christopher Soto, <i>proxy for Mayor Nancy Rossi</i>
Woodbridge	First Selectman Beth Heller, Immediate Past Chair

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Adiano Cirioli, Antoine Campbell, Michelle Skowronek, Lucy Marinelli.

Guests: Ginny Kozlowski and Barbara Malmberg, *REX Development*; Jennifer Pacacha, *CT Department of Transportation*; Lou Mangini, *Office of U.S. Representative Rosa DeLauro*; Ellen Graham, *Office of U.S. Senator Richard Blumenthal*; Betsy Gara, *Council of Small Towns*; Laurie McElwee, *Kennedy Center*; Nan Birdwhistell, *Murtha Cullina Law Firm*; Doug Colter, *City of West Haven*;

NOTE: The November SCRCOG Board meeting was held with both in-person and virtual attendance.

1. Call to order and Introductions

Chairman Freda requested the meeting be presided by Vice Chairman Hoey. Acting Chair Hoey called the meeting to order at 10:05 a.m. All present introduced themselves.

2. Adoption of the October 27, 2021 SCRCOG Meeting Minutes

Acting Chair Hoey presented the Minutes of the SCRCOG Meeting of October 27, 2021, which were included in the agenda packet at pages 2-4. First Selectman Heller made a motion to approve the adoption of the minutes. First Selectman Cofrancesco seconded. All voted in favor.

3. Treasurer's Report for month ending 10/31/21

First Selectman Cofrancesco presented the Treasurer's Report on pages 5-6 of the agenda packet. She moved to adopt the report, and First Selectman Cosgrove seconded. The vote was unanimous.

4. Transportation Committee Report

Mayor Dickinson presented the Transportation Committee report on pages 7-10 of the agenda packet, with the Resolution found on pages 9-10.

Mayor Dickinson made a motion to approve TIP Amendment Eleven. Acting Chair Hoey seconded, and all voted in favor.

5. Adoption of Preliminary Dues for FY 2022-2023

Executive Director Amento presented the Preliminary Dues found on page 11 of the agenda packet. The dues were unanimously recommended for adoption by the Executive Committee. The dues rate remains unchanged from the previous fiscal year. First Selectman Cosgrove made a motion to approve, and First Selectman Cofrancesco seconded. All voted in favor.

6. Appointment of Nominating Committee for 2022

Acting Chair Hoey recommended keeping the previous year's Nominating Committee, composed of Mayor Blake, First Selectman Cosgrove, and First Selectman Heller. First Selectman Cofrancesco made a motion to approve, and First Selectman Heller seconded, with all voting in favor.

7. Adoption of January 2022 to January 2023 SCRCOG Calendar

Executive Director Amento presented the proposed SCRCOG calendar found on page 12 of the agenda packet. First Selectman Heller suggested moving the December meeting date to Thursday, December 15, to avoid a meeting conflict. She made a motion to approve the calendar with the new December meeting date. First Selectman Cofrancesco seconded. All voted in favor.

8. Approval of Partial Revision of SCRCOG By-Laws

Executive Director Amento presented the draft of a partial revision of the by-laws on page 13-28 of the agenda packet. These changes add language to existing sections to add two non-voting members to the SCRCOG Board. These two new members would represent state transportation and transit. Mayor Leng motioned to approve, and First Selectman Cofrancesco seconded. The vote was unanimous.

Acting Chair Hoey discussed the conversation from the Executive Committee suggesting the creation of a Personnel Committee and a By-Laws Committee to review both the Personnel Policies and By-Laws for necessary updating. This will be taken up at the January board meeting.

9. Approval of Resolution of SCRCOG Board Supporting the Goals of Transportation and Climate Initiative (TCI)

Acting Chair Hoey noted that this action was tabled by the Executive Committee, due to Governor Lamont rescinding his support for the legislation. No action is required.

10. Discussion of DEEP Beverage Container Recycling Grant

Executive Director Amento presented the DEEP Beverage Container Grant on pages 30-34 of the agenda packet. The grant is a pool of \$5 million to expand redemption centers and simplify the process of bottle returns. As it stands, the funding is aimed at companies rather than municipalities. Executive Director Amento asked the Board if there was any interest in asking DEEP to expand the pool of applicants to municipalities. Doug Colter stated that West Haven is planning on constructing a transfer station and was hoping to have a redemption center on site. He would like this grant to be available to municipalities. First Selectman Cosgrove stated he is currently undertaking a study on how to manage their solid waste as a municipality that does not use single stream recycling. Mayor Blake and Mayor Dickinson stated their support for legislative action to remove glass from single stream. Chairman Freda, Timothy Coon, and Mayor Leng supported the idea of opening up the pool to municipal applicants.

11. Approval of Resolution Authorizing Executive Director to Execute Consultant Contract with Pamela Roach for Period January 1, 2022 to June 30, 2022

Acting Chair Hoey reviewed the discussion from the Executive Committee meeting, where this item was recommended to the Board. Acting Chair Hoey would like to see more specific deliverables and timelines. First

Selectman Heller has appreciated Pamela Roach's support and has been able to get projects done that otherwise would not happen. Doug Colter stated she has been helpful for receiving grants. First Selectman Cosgrove has participated in several of her meetings and is in favor of the project continuing. Mayor Blake discussed his negative experiences and, therefore, no longer participates in her programs. First Selectman Cofrancesco made a motion to authorize the contract, and First Selectman Heller seconded. The motion passed unanimously.

12. Congressional Reports

Lou Mangini from Congresswoman DeLauro's office reported remnants of Hurricane Ida money called SBA Disaster Loans are now available for businesses and residents. The Infrastructure bill includes additional money for transportation, most of which will come through the traditional funding channels. The other portion of the funds will be available through competitive programs, and will be available through 2026.

Ellen Graham from Senator Blumenthal's office stated she would be happy to answer any questions about the Infrastructure bill. She also noted Congressional discretionary spending is still going through committees.

13. Legislative Reports

Betsy Gara from COST stated they met with their Board to begin developing the 2022 agenda. They will be issuing a legislative survey to gauge top priorities, including recycling, broadband, school construction, and wastewater capacity. Some current issues of discussion are property tax relief and expanding tax credits.

14. SCRCOG Executive Director's Report

Executive Director Amento presented the newsletter found on pages 46-49 of the agenda packet. He noted that one of the SCRCOG interns, Antoine Campbell, will be finishing up his internship within the next few days. Antoine has worked on housing fact sheets, the annual report, and SCRCOG by-laws. Amento reviewed the save the date for another ARPA forum on December 7. He noted that the Purchasing Consortium would be releasing a list of on-call architecture firms before Christmas. Mayor Blake asked if the firms would be compliant with federal regulations for utilizing federal money? Andy Cirioli responded yes, they would be vetted.

15. REX Development Report

Ginny Kozlowski from REX Development stated she has reached out to municipalities to plan for the upcoming CEDS meeting. CEDAS will be hosting a best practices orientation. REX has been delivering visitors guides for the region. Lastly, Tweed Airport recently launched their direct flights to Florida, which have been received well.

16. DEMHS Region 2 Report

Jacob Manke was not in attendance.

17. Greater New Haven Transit District Report

Mario Marrero was not in attendance.

18. CT Rides Quarterly Report (July-September 2021)

The CT Rides report was reviewed.

19. Regional Cooperation/Other Business

There was no other business.

20. Adjournment

Mayor Blake made a motion to adjourn, and First Selectman Cofrancesco seconded. The meeting was adjourned at 11:13 am.

Respectfully submitted,
First Selectman Matthew Hoey, *Acting Chair*



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Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**
FROM: **First Selectman James Zeoli, Secretary**
DATE: **January 19, 2022**
SUBJECT: **SCRCOG Special Meeting Minutes of December 16, 2021**

Present:

Bethany	First Selectman Paula Cofrancesco, Treasurer
Branford	First Selectman James Cosgrove
Guilford	First Selectman Matthew Hoey, Vice Chair
Hamden	Mayor Lauren Garrett
Madison	First Selectman Peggy Lyons
Milford	Mayor Benjamin Blake
New Haven	Mayor Justin Elicker
North Haven	First Selectman Michael Freda, Chair
Orange	First Selectman James Zeoli, Secretary
Wallingford	Mayor William Dickinson
West Haven	Christopher Soto, <i>proxy for Mayor Nancy Rossi</i>
Woodbridge	First Selectman Beth Heller, Immediate Past Chair

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Adriano Cirioli

Guests: Ginny Kozlowski, *REX Development*; Sean Grace, *Town of Hamden*.

