



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, April 27, 2022 – 10:00 A.M.**

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

NOTICE: THIS IS A HYBRID MEETING - Masks are encouraged for In-Person Attendance

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

Join Zoom Meeting: <https://us02web.zoom.us/j/83344473188>

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

Meeting ID: 833 4447 3188

The agenda and attachments for this meeting are posted and are available on our website at www.scrkog.org

1. Call to Order – *First Selectman Matthew Hoey, Chair*
2. **Presentation: Regional Comprehensive Economic Development Strategy (CEDS) 2022 Update** – Attached
Ginny Kozlowski and Barbara Malmberg, REX Development
3. Adopt Minutes of March 23, 2022 Board Meeting – *First Selectman Paula Cofrancesco, Secretary* Pages 2-5
4. Treasurer's Report for the month ending 3/31/2022 – *First Selectman Peggy Lyons, Treasurer* Pages 6,7
5. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 8-23
 - a. Adopt Resolution to Approve FY 2021-2024 TIP Amendment Fifteen Pages 16,17
 - b. Adopt Resolution to Accept Ozone Air Quality Conformity Pages 18,19
 - c. Adopt Resolution to Accept PM 2.5 Air Quality Conformity Pages 20,21
 - d. Adopt Resolution to Amend FY22 and FY23 Unified Planning Work Program (*Attached*) Page 23
6. Proposed By-Laws Amendment regarding Electronic Payments Page 24
7. 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*
8. State Legislative Reports – *Michael Muszynski, CCM; Betsy Gara, COST*
9. SCRCOG Executive Director's Report – *Carl Amento, Executive Director, SCRCOG* Pages 25-29
10. REX Development Report—*Ginny Kozlowski, Executive Director, REX Development* Pages 30-32
11. DESPP/DEMHS Report – *Robert Kenny, Interim Region 2 Coordinator*
12. Regional Plan Commission April Action Table Page 33
13. Regional Cooperation/Other Business
14. Adjournment

The agenda and attachments for this meeting are available on our website at 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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Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**
FROM: **First Selectman Paula Cofrancesco, *Secretary***
DATE: **April 20, 2022**
SUBJECT: **SCRCOG Meeting Minutes March 23, 2022**

Present:

Bethany	First Selectman Paula Cofrancesco, <i>Secretary</i>
Branford	First Selectman James Cosgrove
Guilford	First Selectman Matthew Hoey, <i>Chair</i>
Hamden	Mayor Lauren Garrett
Madison	First Selectman Peggy Lyons, <i>Treasurer</i>
Milford	Mayor Benjamin Blake
New Haven	Kevin Alvarez, <i>proxy for Mayor Justin Elicker</i>
North Haven	First Selectman Michael Freda, <i>Immediate Past Chair</i>
Woodbridge	First Selectman Beth Heller

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

Guests: Rosa DeLauro, *U.S. Representative*; Ginny Kozlowski and Barbara Malmberg, *REX Development*; Jennifer Pacacha, *CT Department of Transportation*; Louis Mangini and Caitlin Peruccio, *Office of U.S. Representative Rosa DeLauro*; Ellen Graham, *Office of U.S. Senator Richard Blumenthal*; Jameson Foulke, *Office of U.S. Senator Christopher Murphy*; Michael Muszynski, *CCM*; Jake Manke, *DEMHS*; Mario Marrero, *Greater New Haven Transit District*; Stephen White, *Town of Hamden*; Keyri Ambrocio, *Greater New Haven Chamber of Commerce*; Thalia Fuentes, *CT Rides*; Lorena Venegas, *Member of the Public*.

NOTE: The March 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 10:02 a.m. All present introduced themselves.

2. Presentation by U.S. Representative Rosa DeLauro

Congresswoman DeLauro presented on new federal infrastructure funding opportunities, including ARPA and IIJA. She explained that these bills change the way federal resources are distributed, going directly to local and state government rather than corporations. Her office has put together a document outlining how municipalities can take advantage of the funding.

Chairman Hoey asked how to engage the Congresswoman's staff to discuss funding and earmarks.

Congresswoman DeLauro stated that Lou Mangini and Caitlin Peruccio are available for answering any questions. She also stated their office will be reaching out to communities regarding the community projects/earmarks. She reiterated that the availability of funding and what types of projects that funding covers is confusing, so there are plans to release a document outlining the types of projects that can utilize each funding source. Mayor Blake

asked how Congressionally Designated project submissions will be coordinated with both Senator Murphy and Senator Blumenthal. Congresswoman DeLauro noted that their offices coordinate frequently to avoid duplication.

3. Adoption of the February 23, 2022 SCRCOG Meeting Minutes

Chairman Hoey presented the Minutes of the SCRCOG Meeting of February 23, 2022, which were included in the agenda packet at pages 3-5. First Selectman Heller made a motion to approve the adoption of the minutes. First Selectman Cofrancesco seconded. All voted in favor.

4. Treasurer's Report for month ending 2/28/22

First Selectman Lyons presented the Treasurer's Report on pages 6-7 of the agenda packet. The Balance Sheet shows that SCRCOG has total assets of \$1,465,000 with \$1,326,000 of that in cash and investments. There is also \$82,000 due from CTDOT and \$1,000 due from CIRCA. Expenses for the month were in order. First Selectman Cofrancesco moved to adopt the report, and First Selectman Heller seconded. The vote was unanimous.

5. Transportation Committee Report

Mayor Dickinson presented the Transportation Committee report on pages 8-12 of the agenda packet, with the Resolutions found on pages 10-12.

- Mayor Dickinson made a motion to approve TIP Amendment Fourteen. First Selectman Cosgrove seconded, and all voted in favor.
- Mayor Dickinson made a motion to approve the amended UPWP. First Selectman Cosgrove seconded. First Selectman Hoey noted the revision removed references to expanding freight at Tweed Airport. The vote passed unanimously.

6. Resolution Authorizing SCRCOG Executive Director to Accept Grant Funds for the update of the South Central Region Multi-Jurisdiction Hazard Mitigation Plan

Executive Director Amento presented the resolution found on page 13 of the agenda packet. He stated that all 15 towns will be participating in this update. First Selectman Cosgrove made the motion, and First Selectman Cofrancesco seconded. Mayor Dickinson stated he disagrees with having to update this plan every five years. All voted in favor.

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

Executive Director Amento presented a resolution to enter into agreement with Jamie Caplan Consulting LLC found on page 14 of the agenda packet. First Selectman Cosgrove asked if SCRCOG went through the RFP process for consultant selection. Mr. Amento said yes, the RFP was out for several weeks. First Selectman Cofrancesco made a motion to approve, and Mayor Blake seconded. All voted in favor.

8. FY 2021-22 SCRCOG Budget Revision #5

Christopher Rappa presented the budget revision on pages 15-17 of the agenda packet. He explained this amendment brings the Hazard Mitigation grant funding into the current budget. First Selectman Cosgrove made a motion to approve, and First Selectman Cofrancesco seconded. All voted in favor.

9. Congressional Reports

Ellen Graham from Senator Blumenthal's office reported the application for earmarks will open in the next week or two. A notice will be sent out when that goes live.

Jameson Foulke from Senator Christopher Murphy's office introduced himself as the new liaison for the Senator. He discussed an IJA report on the Senator's website which discusses the currently available funding and how to apply. First Selectman Freda thanked Jameson for reaching out to his office. First Selectman Cosgrove asked

about the status of a request submitted for the Water Resource Development Act funding. Mayor Blake responded that it is in the omnibus budget.

10. Legislative Reports

Michael Muszynski from CCM stated they have put together an ARPA Toolkit on the final rule. The legislative session is ongoing, and that the Appropriations and Finance Committees will be reporting their budget by April 7-8. The adjustment of the motor vehicle tax cap is one of the major items being proposed. The Labor Committee is finishing their proposals, which include potentially problematic legislation, including: preventing pension offsets from workers' compensation; PTSI benefits for all employees, and; firefighter cancer prevention bill. The Public Safety Committee is focused on police-related bills, including: revising the accreditation process; excessive force, and; overall government immunity bills. The Education Committee is meeting on Monday to discuss minor adjustments to the ECS formula. There are also discussions of creating a tiered system of funding special education based on municipal wealth. The Planning and Housing Committees are discussing taxing group homes, affordable housing, and restricting access to public beaches. CCM is currently tracking over 500 bills, of which roughly 100 are of importance to towns.

Chairman Hoey expressed concerns over the ECS formula based on wealth, as it is a service that all towns pay the same for. He asked if any additional funding would be available for this. First Selectman Freda answered no, there was no additional funding. Chairman Hoey asked if CCM anticipates needing additional support or testimony on any upcoming legislation. Michael Muszynski responded that any support helps, and it is a short session so everything is moving quickly. Kevin Alvarez asked about the likelihood of the firefighter cancer legislation moving forward. Michael Muszynski stated that we must educate the legislature on the significant financial consequences that bill would have on municipalities. He is hoping to have meetings in the next few weeks to discuss likely outcomes of these bills. It may be necessary to increase advocacy, or is it possible that bills will move to off-session.

11. SCRCOG Executive Director's Report

Executive Director Amento reviewed the SCRCOG Newsletter found on pages 18-21 of the agenda packet. The Affordable Housing Plans Project is wrapping up soon. The IT municipal cybersecurity training program is moving forward with additional municipal employee training licenses becoming available. Vulnerability assessments will be occurring next fiscal year. The grants program has begun with Juliet Burdelski providing assistance to municipalities. SCRCOG recently completed a survey assessing municipal need for grants assistance. Sustainable Materials Management grant applications are due at the end of the month. SCRCOG anticipates applying for a regional coordination grant through the program. A composter and rain barrel sale is being coordinated with local Earth Day events. Several UPWP transportation projects have kicked off in the past month.

Mayor Blake stated some concern with the approaching deadline to have the Affordable Housing Plans adopted. There is a 35-day notice period requirement. First Selectman Lyons responded that it is possible to have a public information session with shorter notice requirements. First Selectman Freda stated they have struggled with identifying potential affordable housing locations due to rising home costs. First Selectman Lyons stated their strategy has been focused on identifying structural changes such as zoning amendments and transit creation, rather than identifying specific parcels for development. Kevin Alvarez discussed New Haven's creation of an inclusionary zoning ordinance with varying thresholds of affordability depending on the location.

12. REX Development Report

Ginny Kozlowski from REX Development reviewed the written report on pages 22-24 of the agenda packet. She stated that the annual update of the CEDS presentation will be made to the SCRCOG Board in April. She discussed difficulty in finding updated data.

13. DEMHS Region 2 Report

Jacob Manke from DEMHS reported that the National Guard is off of emergency order. There is the potential for cybersecurity threats due to the geopolitical conflict in Ukraine. Jacob Manke thanked Stephen Dudley for his years of service on the REPT steering committee. Jacob then announced his own retirement from DEMHS, where he will temporarily be replaced by Bob Kenny, Region 1 Coordinator. Chairman Hoey thanked Jacob for all the assistance that has been provided over the years.

14. Greater New Haven Transit District Report

Mario Marrero from the GNHTD reported on the Municipal Grant Program and the Regional Rides Program. These programs allow for more trips outside of the ADA window, getting more trips to people who need them. GNHTD ordered seven new buses, and have recently received 14. The new buses are smaller, high top vans. There is an RFP out for new vehicles, and some of the potential options are electric. The transit district is still struggling to find new drivers, which is especially concerning given the upcoming free transit proposed by the Governor beginning in April.

15. CT Rides Report

Thalia Fuentes from CT Rides discussed an upcoming webinar on April 12 on the topic of business and transportation, including best practices in the workplace. The CT Drive Less campaign, which has been postponed for the past two years, will be happening this year in May.

16. Regional Planning Commission March Action Table

The action table was reviewed on page 25 of the agenda packet.

17. Regional Cooperation/Other Business

Chairman Hoey presented Stephen Dudley with a certificate from DEMHS.

18. Adjournment

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Lyons seconded. The meeting was adjourned at 11:47 a.m.

