



## 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

### **SCRCOG BOARD**

### **MEETING NOTICE & AGENDA**

**Wednesday, March 23, 2022 – 10:00 A.M.**

**Location: 127 Washington Avenue, 4<sup>th</sup> Floor West  
North Haven, CT 06473**

**NOTICE: This is a Hybrid meeting. All Board members or their proxies may attend in-person or remotely. Masks are optional but encouraged 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/86427772128>

Call-In Number: +1-929-205-6099

Meeting ID: 864 2777 2128

The agenda and attachments for this meeting are posted and are available on our website at [www.scrkog.org](http://www.scrkog.org)

1. Call to order – *First Selectman Matthew Hoey, Chair*
2. **Presentation: Regional Workforce Outlook**—*William Villano, President & CEO, Regional Workforce Alliance*
3. Adopt Minutes of February 23, 2022 Board Meeting –*First Selectman Paula Cofrancesco, Secretary* Pages 3-5
4. Treasurer's Report for the month ending 2/28/2022 – *First Selectman Peggy Lyons, Treasurer* Pages 6,7
5. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 8-12
  - a. Adopt Resolution to Approve FY 2021-2024 TIP Amendment Fourteen Pages 10,11
  - b. Adopt Resolution to Amend FY22 and FY23 Unified Planning Work Program(Attached) Page 12
6. Resolution Authorizing SCRCOG Executive Director to Accept Grant funds for the update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan. Page 13
7. Resolution Authorizing SCRCOG Executive Director to execute Agreement with Jamie Caplan Consulting LLC for the update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan. Page 14
8. FY 2021-22 SCRCOG Budget Revision #5 Pages 15-17
9. Congressional Reports- *Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Ellen Graham, Aide to U.S. Senator Richard Blumenthal; Jameson Foulke, Aide to U.S. Senator Christopher Murphy*
10. State Legislative Reports- *Michael Muszynski, CCM; Betsy Gara, COST*
11. SCRCOG Executive Director's Report—*Carl Amento, Executive Director, SCRCOG* Pages 18-21
12. REX Development Report—*Ginny Kozlowski, Executive Director, REX Development* Pages 22-24
13. DESPP/DEMHS Report—*Jacob Manke, Region 2 Coordinator*
14. Greater New Haven Transit District Report—*Mario Marrero, Executive Director, GNHTD*

15. CTRides Report—*Thalia Fuentes, Regional Commuter Program Manager, CTRides*
16. Regional Plan Commission March Action Table
17. Regional Cooperation/Other Business
18. Other Business
19. Adjournment

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The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.org). Please contact SCRCOG for 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.

*“Necesidades especiales: a las personas con discapacidad auditiva se les proveerá con medios auditivos y/o intérpretes de signos. Igualmente intérpretes para personas que hablan poco inglés, pero será preciso avisar con dos semanas de antelación. Se puede solicitar la agenda en otro idioma que no sea inglés comunicándose con SCRCOG”.*

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

[www.scrkog.org](http://www.scrkog.org) T (203) 234-7555 F (203) 234-9850 [camento@scrkog.org](mailto:camento@scrkog.org)



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Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**  
FROM: **First Selectman Paula Cofrancesco, *Secretary***  
DATE: **March 16, 2022**  
SUBJECT: **SCRCOG Meeting Minutes February 23, 2022**

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**Present:**

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

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Christopher Rappa, Rebecca Andreucci, Andy Cirioli, Lucy Marinelli.

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**Guests:** Ginny Kozlowski and Barbara Malmberg, *REX Development*; Jennifer Pacacha, *CT Department of Transportation*; Louis Mangini, *Office of U.S. Representative Rosa DeLauro*; Michael Muszynski, *CCM*; Betsy Gara, *COST*; Mario Marrero, *Greater New Haven Transit District*; Nan Birdwhistell, *Murtha Cullina Law Firm*; Laurie McElwee, *Kennedy Center*; Mark Zaretsky, *New Haven Register*; Lorena Venegas, *Member of the Public*.

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

**1. Call to order and Introductions**

Chairman Hoey called the meeting to order at 10:00 a.m. All present introduced themselves.

**2. Adoption of the January 26, 2022 SCRCOG Meeting Minutes**

Chairman Hoey presented the Minutes of the SCRCOG Meeting of January 26, 2022, which were included in the agenda packet at pages 2-5. First Selectman Cofrancesco made a motion to approve the adoption of the minutes. Mayor Blake seconded. All voted in favor.

**3. Treasurer's Report for month ending 1/31/22**

First Selectman Cofrancesco presented the Treasurer's Report on pages 6-7 of the agenda packet. The Balance Sheet shows that SCRCOG has total assets of \$1,388,000 with \$902,000 of that in cash and investments. There is also \$145,000 due from CTDOT, \$278,000 due from OPM, and \$1,000 due from CIRCA. Expenses for the month were in order. First Selectman Heller moved to adopt the report, and First Selectman Cofrancesco seconded. The vote was unanimous.

#### **4. Transportation Committee Report**

Stephen Dudley presented the Transportation Committee report on pages 8-29 of the agenda packet, with the Resolutions found on pages 12-13 and 28-29.

- First Selectman Cofrancesco made a motion to approve TIP Amendment Thirteen. First Selectman Heller seconded, and all voted in favor.
- First Selectman Cofrancesco made a motion to endorse the CTDOT Targets for Safety Performance Measures. First Selectman Freda seconded. Chairman Hoey noted that at the Transportation Committee meeting, New Haven voted to not accept the safety targets as they conflict with the City's Zero Fatality goal. The vote passed unanimously.

#### **5. Resolution re: Appointment of SCRCOG Representative to the Tweed New Haven Airport Authority Board**

Chairman Hoey stated that the region has two seats on the Tweed board: one filled by him, and the other by David White, whose term has recently ended. Chairman Hoey asked if there was a motion to reappoint Mr. White to his position on the board. First Selectman Heller made the motion, and First Selectman Cofrancesco seconded. All voted in favor.

Mayor Blake asked if the recent growth to Tweed airport is sustainable. Chairman Hoey responded yes, and there are additional destinations being planned. Michael Piscitelli added that the next step is to move the terminal, which will happen through funding from the public/private partnership and the Bipartisan Infrastructure Bill.