NOTE: The December SCRCOG Special meeting was held with both in-person and remote attendance.

1. Call to order and Introductions

Chairman Freda called the meeting to order at 1:04 p.m. All present introduced themselves.

2. Discussion of SCRCOG's US EDA CARES Act Sub-Grant Application

Executive Director Amento presented the grant application on pages 2-12 of the agenda packet. SCRCOG is still awaiting the official grant award. Amento discussed Task 2, which involves forming a regional network of stakeholders for pandemic recovery. SCRCOG would be spearheading this with RiverCOG. The COGs would coordinate closely with REX and DEMHS. Ginny Kozlowski from REX Development discussed the other three tasks. The scope focuses on assisting the region's businesses, and will include the creation of online platforms for businesses that do not have them. Work accomplished through this grant will be in conjunction with the CEDS update process. First Selectman Zeoli stated that they have been seeing record crowds at outdoor events, but some businesses continue to struggle. He stated that anything to stimulate recovery is great. First Selectman Lyons asked if the recovery work would be town-by-town or region-wide? Ginny Kozlowski replied that it would be region-wide, but will involve coordination with municipal economic development staff. Chairman Freda asked what the consequences would be if the goals of the grant are not met? Executive Director Amento noted that both REX and the COG would regularly meet with EDA to discuss meeting the goals of the program. Mayor Dickinson asked about the steering committee that is referenced in the grant application. Executive

Director Amento responded that it is a group assembled by DEMHS Region 2 to discuss and plan for recovery. First Selectman Hoey expressed concerns regarding the proposed budget for some of the goals, including that the budget for creating business websites sounded low. Ginny Kozlowski stated that websites would not be built from scratch, but rather added to the Visit New Haven website.

3. Resolution Authorizing SCRCOG Executive Director to Accept an US EDA CARES Act Sub-Grant in the Amount of \$358,006 and to Execute an Agreement with CT DECD

Chairman Freda reviewed the resolution found on page 13 of the agenda packet. First Selectman Cofrancesco made a motion to approve, and First Selectman Heller seconded. During discussion, First Selectman Hoey expressed he still had concerns about the feasibility of accomplishing all the listed deliverables. Ginny Kozlowski responded that REX has been doing research on accomplishing these tasks, and she is confident the work can be done. All voted in favor.

4. FY 2021-2022 Budget Revision #4

Christopher Rappa presented the budget revision on pages 14-16 of the agenda packet. The revision brings the EDA grant amount into the SCRCOG budget. SCRCOG expects that this will push transportation funding to a future fiscal year. Mayor Dickinson asked if this would increase reserves? Christopher Rappa said yes. First Selectman Hoey made a motion to approve the budget revision, and First Selectman Cofrancesco seconded. The vote was unanimous.

5. Resolution Authorizing SCRCOG Executive Director to Negotiate and Execute an Agreement with REX Development related to the EDA CARES Act Sub-Grant

Executive Director Amento reviewed the resolution on page 17 of the agenda packet. Both EDA and DECD have approved the use of REX as a consultant under SCRCOG for this grant. First Selectman Heller made a motion to approve. First Selectman Cofrancesco seconded, and all voted in favor.

6. Adjournment

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Hoey seconded. The meeting was adjourned at 1:52 p.m.

Respectfully submitted,

First Selectman James Zeoli, *Secretary*

Balance Sheet

South Central Regional Council of Governments

As of period 12/31/2021

Assets

Cash and Investments

Key Bank - Checking Account	116,826.05
State of CT - Short-Term Investment Fund	798,989.34
New Haven Bank	108,108.48

Accounts Receivable

CT Department of Transportation	96,156.89
CT Office of Policy and Management	254,673.20
Other State Grants (CIRCA)	3,665.44

Other Assets

Prepaid Expense (UConn MPA Intern)	16,923.15
Accrued Leave & Security Deposit	27,989.19
Furniture & Equipment	18,878.93

Total Assets	1,442,210.67
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Liabilities

Accounts Payable	9,500.00
Deferred Revenue - Municipal	109,907.48
Deferred Revenue - OPM	5,176.08
Deferred Revenue - LOTCIP	204,452.49
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

Total Liabilities	343,553.45
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Fund Balance

Fund Balance	1,082,225.38
Amount for Accrued Leave	16,326.27
Investment in Equipment	18,878.93
Change in Fund Balance	(18,773.36)

Total Fund Balance	1,098,657.22
Total Liabilities and Fund Balance	1,442,210.67

Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 12/31/2021

	Current	Year-to-Date	Budget
Resources			
Municipal - Revenue	17,950.49	82,792.52	325,950.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	77,682.54	254,673.20	573,101.00
CTDOT - Transportation Planning	69,632.09	299,818.26	1,318,898.00
CTDOT - LOTCIP		2,046.55	211,465.00
CT DECD (EDA Grant)			358,006.00
CT SotS - Regional Election Monitor			3,690.00
CIRCA - Resilient CT Grant	1,869.73	4,485.20	19,000.00
Interest - Revenue	70.79	426.08	2,000.00
Total Resources	167,205.64	644,241.81	2,822,937.00
Direct Expenses			
Transportation Planning Consultants	21,510.00	21,510.00	660,500.00
Land-Use Planning Consultants		5,411.25	8,000.00
Other Consultants	56,730.75	114,076.85	429,700.00
Travel	126.56	215.60	7,800.00
Data Processing		2,400.00	4,000.00
Commercial Printing			500.00
Subscriptions and Books	848.00	848.00	3,675.00
Insurance and Professional Services		449.32	
Meeting Expenses and Advertising	1,158.75	3,759.03	16,200.00
Miscellaneous	9.55	31.33	532.00
Transportation - Reserved			189,486.00
LOTICP - Reserved			199,248.00
Hazard Mitigation Grant - Reserved			10,827.00
CT DECD (EDA Grant) - Reserved			264,694.00
Total Direct Expenses	80,383.61	148,701.38	1,795,162.00
Direct Labor			
Direct Labor - Employees	38,704.18	220,896.10	447,378.00
Overhead			
Indirect Labor - Employees	19,288.32	91,199.30	173,434.00
Employee Benefits	18,600.37	124,915.72	227,463.00
Travel			100.00
Data Processing	1,633.09	2,945.58	13,600.00
Rent	9,528.82	55,823.02	112,300.00
Telephone and Internet	1,135.92	2,854.52	7,400.00
Office Supplies	289.74	726.21	3,725.00
Equipment Maintenance	899.02	5,794.62	17,500.00
Subscriptions and Books			425.00
Insurance and Professional Services		8,849.00	23,100.00
Meeting Expenses and Advertising			700.00
Miscellaneous	50.97	309.72	650.00
Total Overhead	51,426.25	293,417.69	580,397.00
Total Operating Expenses	170,514.04	663,015.17	2,822,937.00