Respectfully submitted,

First Selectman Paula Cofrancesco, *Secretary*

Balance Sheet

South Central Regional Council of Governments

As of period 3/31/2022

Assets

Cash and Investments

Key Bank - Checking Account	221,211.59
State of CT - Short-Term Investment Fund	899,279.02
New Haven Bank	108,108.48

Accounts Receivable

CT Department of Transportation	142,638.24
Other State Grants (CIRCA)	(819.76)

Other Assets

Prepaid Expense (UConn MPA Intern)	6,769.35
Accrued Leave & Security Deposit	27,989.19
Furniture & Equipment	18,878.93

Total Assets	1,424,055.04
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Liabilities

Deferred Revenue - Municipal	51,535.87
Deferred Revenue - OPM	57,543.48
Deferred Revenue - LOTCIP	203,127.82
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

Total Liabilities	326,724.57
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Fund Balance

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	(20,100.11)

Total Fund Balance	1,097,330.47
Total Liabilities and Fund Balance	1,424,055.04

Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 3/31/2022

	Current	Year-to-Date	Budget
Resources			
Municipal - Revenue	9,028.58	141,164.13	356,373.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	42,674.98	377,458.11	573,101.00
CTDOT - Transportation Planning	59,880.28	457,929.84	1,318,898.00
CTDOT - LOTCIP		3,371.22	211,465.00
FEMA - Hazard Mitigation Plan			132,000.00
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	157.47	716.41	2,000.00
Total Resources	111,741.31	985,124.91	2,985,360.00

Direct Expenses			
Transportation Planning Consultants		21,510.00	660,500.00
Land-Use Planning Consultants	2,588.75	8,000.00	8,000.00
Other Consultants	23,084.60	210,230.65	461,700.00
Travel	86.00	473.53	7,800.00
Data Processing		3,900.00	4,000.00
Commercial Printing		361.59	500.00
Subscriptions and Books		888.00	3,675.00
Insurance and Professional Services		449.32	
Meeting Expenses and Advertising	518.94	5,231.66	16,200.00
Miscellaneous	142.44	287.27	532.00
Transportation - Reserved			189,486.00
LOTCIP - Reserved			199,248.00
Hazard Mitigation Grant - Reserved			141,250.00
CT DECD (EDA Grant) - Reserved			264,694.00
Total Direct Expenses	26,420.73	251,332.02	1,957,585.00

Direct Labor			
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Direct Labor - Employees	37,995.63	327,063.17	447,378.00
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Overhead			
Indirect Labor - Employees	8,398.37	124,214.23	173,434.00
Employee Benefits	17,751.69	181,466.10	227,463.00
Travel			100.00
Data Processing		10,765.83	13,600.00
Rent	9,528.82	84,122.98	112,300.00
Telephone and Internet	385.92	4,201.28	7,400.00
Office Supplies		1,303.86	3,725.00
Equipment Maintenance	899.02	8,491.68	17,500.00
Subscriptions and Books		161.60	425.00
Insurance and Professional Services	445.00	11,547.00	23,100.00
Meeting Expenses and Advertising		70.95	700.00
Miscellaneous	54.36	484.32	650.00
Total Overhead	37,463.18	426,829.83	580,397.00
Total Operating Expenses	101,879.54	1,005,225.02	2,985,360.00

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 15

Project	007-0265	2022-A15-6	Traffic Signal Control Rte 15 Berlin-Meriden
Changes	Amendment 15 adds new project		
Reason	Project for updated traffic signal control system along Route 15 in Berlin. Project is added to the TIP as one signal is in Meriden.		
Project	0092-0694	2022-A15-4	I-91 Camera Upgrade/Expansion
Changes	Amendment 15 adds new project		
Reason	I-91 is a primary corridor in Connecticut. There is currently no Advanced Traffic Management System (ATMS) coverage on I-91 between New Haven and Meriden. Coverage currently terminates in New Haven near Exit 9. This project will expand ATMS coverage on this heavily traveled corridor and provide video and data transport redundancy between the Newington Operations Center and the Bridgeport Operations Center. This project will also replace existing analog cameras, including upgrading communication to each camera cabinet, to allow for the installation of digital cameras and Ethernet devices. Upgrading to digital cameras and Ethernet devices allows for potentially installing camera analytics for faster queue and incident detection. Upgrading communications will also allow CTDOT to use any future technology that uses Ethernet for communication. Additionally, the cameras being replaced will be installed on taller camera poles, which will allow CTDOT to detect more incidents between camera locations.		
Project	0170-3625	2022-A15-5	Statewide TDM (NY-NJ-CT)
Changes	Amendment 15 adds new project		
Reason	Using selected contractors; CTDOT will market, educate and provide outreach to individuals and employers in support of CTDOT's statewide Transportation Demand Management (TDM) program in the Southwest CT, Danbury, Bridgeport, Greater New Haven and Waterbury areas of the state under the brand name CTrides.		
Project	0170-XXXX	2015-0-19	5310 ENHANCED MOBILITY OF SENIORS/DISABLED
Changes	Amendment 15 moves FY20 funds to FY22 as carryover		
Reason	Action is necessary to move all FY20 Section 5310 funds, forward to FY22 as 5310P carryover. This action will also revise the project amounts, to reflect the actual federal apportionment for each of the Urbanized Areas.		
Project	0400-XXXX	2021-A0	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS
Changes	Amendment 15 deletes 5339 funding for FY21		
Reason	Unobligated funds are to be reallocated as carryover		
Project	0400-XXXX	2021-A0	CTTRANSIT FACILITY IMPROVEMENTS
Changes	Amendment 15 deletes 5339 funding for FY21		
Reason	Unobligated funds are to be reallocated as carryover		

South Central Regional Council of Governments
2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 15

Project **0400-XXXX 2021-A5-2 CTTRANSIT ADMIN CAPITAL/MISC SUPPORT FY 21**

Changes Amendment 15 deletes 5339 funding for FY21

Reason Unobligated funds are to be reallocated as carryover

Project **0400-XXXX 2022-A15-1 STATEWIDE BUS REPLACEMENTS FY19, 20, 21**

Changes Amendment 15 adds new project

Reason Project for the purchase of Battery Electric Buses (BEBs) to replace buses that have reached the end of their useful lives of 12yrs. The project will be funded with \$30.0M of Section 5339 formula funds that is carried over from (FY19, 20, & 21) to supplement a statewide bus purchase for the CTtransit Divisions, Hartford, New Haven, Stamford and Waterbury, as well as Operators such as Southeast Area Transit, Greater Bridgeport Transit, Norwalk Transit District, Milford Transit District and Housatonic Area Regional Transit District. The purchase will also include configurables/options/spare parts and depot chargers with software and communications.

Project **0400-XXXX 2022-A15-2 SYSWD ADMIN CAP/MISC SPT/FAC IMPROV**

Changes Amendment 15 adds new project

Reason FTA Section 5339 carryover formula funds will be used to support the purchase of miscellaneous capital/support equipment and various necessary facility improvements for CTtransit's Hartford, New Haven, Stamford and Waterbury Divisions

Project **0400-XXXX 2022-A15-3 CT ZERO EMISSION BUS PROGRAM**

Changes Amendment 15 adds new project

Reason The Connecticut Department of Transportation (CTDOT) has been awarded \$11.44M (federal) of a FY 2021 FTA Section 5339 Discretionary Bus & Bus Facilities Program funds for the purchase of 12 Battery Electric Buses (BEBs) including configurables/options/spare parts and depot chargers with software and communications.

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #007-0265

SCRCOG # 2022-A15-6

Municipality Regional

AQ Code X7

Proposed

Project Name Traffic Signal Control Rte 15 Berlin-Meriden

Description Operational Improvement proj procurement of integrated central traffic signal control & surveillance monitoring system for CTSS on US Rt 15 in Berlin-Meriden.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
NHPP	OTH	Federal		672			
		State		168			
TIP Funds	\$840		0	0	840	0	0

Amendment Notes

FY21 TIP Amend 15 adds new project

State Project #0092-0694

SCRCOG # 2022-A15-4

Municipality New Haven

AQ Code X6

Proposed

Project Name I-91 Camera Upgrade/Expansion

Description Install new fiber optic cable and cameras along the I-91 corridor from Exit 8 in New Haven to Exit 16 in Meriden. Replace cameras on I-91 from Exit 8 to I-95 in New Haven and run fiber trunkline to the East Haven Communications shelter.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
CMAQ	PD	Federal		1,136			
		State		126			
	FD	Federal			844		
		State			94		
	CON	Federal				19,800	
		State				2,200	
TIP Funds	\$24,200		0	0	1,262	938	22,000

Amendment Notes

FY21 TIP Amend 15 adds new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #0170-3625

SCRCOG # 2022-A15-5

Municipality Statewide

AQ Code X6

Proposed

Project Name Statewide TDM (NY-NJ-CT)

Description Provide funds for Statewide Transportation Demand Management (TDM) project (NY-NJ-CT moderate portion) for the period 07/01/2022-06/30/2023; PAED 06/29/2025.
This project replaces P/N 170-3605OP which expires on 06/30/2022.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
CMAQ	OTH	Federal		1,972			
		State		493			
TIP Funds	\$2,465		0	0	2,465	0	0

Amendment Notes

FY21 TIP Amend 15 adds new project

State Project #0170-XXXX

SCRCOG # 2015-0-19

Municipality Regional

AQ Code X6

Proposed

Project Name 5310 ENHANCED MOBILITY OF SENIORS/DISABLED

Description program provides cash grants for the purchase of wheelchair accessible vehicles as well as operating funds for programs designed to assist individuals with disabilities with transportation.

Current TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
5310E	OTH	Federal	427	516	531	547	563
		Local	107	129	133	137	141
Total Cost	\$3,231		534	645	664	684	704

Proposed TIP Funding (In Thousands)

Funding	Phase	Prior	2021	2022	2023	2024	FYI
5310E	OTH	Federal		516	531	547	563
		Local		129	133	137	141
5310P		Federal		1,068			
		State		267			
TIP Funds	\$4,032		0	645	1,999	684	704

Amendment Notes

Introduced with FY18 TIP Amend 15 moves FY20 funds to FY22 as carryover

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #0400-XXXX

SCRCOG # 2021-A0

Municipality Statewide

AQ Code X6

Proposed

Project Name CTRANSIT SYSTEMWIDE BUS REPLACEMENTS

Description

Current TIP Funding (In Thousands)

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

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5307C	OTH	Federal	9,500	8,000		17,000	
		State	2,375	2,000		4,250	
5307P		Federal	7,800				
		State	1,950				
5339		Federal		750	3,950	750	
		State		188	988	188	
TIP Funds	\$59,689	0	21,625	10,938	4,938	22,188	0

Amendment Notes

FY21 TIP Amend 6 adjusts 5307P funding for FY21 FY21 TIP Amend 15 deletes 5339 funding for FY21

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #0400-XXXX

SCRCOG # 2021-A0

Municipality Statewide

AQ Code X6

Proposed

Project Name CTTRANSIT FACILITY IMPROVEMENTS

Description

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339	ALL	Federal	3,182	3,950	750	3,950	
		State	796	988	188	988	
Total Cost	\$14,792	0	3,978	4,938	938	4,938	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339	ALL	Federal		3,950	750	3,950	
		State		988	188	988	
TIP Funds	\$10,814	0	0	4,938	938	4,938	0

Amendment Notes

FY21 TIP Amend 15 deletes 5339 funding for FY21

State Project #0400-XXXX

SCRCOG # 2021-A5-2

Municipality Statewide

AQ Code

Proposed

Project Name CTTRANSIT ADMIN CAPITAL/MISC SUPPORT FY 21

Description This STIP action will include funding for CTTransit for the replacement of equipment that has reached the end of its useful life or requires updating.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339	OTH	Federal	841				
		State	210				
Total Cost	\$1,051	0	1,051	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339	OTH	Federal	0				
		State	0				
TIP Funds	\$0	0	0	0	0	0	0

Amendment Notes

FY21 TIP Amend 5 adds a new project, FY21 TIP Amend 15 deletes 5339 funding for FY21

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #0400-XXXX

SCRCOG # 2022-A15-1

Municipality Statewide

AQ Code X6

Proposed

Project Name STATEWIDE BUS REPLACEMENTS FY19, 20, 21

Description The project utilizes \$30.0M of carryover Section 5339 formula funds to supplement purchase of Battery Electric Buses (BEBs) The purchase includes Configurables/options/spare parts

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339P	OTH	Federal		24,000			
		State		6,000			
TIP Funds	\$30,000		0	0	30,000	0	0

Amendment Notes

FY21 TIP Amend 15 adds new project

State Project #0400-XXXX

SCRCOG # 2022-A15-2

Municipality Statewide

AQ Code X6

Proposed

Project Name SYSWD ADMIN CAP/MISC SPT/FAC IMPROV FY19 20 21

Description carryover 5339 formula funds(FY 19, 20, 21) will support the purchase of miscellaneous capital/support equipment and various necessary facility improvements for CTtransit's Hartford, New Haven, Stamford and Waterbury Divisions

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339P	OTH	Federal		1,232			
		State		308			
TIP Funds	\$1,540		0	0	1,540	0	0

Amendment Notes

FY21 TIP Amend 15 adds new project

South Central Regional Council of Governments
FFY2021-FFY2024 Transportation Improvement Program
Amendment 15

State Project #0400-XXXX

SCRCOG # 2022-A15-3

Municipality Statewide

AQ Code X6

Proposed

Project Name CT ZERO EMISSION BUS PROGRAM

Description CTDOT has been awarded \$11.44M (federal) of a FY 2021 FTA Section 5339 funds for the purchase of 12 Battery Electric Buses (BEBs) including configurables/options/spare parts and depot chargers with software and Communications.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
5339Q	OTH	Federal		11,447			
		State		2,862			
TIP Funds	\$14,309		0	0	14,309	0	0

Amendment Notes

FY21 TIP Amend 15 adds new project



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

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

- 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*.