#### **6. Adoption of Affirmative Action Policy Resolution (annual renewal)**

Executive Director Amento presented the Affirmative Action Policy renewal on pages 31-33 of the agenda packet. Mayor Blake made a motion to approve, and First Selectman Freda seconded. All voted in favor.

#### **7. Approval of Annual SCRCOG Self-Certification**

Executive Director Amento presented the Annual SCRCOG Self-Certification on pages 34-35 of the agenda packet. Mayor Blake made a motion to approve, and First Selectman Cofrancesco seconded. All voted in favor.

#### **8. Congressional Reports**

Louis Mangini from Congresswoman DeLauro's office reported the Congresswoman's office is resubmitting the Long Island Sound authorization, the Woodbridge feasibility study, Guilford channel dredging, and West Haven sand dune project. They are looking for submissions for an Army Corps of Engineers study.

#### **9. Legislative Reports**

Michael Muszynski from CCM stated the legislative session will be short. They will be providing an updated copy of their ARPA Toolkit. The Governor's budget doesn't make many changes to municipal aid. The Governor has proposed two tax relief bills, including the lowering of the motor vehicle tax cap. The Labor Committee is reviewing the expansion of PTSD benefits. There are bills to expand workers' compensation to firefighters that contract cancer. The Public Health Committee is reviewing bills on well water testing and aid in dying for terminally ill patients. The Governor has proposed establishing an Advisory Committee on Opioids. Municipal representatives will be included on the committee, which will have more than just advisory authority. Other bills under consideration deal with masks within schools, the ECS formula, and police accreditation.

Betsy Gara from COST discussed the bill that would change assessment on motor vehicles. There are concerns over changing the taxable rate from average vehicle resale value to the manufacturers-suggested retail. The Planning and Development Committee is discussing authorizing towns to provide abatement to property owners with recreational trail access, creating an incentive for maintaining the access. A bill has been proposed to delay the reevaluation of property values for one year due to the spike in house prices. There have also been discussions over remote meetings and outdoor dining. Regarding solid waste management, a bill has been proposed on

extending producer responsibility on packaging and tires. Bills have also been proposed on climate resiliency and grid modernization. \$90 million of the Governor's budget is put aside for air quality in schools.

Mayor Blake stated that the inventory that car dealerships hold has never been taxed, and that doing so would greatly benefit municipalities with large car dealerships. First Selectman Zeoli raised concerns that the packaging bill may impact food products and grocery items. He discussed concerns over Orange's revaluation planned for this fall and whether recent sale price spikes will remain. He also noted how the motor vehicle tax decrease would negatively affect municipal budgets. Betsy Gara stated that there has been a lot of support on reworking the car tax, but the numbers as-proposed do not add up.

#### **10. SCRCOG Executive Director's Report**

Executive Director Amento reviewed the SCRCOG Newsletter found on pages 36-40 of the agenda packet. LiveGreen will be creating draft zoning regulations for EV charging. The IT municipal cybersecurity training program, which had been delayed due to the delay in state funding, is now moving forward with additional municipal employee training licenses becoming available. There will be upcoming meetings with individual towns pertaining to their Affordable Housing plans. Lastly, EDA/DECD grant funding for SCRCOG for Post-Pandemic Economic Recovery has continued to be delayed.

#### **11. REX Development Report**

Ginny Kozlowski from REX Development stated that six communities have submitted for CEDAS certification. REX has been meeting with every municipality for the CEDS update. The CEDS committees are drafting the report now.

#### **12. Greater New Haven Transit District Report**

Mario Marrero from the GNHTD reported that ridership was down. They have obtained 12 new busses that will be on the road by March. They have also partnered with Hartford Transit on an EV pilot, and will be receiving 4 electric busses.

#### **13. DEMHS Region 2 Report**

Jacob Manke was not in attendance.

#### **14. CT Rides Quarterly Report**

The CT Rides Quarterly Report was reviewed.

#### **15. Regional Cooperation/Other Business**

Stephen Dudley announced his retirement would be slightly delayed to minimize the time the position is vacant and provide assistance to the Personnel Committee as they work on the job duties and posting.

#### **16. Adjournment**

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Heller seconded. The meeting was adjourned at 10:55 am.

Respectfully submitted,

First Selectman Paula Cofrancesco, *Secretary*

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# Balance Sheet

South Central Regional Council of Governments

As of period 2/28/2022

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<b>Assets</b>
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**Cash and Investments**

Key Bank - Checking Account	519,706.31
State of CT - Short-Term Investment Fund	699,121.77
New Haven Bank	108,108.48

**Accounts Receivable**

CT Department of Transportation	82,757.96
Other State Grants (CIRCA)	(819.76)

**Other Assets**

Prepaid Expense (UConn MPA Intern)	10,153.95
Accrued Leave & Security Deposit	27,989.19
Furniture & Equipment	18,878.93

<b>Total Assets</b>	<b>1,465,896.83</b>
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<b>Liabilities</b>
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Deferred Revenue - Municipal	60,564.45
Deferred Revenue - OPM	100,218.46
Deferred Revenue - LOTCIP	203,127.85
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

<b>Total Liabilities</b>	<b>378,428.16</b>
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<b>Fund Balance</b>
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Fund Balance	782,225.38
Designated Fund Balance	300,000.00
Amount for Accrued Leave	16,326.27
Investment in Equipment	18,878.93
Change in Fund Balance	(29,961.91)

<b>Total Fund Balance</b>	<b>1,087,468.67</b>
<b>Total Liabilities and Fund Balance</b>	<b>1,465,896.83</b>

# Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 2/28/2022

	Current	Year-to-Date	Budget
<b>Resources</b>			
Municipal - Revenue	16,309.04	132,135.55	325,950.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	55,969.36	334,783.13	573,101.00
CTDOT - Transportation Planning	48,609.48	398,049.56	1,318,898.00
CTDOT - LOTCIP	482.73	3,371.19	211,465.00
CT DECD (EDA Grant)			358,006.00
CT SotS - Regional Election Monitor			3,690.00
CIRCA - Resilient CT Grant		4,485.20	19,000.00
Interest - Revenue	65.69	558.94	2,000.00
<b>Total Resources</b>	<b>121,436.30</b>	<b>873,383.57</b>	<b>2,822,937.00</b>