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 12

Project	0043-0132 2022_A12_6 REHAB BR 02166 o/ MORRIS CREEK
Changes	Amendment 12 adds a new project
Reason	Project for work on bridge #02166 which carries Route 337 over Morris Creek in East Haven
Project	0061-0154 2022_A12_8 FARMINGTON CANAL TRAIL CROSSING IMPRVMENTS
Changes	Amendment 12 adds a new project
Reason	The Farmington Canal Heritage Trail (FCHT) - At Grade Crossing Improvement Phase 1 project will construct safety upgrades at eight existing locations where the trail crosses local streets in Hamden and New Haven
Project	0075-0135 2022_A12_1 REPLACE BR 04852 o/ HAMMONASSET RIVER
Changes	Amendment 12 adds a new project
Reason	Project for the replacement of bridge #4852 which carries County Rd over the Hammonasset River in Madison
Project	0075-0136 2022_A12_2 REPLACE BR 04857 o/ CAMP LAURELWOOD BROOK
Changes	Amendment 12 adds a new project
Reason	Project for the replacement of bridge #4857 which carries Heatherwood Rd over the Camp Laurelwood Brook in Madison
Project	0079-0248 2022_A12_7 3D Model for Digital As-Builts
Changes	Amendment 12 adds a new project
Reason	This project provides funds to use 3D Model for various innovative Engineering, Construction, and Asset Management processes (Digital As-Builts).
Project	0083-0268 2022_A12_5 REHAB BR 06798 (CULVERT) o/ STUBBY PLAIN
Reason	Project for the rehab/relining of the culvert #06798 which carries I-95 over the Stubby Plain Brook in Milford
Project	0100-0182 2021-A3-2 CT 15 Exit 62 NB Ramps Reconfiguration
Changes	Amendment 12 changes funding source to STPNH
Reason	NHPP funding is replaced with STPNH based on available Federal fund balances

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 12

Project	0106-0108 1999-044 US 1: Milford City Line to Rt 114 Widening
Changes	Amendment 12 changes funding source to STPNH
Reason	NHPP funding is replaced with STPNH based on available Federal fund balances
Project	0148-0212 2022_A12_4 REHAB BR 03225 o/ BROOK
Changes	Amendment 12 adds a new project
Reason	Project for the work on bridge #03225 which carries Route 150 over an unnamed brook in Wallingford
Project	0148-0213 2022_A12_3 NHS - REHAB BR 00793A o/ QUINNIPIAC RIVER
Changes	Amendment 12 adds a new project
Reason	Project for the work on bridge #00763A which carries Route 15 over the Quinnipiac River in Wallingford

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0043-0132

SCRCOG # 2022_A12_6

Municipality East Haven

AQ Code X6

Proposed

Project Name REHAB BR 02166 o/ MORRIS CREEK

Description Project for work on bridge #02166 which carries Route 337 over Morris Creek in East Haven

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>
STPNH	CON	Federal		1,200			
		State		300			
TIP Funds	\$1,500		0	0	1,500	0	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

State Project #0061-0154

SCRCOG # 2022_A12_8

Municipality Hamden

AQ Code X6

Proposed

Project Name FARMINGTON CANAL TRAIL CROSSING IMPRVMNTS

Description The Farmington Canal Heritage Trail (FCHT) - At Grade Crossing Improvement Phase 1 project will construct safety upgrades at eight existing locations where the trail crosses local streets in Hamden and New Haven

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>
TAPNH	CON	Federal				1,040	
		Local				260	
TIP Funds	\$1,300		0	0	0	1,300	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0075-0135

SCRCOG # 2022_A12_1

Municipality Madison

AQ Code X6

Proposed

Project Name REPLACE BR 04852 o/ HAMMONASSET RIVER

Description Project for the replacement of bridge #4852 which carries County Rd over the Hammonasset River in Madison

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>
STPNH	CON AC-Entry			0			
	Federal			2,000			
	Local			500			
TIP Funds	\$2,500	0	0	2,500	0	0	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

State Project #0075-0136

SCRCOG # 2022_A12_2

Municipality Madison

AQ Code X6

Proposed

Project Name REPLACE BR 04857 o/ CAMP LAURELWOOD BROOK

Description Project for the replacement of bridge #4857 which carries Heatherwood Rd over the Camp Laurelwood Brook in Madison

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>
STPNH	CON AC-Entry			0			
	Federal			1,500			
	Local			375			
TIP Funds	\$1,875	0	0	1,875	0	0	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0079-0248

SCRCOG # 2022_A12_7

Municipality Meriden

AQ Code X6

Proposed

Project Name 3D Model for Digital As-Builts

Description This project provides funds to use 3D Model for various innovative Engineering, Construction, and Asset Management processes (Digital As-Builts).

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>
RTAP	OTH	Federal		85			
		State		21			
TIP Funds	\$106		0	0	106	0	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

State Project #0083-0268

SCRCOG # 2022_A12_5

Municipality Milford

AQ Code X6

Proposed

Project Name REHAB BR 06798 (CULVERT) o/ STUBBY PLAIN BROOK

Description Project for the rehab/relining of the culvert #06798 which carries I-95 over the Stubby Plain Brook in Milford

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>
STPNH	CON	Federal			1,260		
		State			140		
TIP Funds	\$1,400		0	0	0	1,400	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0100-0182

SCRCOG # 2021-A3-2

Municipality North Haven

AQ Code

Proposed

Project Name CT 15 Exit 62 NB Ramps Reconfiguration

Description 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.

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>
NHPP	PD	Federal	2,400				
		State	600				
	FD	Federal				1,540	
		State				385	
	ROW	Federal				40	
		State				10	
Total Cost	\$4,975	0	3,000	0	0	1,975	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>
NHPP	PD	Federal	2,400				
		State	600				
STPNH	FD	Federal				1,540	
		State				385	
	ROW	Federal				40	
		State				10	
TIP Funds	\$4,975	0	3,000	0	0	1,975	0

Amendment Notes

FY 21 TIP Amend 3 Adds a new project. FY21 TIP Amend 12 changes funding to STPNH

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0106-0108

SCRCOG # 1999-044

Municipality Orange

AQ Code CC

Proposed

Project Name US 1: Milford City Line to Rt 114 Widening

Description intersection improvements in Orange from Milford Town line to Rte 114. 8,200 ft. project includes exclusive turn lanes at major intersections

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>
NHPP	CON AC-Entry				0		
	Federal				8,000	8,000	
	State				2,000	2,000	
Total Cost	\$20,000	0	0	0	10,000	10,000	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>
NHPP	CON AC-Entry				0		
STPNH	Federal				12,000	4,000	
	State				3,000	1,000	
TIP Funds	\$20,000	0	0	0	15,000	5,000	0

Amendment Notes

CON moved from FY04 to post-FY05 by FY03 TIP Amend 2 due to financial constraint. FY07 TIP Amend 2 increases funds due to low bid. FY07 TIP Amend 7 delays project to coordinate schedule w/sister project and increases cost due to utility work. FY07 TIP Amend 17 moves entire schedule out 1 year and increases funding FY07 TIP Amend 24 Adds PE Phase to FFY09. FY07 TIP Amend 27 moves AC and FFY10 funds to FYI Project moved into FY10 TIP Con moved to FFY11. Project is included in the FY15 TIP for CON. FY15 TIP Amend 14 changes funding source and moves CON into FYI , Moved to FY21 TIP. FY21 TIP Amend changes fund source to STPNH

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 12

State Project #0148-0212

SCRCOG # 2022_A12_4

Municipality Wallingford

AQ Code X6

Proposed

Project Name REHAB BR 03225 o/ BROOK

Description Project for the work on bridge #03225 which carries Route 150 over an unnamed brook in Wallingford

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>
STPNH	CON AC-Entry			0			
	Federal			2,700			
	State			675			
TIP Funds	\$3,375	0	0	3,375	0	0	0

Amendment Notes

FY21 TIP Amend 12 adds a new project

State Project #0148-0213

SCRCOG # 2022_A12_3

Municipality Wallingford

AQ Code X6

Proposed

Project Name NHS - REHAB BR 00793A o/ QUINNIPIAC RIVER

Description Project for the work on bridge #00763A which carries Route 15 over the Quinnipiac River in Wallingford

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>
STPNH	CON AC-Entry				0		
	Federal				200	5,000	
	State				50	1,250	
TIP Funds	\$6,500	0	0	0	250	6,250	0

Amendment Notes

FY21 TIP Amend 12 adds a new project



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

Resolution

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

- 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 Twelve
(Continued)***

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

The Program Amendment *Twelve* 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 **January 26, 2022**

Date January 26, 2022

By: _____
First Selectman Paula Cofrancesco, *Secretary*
South Central Regional Council of Governments



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

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
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Carl J. Amento, Executive Director

MEMORANDUM

To: Transportation Committee, Transportation Technical Committee

From: Stephen B. Dudley, P.E., Deputy Director, Transportation Director

Re: Amendment to FY22 and FY23 UPWP

Date: January 4, 2022

Changes in the consultant supported studies have required that the adopted UPWP be amended.