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

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

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

The Program Amendment *Fifteen* 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 **April 27, 2022**

Date April 27, 2022

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



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
OZONE**

WHEREAS,

The South Central Regional Council of Governments (SCRCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS,

it is the opinion of the SCRCOG that the plans and programs approved today, April 27, 2022 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM_{2.5} Air Quality Conformity Determination February 2022); and

WHEREAS,

The Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).



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

Now, THEREFORE BE IT RESOLVED by the SCRCOG

That the SCRCOG finds that ,based upon CTDOT's Air Quality determination, the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, dated February 2022,

CERTIFICATE

The undersigned duly qualified and acting Secretary of the SCRCOG certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on April 27, 2022

Date April 27, 2022

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



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
PM 2.5**

WHEREAS,

The South Central Regional Council of Governments (SCRCOG) is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

WHEREAS,

Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

WHEREAS,

It is the opinion of the SCRCOG that the plans and programs approved on April 27, 2022 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

WHEREAS,

The Connecticut portion of the New York – Northern New Jersey – Long Island, NY-NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

WHEREAS,

The State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County) and



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

WHEREAS,

The results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

Now, THEREFORE BE IT RESOLVED,

That the SCRCOG finds that, based upon CTDOT's Air Quality determination, the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated February 2022.

CERTIFICATE

The undersigned duly qualified and acting Secretary of the SCRCOG certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on April 27, 2022.

Date April 27, 2022

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



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

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

Carl J. Amento, Executive Director

MEMORANDUM

To: Transportation Committee, Transportation Technical Committee

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

Re: FY 23 City of New Haven One way Two way consultant-supported study

Date: April 5, 2022

At the request of the City of New Haven, the streets for consideration for this project have been changed to the following:

1. Church Street between George Street and Grove Street.
2. York Street between Elm Street and George Street.
3. George Street between Church Street and York Street, along with a small portion of York Street between MLK Jr Blvd and George Street.

Unfortunately, this change was not noted in the last revision to the UPWP. We need to change the streets noted to these for the consistency of the UPWP and our consultant assignments.

The change would need to occur on pages 4 and 14 of the document.

Request is made that you consider this change and recommend approval to the Board for action at their April 27, 2022 meeting.

Thank you for your attention to this matter.



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

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 April 13, 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 April 27, 2022.

Date April 27, 2022

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

MEMORANDUM

FROM: Carl Amento, Executive Director, Stephen Dudley, Deputy Director and Christopher Rappa, Finance Director

TO: SCRCOG Board

RE: SCRCOG By-Laws - Electronic Payments

DATE: April 20, 2022

Over the past several years, more vendors have begun to offer electronic payment options, such as electronic funds transfers, ACH bank transfers, and wire transfer. In order to better ensure the meeting of payment deadlines, avoid late payments/fees, and make office operations more efficient by reducing the number of paper checks, we would like the option to consider electronic payments for administrative expenses.

Additionally, while reviewing the SCRCOG By-Laws, we found that the approval process for payroll check processing, although it had been revised and updated approximately ten years ago, no longer reflected current practices. For a number of years, the Treasurer has approved the direct deposit payroll for the week of a paper check run, with the understanding that the payroll amounts are based on the approved budget and are consistent. The current By-Laws section reads as follows.

C (5) The Executive Director shall countersign with the Treasurer, or other designated officers, all checks issued by the Council, except that payroll checks may be processed electronically for direct deposit provided that such payroll checks are approved in writing and in advance by the Treasurer or other designated officers. The Executive Director shall prepare and administer a system of internal control over all cash disbursements that is consistent with appropriate state and/or federal guidelines.

In an effort to minimize the impact on the Treasurer's time, we propose the following further revision to Section C (5) of the By-Laws. Following this revision, payment registers would be expanded to include the payrolls and any other electronic payments made since the last check run. With the approval of this revision to the By-Laws, the Executive Committee will approve a list of vendors authorized for electronic payment.

C (5) The Executive Director shall countersign with the Treasurer, or other designated officers, all checks issued by the Council, except that payroll and other administrative expenses ~~checks~~ may be processed electronically ~~for direct deposit~~ provided that such ~~payroll checks~~ transactions are included in the payment register for review and endorsement ~~approved in writing and in advance~~ by the Treasurer or other designated officers at the time checks are signed. The Executive Director shall prepare and administer a system of internal control over all ~~cash~~ disbursements that is consistent with appropriate state and/or federal guidelines.



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

NEWSLETTER

Volume I, Issue 9

APRIL 2022

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

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



AFFORDABLE HOUSING

RKG Associates facilitated three Affordable Housing Plan (AHP) Strategy meetings. The goals and strategies were refined based on the discussions, and the thirteen participating municipalities received Final Drafts of their respective AHPs ready for review and comment.

The AHPs need to be adopted and submitted to the Office of Policy and Management (OPM) by June 1, 2022. If a municipality is not able to adopt the AHP by that date, the CEO must notify the OPM Secretary as to why the AHP has not been adopted and the date by which the municipality plans to adopt the AHP. Information pertaining to the municipal adoption of the AHP can be reviewed via the following link: [Municipal Affordable Housing Plans \(ct.gov\)](#).

SCRCOG and the consultant team are in the process of starting the Regional Affordable Housing Plan/Assessment which should be completed in May. SCRCOG is working with the consultant team on scheduling a Regional Housing Working meeting towards the end of May to check-in on the municipal progress, provide update on the Regional AHP, and begin conversations pertaining to the educational resources assistance that may become available to the municipalities.



HAZARD MITIGATION

SCRCOG has been identified for the Building Resilient Infrastructure and Communities (BRIC) FY2020 grant award to update the South Central Region: Multi-Jurisdiction Hazard Mitigation Plan (HMP). The HMP update will include all 15 municipalities in the South Central Region. The update to the HMP will be consistent with all the applicable FEMA requirements and the State of Connecticut Hazard Mitigation Plan. The Regional Approach to Hazard Mitigation planning ensures collaboration between the jurisdictions, and allows for the participating stakeholders and jurisdictions to achieve economies of scale.

SCRCOG has concluded its consultant selection process, and will be contracting with Jamie Caplan, LLC (author of the previous two previous HMPs for the Region). In addition to Jamie Caplan, the consulting team includes Darrin Punchard (Punchard Consulting, LLC), David Murphy (Resilient Land and Water, LLC), and Scott Choquette (Dewberry).



INFORMATION TECHNOLOGY / CYBERSECURITY

Vulnerability Scans: SCRCOG, through Novus Insight, is providing vulnerability scanning services to four municipalities. This program features a technical assessment, consulting opportunities, and a final confidential report. SCRCOG anticipates continuing this program into the next fiscal year and expanding the service to other interested communities.

Workshop Series: SCRCOG, in partnership with our IT/cybersecurity consultant, Novus Insight, is hosting three workshops designed to address municipal issues regarding information technology. Workshops sessions will cover the following topics: Cyber Insurance (4/28/22 at 10am), Cybersecurity Policies and Procedures (5/25/22 at 1pm), and Document Management (6/30/22 at 10 am). See the Upcoming Meetings and Events section for details on how to [register](#) for the first session on April 28th.



MUNICIPAL GRANTS

SCRCOG Grant consultants, Juliet Burdelski and Renata Bertotti, are hosting two hybrid grant training workshops for the region's municipal officials and their staff. The first training on Best Practices for Grant Writing and Preparing for Upcoming Grant Opportunities will be held on Thursday, May 19. The second training on Best Practices for Grant Administration will be held on Thursday, June 16. Click the button below to view the training flyer/schedule, including details on both trainings and links to register to attend.

[SCRCOG Grant Training Workshops Flyer](#)



REGIONAL PLANNING COMMISSION (RPC)

April 2022 RPC Meeting Agenda

April 2022 Action Table



REGIONAL PURCHASING CONSORTIUM

The SCRCOG Regional Purchasing Consortium recently completed the interview and selection process for RFQ #22-01 On-Call Architectural Services. Fifteen firms submitted responses, and a selection panel of three municipal representatives from our Region was formed to interview and vet candidates. Ultimately, ten were invited to interview and six were selected to be on the On-Call list. This list will be active for three years with a mutual option for the firm and SCRCOG to renew for another three years.

Official Results for RFQ #22-01: On-Call Architectural Services



SOLID WASTE, RECYCLING, & FOOD WASTE DIVERSION

Sustainable Materials Management (SMM): Eight SCRCOG municipalities have submitted or are planning to submit Phase II grant applications: Bethany, Branford, Guilford, Hamden, Madison, Meriden, West Haven, and Woodbridge. Applications were originally due on March 31, but that deadline was extended to May 9 by CT DEEP. SCRCOG submitted a regional application designed to provide coordination assistance to the region's municipalities that are awarded the grant. These services would include education and outreach.

Center for Ecotechnology (CET) Deconstruction Initiative: CET is continuing their deconstruction initiative by developing incentives for deconstruction, setting up pilot or sample sites, planning for waste management, conducting education/outreach/promotion, and sharing resources. CT DEEP: [A guide to Building Materials Reuse Centers in Connecticut](#). CET held a Deconstruction webinar for contractors at the end of March: [Webinar Recording](#).



TRANSPORTATION PLANNING

CTDOT Capital Plan: SCRCOG staff met with CTDOT to discuss the latest draft of the

Capital Plan, which outlines a five-year plan of all of the capital investments planned for roadways and bridges, public transportation, and bicycle and pedestrian infrastructure.

COG Coordination Meeting: SCRCOG staff attended the monthly COG Coordination Meeting with DOT where presentations were given on EV charging, the Bridge Formula program, and the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment & Jobs Act (IIJA).

Unified Planning Work Program: Kick-off meetings were held on the West Haven Bicycle Pedestrian Plan. The RFQ for consultant services for the FY23 UPWP studies has closed, and interviews are being scheduled with qualified firms.



UPCOMING MEETINGS & EVENTS

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](#)

Information Technology Working Group Meeting - Cyber Insurance Workshop

Date and Time: Thursday, April 28, 2022 from 10:00 AM to 11:00 AM

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

Transportation Committee Meeting

Date and Time: Wednesday, May 11, 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, May 12, 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](#)

Grant Training Workshop: Training #1 - Best Practices for Grant Writing and Preparing for Upcoming Grant Opportunities

Date and Time: Thursday, May 19, 2022 from 10:30 AM to 12:00 PM

Meeting Type: Hybrid - SCRCOG Office / Zoom

Register to Participate: [Click Here](#)

Executive Committee Meeting

Date and Time: Wednesday, May 25, 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, May 25, 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](#)

Information Technology Working Group Meeting - Cybersecurity Policies and Procedures

Date and Time: Wednesday, May 25, 2022 from 1:00 PM to 2:00 PM

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



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SCRCOG Newsletter

South Central Regional Council of Governments
127 Washington Avenue
4th Floor, West Building
North Haven, CT 06473

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You can [update your preferences](#) or [unsubscribe from this list](#).



April 19, 2022

Dear Chief Elected Officials of SCRCOG,

Included in this month's SCRCOG packet is the 2022 South Central Connecticut Comprehensive Economic Development Strategy for your review. We will present a summary of the update at the April SCRCOG meeting. We will be requesting a formal vote in May.

We are pleased to announce that REX Development has been asked by Brookings Institution to beta test their new economic development tool. Smart Growth: Cities is an interactive data visualization tool specifically designed to help Economic Development Districts (EDDs) and economic development leaders (1) Identify the most strategic and feasible industries to grow in their region, and (2) Understand the specific workforce implications of potential industry strategies. The tool will help EDDs create CEDS backed by rigorous data analysis from Brookings experts and build the workforce needed to staff in-demand positions.

On April 26 at 6 p.m., REX, in conjunction with AdvanceCT, is offering a webinar "Assessing the State of Economic Development in the Region." This webinar is intended for chief elected officials, economic development administrators and commissioners, and the planning and zoning department members and commissioners.

At the March Regional Economic Development Forum (REDFO), Sean Scanlon provided an update on the status of Tweed-New Haven Airport and the success of Avelo Airlines. Since its inaugural flight in October, Avelo has had 150,000 enplanements. In May, six additional destinations will be offered. In conjunction with the City of New Haven Economic Development Administration, we will be scheduling trade missions to the destinations to establish relationships with government leaders, economic development professionals, chambers of commerce, and local businesses. We see direct air service to these cities as an opportunity to develop mutually beneficial connections supporting economic growth.