<b>Direct Expenses</b>			
Transportation Planning Consultants		21,510.00	660,500.00
Land-Use Planning Consultants		5,411.25	8,000.00
Other Consultants	40,034.60	187,146.05	429,700.00
Travel	157.37	387.53	7,800.00
Data Processing	1,500.00	3,900.00	4,000.00
Commercial Printing	361.59	361.59	500.00
Subscriptions and Books		888.00	3,675.00
Insurance and Professional Services		449.32	
Meeting Expenses and Advertising	884.89	4,712.72	16,200.00
Miscellaneous	113.50	144.83	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
<b>Total Direct Expenses</b>	<b>43,051.95</b>	<b>224,911.29</b>	<b>1,795,162.00</b>

<b>Direct Labor</b>			
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<b>Direct Labor - Employees</b>	<b>34,941.96</b>	<b>289,067.54</b>	<b>447,378.00</b>
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<b>Overhead</b>			
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Indirect Labor - Employees	11,452.04	115,815.86	173,434.00
Employee Benefits	19,660.50	163,714.41	227,463.00
Travel			100.00
Data Processing		10,765.83	13,600.00
Rent	9,385.57	74,594.16	112,300.00
Telephone and Internet	694.92	3,815.36	7,400.00
Office Supplies	218.40	1,303.86	3,725.00
Equipment Maintenance	899.02	7,592.66	17,500.00
Subscriptions and Books		161.60	425.00
Insurance and Professional Services	1,948.00	11,102.00	23,100.00
Meeting Expenses and Advertising		70.95	70.00
Miscellaneous	58.92	429.96	650.00

<b>Total Overhead</b>	<b>44,317.37</b>	<b>389,366.65</b>	<b>580,397.00</b>
<b>Total Operating Expenses</b>	<b>122,311.28</b>	<b>903,345.48</b>	<b>2,822,937.00</b>

**South Central Regional Council of Governments**  
**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
Amendment Number 14

<b>Project</b>	<b>0092-0687    2020-A26-1    Rehab Movable Br 00337 o/ Quinnipiac River</b>
<b>Changes</b>	Amendment 14 adds a new Project to the FY21 TIP
<b>Reason</b>	Project is for the rehabilitation of movable Bridge 00337 (Tomlinson Bridge) carrying U.S. Route 1 and P&W Railroad over the Quinnipiac River in New Haven. This movable bridge project will address Operational, Safety and Preventative Maintenance concerns. Operational issues regarding the electrical and mechanical systems will require the repair or upgrading of various systems. The elevator system will also be addressed for deficient operational issues. The gates and cameras to monitor the safety of pedestrians while trains are crossing the bridge will also be upgraded. The towers and the superstructure require painting and the concrete filled grid deck requires a new wearing surface and joints. This project is an Asset Management approach to reducing the life cycle cost by keeping the structure and mechanical/electrical operational systems in a State of Good Repair. The PE phase includes a PD/FD split.



South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 14

**State Project #0092-0687**

**SCRCOG # 2020-A26-1**

**Municipality** New Haven

**AQ Code**

Proposed

**Project Name** Rehab Movable Br 00337 o/ Quinnipiac River

**Description** Project for Rehabilitation of movable Bridge 00337 (Tomlinson Bridge) carrying U.S. Route 1 and P&W Railroad over the Quinnipiac River in New Haven.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
NHPP-BRX	FD	Federal		1,040			
		State		260			
<b>TIP Funds</b>	<b>\$1,300</b>		0	0	1,300	0	0

**Amendment Notes**

FY21 TIP Amend 14 Adds a new Project



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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment  
Fourteen***

- 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  
Fourteen (Continued)***

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **March 23, 2022**

Date March 23, 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
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 March 9, 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 March 23, 2022.

Date March 23, 2022

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



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Carl J. Amento, Executive Director

***Resolution authorizing the Executive Director to Negotiate and Execute an Agreement related to the \$173,250 FEMA FY20 Building Resilient Infrastructure and Communities Grant Award, for the Update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan***

***Whereas:*** On January 7, 2021, SCRCOG finalized and submitted its FEMA FY20 Building Resilient Infrastructure Grant Application to update the South Central Region Multi-Jurisdiction Hazard Mitigation Plan on behalf of all fifteen municipalities in the South Central Region that agreed to participate; and

***Whereas:*** The current South Central Region: Multi-Jurisdiction Hazard Mitigation Plan (HMP), which must be updated every 5 years to maintain continuous eligibility for FEMA, is set to expire in August 15, 2023; and

***Whereas:*** Based upon information provided by the CT Department of Emergency Services and Public Protection (DESPP), the South Central Regional Council of Governments anticipates a \$173,250 (\$132,000 federal share, \$41.250 local match) FEMA FY20 Building Resilient Infrastructure and Communities sub-award, administered by DESPP, for the South Central Region Multi-Jurisdiction Hazard Mitigation Plan Update; and

***Whereas:*** Contingent on receiving the sub-award from DESPP, SCRCOG will commence the HMP update process in early April to ensure there is sufficient time for the local review and adoption process.

***Now, Therefore, Be It Resolved by the South Central Regional Council of Governments that:***

The Executive Director is hereby authorized to negotiate and execute the grant award agreement with the CT Department of Emergency Services and Public Protection for the update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan.

***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 South Central Regional Council of Governments on **March 23, 2022**.