These are as follows:

1. At the request of the City of New Haven, the evaluation of structures and the Two Way Transit Study have been reprogrammed from one fiscal year to the other to meet their priorities.
2. The Fountain Street Study initiated in the previous UPWP was not completed due to Covid considerations and the City of New Haven is now wishes to complete the work so it must be added to this fiscal year.
3. This addition forces the congestion management study into the second fiscal year and reduces the amount programmed for the One-way Two-way study for the City of New Haven.
4. For FY 22, the other changes are a slight increase in the amount for the Milford Study and the addition of funds to the Pavement Management refresher training.

These changes will allow for the UPWP to meet the revised priorities of the City and conform to the adopted SCRCOG FY22 budget.



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

Resolution

Amending the approved Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program

Whereas: The Council approved the Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program on May 26, 2021; and

Whereas: Changes in the consultant planning studies priorities have resulted in adjusted programming; and

Whereas: The Council's Transportation Committee reviewed the amended *Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program* on January 12, 2022 and recommended that the Council of Governments adopt the amended work program.

Now, Therefore, Be It Resolved by the Council of Governments

That the amended *Fiscal Year 2022 and Fiscal Year 2023 Unified Planning Work Program* is hereby adopted.

Certificate

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 Council of Governments on January 26, 2022.

Date January 26, 2022

By: _____
First Selectman Paula Cofrancesco, *Secretary*
South Central Regional Council of Governments



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford
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Carl J. Amento, Executive Director

January 14, 2022

To: South Central Regional Council of Governments Members

From: *Nominating Committee*: First Selectman Beth Heller, First Selectman James Cosgrove
and Mayor Benjamin Blake

Subject: Nominating Committee Report for Calendar Year 2022 Officers and Committees

SCRCOG Board Officers

<i>Chair</i>	<u>First Selectman Matthew Hoey</u>
<i>Vice Chair</i>	<u>First Selectman James Zeoli</u>
<i>Secretary</i>	<u>First Selectman Paula Cofrancesco</u>
<i>Treasurer</i>	<u>First Selectman Peggy Lyons</u>

Executive Committee

<i>1. Chair</i>	<u>First Selectman Matthew Hoey</u>
<i>2. Vice Chair</i>	<u>First Selectman James Zeoli</u>
<i>3. Secretary</i>	<u>First Selectman Paula Cofrancesco</u>
<i>4. Treasurer</i>	<u>First Selectman Peggy Lyons</u>
<i>5. Immediate Past Chair</i>	<u>First Selectman Michael Freda</u>
<i>6. Member at Large</i>	<u>Mayor Benjamin Blake</u>
<i>7. Member at Large</i>	<u>Mayor William Dickinson</u>
<i>8. Member at Large</i>	<u>Mayor Justin Elicker</u>

Transportation Committee

<i>1. Chair</i>	<u>Mayor William Dickinson</u>
<i>2.</i>	<u>Mayor Benjamin Blake</u>
<i>3.</i>	<u>First Selectman James Cosgrove</u>
<i>4.</i>	<u>Mayor Justin Elicker</u>
<i>5.</i>	<u>First Selectman Michael Freda</u>
<i>6.</i>	<u>Mayor Lauren Garrett</u>
<i>7.</i>	<u>First Selectman Matthew Hoey</u>

Administrative & Personnel Subcommittee

<i>1. Chair</i>	<u>First Selectman Matthew Hoey</u>
<i>2.</i>	<u>First Selectman James Zeoli</u>
<i>3.</i>	<u>First Selectman Paula Cofrancesco</u>
<i>4.</i>	<u>First Selectman Peggy Lyons</u>



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
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Carl J. Amento, Executive Director

Resolution

***South Central Regional Council of Governments
SCRCOG Bank Signatories***

Whereas: On January 26, 2022 the South Central Regional Council of Governments elected new officers for calendar year 2022, and

Whereas: SCRCOG by-laws identify the Chair, Vice Chair, Secretary, Treasurer and Executive Director as signatories on all bank accounts for the South Central Regional Council of Governments.

Now, therefore be resolved by the South Central Regional Council of Governments:

Appoints Matthew Hoey, James Zeoli, Paula Cofrancesco, Peggy Lyons and Carl Amento as signatories on all SCRCOG bank accounts.

Certificate:

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 SCRCOG on January 26, 2022.

Date: January 26, 2022

By: _____
First Selectman Paula Cofrancesco, *Secretary*
South Central Regional Council of Governments



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

Resolution

South Central Regional Council of Governments

Authorizing Execution of Agreements with the Connecticut Department of Transportation

Resolved, that the Executive Director, Carl J. Amento, is hereby authorized to act on behalf of the South Central Regional Council of Governments in negotiating and executing all appropriate and necessary contractual instruments with the Connecticut Department of Transportation.

Such contracts are for the purpose of obtaining financial assistance to carry on a mutually agreed upon program of transportation planning in the South Central Connecticut Region in cooperation with the Connecticut Department of Transportation for the period of July 1, 2022 through June 30, 2023.

Certificate:

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 SCRCOG on: January 26, 2022

Date: January 26, 2022

By:

First Selectman Paula Cofrancesco, *Secretary*
South Central Regional Council of Governments

MEMORANDUM

FROM: Executive Director Carl Amento

TO: SCRCOG Board

RE: SCRCOG Fund Balance

DATE: January 19, 2022

During the discussion of SCRCOG's Annual Audit at the November Executive Committee meeting, mayors and first selectmen questioned the size of SCRCOG's fund balance. The Committee agreed to continue the discussion at a later date. This memo outlines factors that bolstered the fund's growth and details future options moving forward.

Contributing Factor to Fund Balance Increases

In recent years, the growth of SCRCOG's fund balance is largely attributable to underutilized municipal contributions. Each year, SCRCOG commits all municipal contributions within the annual operating budget. In a perfect scenario, this would leave no balance remaining on June 30th. However, circumstances do occur that result in a balance at the end of the fiscal year. Particularly, new projects beginning mid-year that cause shifts in staff labor allocations and the municipal match for uncompleted or partially completed transportation studies are significant factors that contribute to June 30th balances in the budget.

Cash Flow Needs – Present and Future

SCRCOG has no ability to raise operating funds on its own. SCRCOG leverages municipal contributions (match) against Federal & State grants to provide for its operating budget. However, most Federal and State grants are on a reimbursement basis. Sufficient cash flow is necessary to pay vendors and then wait for reimbursement. Cash flow is most severely impacted at the conclusion of the fiscal year, when large transportation consultant invoices come due with the conclusion of their work and the State closes down its CORE payment system.

Due to the underutilization of Transportation Planning funds over the past two fiscal years due to the pandemic, the total amount of "carry-over" funds in the FY 2024 and FY 2025 Unified Planning Work Program (UPWP) is expected to be \$1,014,907. A match of up to \$253,727 may be required in order for these federal funds to be utilized. Additionally, the Infrastructure Investment and Jobs Act has the potential to increase current-year federal Transportation Planning funds allocated to the Region by up to 40%, which will result in a need for additional match.

We are currently undertaking the required five-year update of the Regional Hazard Mitigation Plan and are awaiting the grant award from FEMA. If received, a local match of 25% will be required. We currently have \$10,827 included in the unassigned fund balance, consisting of leftover funds from contributions from the participating municipalities for the last five-year update. We anticipate that the match for the new update will be in the range of \$40,000 to \$60,000. Once we have the award, the match amount can be finalized. If the grant is not received, further discussions as to how this update can be funded must occur.

MEMORANDUM

Considerations

Currently, the fund balance serves as a cash reserves, a cushion to supplement funding or limited budgetary shortfalls. The fund balance is unassigned and the SCRCOG Board can utilize those funds for any purpose it sees fit. As of June 30, 2021, the fund balance is \$1,082,225.