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

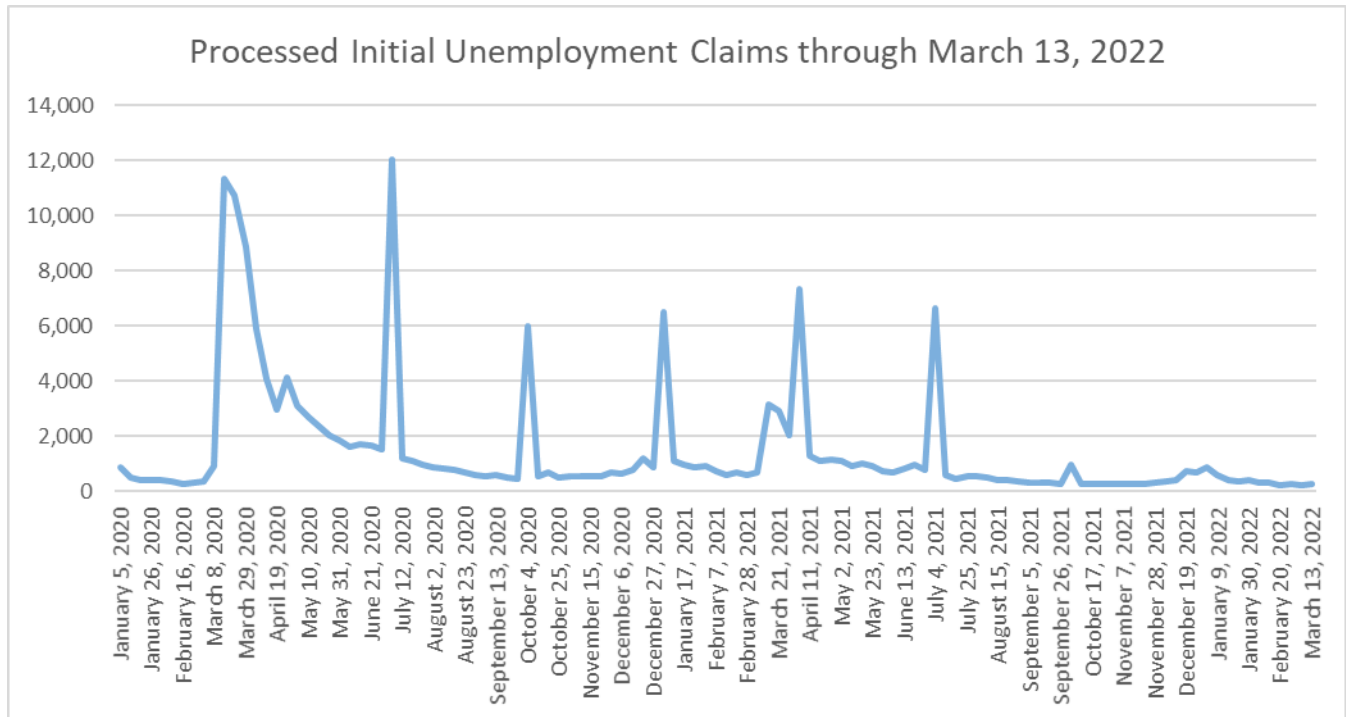
DEVELOPMENT

Regional Initial Unemployment Claims – Updated April 11, 2022

Dept. of Labor Office of Research

Claims after March 2022 are incomplete.

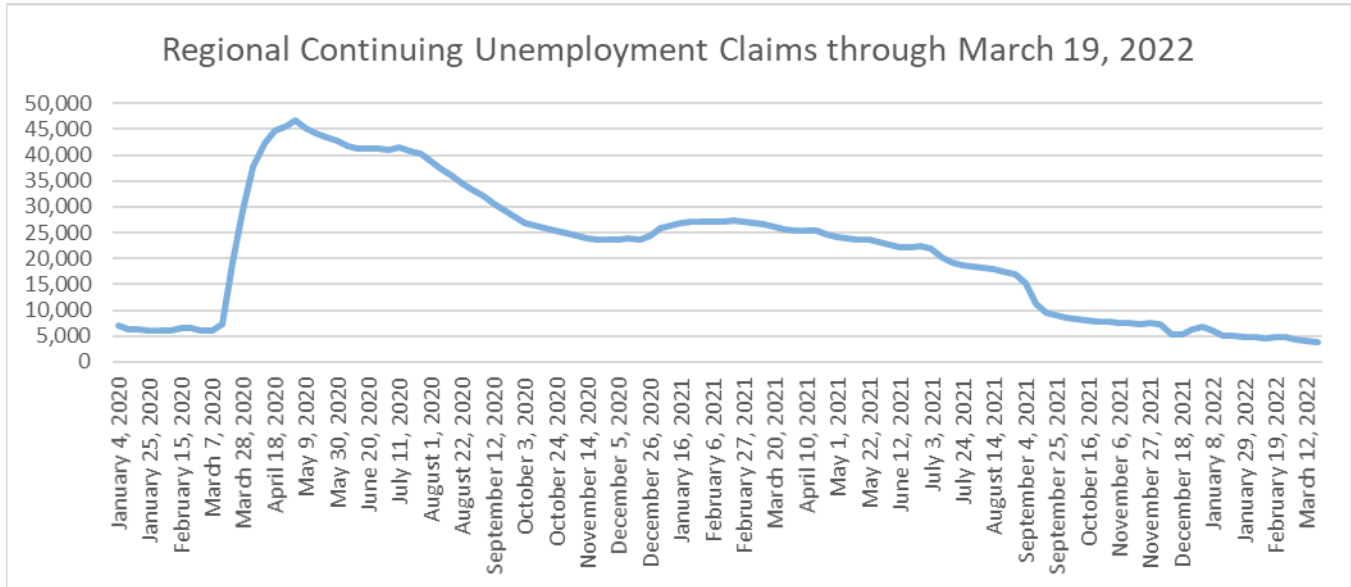
Note: The spikes, on January 3, 2021, & April 4, 2021, July 4, 2021, and October 3, 2021, are due to the QRS (Quarterly Record Search)



REX

DEVELOPMENT

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

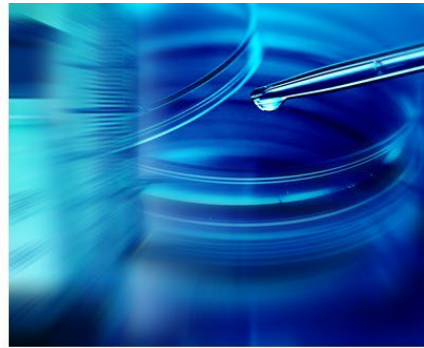


**SOUTH CENTRAL CONNECTICUT
Regional Planning Commission**

April 2022 RPC Action Table

Ref. #	Received	Description	Adjacent RPC Towns	Abridged RPC Action
2.1	03/07/2022	City of Meriden: Proposed Zoning Regulation and Map amendments pertaining M-4 (Planned Industrial District)	Wallingford	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.
2.2	03/31/2022	Town of Woodbridge: Proposed Zoning Regulation Amendments pertaining to Road Side Stands	Bethany, Hamden, New Haven, Orange	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.3	04/6/2022	Town of Branford: Proposed Zoning Regulation Amendments pertaining to Summer Cottage/Camp Site	East Haven, Guilford, North Branford	By resolution, the RPC has determined that the proposed zoning regulation amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

2022 ANNUAL PERFORMANCE REPORT AND UPDATE SOUTH CENTRAL CONNECTICUT REGIONAL ECONOMIC DEVELOPMENT CORPORATION



REX
DEVELOPMENT

South Central Connecticut Regional Economic
Development Corporation a.k.a. REX Development
P.O. Box 1576
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203-821-3682
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STRATEGIC PLANNING COMMITTEE

Representative	Organization	Sector	Town/Region/State
First Selectman Mike Freda (Chair)	Town of North Haven	Municipal North Haven	North Haven
Carl Amento	SCRCOG	Government	Regional
Laura Bedoya	REX Development/UCONN	Economic Development	Regional
Andy Cirioli	SCRCOG	Government	Regional
Avneet Benipal	REX Development	Economic Development	Regional
Tony Bialecki	Vita Nuova	Real Estate/Redevelopment	Regional
Michael Harris	New Haven Innovation Collaborative	Entrepreneurship	New Haven
David Hunter	Mary Wade: Nursing Home and Assisted Living	Healthcare	Regional
Ginny Kozlowski	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development	Regional
Erika Lynch	Gateway Community College	Higher Education	New Haven
Barbara Malmberg	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development/Tourism	Regional
Steve Matiatos	Aimbridge Hospitality/Courtyard by Marriott at Yale/Connecticut Lodging Association	Lodging	Statewide
Edwin (Ned) Moore	State of Connecticut Department of Community & Economic Development	Economic Development	Statewide
Serena Neal Sanjurjo	Housing Consultant	Housing	New Haven
Clio Nicolakis	Science Park Development Corporation	Bioscience	New Haven
Usha Pillai	Aria Management Consulting	Bioscience	Statewide
Michael Piscitelli	City of New Haven	Municipal	New Haven
Shelly Saczynski	REX Development	Economic Development	Regional
Jamison Scott	Air Handling Systems/ManufactureCT	Manufacturing	Statewide
Garrett Sheehan	Greater New Haven Chamber of Commerce	Business	Regional
Lucy Sirico	Yale New Haven Health	Healthcare	Statewide
Bill Villano	Workforce Alliance	Workforce Development	Regional
Ryan Wolfe	Avangrid (UI & Southern Connecticut Gas)	Utilities	Regional

SUBCOMMITTEE MEMBERS

Business Retention, Expansion, & Recruitment			
Representative	Organization	Sector	Town/Region/State
Usha Pillai (co-chair)	Aria Management Consulting	Bioscience	Statewide
Shelly Saczynski (co-chair)	REX Development	Economic Development	Regional
Michael Harris	New Haven Innovation Collaborative	Entrepreneurship	New Haven
Chris Reardon	Resident	Workforce	North Haven
Steve Matiatos	Aimbridge Hospitality/Courtyard by Marriott at Yale/Connecticut Lodging Association	Lodging	Statewide
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Clio Nicolakis	Science Park Development Corporation	Bioscience	New Haven
Rosie Jacobs	Assisted Living Home Care Services	Healthcare	Hamen/Regional
Winnie Yu Ng	Southern Connecticut State University	Technology/Higher Education	Statewide
Anne Benowitz	Greater New Haven Chamber of Commerce	Private Sector	Regional
Susan Jaskot	Dockside Restaurant	Hospitality/Food & Beverage	Branford
Lucy Sirico	Yale New Haven Health	Healthcare	Statewide
Barbara Malmberg	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development/Tourism	Regional
Jamison Scott	Air Handling Systems/ManufactureCT	Manufacturing	Bethany/Statewide
Workforce & Housing			
Representative	Organization	Sector	Town/Region/State
Serena Neal Sanjurjo (co-chair)	Housing Consultant	Housing	New Haven
Bill Villano (co-chair)	Workforce Alliance	Workforce Development	Regional
Erik Johnson	Town of Hamden	Economic Development/Housing	Hamden
Chris Soto	City of West Haven	Economic Development/Housing	West Haven
Kristin Anderson	Community Builders	Economic Development/Housing	Regional
Eugene Livshits	SCRCOG	Planning/Housing	Regional
Infrastructure			
Representative	Organization	Sector	Town/Region/State
Carl Amento (chair)	SCRCOG	Government	Regional
Andy Cirioli	SCRCOG	Government	Regional

Michael Piscitelli	City of New Haven	Municipal	New Haven
Ryan Wolfe	Avangrid (UI & Southern Connecticut Gas)	Utilities	Regional
Real Estate, Land Use & Sustainability			
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Laura Bedoya	REX Development/UCONN	Economic Development	Regional
Laura Brown	City of New Haven	City Planning	New Haven
Dale Kroop	New Colony Development Corporation	Real Estate/Redevelopment	Regional
Edwin (Ned) Moore	State of Connecticut Department of Community & Economic Development	Economic Development	Statewide
Marketing, Communications, & Stakeholder Education			
Representative	Organization	Sector	Town/Region/State
Barbara Malmberg	South Central Connecticut Regional Economic Development Corp./REX Development	Economic Development/Tourism	Regional
Margaret Ruggiero	Paradise Hills Vineyard & Winery/CT Winter Wine Trail	Agriculture/Tourism	Wallingford/Statewide
Kim Futrell	City of New Haven, Department of Arts, Culture & Tourism	Arts, Culture, & Tourism	New Haven
Al Canosa	Mosaic Marketing	Marketing	Regional
Roger Salway	Town of North Branford	Economic Development	North Branford

COMMUNITY OUTREACH

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 Cathy Lezon, Branford
 Elena Cahill, Branford
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 John Leonard, Branford
 Perry Maresca, Branford
 Richard Sgueglia, Branford
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 Joseph Bittner, East Haven
 Lorena Venegas, East Haven
 Lorrie Maiorano, East Haven
 Mohan Chugani, East Haven
 Ray Baldwin, East Haven
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 Cathy Graves, GNHCC EDC
 Dale Kroop, GNHCC EDC
 Darlene Reilly, GNHCC EDC
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 Erika Lynch, GNHCC EDC
 Evan Paradis, GNHCC EDC
 Frank Hird, GNHCC EDC
 Glenn Archer, GNHCC EDC
 Lauren Tagliatela, GNHCC EDC
 Lori Vitagliano, GNHCC EDC
 Mark Davis, GNHCC EDC
 Mike Ayles, GNHCC EDC
 Ray Andrews, GNHCC EDC
 Sally Kruse, GNHCC EDC