Date: **March 23, 2022**

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



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Carl J. Amento, Executive Director

***Resolution Re:***

***Authorization for the Executive Director to Negotiate and Sign a Consultant Agreement with Jamie Caplan Consulting LLC regarding the South Central Region Multi-Jurisdiction Hazard Mitigation Plan Update***

***Whereas:*** The current South Central Region: Multi-Jurisdiction Hazard Mitigation Plan (HMP), which must be updated every 5 years to maintain continuous eligibility for FEMA is set to expire in August 2023; and

***Whereas:*** SCRCOG will be updating the HMP for all 15 member municipalities in the South Central Region, contingent on the FEMA FY20 Building Resilient Infrastructure and Communities Grant Award; and

***Whereas:*** Requests for proposals (RFP) were solicited from interested consultants for undertaking the South Central Region: Multi-Jurisdiction Hazard Mitigation Plan Update, which must be completed by March 2023 to allow for the appropriate amount of time for the local review and adoption process; and

***Whereas:*** One proposal was received from Jamie Caplan (Jamie Caplan Consulting, LLC), with David Murphy (Resilient Land and Water, LLC), Darrin Punchard (Punchard Consulting, LLC) and Scott Choquette (Dewberry) listed as sub-consultants; and

***Whereas:*** After the proposal was distributed to the Regional HMP Advisory Committee for review and feedback, Jamie Caplan Consulting, LLC was selected as the Consultant for the project.

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

The Executive Director is authorized to negotiate and sign a consulting services agreement with Jamie Caplan Consulting, LLC for the South Central Region: Multi-Jurisdiction Hazard Mitigation Plan Update.

***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 **March 23, 2022**.

***Date:*** March 23, 2022

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

## ***FY 2021-22 Budget Revision # 5***

*This budget revision brings all revenue associated with the FEMA Grant into the current budget. It is anticipated that \$32,000 will be spent by June 30, 2022. The remainder is shown as “Reserved” in the Expenses section and will be programmed in the FY 2022-23 budget.*

### **Revenue**

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Budget Revision #5 adds a total of \$162,423 to the adopted FY 2021-22 budget for the update of the Regional Hazard Mitigation Plan, broken down as follows.

- \$132,000 of FEMA Building Resilient Infrastructure and Communities (BRIC) Grant Funds
- \$30,423 from the Designated Fund Balance for the remaining required local match
  - The total local match is \$41,250. For the last update of the Regional Hazard Mitigation Plan, a special assessment was levied on the participating municipalities. \$10,827 remains in that account (already in the FY 2021-22 budget), which leaves \$30,423 of local match to be funded.

### **Expenses**

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Budget Revision #5 includes the following changes.

- Other Consultants increases by \$32,000.
  - These funds are for consultant-supported work related to the Regional Hazard Mitigation Plan.
- Hazard Mitigation Plan - Reserved increases by \$130,423.
  - These funds will be programmed in Fiscal Year 2022-23.

Actual line item revisions are on the following page, followed by a resolution authorizing Budget Revision #5.

**FY 2021-22 Budget Revision # 5**

<i>Revenue</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
<b>Municipal Contribution</b>			
Municipal Contribution - Dues	192,700		192,700
Municipal Contribution - Special Projects	10,827		10,827
Fund Balance	133,250		133,250
Designated Fund Balance*	0	30,423	30,423
<b>Transportation Planning</b>			
U.S. DOT - FY 2021-22	1,022,354		1,022,354
U.S. DOT - Carryover	150,000		150,000
CTDOT - FY 2021-22	127,794		127,794
CTDOT - Carryover	18,750		18,750
CTDOT - LOTCIP	211,465		211,465
<b>Regional Planning</b>			
CT OPM - Regional Services Grant (RSG)	573,101		573,101
CT Secretary of the State - Regional Election Monitor	3,691		3,691
CT DECD (EDA Grant) - CARES Act Funds	341,226		341,226
CT DECD (EDA Grant) - 4CT Funds	16,780		16,780
CIRCA - ResilientCT Grant	19,000		19,000
Federal Emergency Management Agency	0	132,000	132,000
<b>Investment Income</b>	2,000		2,000
<b>TOTAL</b>	<b>2,822,937</b>	<b>162,423</b>	<b>2,985,360</b>

\*as created by SCRCOG Board Resolution on January 26, 2022

<i>Expenses</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
Salaries	620,812		620,812
Benefits	227,463		227,463
Travel	7,900		7,900
Computer Supplies & Software	17,600		17,600
Rent	112,300		112,300
General Office Expenses	74,407		74,407
Transportation Consultants	660,500		660,500
Other Consultants	437,700	32,000	469,700
Contingency	-		-
Transportation - Reserved	189,487		189,487
LOTICIP - Reserved	199,249		199,249
CT DECD (EDA Grant) - Reserved	264,694		264,694
Hazard Mitigation - Reserved	10,827	130,423	141,250
<b>Total</b>	<b>2,822,937</b>	<b>162,423</b>	<b>2,985,360</b>





**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***

**South Central Regional Council of Governments**

**Fiscal Year 2021-22 - Budget Revision # 5**

- Whereas: The South Central Regional Council of Governments adopted an operating budget for FY 2021-22 on May 26, 2021; and
- Whereas: The SCRCOG Board approved Budget Revision #1 on June 23, 2021; and
- Whereas: The SCRCOG Board approved Budget Revision #2 on July 28, 2021; and
- Whereas: The SCRCOG Board approved Budget Revision #3 on September 22, 2021; and
- Whereas: The SCRCOG Board approved Budget Revision #4 on December 16, 2021; and
- Whereas: The SCRCOG Board, at its January 26, 2022 meeting, approved the reservation of \$300,000 of fund balance as Designated Fund Balance for future transportation and/or hazard mitigation match; and
- Whereas: The SCRCOG Board accepted a \$132,000 FEMA Building Resilient Infrastructure and Communities (BRIC) Grant, for the update of the Regional Hazard Mitigation Plan, on March 23, 2022; and
- Whereas: The required local match for the FEMA BRIC Grant is \$41,250, of which \$30,423 will be drawn from the Designated Fund Balance and \$10,827 will be funded by the remaining balance from the special assessment that was previously levied on the participating municipalities (already in the FY 2021-22 budget).

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

That Fiscal Year 2021-22 Budget Revision # 5, which adds \$132,000 of FEMA BRIC Grant funds and \$30,423 from the Designated Fund Balance to the SCRCOG Budget, is 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 South Central Regional Council of Governments on March 23, 2022.