To meet operational needs, SCRCOG Staff believes a \$542,790 reserve amount coupled with the \$108,108 deposited with New Haven Bank (1-year Certificate of Deposit) should be maintained at a minimum.

In order to avoid future dues increases and to maximize programming, SCRCOG Staff recommends designating \$300,000 of the unassigned fund balance for the match for our FY 2024 and FY 2025 UPWP and/or possible match for the five-year update of the Regional Hazard Mitigation Plan.

The following is a breakdown of the fund balance categories and allocations considering the above discussion:

Fund Balance 6-30-21	\$1,082,225
Regional Affordable Housing Plan as previously approved by the Board to be expended by 6/30/22	\$ 120,500
Current Reserve for Regional Hazard Mitigation Plan	\$ 10,827
Estimated Annual Amount needed for End of FY Expenses*	\$ 542,790
New Haven Bank CD – to remain	\$ 108,108
Maximum match needed for FY 24-FY25 UPWP Carryover Funds - \$253,727 Match for Potential Increased Funding in FY 24-FY 25 UPWP and/or Match for Regional Hazard Mitigation Plan Update - \$46,273	\$ 300,000**

* Includes payroll, operating expenses and consultant invoices paid during Connecticut CORE financial system closure.

** Amount suggested to be designated for future match



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Carl J. Amento, Executive Director

Resolution

South Central Regional Council of Governments

Authorization to Designate \$300,000 of Unassigned Fund Balance for the FY 2024 and FY 2025 Unified Planning Work Program and/or Regional Hazard Mitigation Plan Update

Whereas: Due to the underutilization of federal Transportation Planning funds during the Fiscal Years Ending June 30, 2020 and June 30, 2021, the total “carry-over” funds in the FY 2024 and FY 2025 Unified Planning Work Program (UPWP) is expected to be \$1,014,907; and

Whereas: A match of up to \$253,727 may be required in order for these federal Transportation Planning funds to be utilized; and

Whereas: Based on estimates, the Infrastructure Investment and Jobs Act has the potential to increase current-year federal Transportation Planning funds allocated to the Region by up to 40%, which will result in a need for additional match funds; and

Whereas: SCRCOG generally leverages municipal contributions (“dues”) to match the federal Transportation Planning funds; and

Whereas: An update to the Regional Hazard Mitigation Plan must be undertaken within the next eighteen months; and

Whereas: A 25% match will be required if the grant from FEMA is awarded; and

Whereas: SCRCOG currently has \$10,827 in reserves from the last update; and

Whereas: The current dues structure will likely not provide enough match to fully utilize the federal Transportation Planning funds that will be made available in the FY 2024 and FY 2025 UPWP and/or the full required match for the update of the Regional Hazard Mitigation Plan.

Now, therefore, be it resolved by the South Central Regional Council of Governments:

In order to avoid future dues increases and to maximize programming, SCRCOG designates \$300,000 of its unassigned fund balance for the FY 2024 and FY 2025 UPWP and/or possible match for the five-year update of the Regional Hazard Mitigation Plan.



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

Certificate:

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 SCRCOG on January 26, 2022.

Date January 26, 2022

By: _____
First Selectman Paula Cofrancesco, *Secretary*
South Central Regional Council of Governments



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

NEWSLETTER

Volume I, Issue 6

JANUARY 2022

Welcome to the SCRCOG monthly newsletter where you can find updates on our transportation planning, regional planning, and municipal services programs.

Please visit the [SCRCOG website](#) for more information on who we are, what we do, and opportunities for public participation.



AFFORDABLE HOUSING

RKG Associates have completed the community and housing analysis, including the affordability gap analysis for each participating municipality. A series of municipal meetings in early January have been completed in which RKG Associates shared the summary of the affordability gap analyses, the existing demographic/housing conditions, and future trends. Further individual municipal meetings will be scheduled in mid-February to discuss each the community's housing goals.

Data Analysis Meeting Presentation Slides – January 2022

ARPA

AMERICAN RESCUE PLAN ACT FORUM - 12/7/2021

SCRCOG hosted an American Rescue Plan Act (ARPA) Forum on December 7, 2021. This was a hybrid meeting with a over fifty participants. The Forum featured five panelists who were recommended to SCRCOG as exceptional presenters who had experience using ARPA funds and developing ARPA-compliant projects:

- First Selectman Jason Bowsza – Town of East Windsor
- Gary Conrad – Finance Director, Town of Westport
- Jared Schmitt – Chief Fiscal Officer, Town of Fairfield
- Lou Mangini – Senior Staff and Constituent Services Manager, Office of U.S. Congresswoman Rosa DeLauro (CT-03)
- Michael Muszynski – State and Federal Relations Manager, Connecticut Conference of Municipalities (CCM)

Click [here](#) to access the meeting recording, and please use the link below to access the resources and presentations from the meeting. Check out the [SCRCOG ARPA webpage](#) for other resources.

December 2021 SCRCOG ARPA Forum Presentations and Resources

Treasury Department's Final Rule - Published on 1/6/2022



ENERGY CONSERVATION

New Executive Order: Governor Lamont's 12/15/21 Executive Order No 21-3, which directs Connecticut executive branch state agencies to take actions to reduce carbon emissions and prepare for the effects of climate change, included a Clean Transportation Section (Sections 7 & 8).

- Section 7 instructs CTDOT to cease purchasing or providing state funding to third parties for the purchase of diesel buses by the end of 2023. Additionally, CTDOT will create an implementation plan which identifies any barriers to fully electrifying bus fleets.
- Section 8 instructs CTDOT to set a vehicle miles traveled reduction target by 2030 and develop a plan of investments to contribute to and encourage the achievement of such targeted reductions.

LiveGreen: LiveGreen expects to publish a EV Zoning Regulation Blueprint by March 1st. This blueprint will feature a step-by-step guide to adopting EV regulations. Additionally, LiveGreen is planning an EV Zoning Regulations Program and an Electric Police Vehicle Adoption Program in 2022.



INFORMATION TECHNOLOGY / CYBERSECURITY

SCRCOG has entered into contract with Novus Insight, Inc. for the continuation of the Regional Information Technology and Cybersecurity Initiative in FY2022. This initiative will feature a continuation and expansion of the municipal employee cyber-awareness training program, working group meetings to discuss relevant cybersecurity issues and best

practices, and municipal vulnerability scans. More information will be made available to CEOs and IT Directors in the coming weeks.



PURCHASING

The second session of the 2021-2022 Municipal Procurement Training Series titled "DOL: New Prevailing Wage & Public Contract Compliance Laws" was held on December 9th with twelve participants. In this session, guest speaker [Matthew Ferri](#), Wage Enforcement Agent with the CT Department of Labor, reviewed recent changes to CT labor laws – which took effect on October 1, 2021 – specific to prevailing wages and the public contract compliance arena. [Click here](#) to access the recording of this training session. Use the link below to access the flyer and schedule for the entire training series.

[2021-22 Municipal Procurement Training Series Flyer and Schedule](#)

[2021 Public Acts Impacting DOL - Wage and Workplace Standards Division](#)



REGIONAL PLANNING COMMISSION (RPC)

[November 2021 RPC Meeting Agenda](#)

[November 2021 Action Table](#)

[January 2022 RPC Meeting Agenda](#)

[January 2022 Action Table](#)



REGIONAL RECREATIONAL TRAILS PROGRAM

SCRCOG has continued making edits/updates to the regional trail maps. New England Geosystems has created a new template for the mapping component within the ArcGIS Pro environment and the trail maps have been upgraded to Georeferenced PDFs.

SCRCOG has collaborated with UCONN CT Trail Programs/CT Trail Finder to provide the relevant trail data in the South Central Region. A meeting has been scheduled for January

31st via [Zoom](#) to provide the municipalities an opportunity to learn about the updated resources in the Recreational Trails Program, and UCONN's CT Trail Finder Initiative.



SOLID WASTE, RECYCLING, & FOOD WASTE DIVERSION

SMM Phase 2: SCRCOG municipalities that submitted letters of interest to CT DEEP for the SMM UBP/Food Waste Diversion grant have been approved by DEEP to move on to Stage 2 of the grant application. More information on next steps will be announced soon.