Steve Johnson, GNHCC EDC
Tim Myjak, GNHCC EDC
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Beth Brause, Guilford
Chair Wendy Dockray, Guilford
Damian Gunningsmith, Guilford
Dee Jacob, Guilford
Elliot (Lee) Sander, Guilford
J.P. Sullivan, Guilford
Karen Stephens, Guilford
Mark Wasserman, Guilford
Matt Hoey, First Selectman, Guilford
Michael Meisel, Guilford
Sheri Cote, Guilford
Vice-Chair Dave Egan, Guilford
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Jonathan Stein, Madison
Justin Murphy, Madison
Lisa Miksis, Madison
Matt Bloom, Madison
Ryan Duques, Madison
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Pam Johnson, North Branford
Scott Small, North Branford
Victor Benni, North Branford
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Christine Reardon, North Haven
Frank Maher, North Haven
Michael J. Freda, North Haven
Richard LoPresti, North Haven
Robert Zambrano, North Haven
Stephen Fontana, North Haven
Valerie Goodkin, North Haven
Walter Mann, North Haven
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Arnold Peck, Orange
Brian Fry, Orange
Brian Kench, Orange
Carl Russell, Orange
Chad Lombardi, Orange
David Metzger, Orange
Debbie Clancy, Orange
Erika Muik, Orange
James Zeoli, Orange
Joe Johnston, Orange
Kathy Charbonneau, Orange
Michael Latella, Orange
Paul Gehr, Orange
Roy Cuzzocreo, Orange
Silveras Sboui, Orange
Ted Novicki, Orange
Tom Falco, Orange
Aicha Woods, Together New Haven
Amos Smith, Together New Haven
Anthony Giano, Together New Haven
Betsy Herlihy, Together New Haven
Bruno Baggetta, Together New Haven
Carlos Eyzaguirre, Together New Haven
Cathy Graves, Together New Haven
Clay Williams, Together New Haven
David DelVecchio, Together New Haven
Doug Hausladen, Together New Haven

Elizabeth Donius, Together New Haven

Gerry Garcia, Together New Haven

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Kathleen Krolak, Together New Haven

Steve Johnson, Together New Haven

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Gary Fappiano, Wallingford

Hank Baum, Wallingford

Jim Wolfe, Wallingford

Joe Mirra, Wallingford

Mark Gingras, Wallingford

* Greater New Haven Chamber of Commerce Economic Development Committee

Patricia Cymbala, Wallingford

Rob Fritz, Wallingford

Rosemarie Preneta, Wallingford

Stacey Hoppes, Wallingford

Tim Ryan, Wallingford

Betsy Yagla, Woodbridge

Clio Nicolakis, Woodbridge

Debbie Brander, Woodbridge

Robert Sharrer, Woodbridge

Scott Prud'homme, Woodbridge

Shawn Flynn, Woodbridge

OVERVIEW

South Central Connecticut Regional Economic Development Corporation (SCCREDC), a.k.a. REX Development (REX), is the Economic Development District for South Central Connecticut. This public/private partnership promotes economic development in Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

Funded by private sector partners and the towns of the South Central Regional Council



of Governments, REX/SCCREDC supports programs and policies to make the region more competitive in the global economy and provide stakeholder education regarding municipal economic development opportunities. REX/SCCREDC also coordinates the development and implementation of the Comprehensive Economic Development Strategy.

The 2018-2023 South Central Connecticut Comprehensive Economic Development Strategy did not envision a future with a global pandemic, high inflation, a shrinking labor force, or a war in Eastern Europe. Therefore, this annual update and performance report addresses the overall goals and objectives of the 5-year CEDS from a distinctly different perspective from when it was written in 2018.

VISION STATEMENT

South Central Connecticut aims to develop the region's resiliency, diversity, and community while striving for the creation and implementation of business-friendly policies and projects that result in a more attractive business environment and higher quality of life for its residents.

DEMOGRAPHICS & SOCIOECONOMIC TRENDS

According to the United States Census Bureau, Connecticut was the slowest-growing state in the U.S., with the population increasing 0.9% from 2010 to 2020 to 3,605,944.¹

Regional Population (2020) ²	570,757
Regional Households (2020) ³	221,467
County Per Capita Income (2020) ⁴	\$39,134
New Haven County Median Household Income ⁵	\$71,370
Median Sales Price Single Family Homes – New Haven Market (Q4 2021) ⁶	\$280,000
Median Age (2019)	40.5
Largest Population (2020) ⁷	New Haven, 134,023
Smallest Population (2020) ⁸	Bethany, 5297
Workforce Population (2021) ⁹	309,572

¹ 2020 U.S. Bureau Quick Facts. Accessed on April 1, 2022 from <https://www.census.gov/quickfacts/fact/table/CT,US/PST045221>

² DataHaven analysis of 2020 Census and 2010 Census Redistricting File, published August 12, 2021

³ Ibid.

⁴ Ibid.

⁵ 2020 US Census Quick Facts. Accessed on April 1, 2022 from <https://www.census.gov/quickfacts/fact/table/CT,newhavencountyconnecticut,US/INC110219>

⁶ Berkshire Hathaway Home Services 2021 Market Report Connecticut. Accessed April 1, 2022 from https://www.bhhsnproperties.com/mce/prj/bne/Graphs/qr/preview/CT_ALL.htm

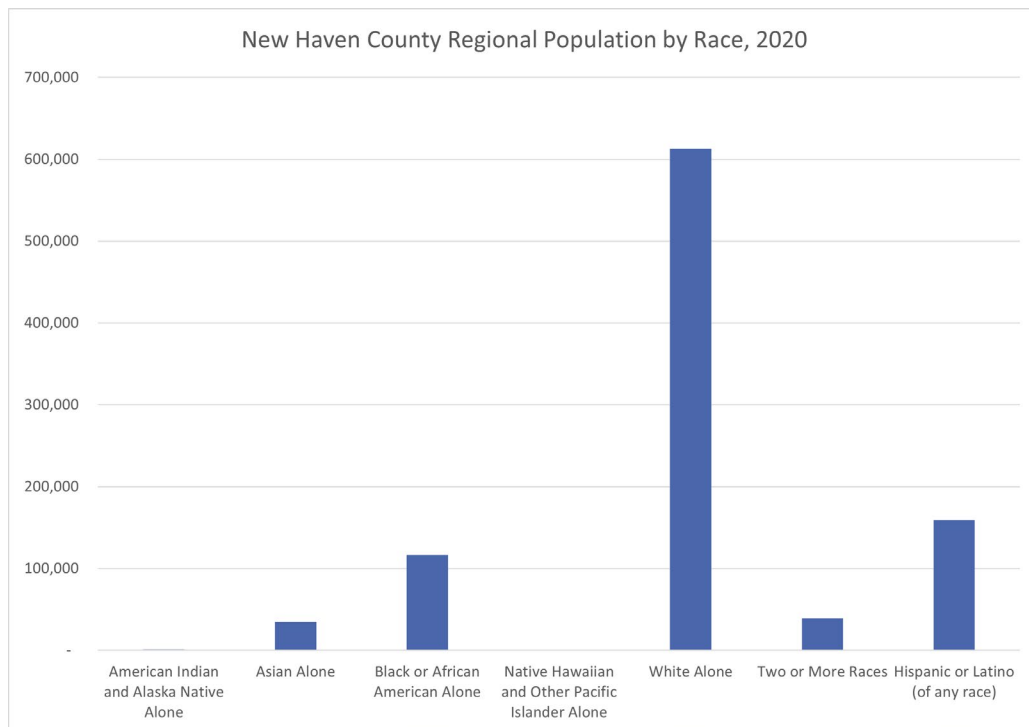
⁷ DataHaven analysis of 2020 Census and 2010 Census Redistricting File, published August 12, 2021

⁸ Ibid.

⁹ 2021Connecticut Department of Labor: Labor Force Monthly Data w/ Annual Averages by Town. Accessed April 1, 2022 from <http://www1.ctdol.state.ct.us/LMI/laus/laustown.asp>

NEW HAVEN COUNTY RACE & ETHNICITY

According to Census 2020, 71.6% of the residents of New Haven County identified themselves as White Alone, while 13.6% identified themselves as Black or African American Alone. 18.6% of the region's population identifies as Hispanic or Latino (all races).¹⁰



EDUCATIONAL ATTAINMENT OF THE POPULATION 25 YEARS AND OLDER IN NEW HAVEN COUNTY, 2020¹¹

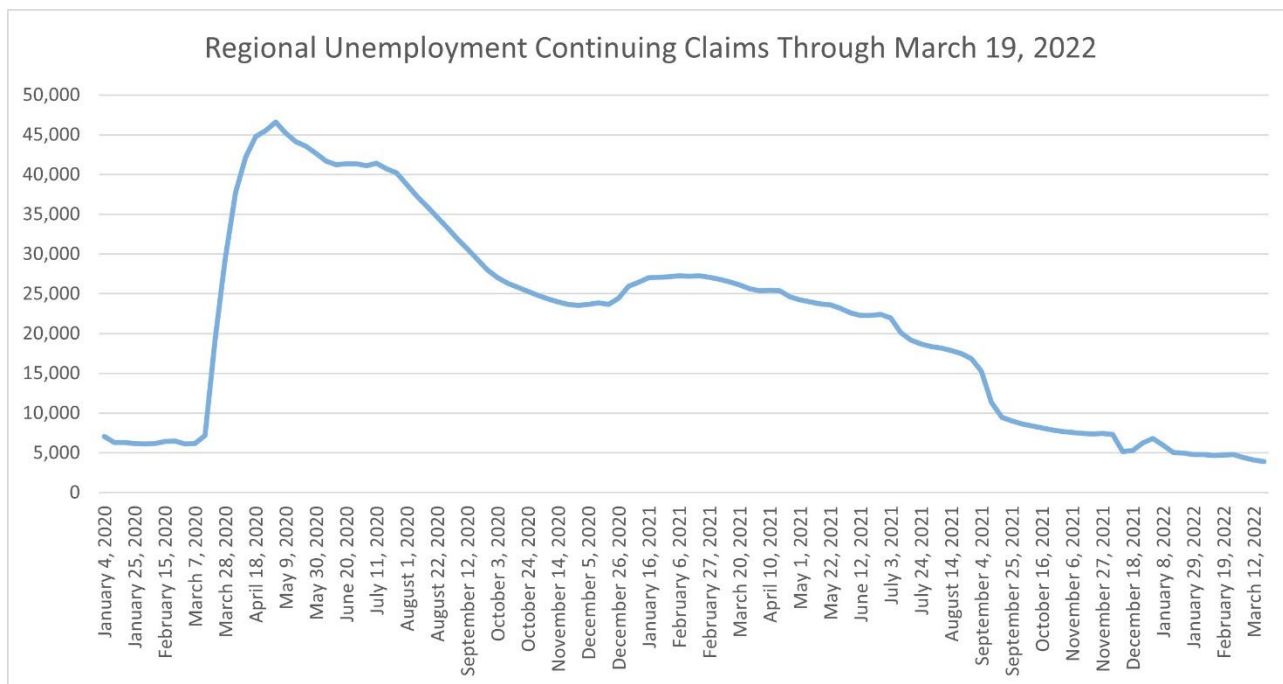
	Population 25 Years and Older	High School		College		
		No Diploma	Diploma	Some College	Associates Degree	Bachelor's Degree or Higher
New Haven County	598,060	9.7%	30.1%	17.0%	7.3%	36.0%
Connecticut	2,489,205	9.1%	26.3%	16.8%	7.8%	40.1%

¹⁰ StatsAmerica: Population Estimates by Race and Hispanic Origin in 2020. Accessed on April 2, 2022 from <https://www.statsamerica.org/USCP/>

¹¹ StatsAmerica: Education for New Haven County and Connecticut in 2020. Accessed on April 2, 2022 from <https://www.statsamerica.org/USCP/>

JANUARY 4, 2019-MARCH 12, 2022 UNEMPLOYMENT REGIONAL CONTINUING CLAIMS TOTAL

As of March 19, 2022, continuing unemployment claims were less than before the pandemic for the first time.¹² Traditionally, post-recession recovery of jobs in Connecticut lags that of the US.