Date: March 23, 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 8

## MARCH 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

SCRCOG along with its consultant team has concluded the Housing Goals meeting with each of the 13 participating municipalities. The purpose of the meetings was to gain a better understanding of each community's housing needs and to begin defining the housing goals for the state-required Municipal Affordable Housing Plans (AHPs). In addition, the meetings provided an opportunity to begin the conversation on the locational analysis component of the municipal AHPs.

RKG Associates prepared a comprehensive Housing Strategy document to help each community select potential strategies that align with the community's housing goals, and address the identified housing needs. Municipal representatives were asked to distribute the documents within their respective communities. The goals and strategies will be refined based on the feedback received by SCRCOG, and the consultant team. Three AHP Strategy Meetings based on municipal groupings have been scheduled during the week of March 21st.



### ENERGY CONSERVATION

SCRCOG is planning actions to earn SolSmart Gold Designation (currently designated Silver), including encouraging SCRCOG municipalities to achieve at least Bronze

Designation. This month, meetings were held with several of SCRCOG's municipalities to discuss steps needed to earn Bronze Designation. Many of SCRCOG's municipalities have already earned 30 points toward designation by attending SolSmart webinars hosted by SCRCOG.



## INFORMATION TECHNOLOGY / CYBERSECURITY

SCRCOG's cybersecurity consultant, Novus Insight Inc., has renewed the interactive cybersecurity employee training program for six municipalities. A total of 900 municipal employees throughout the region are participating in this program. SCRCOG and Novus are working to on-board other municipalities that are interested in the program – an additional 1,100 employee training licenses are available for municipalities to utilize. Please contact [Andy Cirioli](#) with any questions or expressions of interest regarding participation in the program.



## MUNICIPAL GRANTS

**Program Update:** SCRCOG Grant consultants, Juliet Burdelski and Renata Bertotti, reviewed and compiled the SCRCOG Grants Initiative Survey responses and contacted each respondent to schedule a follow-up meeting to assess and hone in on the region's municipal grant needs. Municipalities expressed a clear need for technical assistance and possible grant-related trainings. SCRCOG's grant consultants are available to municipalities for technical assistance at no-cost to the municipalities. These services may include reviewing grant applications or conditions and offering counsel on a variety of aspects of the grants administration process. Additional information pertaining to grant-related trainings will be made available soon.

**Grant Opportunities:** SCRCOG's grant consultants identified two DECD brownfield grant program opportunities that may be relevant to municipalities. Please see those opportunities below.

DECD Brownfield Assessment - Applications Due on 4/22/2022

DECD Brownfield Areawide Revitalization Planning - Applications Due on 6/17/2022



## REGIONAL PLANNING COMMISSION (RPC)

March 2022 RPC Meeting Agenda



## SOLID WASTE, RECYCLING, & FOOD WASTE DIVERSION

**Online Backyard Composters, Rain Barrels, and Accessories Sale:** SCRCOG has arranged for a regional online sale of Backyard Composters, Rain Barrels, and Accessories through Brand Builders. This is the second year that SCRCOG has coordinated with municipalities on offering this opportunity to residents. Residents may purchase items online via the link below. Residents can pick-up their purchases on Saturday, April 23rd at one of three locations: Woodbridge from 10am-noon, Hamden from 1:30pm-3:30pm, or Guilford from 5pm-7pm.

[Backyard Compost Bin & Rain Barrel Sale - Website](#)

[Backyard Compost Bin & Rain Barrel Sale - Flyer](#)

**Meriden UBP/Food Waste Diversion Pilot:** The first co-collection of traditional solid waste and food waste pilot program in Connecticut began in February in Meriden. 1,000 homes are participating in the pilot, and Meriden High School's Sustainability Team distributed food waste bags and educational materials to those homes. Homes that are not participating yet have been encouraged to join the pilot and have been given educational material as well. After traditional solid waste and food waste is collected at curb-side, the bags are sorted at HQ Dumpsters and Recycling in Southington. Food scraps are separated and transported to the anaerobic digester at Quantum BioPower in Southington for processing.



## TRANSPORTATION PLANNING

**COG Coordination Meeting:** SCRCOG staff attended the monthly COG Coordination Meeting with DOT where presentations were given on environmental justice, access to voting, electric vehicle infrastructure, and the eSTIP.

**Unified Planning Work Program (UPWP):** SCRCOG hosted kick-off meetings for the Meriden CT Loop Trail Connection Study and the Wallingford Northrup Road Study. Approval was received for the West Haven Bike Ped Study. The RFQ for consultant services for the FY23 UPWP studies has been released.



## UPCOMING MEETINGS & EVENTS

### **AIA Documents - Municipal Procurement Training Series**

Date and Time: Thursday, March 17, 2022 from 10:00 AM to 11:15 AM

Meeting Type: Remote - [Click Here to Register for Zoom Meeting](#)

### **Transportation Committee Meeting**

Date and Time: Wednesday, April 13, 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](#)

### **Regional Planning Commission Meeting**

Date and Time: Thursday, April 14, 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](#)

### **Department of Justice: Bidding Fraud and Collusion - Municipal Procurement Training Series**

Date and Time: Thursday, April 14, 2022 from 10:00 AM to 11:15 AM

Meeting Type: Remote - [Click Here to Register for Zoom Meeting](#)

### **Solid Waste and Recycling Working Group Meeting**

Date and Time: Wednesday, April 20, 2022 from 1:00 PM to 3:00 PM

Meeting Type: Remote - [Click Here to Register for Zoom Meeting](#)

### **Composter and Rain Barrel Sale Pick-Up Date**

Date: Saturday, April 23, 2022

- Woodbridge – Library Lawn, 10 Newton Road – Saturday, 4/23, 10am-12pm
- Hamden – Hamden Middle School, 2623 Dixwell Avenue – Saturday, 4/23, 1:30pm-3:30pm
- Guilford – Parking lot behind Town Hall, 31 Park Street – Saturday, 4/23, 5pm-7pm

[Click Here for more Information](#)

### **Executive Committee Meeting**

Date and Time: Wednesday, April 27, 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, April 27, 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](#)



March 16, 2022

Dear Chief Elected Officials of SCRCOG,

Since our February update, REX has been exploring strategies to maximize the economic impact of the additional air service at Tweed New Haven Regional Airport. We are in discussions with the Bradenton CVB to determine potential industry collaboration and developing a complementary promotional calendar. REX and its partners are identifying economic development partnerships with the newly announced destinations and press junkets. We are reaching out this week to you, economic development partners, and chambers of commerce for feedback on the Avelo destinations announcements. The long-awaited destinations of Chicago and Baltimore/Washington are expected to have the most significant economic impact and we are eager to gather initial reaction from your constituents. After the flights are in service, we will be performing a more formal survey to gauge response.