Deconstruction Promotion: CT Commission for Educational Technology (CET) received funding from the Lee Sawyer Grant to raise awareness about deconstruction vs demolition, primarily for residential renovations. A webinar for contractors is being planned this spring.

West Haven Compost Site December Open House and Site Visit: Atlas Organics presented and demonstrated the success of their aerated static pile (ASP) at West Haven's compost site on December 14, 2021. The open house served as an educational and networking opportunity for all who attended.

Meriden UBP/Food Waste Diversion Pilot: At the end of January, Meriden High School's Sustainability Team will be distributing bags to the 1,000 homes participating in Meriden's UBP/Food Waste Diversion Pilot. The Pilot begins during the first week of February. Trash and Food Waste bags will be sorted at HQ Dumpsters and Recycling in Southington. The separated food scraps will be transported to an anaerobic digester, Quantum BioPower in Southington. [Click here](#) to view NBC Connecticut's news segment on Meriden's Pilot Program.

CCSMM: The next statewide meeting of the CT Coalition for Sustainable Materials Management (CCSMM) will be held virtually on Monday, February 4th at 1pm.



TRANSPORTATION PLANNING

Statewide Freight Plan: SCRCOG staff compiled GIS data on the region's major freight generators to assist CTDOT on the Statewide Freight Plan.

Unified Planning Work Program (UPWP): CTDOT is currently reviewing the scopes for five UPWP projects in the region: Hamden Farmington Canal Crossings Study, West Haven Bicycle Pedestrian Plan, Meriden CT Loop Trail Connection Study, Wallingford Northrup Road Study, and Milford Road Connection Feasibility Study. These projects are scheduled to conclude by the end of Fiscal Year 2022.

SCRCOG Tour of Tweed New Haven Airport: On Wednesday, December 15, the region's mayors and first selectmen, economic development officials, and SCRCOG staff attended a tour of the recently-expanded Tweed New Haven Airport. The tour was hosted by Tweed

Executive Director, Sean Scanlon, who gave an update on the expansion and discussed the new direct flights to Florida.



UPCOMING MEETINGS & EVENTS

Boilerplate Workshop - Municipal Procurement Training Series

Date and Time: Thursday, January 27, 2022 from 10:00 AM to 2:00 PM

Meeting Type: In-Person at the SCRCOG Office / [Click Here to Register](#)

Recreational Trails Meeting

Date and Time: Monday, January 31, 2022 from 1:00 PM to 2:00 PM

Meeting Type: Virtual - [Click Here to Join the Zoom Meeting](#)

Transportation Committee Meeting

Date and Time: Wednesday, February 9, 2022 from 12:00 PM to 1:00 PM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

Using a Purchasing Consortium: How, When, and Why -

Municipal Procurement Training Series

Date and Time: Thursday, February 10, 2022 from 10:00 AM to 11:15 AM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Register](#)

Regional Planning Commission Meeting

Date and Time: Thursday, February 10, 2022 from 5:15 PM to 6:15 PM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

Executive Committee Meeting

Date and Time: Wednesday, February 23, 2022 from 9:00 AM to 10:00 AM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

SCRCOG Board Meeting

Date and Time: Wednesday, February 23, 2022 from 10:00 AM to 11:30 AM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)





January 19, 2022

Dear Chief Elected Officials of SCRCOG,

As we kick off the new year, community outreach is underway for the 2022 CEDS Annual Update, as well as the 2023-2028 5-year Comprehensive Economic Development Strategy. The presentation focuses on the progress made toward the goals and objectives set in 2018. We welcome suggestions for new subcommittee members for the 5-year update.

We have scheduled meetings with most municipalities for a CEDS update. We will finalize meetings with the remaining towns shortly.

Bethany: TBA
Branford: January 19
East Haven: February 9
Guilford: February 1
Hamden: TBA
Madison: February 10
Meriden: TBA
Milford: January 26

New Haven: January 12
North Branford: January 25
North Haven: January 27
Orange: January 13
Wallingford: January 31
West Haven: TBA
Woodbridge: January 20

Earlier this month, we, in collaboration with the City of New Haven Department of Arts, Culture and Tourism, hosted a meet and greet with the new state Office of Tourism Director, Noelle Stevenson. As this sector has been profoundly impacted by the pandemic, we wanted to provide our stakeholders the opportunity to share information with Ms. Stevenson and hear what her plans are for the future. In addition, arts organizations located in the REX region received over \$2 million in CT Cultural Fund Operating Support Grant Awards. Finally, we attended the ISHA (International Society of Hotel Associations) Winter Conference in Scottsdale to collaborate with our peers on programs to assist the lodging industry.

If you are still interested in applying, the CEDAS Best Practices in Economic Development & Land Use Planning deadline has been extended to February 11, 2022. If you need assistance, please let us know.

Graphs of regional unemployment claims are attached. If you would like the spreadsheet by town, please let us know.

Sincerely,

Ginny Kozlowski
Executive Director

REX

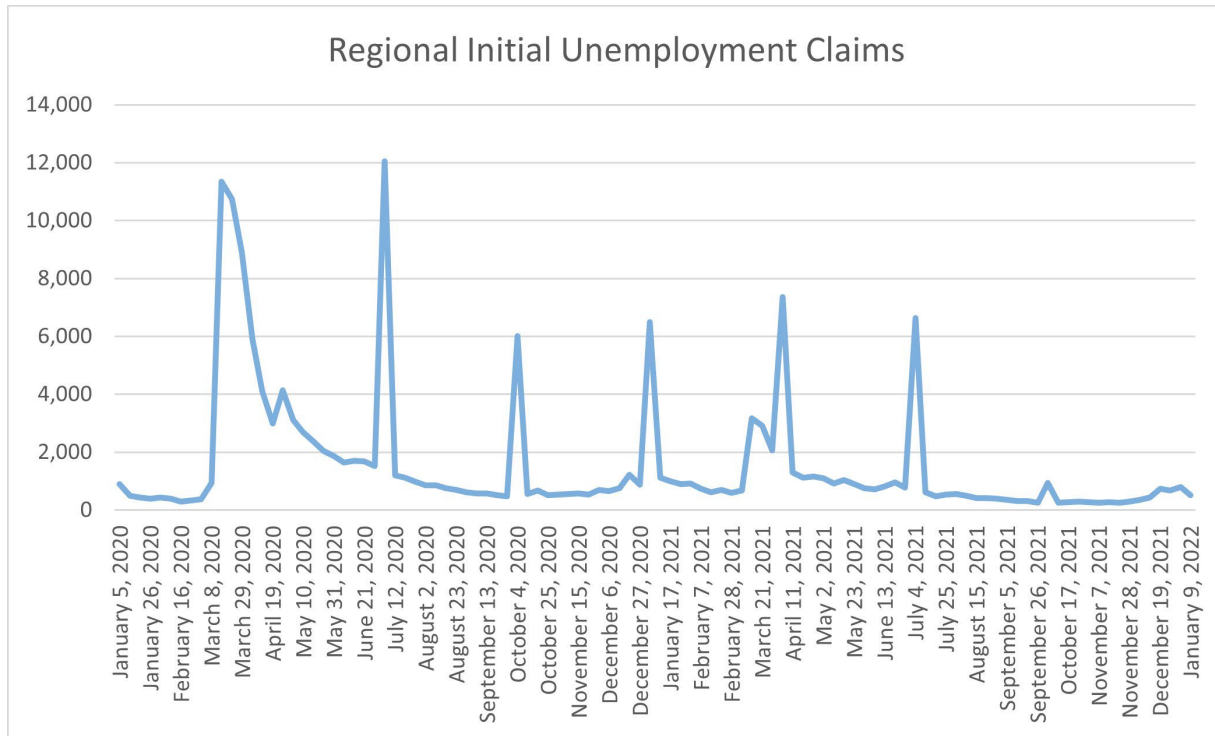
DEVELOPMENT

Regional Initial Unemployment Claims – Updated January 18, 2022

Dept. of Labor Office of Research

Claims after December 19, 2021 are incomplete.