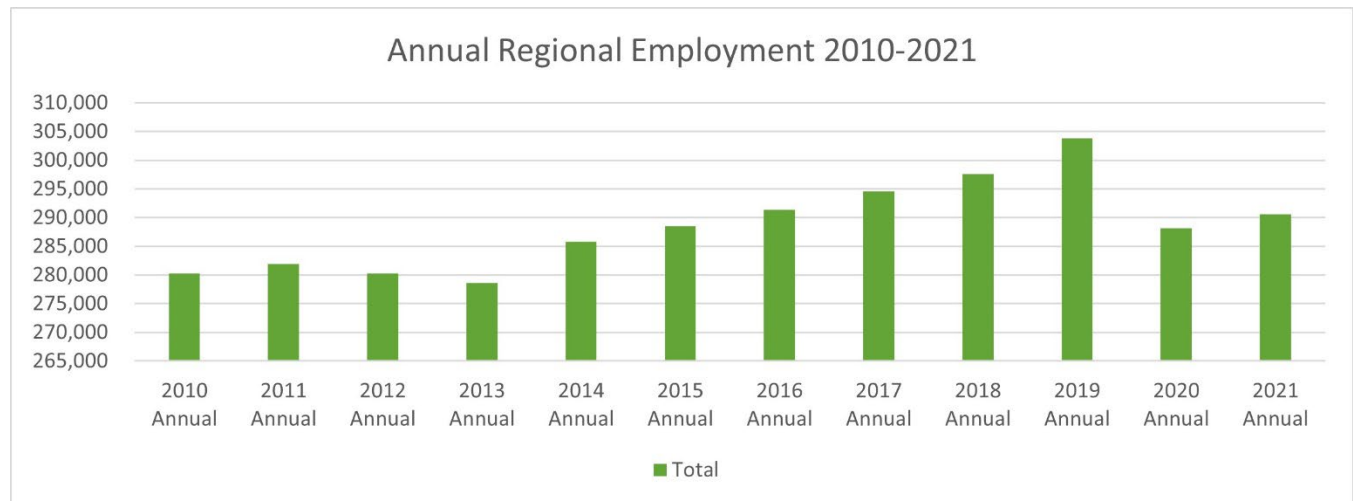


REDUCTION IN LABOR FORCE

The annual labor force in the region dropped from 314,261 in 2019 to 289,520 in 2020. The yearly workforce in 2021 continued to lag 2019 with 309,572 workers.¹³

¹² CT Department of Labor, Continuing Monthly Unemployment Claims by Town. Accessed April 12, 2022 from <https://www1.ctdol.state.ct.us/lmi/claimsdata>

¹³ Connecticut Department of Labor: February 2022 - Current Monthly Data. Accessed April 13, 2022 from <https://www1.ctdol.state.ct.us/lmi/laus/lmi123.asp>



Workforce Alliance has cited the following reasons for decreased labor force participation:

- Desire to continue remote/hybrid work
- Lack of available/affordable childcare
- Accelerated retirement (in November of 2021, there were 3.6 million more Americans who had left the labor force who said they didn't want a job compared to November of 2020 - 90% were age 55+)
 - Health concerns
 - Strong stock market
 - Increased home value
- Caring for someone with COVID-19
- Effects of long COVID-19

Summary Background

As mentioned in a recent US EDA webinar, there are three things we know going into 2022:

- Economic development planning has never been more difficult
- Economic development planning has never been more important
- Recovery funding offers an opportunity for transformational change

Economic development in 2021 was a series of advances and setbacks that mirrored COVID-19 infection rates. The region benefited from the optimism presented by the high vaccination and low infection rates throughout the summer and early fall of 2021. However, the arrival of the Omicron variant in December cooled enthusiasm for indoor activities such as dining, shopping, and entertainment. In addition, many businesses reverted to working from home. The unpredictable nature of the virus continues to interrupt the best-laid plans of organizations, schools, and businesses throughout the region.

With the resources provided in response to the crisis, we anticipate new opportunities to fund projects that will benefit the region. The exceptional funding available through the federal government should inspire the region to operationalize prime projects that were previously out of reach due to financial constraints. The projects we pursue should prepare us for future disruptions to our economy. Resilience will be a chief motivator in selecting projects throughout the recovery. REX/SCCREDC and the South Central Regional Council of Governments (SCRCOG) have partnered on two significant projects funded by CARES grants:

- Provide direct outreach and technical assistance on recovery and capacity building to small businesses and other stakeholders in the region impacted by the pandemic, focusing on women-owned, minority businesses, and businesses located in designated opportunity zones. We will provide updated information on potential resources and assist with navigating the array of available programs and services.
- Establish and maintain an online presence/website for two years to assist in the region's economic recovery of an identified sector(s). Conduct outreach to businesses in the sector(s) by assisting in setting up an online presence/virtual platform. The online presence, e-commerce, and/or app would provide for online orders, acceptance of credit and EBT payments, scheduling, and/or pickup options.

We unsuccessfully applied for DECD's CT Communities Challenge Grant Program with the Community Technical & Entrepreneurial Collaborative (CTEC) to establish a manufacturing training center in New

Haven (Manufacturing and Technical Community Hub, or “MATCH”). We intend to identify other funding sources to bolster our manufacturing workforce.

Connecticut is poised for significant growth. The state has garnered national and international media attention with our expertise in epidemiology and the efficient rollout of COVID-19 vaccines. We are more attractive to younger people as they look to relocate to areas with larger dwellings and more open space. While still hampered by the unfunded pension liability, the state's financial situation has achieved four credit rating upgrades and has a fully-funded Rainy Day Fund.

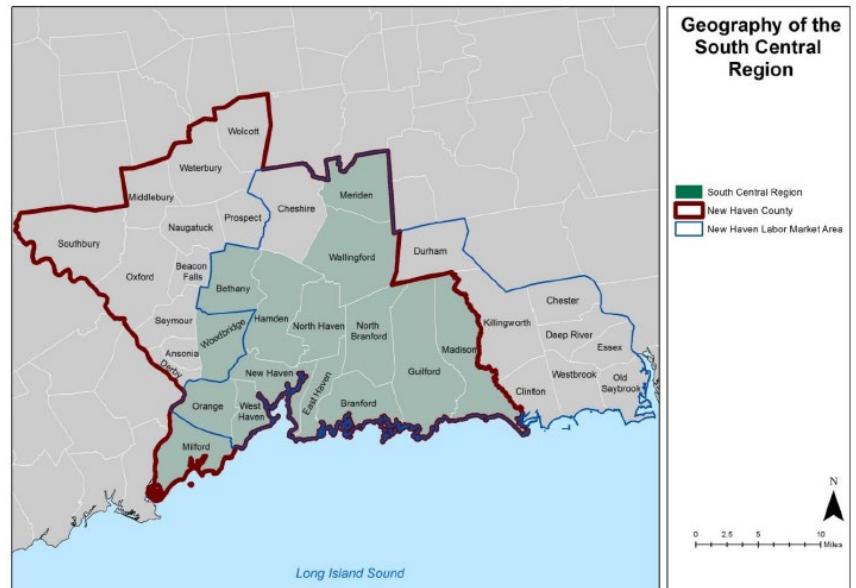
Inflation, dormant for several decades, is back with a vengeance. The high cost of fuel impacts almost every sector leading to increased costs for the consumer. In conjunction with the Great Resignation, inflation places many of our residents in a precarious financial position. We can anticipate increased food and housing insecurity. If there is a decrease in consumer confidence, unemployment may increase because jobs are eliminated due to a lack of demand. While it seems the Federal Reserve Board is preparing moves to address these dangers, the outcome is by no means assured.

While challenges remain, we have become a more attractive destination for residents and businesses with larger homes, impressive green space, and hybrid work opportunities. It is now our collective responsibility to create a vibrant and equitable community.

ENVIRONMENTAL, GEOGRAPHIC, CLIMATIC & CULTURAL INFORMATION

The region used in this analysis includes 15 municipalities in South Central Connecticut: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

Unless noted, we are reporting on the region. However, some data will be identified as New Haven County or the New Haven Labor Market Area.



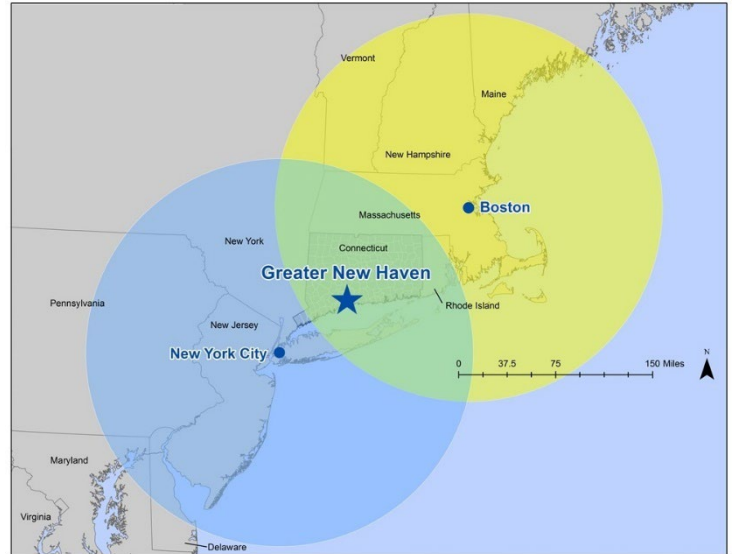
New Haven County: Ansonia, Beacon Falls, Bethany, Branford, Cheshire, Derby, East Haven, Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Naugatuck, New Haven, North Branford, North Haven, Orange, Oxford, Prospect, Seymour, Southbury, Wallingford, Waterbury, West Haven, Wolcott, and Woodbridge.

New Haven Labor Market Area: Bethany, Branford, Cheshire, Chester, Clinton, Deep River, East Haven, Essex, Guilford, Hamden, Killingworth, Madison, Meriden, New Haven, North Branford, North Haven, Orange, Wallingford, Westbrook, and West Haven.¹⁴

¹⁴ CT Department of Labor, Labor Market Information - Glossary of Terms. Accessed on May 20, 2021 from <http://www1.ctdol.state.ct.us/lmi/glossary.asp#L>

This map shows Greater New Haven's prime location on the eastern seaboard, with convenient access to New York City and Boston. Both cities are connected to New Haven by highway and rail services. New York has rail service via Metro-North and Amtrak. Boston has service via Amtrak.

Greater New Haven is bordered on the south by Long Island Sound. The Port of New Haven is the highest-volume commercial shipping port on Long Island Sound and is the busiest port between Boston and New York City.



Climate in New Haven, Connecticut

New Haven, Connecticut gets 48 inches of rain, on average, per year. The US average is 38 inches of rain per year.

New Haven averages 29 inches of snow per year. The US average is 28 inches of snow per year.

On average, there are 204 sunny days per year in New Haven. The US average is 205 sunny days.

New Haven gets some kind of precipitation, on average, 108 days per year. Precipitation is rain, snow, sleet, or hail that falls to the ground. In order for precipitation to be counted, you have to get at least .01 inches on the ground to measure.

Weather Highlights

Summer High: the July high is 83 degrees

Winter Low: the January low is 21 degrees

Rain: averages 48 inches of rain a year

Snow: averages 29 inches of snow a year

Source: https://www.bestplaces.net/climate/city/connecticut/new_haven

CULTURAL ASSETS

New Haven is considered the cultural capital of Connecticut. As the home of Yale University, we have access to collections selected from millions of paintings, sculptures, coins, books, and manuscripts. The Yale Center for British Art holds the most extensive collection of British art outside of the United Kingdom. Its vast collection includes works by J. M. W. Turner, Thomas Gainsborough, George Stubbs, Joseph Wright, and John Constable. Paintings and sculptures by Josef Albers, Edgar Degas, Joan Miró, Piet Mondrian, Pablo Picasso, Mark Rothko, and Roy Lichtenstein are just some of the Yale

University Art Gallery highlights. Smaller galleries throughout the region showcase the painting, pottery, sculpture, and jewelry created by local artists. Theater-goers can catch award-winning shows at the Shubert, Yale Repertory, and Long Wharf theaters in New Haven. Annual events include the two-week extravaganza of the International Festival of Arts & Ideas, country fairs, craft festivals, summer concert series, and the Open Source Festival. The Knights of Columbus Museum has been reinvented as the Blessed Michael McGivney Pilgrimage Center to recognize Father McGivney's beatification. Numerous arts organizations offer classes for children and adults, contributing to a vibrant quality of life.

INFRASTRUCTURE

South Central Connecticut has an aging multi-modal transportation system. State and local funding available to maintain a "state of good repair" is constrained and insufficient for the improvements to our transportation infrastructure necessary to meet our current and future needs. This situation has changed dramatically as the federal government is making available to Connecticut and our region new funding, allowing for an unprecedented infusion of investment in our public infrastructure, with a particular focus on transportation infrastructure. The \$1.9 trillion American Rescue Plan Act of 2021 (ARPA) was approved by the U.S. Congress and signed into law by the President. The law, which took effect on March 11, 2021, included \$350 billion in emergency funding for state and local governments, known as the Coronavirus State and Local Fiscal Recovery Funds. State and local governments will receive the funds over two tranches and must obligate the funds by December 31, 2024, and spend them by December 31, 2026. Connecticut expects a \$6 billion infusion of funding from ARPA, which can be allocated to roads and bridges, cybersecurity, broadband, geographic information systems (GIS), clean drinking water infrastructure, and wastewater and stormwater infrastructure.