In addition, we provided welcome bags for the Avelo Board of Directors meeting recently hosted in New Haven. The bags featured Connecticut made products including Foxon Park soda, PEZ, and Lucibello cookies, as well as other swag.

The CEDS (Comprehensive Economic Development Strategy) sub-committees will be submitting their 2022 annual update and performance report information for inclusion in a first draft of the document. In April, we will be presenting the update to you with a request for a formal vote in May.

We are currently in discussions with MTA (Metro-North) for potential advertising opportunities on both the New Haven line and the LIRR. We have just launched the Visit New Haven page on [visitorfun.com](http://visitorfun.com) and are working on a regional tourism video. We recognize that our hospitality industry has been severely impacted by the pandemic and we are capitalizing on the region's appeal during the summer months when we can expect a significant upturn in leisure travel. Like the rest of the nation, the timing of the return of business travel to the region is unclear.

We scheduled to resume our presence at tradeshow. We will be attending Bio 2022, International Manufacturing and Technology Show (ITMS), and the upcoming EPA meeting. As we get closer to the event date, we will be requesting information from the towns.

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

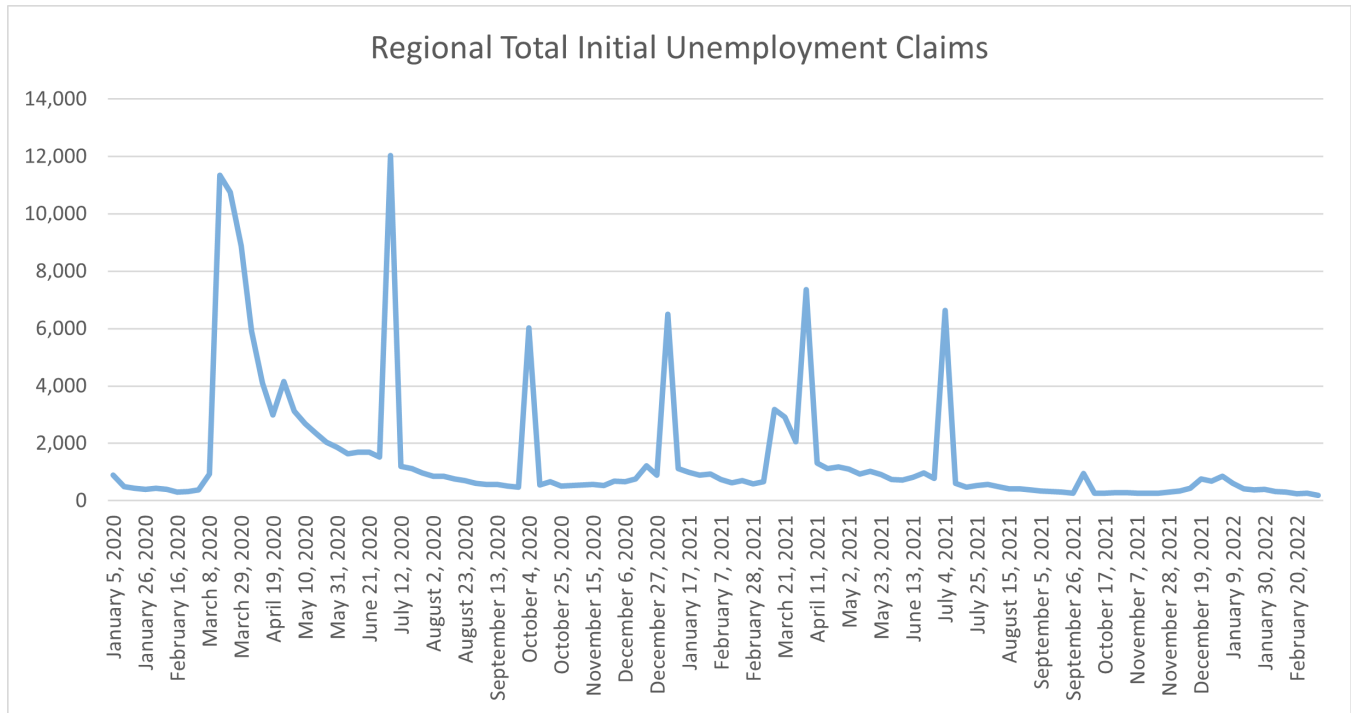
## DEVELOPMENT

Regional Initial Unemployment Claims – Updated March 16, 2022

Dept. of Labor Office of Research

Claims after February 20, 2022 are incomplete.