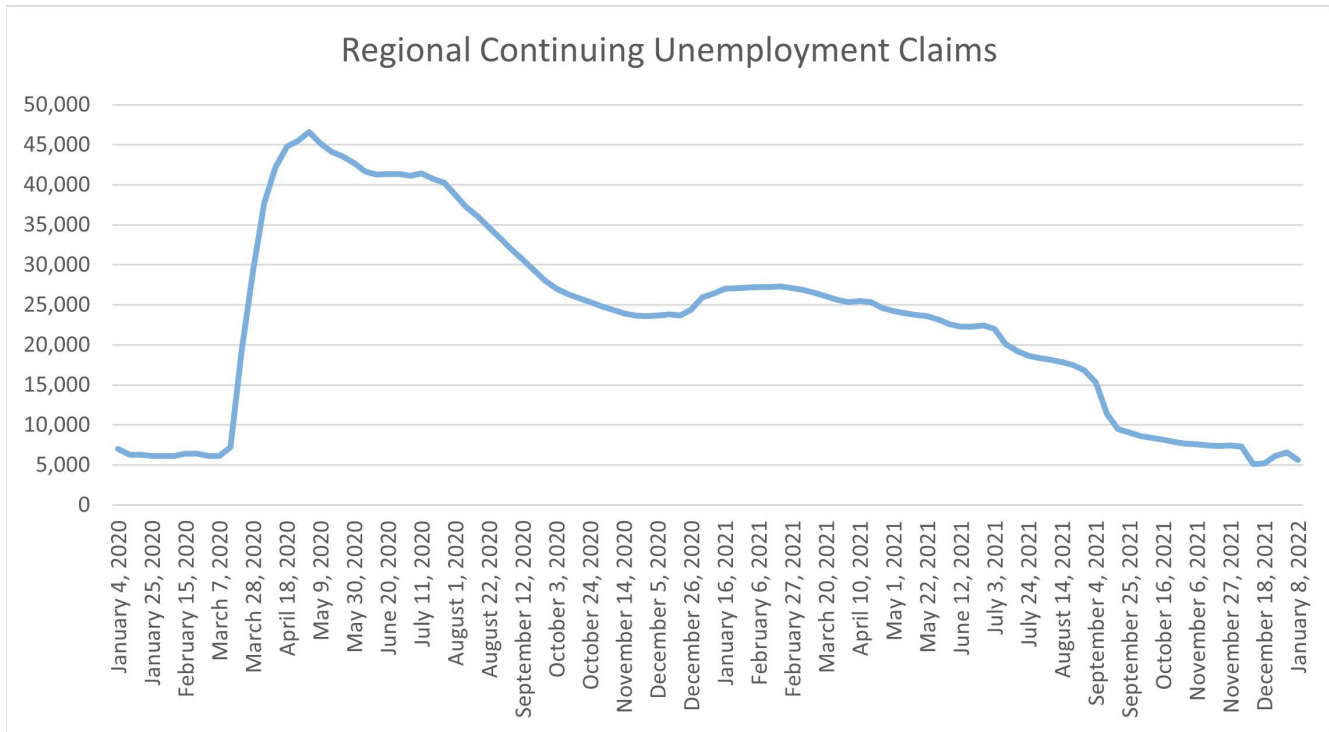
Note: The spikes, January 3, 2021 & April 4, 2021, July 4, 2021 and October 3, 2021, are due to the QRS (Quarterly Record Search)



REX

DEVELOPMENT

Regional Continuing Claims – Updated January 18, 2022
 Dept. of Labor Office of Research
 Claims after December 25, 2021 are incomplete.



**SOUTH CENTRAL CONNECTICUT
Regional Planning Commission**

November 2021 RPC Action Table

Ref. #	Received	Description	Adjacent RPC Towns	Abridged RPC Action
2.1	10/21/2021	City of West Haven: Proposed Zoning Regulation Amendments pertaining to the Neighborhood Business District and Parking Requirements	Milford, Orange, New Haven	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.2	11/1/2021	Town of Hamden: Proposed Zoning Regulation Amendments pertaining to Manufacturing Zone	Bethany, New Haven, North Haven, Wallingford, Woodbridge	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.3	11/8/2021	Town of Beacon Falls: Proposed Zoning Regulation Amendments pertaining to Poultry and Livestock	Bethany	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

**SOUTH CENTRAL CONNECTICUT
Regional Planning Commission**

January 2022 RPC Action Table

Ref. #	Received	Description	Adjacent RPC Towns	Abridged RPC Action
2.1	12/27/2021	Town of Branford: Proposed Zoning Regulation Amendments to add Section 6.16 – Alternative Energy	East Haven, Guilford, North Branford	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.2	12/8/2021	City of West Haven: Proposed Zoning Regulation Amendments pertaining to Cottage Food Operation, and Manufacturing of Beer	Milford, New Haven, Orange	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.3	12/30/2021	City of West Haven: Proposed Zoning Regulation Amendment pertaining to Section 44.4 – Distance Restrictions for Specific Uses	Milford, New Haven, Orange	By resolution, the RPC has determined that the proposed zoning regulation amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.4	12/16/2021	City of Meriden: Proposed Zoning Map Amendment to 850 Murdock Avenue (RDD to M-4)	Wallingford	By resolution, the RPC has determined that the proposed zoning map amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.5	12/22/2021	City of Derby: Proposed Zoning Regulation Amendments pertaining to Cannabis Establishments	Orange, Woodbridge	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

Election of Officers and Executive Committee

The Regional Planning Commission has elected the following members as Officers and Executive Committee Members.

Please note that the Officers also serve on the Executive Committee.

Chairman: Charles Andres
Vice Chairman: Kevin Curry
Secretary: Andrew Skolnick

Executive Committee:

Charles Andres
Kevin Curry
Andrew Skolnick
Tricia Mase
Robert Satti
Theresa Ranciato-Viele
Jeffrey Kohan

3.1

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

Fiscal Year 2022 and Fiscal Year 2023

July 2021 - June 2022

July 2022 - June 2023

Adopted 5-26-21 Proposed amendment to Transportation Committee 1-12-22



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Website: www.scrkog.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

Work Program Highlights - FY 2022

Program Element/Study	Description	Consultant Support
Region-wide Pavement Management System Refresher Training	Provide refresher training in utilization of pavement management programs previously provided to member municipalities needed due to numerous staff changes	****\$23,500
Town of Woodbridge Business Connectivity Study	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.	***\$50,000
City of New Haven	Continuation and Conclusion of Fountain Street Study	***\$50,000
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	\$87,000
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.	\$50,000
GIS Viewer Maintenance and Hosting	Provide annual services to maintain GIS system	***\$25,000

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	\$67,000
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

**** Utilizes \$12,500 FY19 Carryover federal funds

******Work Program Highlights - FY 2023**

Program Element/Study	Description	Consultant Support
Congestion Management Process	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	\$65,000
City of New Haven One Way Two Way Conversion Study	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.	\$107,000
Town of Hamden Complete Streets Route 10 Study	Existing conditions evaluation and recommendations for implementation of complete streets improvements on Route 10	\$55,000
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.	***\$50,000
Travel and Tourism Enhancement	Utilize REX Development to further advance and promote travel and tourism in the region	*\$50,000

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	\$90,000
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 Affirmative Action Plan.* Review and revise Affirmative Action Plan (February 2022 and February 2023).
- *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 (LOTICIP) 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

Twelve 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 FY22 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.

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 – Continuation and conclusion of Fountain Street

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

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 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

Ten 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.

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 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

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.

** This project continued from FY22.

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.