In November 2021, the U.S. Congress approved the also known as the Bipartisan Infrastructure Law (BIL) which was signed into law by the President, and which provides for \$550 billion in new spending over 5 years. It is expected that \$6 billion will be made accessible to Connecticut and its municipalities over the next six years. The funding is directed to historic investment in core infrastructure priorities including roads and bridges, passenger and freight rail, transit, ports and waterways, airports, expansion of electric vehicle charging infrastructure, clean water systems and broadband.

The state has created and promoted plans for infrastructure spending with these new federal funds. Municipalities are engaged in an in-depth analysis and strategic planning efforts to determine the most effective utilization of the new federal funding. Some municipalities have advanced plans and begun to draw funds for projects.

Many of the funding opportunities under ARPA and BIL involve competitive nationwide grants. We encourage municipalities in the REX/SCRCOG region to coordinate their efforts and to pursue regional or multi-town efforts which will have greater likelihood of success in competition with larger government subdivisions in other regions of the country. We encourage the region and its municipalities to take advantage of this once-in-a-generation opportunity to pursue transformative projects which will have a lasting economic impact. We urge the state, the region, and its municipalities to invest in long-overdue transportation projects such as Downtown Crossing in New Haven, rehabilitation of Heroes Tunnel and re-configuration of Exit 59 on Rt. 15 in Woodbridge/New Haven, realignment of the I-91/I-691/ Rt. 15 interchange in Meriden, improvements to I-95 in West Haven and from Branford to the east beyond our region, TOD projects in West Haven, Meriden and many other SCRCOG municipalities hosting Metro-North, Hartford Line and Shoreline East Train stations, creation of a train station to service North Haven and Hamden, improvements to New Haven's Union Station, including shops and restaurants, a bus station and additional parking. roadways and bridges. The Greater New Haven region is expanding bicycle and pedestrian infrastructure and implementing Complete Street programs.

The City of New Haven and Tweed New Haven Airport Authority have moved forward with a public/private partnership aimed at leveraging private investment to attract and maintain commercial passenger flight services at Tweed. The project will entail construction of a new passenger terminal and various other upgrades to the airport's infrastructure. A new air carrier, Avelo, has initiated service to multiple vacation and business destinations and has experienced impressive ridership. This is a major advance for the region's transportation needs and will create a major economic impact regarding accessibility to the national economy and local job growth.

To expand the freight capacity of the region, we support investment, including use of funding now available through federal infrastructure legislation, in the expansion of the Port of New Haven. The port is considered the busiest port between New York and Boston. Plans are underway for an expansion of the shipping channels leading to the Port to make it "big ship ready" after the expansion of the Panama Canal. The Port currently has a channel depth of 35 feet. The Army Corps of Engineers is currently exploring the benefits of expanding the channel to between 37 and 42 feet in depth to allow for larger ships to use the port.

New federal funding is available for clean drinking water, stormwater diversion and wastewater treatment infrastructure improvements. The Regional Water Authority, which plans for decades in advance, will look to optimize its drinking water infrastructure for resiliency, and response and recovery from droughts and climate-driven events. The Greater New Haven Water Pollution Control Authority serves New Haven, Hamden, and East Haven. Several municipalities in the region host their own Water Pollution Control Authorities such as Milford, West Haven, North Haven, and Branford. These facilities, if not already accomplished, will need to plan and implement hardened infrastructure improvements to facilitate resilience to storms and sea level rise, as well to plan for necessary capacity and reliability.

Prior to and especially during the pandemic, we experienced uneven distribution of broadband services. While U.S. News and World Report's Internet Access Rankings demonstrated improvement in Connecticut's overall performance, our current network does not provide adequate home or commercial service to maximize the economic impact of our key sectors. Connecticut ranked #35 overall, #14 for broadband access, and #48 in ultra-fast internet access in 2018 by U.S News and World Report. Connecticut improved in 2021 to #30 overall, #11 broadband subscription rate, and #41 with access to gigabit internet. Utilizing federal infrastructure funds for broadband expansion should be accomplished with equity of access as a focus.

	Households with a Computer, percent, 2016-2020	Households with a Broadband Subscription, percent, 2016-2020
Bethany	96.6	95.7
Branford	93.2	90.4
East Haven	90.1	88.6
Guilford	94.8	93.8
Hamden	93.0	88.0
Madison	95.1	93.2
Meriden	86.8	78.6
Milford	93.0	88.4
New Haven	88.6	83.4
North Branford	95.6	94.5

North Haven	92.9	91.1
Orange	95.0	93.2
Wallingford	89.4	83.5
West Haven	92.6	89.2
Woodbridge	96.6	95.3
Connecticut	92.0	91.9
U.S.	87.3	85.2
<i>Blue highlights = <CT</i>	Yellow highlights = <US	

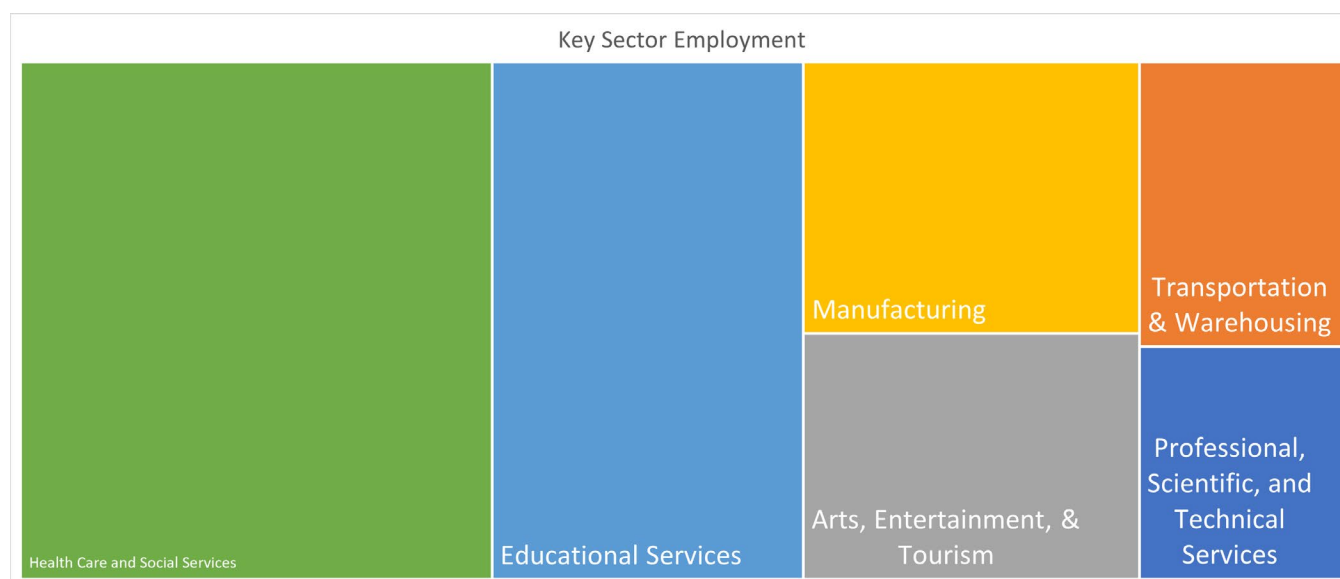
The region's electric and natural gas services are provided by Avangrid (United Illuminating and Southern Connecticut Gas) and Eversource Energy. In response to the Public Utilities Regulatory Authority (PURA) findings, both companies continue to implement changes to improve response and recovery in the event of power outages. In addition to these efforts, there is an ongoing focus on green energy options. The emphasis of funding will be on resilience to storms resulting in power outages, preventative measures such as utility pole management, microgrids, energy storage, infrastructure hardening, and vegetation management.

TOP SIX ECONOMIC DRIVERS

1. Healthcare, Biomedical, & Life Sciences
2. Higher Education
3. Advanced Materials & Manufacturing
4. Arts, Entertainment, & Tourism
5. Transportation & Warehousing
6. Professional, Scientific, & Technical Services

Through 2020, the top 5 regional sectors remained consistent. However, the number of Manufacturing jobs overtook employment in Arts, Entertainment, & Tourism, in 2021. In addition, Transportation & Warehousing is now one of the leading employment sectors.¹⁵

2020 Annual Industry Distribution of Jobs by Key Sectors	Jobs	%
Health Care and Social Services (includes Biomedical & Life Sciences)	75,920	35.66 %
Educational Services	50,125	23.55%
Manufacturing	28,410	13.34%
Arts, Entertainment, & Tourism	25,703	12.07%
Transportation & Warehousing	18,024	8.47%
Professional, Scientific, & Technical Services	14,708	6.91%
Total Number of Jobs in Key Sectors *Excludes retail	212,890	

**HEALTHCARE, BIOMEDICAL, AND LIFE SCIENCES**

Healthcare and Life Sciences serve as significant drivers in the local economy. Yale New Haven Health System (YNHHS), one of the country's largest and most highly-respected healthcare delivery networks,

¹⁵ StatsAmerica: Employment by NAICS Code by County. Accessed on April 1, 2022 from <https://www.statsamerica.org/USCP/>

continues to expand its services and investment in the community. YNHHS is acquiring three additional hospitals: Manchester Memorial Hospital, Rockville General Hospital, and Waterbury Hospital. In addition to YNHHS, Hartford HealthCare is expanding services in our region with a new health center in Milford.

YNHHS announced a groundbreaking partnership with four local universities in March 2022. Fairfield University, Gateway Community College, Quinnipiac University, and Southern Connecticut State University all signed agreements to partner with YNHHS to help more qualified nursing student candidates become enrolled and subsequently employed.¹⁶

Yale New Haven Health is moving forward with the \$838 million Neurosciences Center on its Saint Raphael Campus.

COVID-19 Pandemic Response

- After the first wave, hospitals were able to continue elective procedures
- Established nationally recognized protocols at vaccination centers
- Yale New Haven Health built a temporary Emergency Room in advance of the Omicron surge

Milestones/Impacts

- Expertise in public health garnered national attention
- Connecticut set the bar for vaccine rollout using data using age groups
- Increased outreach to underserved communities

BIOSCIENCE

We have several early-stage and mature bioscience companies working on treatments for co-morbidities such as diabetes, migraines, rare diseases, cancer, and more. In 2021, NIH provided nearly \$572 million in grants to colleges, universities, and private ventures in Greater New Haven.¹⁷

2021 was a year of positive lab/biotech news, and a recent Colliers International report details it. Colliers points out that New Haven's biotech industry is making strides with existing companies expanding into new spaces, growing companies moving into the city, new companies taking leases in office buildings converted to lab use, and new lab buildings starting construction and lifting our economy. As Colliers puts it, "It is becoming increasingly clear that the life sciences industry is transforming the real estate market in New Haven."¹⁸

In June 2021, Downtown Crossing (DTX) Phase 3 and 101 College Street broke ground. DTX Phase 3 will continue transforming the former Route 34 corridor into urban boulevards for pedestrians, cyclists, and motor vehicles. It will serve as the foundation for connecting Temple Street across the highway cut to Congress Avenue and creating land on which Carter Winstanley will build 101 College Street, a 500,000-square-foot bioscience lab/office tower, for 2023 occupancy. We are currently seeking funding for Phase IV of Downtown Crossing.

Public/private partnerships continue to support workforce development. BioPath and The Jackson Lab hosted a virtual bioscience career forum. The forum continues to bring students and local companies together. In 2021, 288 students and 25 companies attended the forum. In addition, the BioPath internship program placed 28 students in 19 companies during the year 2021. The Greater New Haven

¹⁶ Yale New Haven Health partners with local universities to remedy the nursing shortage. Accessed April 4, 2022 from <https://www.northeastmedicalgroup.org/news/yale-new-haven-health-partners-with-local-universities-to-remedy-the-nursing-shortage>.

¹⁷ NIH Awards by Location & Organization 2021. Accessed April 2, 2022 from <https://report.nih.gov/award/index.cfm>

¹⁸ Colliers: Lab Deals Spark Strong Quarter for Leasing and Sales. Accessed April 4, 2022 from <https://www.colliers.com/en/research/new-haven/q4-2021-new-haven-office-market-report>

Chamber of Commerce partnered with NextGen on Life-science Sprints. The initiative resulted in local company CEOs and executives coming together to strategize and implement infrastructure, talent, and branding plans for Lifesciences in the Greater New Haven region.

Several Lifesciences companies expanded their workforces, such as RallyBio, Arvinas, IsoPlexis, Azitra, and Biohaven. Halda Therapeutics has a new headquarters in New Haven and continues to grow from single-digit to almost 20 employees. Part of Pierce Laboratory, the New Haven Innovation Lab, opened over 7,500 sq. ft. of new startup laboratory space. Also, Biohaven purchased the Q Club, a building adjacent to their current headquarters. REX/SCCREDC, EDC of New Haven, BioCT, AdvanceCT, and several real estate brokers continue to monitor and track the inventory of lab space to accommodate companies' needs for start-up or expansion space. Additional lab space for Lifesciences companies has come online or will be available soon. This includes space at 115 Munson Street (Halda Therapeutics, Adela), 55 Church Street, 101 College Street, and Pierce Labs.