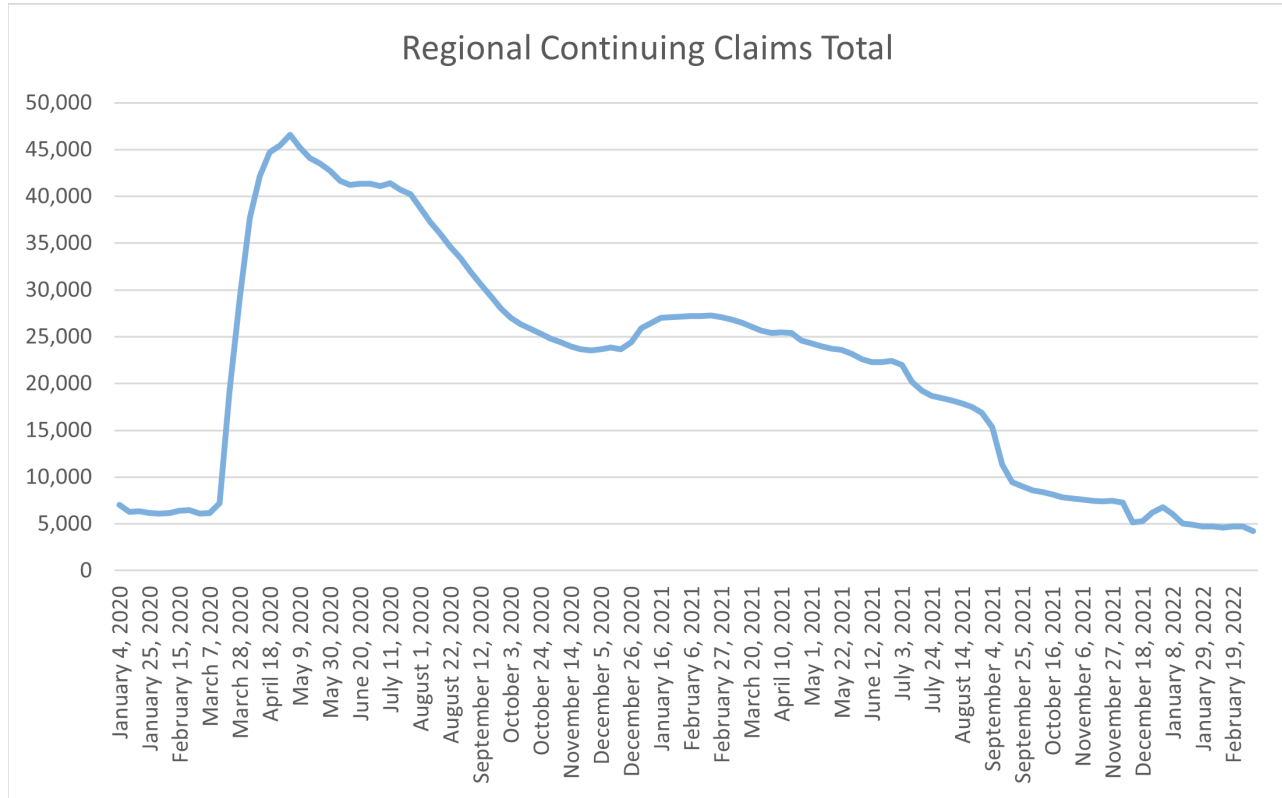
Note: The spikes, January 3, 2021 & April 4, 2021, July 4, 2021 and October 3, 2021, are due to the QRS (Quarterly Record Search)



# REX

## DEVELOPMENT

Regional Continuing Claims – Updated March 16, 2022  
 Dept. of Labor Office of Research  
 Claims after February 19, 2022 are incomplete.





**SOUTH CENTRAL CONNECTICUT  
Regional Planning Commission**

**March 2022 RPC Action Table**

<b>Ref. #</b>	<b>Received</b>	<b>Description</b>	<b>Adjacent RPC Towns</b>	<b>Abridged RPC Action</b>
<b>2.1</b>	02/08/2022	<b>Town of North Branford:</b> Proposed Zoning Regulation Amendments to add Section 39 – Multi-Family Housing District	Branford, East Haven, Guilford, North Haven, Wallingford	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.
<b>2.2</b>	02/14/2022	<b>Town of Wallingford:</b> Proposed Zoning Regulation Amendments, and the corresponding Zoning Map amendment to remove “I-5 Interchange District”, add “Watershed Interchange District”, amend the “Industrial Expansion District” and “Watershed Protection Overlay District” regulations	Hamden, Meriden, North Branford, North Haven	By resolution, the RPC has determined that the proposed zoning regulation and map 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.
<b>2.3</b>	02/17/2022	<b>City of West Haven:</b> Proposed Zoning Regulation Amendments to Section 49.1 (Marijuana Facilities) and Table 39.2P	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.

***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 Amended 1-26-22*

*As recommended by Transportation Committee 3-9-22*



*South Central Regional Council of Governments*

*127 Washington Avenue, 4<sup>th</sup> Floor West*

*North Haven, Connecticut 06473*

*Tel. (203) 234-7555*

*Fax (203) 234-9850*

*Website: [www.scrkog.org](http://www.scrkog.org)*

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## *Introduction*

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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*

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### 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***

<b>Program Element/Study</b>	<b>Description</b>	<b>Consultant Support</b>
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	\$23,000
*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.	\$25,000
City of New Haven	Continuation and Conclusion of Fountain Street Study	\$50,000
*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.	\$25,000
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.	\$25,000
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		\$498,000

\* Expected to continue into FY23

\*\*\* Utilizes FY 19 Carryover federal funds

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

<b>Program Element/Study</b>	<b>Description</b>	<b>Consultant Support</b>
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	***\$87,500
**Town of Woodbridge Business Connectivity Study	Continuation of review of 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.	\$25,000
**City of West Haven Bicycle-Pedestrian Plan	Continuation of City-wide Bicycle Pedestrian Plan coordinated with other City Plans and with emphasis on intermodal connections and addressing all areas of the City.	\$25,000
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.	\$222,000
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
*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		\$769,500

\*\* 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***

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#### ***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**

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. 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 Corridor Study.

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

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

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

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

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



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

\*This project to be continued into FY23.

### **FY 2023 Consultant Supported Activity**

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.

*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.

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

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

*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.

*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 City of New Haven and the Tweed-New Haven Airport Authority have moved forward with a public/private partnership aimed at leveraging private investment to attract commercial passenger flight at Tweed. This project will entail construction of a new passenger terminal and various upgrades to infrastructure. SCRCOG will work in partnership with East Haven, New Haven and the Airport Authority to implement the community benefits, resiliency and regional economic goals of Tweed New Haven Airport.