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

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA & FTA</i>	1,022,354	127,794	127,794	1,277,942
<i>FY 2019 Carryover</i>	150,000	18,750	18,750	187,500
<i>Total</i>	1,172,354	146,544	146,544	1,465,442

Table 2

Fiscal Year 2022 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	61,191	7,649	7,649	76,489
<i>Transportation Planning Activities</i>	305,423	38,178	38,178	381,779
<i>Data Collection / Analysis</i>	14,679	1,835	1,835	18,349
<i>Planning Projects</i>	678,258	84,782	84,782	847,822
<i>Public Participation</i>	112,805	14,101	14,101	141,007
<i>Total</i>	1,172,354	146,544	146,544	1,465,442

Table 3

Fiscal Year 2022 - Direct Salaries by Task - Hours & Cost (Hourly Rate) ¹

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Planners</i>		<i>Field</i>		<i>Total</i>	
	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>
<i>Management of the Planning Process</i>	300	21,538	100	5,754	100	4,869	0	0	500	32,161
<i>Transportation Planning Activities</i>	345	24,768	250	14,388	3,600	120,134	0	0	4,195	159,290
<i>Data Collection / Analysis</i>	0	0	0	0	150	6,132	50	900	200	7,032
<i>Planning Projects</i>	100	7,179	1,050	60,431	300	10,628	0	0	1,450	78,239
<i>Public Participation</i>	55	3,949	100	5,755	1,100	48,844	0	0	1,255	58,548
Total	800	57,434	1,500	86,329	5,250	190,608	50	900	7,600	335,271

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 ¹

	<i>Labor Costs by Task</i>				
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Field</i>	<i>Total</i>
<i>Management of the Planning Process</i>	50,989	13,623	11,528	0	76,139
<i>Transportation Planning Activities</i>	58,637	34,063	284,404	0	377,104
<i>Data Collection / Analysis</i>	0	0	14,518	2,131	16,648
<i>Planning Projects</i>	16,996	143,064	25,161	0	185,222
<i>Public Participation</i>	9,348	13,625	115,633	0	138,607
Total	135,969	204,375	451,244	2,131	793,720

1. Estimated overhead rate @ 1.3674

Table 5

Fiscal Year 2022 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Print & Repro	Travel	Data Proc	Consult	Misc ¹	
Management of the Planning Process	0	100	0	0	250	350
Transportation Planning Activities	775	2,300	0	0	1,600	4,675
Data Collection / Analysis	0	200	1,500	0	0	1,700
Planning Projects	0	200	0	660,500	1,900	662,600
Public Participation	500	100	0	0	1,800	2,400
Total	1,275	2,900	1,500	660,500	5,550	671,725

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

Table 6

Fiscal Year 2022 - Planning Projects with Consultant Assistance

<i>FY 22 Funds</i>	<i>Cost</i>	<i>FY 19 Carryover Funds</i>	<i>Cost</i>
<i>Region-wide Pavement Management System Training</i>	11,000	<i>Woodbridge Business Connectivity Study</i>	50,000
<i>West Haven Bicycle-Pedestrian Plan</i>	50,000	<i>New Haven Continuation of Fountain St. Study</i>	50,000
<i>New Haven Conditional Eval. of Existing Structures</i>	87,000	<i>Travel and Tourism Enhancement</i>	50,000
<i>Wallingford Northrup Road Study</i>	80,000	<i>GIS Viewer Maintenance and Hosting</i>	25,000
<i>Hamden Canal Trail Crossings Evaluations</i>	70,000	<i>Region-wide Pavement Management System Trai</i>	12,500
<i>Milford Feasibility Study</i>	67,000		
<i>Meriden CT Loop Trail Connection Study</i>	108,000		
Total	473,000	Total	187,500

Table 7

Fiscal Year 2022 - Total UPWP Program Cost

	Cost
<i>SCRCOG Salaries</i>	335,271
<i>Overhead - Indirect Applied (1.3674)</i>	458,449
<i>Print & Reproductions</i>	1,275
<i>Travel</i>	2,900
<i>Data Processing</i>	1,500
<i>Consultants - FY 22 Funds</i>	473,000
<i>Consultants - FY 19 Carryover Funds</i>	187,500
<i>Miscellaneous</i>	5,550
Total	1,465,442

Table 8

Fiscal Year 2023 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA & FTA</i>	1,022,354	127,794	127,794	1,277,943
<i>FY 2019 Carryover</i>	140,000	17,500	17,500	175,000
<i>Total</i>	1,162,354	145,294	145,294	1,452,942

Table 9

Fiscal Year 2023 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	64,196	8,024	8,024	80,244
<i>Transportation Planning Activities</i>	321,148	40,144	40,143	401,435
<i>Data Collection / Analysis</i>	15,453	1,932	1,932	19,317
<i>Planning Projects</i>	643,062	80,383	80,383	803,828
<i>Public Participation</i>	118,493	14,812	14,812	148,117
<i>Total</i>	1,162,354	145,294	145,294	1,452,942

Table 10

Fiscal Year 2023 - Direct Salaries by Task - Hours & Cost (Hourly Rate) ¹

	Personnel Costs by Task									
	Ex. Dir.		Trans. Dir.		Planners		Field		Total	
	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost
Management of the Planning Process	307	22,591	102	6,017	102	5,090	0	0	511	33,698
Transportation Planning Activities	353	25,976	256	15,102	3,689	126,193	0	0	4,298	167,271
Data Collection / Analysis	0	0	0	0	153	6,411	51	941	204	7,352
Planning Projects	102	7,506	1,076	63,476	307	11,143	0	0	1,485	82,125
Public Participation	56	4,121	102	6,017	1,127	51,296	0	0	1,285	61,435
Total	818	60,194	1,536	90,612	5,378	200,134	51	941	7,783	351,881

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 ¹

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

1. Estimated overhead rate @ 1.3674

Table 12

Fiscal Year 2023 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Print & Repro	Travel	Data Proc	Consult	Misc ¹	
<i>Management of the Planning Process</i>	0	105	0	0	363	468
<i>Transportation Planning Activities</i>	831	2,415	0	0	2,192	5,438
<i>Data Collection / Analysis</i>	0	210	1,700	0	0	1,910
<i>Planning Projects</i>	0	210	0	607,000	2,195	609,405
<i>Public Participation</i>	525	105	0	0	2,046	2,676
Total	1,356	3,045	1,700	607,000	6,796	619,896

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

Table 13

Fiscal Year 2023 - Planning Projects with Consultant Assistance

FY 23 Funds		FY 19 Carryover Funds	
	Cost		Cost
<i>New Haven 1-Way 2-Way Conversion Study</i>	107,000	<i>Travel and Tourism Enhancement</i>	50,000
<i>New Haven Two-Way Transit Study</i>	90,000	<i>Hamden Dixwell Ave. and Whitney Ave. Interseci</i>	50,000
<i>Hamden Complete Streets Route 10 Study</i>	55,000	<i>Branford Walkability/Sidewalk Study</i>	75,000
<i>GIS Viewer Maintenance and Hosting</i>	25,000		
<i>Madison Bicycle-Ped. Safety Improvements Study</i>	40,000		
<i>New Haven Port Transp. and Freight Security Study</i>	50,000		
<i>Congestion Management Process</i>	65,000		
Total	432,000	Total	175,000

Table 14

Fiscal Year 2023 - Total UPWP Program Cost

	Cost
<i>SCRCOG Salaries</i>	351,881
<i>Overhead - Indirect Applied (1.3674)</i>	481,165
<i>Print & Reproductions</i>	1,356
<i>Travel</i>	3,045
<i>Data Processing</i>	1,700
<i>Consultants - FY 23 Funds</i>	432,000
<i>Consultants - FY 19 Carryover Funds</i>	175,000
<i>Miscellaneous</i>	6,796
Total	1,452,942

Table 15

Fiscal Year 2022 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 75.00
<i>Transportation Director</i>	\$ 60.00
<i>Planner</i>	\$ 50.00
<i>Field Personnel</i>	\$ 18.00

Table 16

Fiscal Year 2023 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 75.00
<i>Transportation Director</i>	\$ 60.00
<i>Planner</i>	\$ 55.00
<i>Field Personnel</i>	\$ 18.00

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.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

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

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

Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.

Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per “vehicle revenue miles.” by mode.
FTA C 5010.1E	Number of serious injuries per “vehicle revenue miles.” by mode.

Amendment

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

Effective Date

This Statement will be effective after it has been endorsed by 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.