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***

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### ***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***

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### ***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**

**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 &amp; FTA</i>	1,022,354	127,794	127,794	1,277,942
<i>FY 2019 Carryover</i>	20,000	2,500	2,500	25,000
<b><i>Total</i></b>	<b>1,042,354</b>	<b>130,294</b>	<b>130,294</b>	<b>1,302,942</b>

*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>	548,258	68,532	68,532	685,322
<i>Public Participation</i>	112,805	14,101	14,101	141,007
<b><i>Total</i></b>	<b>1,042,354</b>	<b>130,294</b>	<b>130,294</b>	<b>1,302,942</b>

Table 3

**Fiscal Year 2022 - Direct Salaries by Task - Hours & Cost (Hourly Rate) <sup>1</sup>**

	<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
<b>Total</b>	<b>800</b>	<b>57,434</b>	<b>1,500</b>	<b>86,329</b>	<b>5,250</b>	<b>190,608</b>	<b>50</b>	<b>900</b>	<b>7,600</b>	<b>335,271</b>

<sup>1</sup> 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 <sup>1</sup>**

	<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
<b>Total</b>	<b>135,969</b>	<b>204,375</b>	<b>451,244</b>	<b>2,131</b>	<b>793,720</b>

1. Estimated overhead rate @ 1.3674

Table 5

**Fiscal Year 2022 - Direct Expenditures by Task**

	<i>Direct Expenditures by Task</i>					<i>Total</i>
	<i>Print &amp; Repro</i>	<i>Travel</i>	<i>Data Proc</i>	<i>Consult</i>	<i>Misc <sup>1</sup></i>	
<i>Management of the Planning Process</i>	0	100	0	0	250	350
<i>Transportation Planning Activities</i>	775	2,300	0	0	1,600	4,675
<i>Data Collection / Analysis</i>	0	200	1,500	0	0	1,700
<i>Planning Projects</i>	0	200	0	498,000	1,900	500,100
<i>Public Participation</i>	500	100	0	0	1,800	2,400
<b><i>Total</i></b>	<b>1,275</b>	<b>2,900</b>	<b>1,500</b>	<b>498,000</b>	<b>5,550</b>	<b>509,225</b>

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>	23,000	<i>GIS Viewer Maintenance and Hosting</i>	25,000
<i>West Haven Bicycle-Pedestrian Plan</i>	25,000		
<i>Wallingford Northrup Road Study</i>	80,000		
<i>Hamden Canal Trail Crossings Evaluations</i>	70,000		
<i>Milford Feasibility Study</i>	67,000		
<i>Meriden CT Loop Trail Connection Study</i>	108,000		
<i>Travel and Tourism Enhancement</i>	25,000		
<i>Woodbridge Business Connectivity Study</i>	25,000		
<i>New Haven Continuation of Fountain St. Study</i>	50,000		
<b><i>Total</i></b>	<b>473,000</b>	<b><i>Total</i></b>	<b>25,000</b>

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 &amp; 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>	25,000
<i>Miscellaneous</i>	5,550
<hr/>	
<b><i>Total</i></b>	<b>1,302,942</b>
<hr/>	

**Table 8**  
**Fiscal Year 2023 - Anticipated Revenues**

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA &amp; FTA</i>	1,022,354	127,794	127,794	1,277,943
<i>FY 2019 Carryover</i>	270,000	33,750	33,750	337,500
<b><i>Total</i></b>	<b>1,292,354</b>	<b>161,544</b>	<b>161,544</b>	<b>1,615,442</b>

**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>	773,062	96,633	96,633	966,328
<i>Public Participation</i>	118,493	14,812	14,812	148,117
<b><i>Total</i></b>	<b>1,292,354</b>	<b>161,544</b>	<b>161,544</b>	<b>1,615,442</b>

Table 10

**Fiscal Year 2023 - Direct Salaries by Task - Hours & Cost (Hourly Rate) <sup>1</sup>**

	<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>	307	22,591	102	6,017	102	5,090	0	0	511	33,698
<i>Transportation Planning Activities</i>	353	25,976	256	15,102	3,689	126,193	0	0	4,298	167,271
<i>Data Collection / Analysis</i>	0	0	0	0	153	6,411	51	941	204	7,352
<i>Planning Projects</i>	102	7,506	1,076	63,476	307	11,143	0	0	1,485	82,125
<i>Public Participation</i>	56	4,121	102	6,017	1,127	51,296	0	0	1,285	61,435
<b>Total</b>	<b>818</b>	<b>60,194</b>	<b>1,536</b>	<b>90,612</b>	<b>5,378</b>	<b>200,134</b>	<b>51</b>	<b>941</b>	<b>7,783</b>	<b>351,881</b>

<sup>1</sup> 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 <sup>1</sup>**

	<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>	53,483	14,245	12,050	0	79,777
<i>Transportation Planning Activities</i>	61,496	35,752	298,749	0	395,997
<i>Data Collection / Analysis</i>	0	0	15,178	2,228	17,406
<i>Planning Projects</i>	17,769	150,272	26,381	0	194,422
<i>Public Participation</i>	9,756	14,245	121,439	0	145,440
<b>Total</b>	<b>142,504</b>	<b>214,515</b>	<b>473,796</b>	<b>2,228</b>	<b>833,043</b>

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 <sup>1</sup>	
<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	769,500	2,195	771,905
<i>Public Participation</i>	525	105	0	0	2,046	2,676
<b>Total</b>	<b>1,356</b>	<b>3,045</b>	<b>1,700</b>	<b>769,500</b>	<b>6,796</b>	<b>782,396</b>

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>	222,000	<i>Travel and Tourism Enhancement</i>	50,000
<i>Hamden Complete Streets Route 10 Study</i>	55,000	<i>Hamden Dixwell Ave. and Whitney Ave. Intersec.</i>	50,000
<i>Madison Bicycle-Ped. Safety Improvements Study</i>	40,000	<i>Branford Walkability/Sidewalk Study</i>	75,000
<i>New Haven Port Transp. and Freight Security Study</i>	50,000	<i>Woodbridge Business Connectivity Study</i>	25,000
<i>Congestion Management Process</i>	65,000	<i>West Haven Bicycle-Pedestrian Plan</i>	25,000
		<i>GIS Viewer Maintenance and Hosting</i>	25,000
		<i>New Haven Conditional Eval. of Existing Structu</i>	87,500
<b>Total</b>	<b>432,000</b>	<b>Total</b>	<b>337,500</b>



*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 &amp; 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>	337,500
<i>Miscellaneous</i>	6,796
<b><i>Total</i></b>	<b>1,615,442</b>

*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.