Employment opportunities are available for clinical and non-clinical applicants meeting the criteria; please see the Workforce section.

Headlines from BioCT¹⁹:

- Alexion to expand New Haven footprint
- Trevi Therapeutics Announces \$55 Million Private Placement Priced At-the-Market FDA approves agitation treatment from BioXcel
- Artizan receives patent re its discovery platform
- Simcha raises \$40M to advance cancer drug study
- Arvinas to double workforce after Pfizer deal
- Biohaven closes migraine-drug deal with Pfizer
- Quantum-Si leases space at Winchester Works
- BioXcel begins Phase 3 study re Alzheimer's disease
- Biohaven seeks FDA approval for nasal spray
- Guilford's Detect unveils at-home COVID-19 test
- New Haven bioscience incubator opens
- Biorez wins patents for BioBrace implants
- Hamden medtech CoRISMA raises capital
- Branford's IsoPlexis makes Wall Street debut
- Elm Street Ventures helps power New Haven biotech
- New Haven's Rallybio raises over \$90 million in IPO
- Rallybio to go public in \$100M IPO
- Halda Therapeutics opens at Winchester Works
- BioXcel aims to raise \$100M in public offering
- Pierce Laboratory to open new space in New Haven
- Construction begins on Winstanley's 101 College St.
- FDA approves expanded use of Alexion's ULTOMIRIS®
- FDA approves Biohaven migraine pill
- Artizan and Cybrexa complete financing rounds (\$11M)

COVID-19 Pandemic Response

- Participated in research for the COVID-19 vaccine
- The negative impact of COVID-19 on patients with comorbidities demonstrated the need for ongoing research in universities and private companies

¹⁹ BioCT News. Accessed April 19, 2022 from <https://bioct.org/category/news/>

Milestones/Impacts

- Served as subject-matter experts within the community and through national media
- Increasing investment in bioscience facilities from new and previous developers
- Increasing new startup and graduation space
- Retaining and attracting new talent
- Improved retention of bioscience companies throughout the region
- Increase in National Institute of Health (NIH) funding from \$454 million in 2018 to nearly \$572 million in 2021

HIGHER EDUCATION

The region hosts seven colleges and universities, including two law schools, two medical schools, and the world-renowned Yale University. Although not an actual cluster, the education sector is a primary economic driver, producing a well-educated workforce employing more than 30,000 people and having a total economic impact of more than \$2 billion annually.

While the pandemic posed significant challenges in the spring of 2020, our local colleges and universities returned to full capacity in the fall of 2021.

In addition to the education, workforce development, and quality of life components that our colleges and universities contribute, they also make direct financial investments in our towns. Quinnipiac University recently announced a \$244 million project to deliver two new academic buildings and one dormitory in Hamden. Yale University is in mid-renovation of the Yale Peabody Museum, estimated at \$250 million in New Haven. The University also announced that the Yale Peabody Museum would be free to all visitors in the future. The Yale Center for British Art and Yale University Art Gallery also offer free admission. In addition, the Yale School of Drama is now tuition-free, thanks to a generous gift by David Geffen. Finally, Yale University and the City of New Haven signed an agreement whereby Yale will increase its voluntary payments (currently \$13 million annually) to New Haven by adding \$10 million for each of the next five years and \$2 million in the sixth year.

COVID-19 Pandemic Response

- Moved students back on campus with stringent testing protocols to prevent community spread
- Full return of students supported local businesses

Milestones/Impacts

- Creation of both certificate and degree programs in high-demand fields
- Tiered PILOT payments

Academic R&D

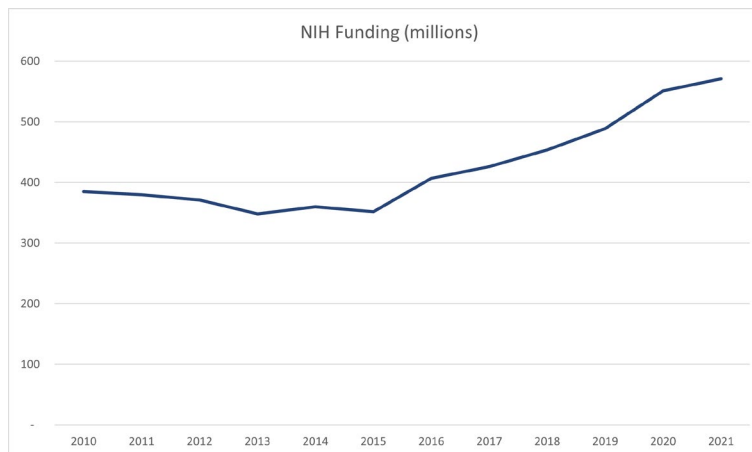
Academic Research and Development is a powerful economic driver in the region. Beyond the medical and technological gains created by this research, spinoff companies are created in the private sector, with the associated economic impact of hiring employees, utilizing local goods and services, and serving as resources for the entrepreneurs and startups affiliated with a college or university.

2021 National Institute of Health Awards to Organizations in South Central Connecticut²⁰

Organization	Funding
ATMAN THERAPEUTICS CO.	\$253,882
CAROGEN CORPORATION	\$939,695
CENTER FOR PROGRESSIVE RECOVERY, LLC	\$55,000

²⁰ NIH Awards by Location & Organization 2021. Accessed April 2, 2022 from <https://report.nih.gov/award/index.cfm>

CONNECTICUT AGRICULTURAL EXPERIMENT STA	\$293,370
CORNOVUS PHARMACEUTICALS, INC.	\$1,452,200
CYBREXA, INC.	\$820,611
HASKINS LABORATORIES, INC.	\$2,231,775
JOHN B. PIERCE LABORATORY, INC.	\$1,169,136
L2 DIAGNOSTICS, LLC	\$1,285,482
OUI THERAPEUTICS, LLC	\$1,648,555
QUINNIPIAC UNIVERSITY	\$255,873
RENETX BIO, INC.	\$1,545,531
SOUTHERN CONNECTICUT STATE UNIVERSITY	\$378,133
STATERA THERAPEUTICS INC.	\$295,051
TARGETSITE THERAPEUTICS CORPORATION	\$319,794
THETIS PHARMACEUTICALS, LLC	\$299,561
UNIVERSITY OF NEW HAVEN	\$447,960
VIRSCIO, INC.	\$770,793
YALE UNIVERSITY	\$557,452,201
TOTAL	\$571,914,603



HOSPITALITY AND LEISURE

The hospitality and leisure sector is slowly recovering from the staggering impact of the pandemic. Business travel recovery significantly lags leisure travel. While many utilize occupancy and RevPAR (revenue per available room) as the gold standard for measuring hotel demand, these statistics fail to consider the impact on food and beverage revenue from meetings, tradeshow, and conferences. This is particularly true for hotels in downtown New Haven as much of the business relies on travelers visiting Yale University or Yale New Haven Hospital. The dependence on the business traveler is also true in many of our non-shoreline lodging properties.

Pent-up demand from leisure travelers and a low infection rate made Connecticut a popular destination in the summer of 2021. Visitors enjoyed the numerous parks, beaches, and trails throughout the region. Greater New Haven continued to capitalize on this demand by promoting state and local amenities.

The region also has a significant growth opportunity via the new air service at Tweed-New Haven Regional Airport. Avelo Airlines has established six direct flights between New Haven and Florida in November 2021, and is adding seven more destinations beginning in May 2022. The airline is performing above expectations, and we are optimistic regarding future passenger use.

The leisure and hospitality sector has long worked to improve the workforce pipeline. With COVID-19, potential employees are concerned about the stability of employment in the industry. Although worker availability has been an issue for some time, the rising labor cost is now an additional concern. Salaries that had typically increased 3% annually are now up 25% over the past three years. Room attendants are currently paid \$15 an hour to start, and tipped workers, previously paid \$6-\$11 hourly, now receive a \$15 hourly wage in addition to tips. Increased pay and a strong culture of respect for employees have decreased turnover. Supply chain issues are still persistent. With increases in the costs of labor and goods, profitability is declining.

Restaurants also suffer from workforce challenges, rising costs, and access to goods. Restaurants that have demonstrated flexibility in their business models, such as adding outdoor dining or offering takeout or delivery, have fared better than restaurants solely offering indoor dining. While many of the region's restaurants applied for grants through the Restaurant Revitalization Act, the underfunded program could not assist many applicants.

The region is looking forward to opening two new hotels in New Haven, the Cambria and the Hotel Marcel. The Hotel Marcel has transformed the former Pirelli Building into a sustainable hotel while maintaining this outstanding example of Brutalist architecture.

ADVANCED MATERIALS AND MANUFACTURING

Unfortunately, the pandemic's "Great Resignation" exacerbated the ongoing challenges that manufacturing companies already were experiencing regarding hiring skilled workers. In the Workforce section, we will detail the steps the state and Workforce Alliance are taking to address this issue. Fortunately, the process was well underway before the pandemic.

The New Haven Manufacturing Association has expanded its membership to include companies from throughout Connecticut and rebranded as ManufactureCT. Members (and non-members) benefit from monthly seminars on critical issues the industry faces today. A small sampling includes:

- Regional Sector Partnerships
- Developing Your Industry 4.0 Roadmap
- Where We Are and What Lies Ahead: An Update on The Current State of The Economy and a 2022 Outlook
- How to Create an Apprenticeship Program to Meet Your Workforce Needs
- Supply Chain Challenges and Solutions
- Get to Know CCAT (CT Center for Advanced Technology)

The State of Connecticut has prioritized manufacturing as a critical sector, has created a Chief Manufacturing Officer, and has appointed Kelli Vallieres (a manufacturer) as the Governor's Workforce Council chair.

TECHNOLOGY SUPERCLUSTER

Yale University is the primary source for technology transfer in New Haven. In 2021, 11 startups were launched, and \$53.3 million was raised in venture financing.²¹

²¹ Yale Office of Cooperative Research, 2021 Innovation & Entrepreneurship. Accessed on April 2, 2022 from <https://ocr.yale.edu/about-office-cooperative-research>

In September 2021, New Haven Biz published its Tech 25 issue featuring tech companies in Greater New Haven to watch.²²

- Alexion
- Artizan
- Arvinas
- Azitra
- Biohaven
- BioXcel
- CiDRA
- Civic Plus/See Click Fix
- Continuity Control
- Cybrexa
- Device 42
- Fitscript
- Halda Therapeutics
- Inbox Health
- IsoPlexis
- P2 Science
- Precipio Diagnostics
- Quantum SI
- RallyBio
- ReNetX Bio
- Simcha Therapeutics
- Square 9 Softworks
- Tangen Bioscience
- Trevi Therapeutics
- Wellinks

COLLABORATORS/SUPPORTERS FOR ECONOMIC DEVELOPMENT

The list of partners in Economic Development is diverse and includes businesses, municipalities, non-profits, community groups, and more. Below is a partial list of REX/SCCREDC's partners:

- AdvanceCT
- Albertus Magnus
- Arts Council of Greater New Haven
- AT&T
- Avangrid
- BioCT
- CEDAS
- Central Regional Tourism District
- Community Foundation for Greater New Haven
- Connecticut Department of Economic and Community Development (DECD)
- Connecticut Department of Energy & Environmental Protection
- Connecticut Lodging Association/American Hotel & Lodging Association
- Connecticut Office of Tourism
- CT Data Collaborative
- CTNext
- Discover New England
- Eversource
- Frontier Communications
- Gateway Community College
- MakeHaven
- ManufactureCT
- Market New Haven
- Municipal Economic Development Staff & Commission Members
- New Haven Festivals
- Regional Chambers of Commerce
- Regional Leadership Council
- Regional Water Authority
- South Central Regional Council of Governments
- Southern Connecticut Gas
- Southern Connecticut State University
- Tweed-New Haven Regional Airport
- United Illuminating Company
- University of New Haven
- US Economic Development Administration
- US Environmental Protection Agency
- Workforce Alliance
- Yale University
- Yale New Haven Health

²² New Haven Biz: Greater New Haven's promising tech companies. Accessed on April 3, 2022 from <https://nebusinessmedia.uberflip.com/i/1407104-new-haven-biz-september-2021/23?>

SWOT ANALYSIS

Strengths

- Prime location on the eastern seaboard & exceptional quality of life
- Highly-educated workforce
- Stable employer base
 - Manufacturing
 - Bioscience
 - Healthcare
 - Higher Education
- Access to a vast consumer market makes the region appealing for distribution centers
- Collaboration with the Connecticut Department of Economic and Community Development
- Regional cooperation

Weaknesses

- State government's unfunded pension liability - About \$40 billion in long-term pension debt is expected to place significant pressure on state finances into the 2040s
- Shrinking workforce
- Existing issues related to social justice and cultural equity, including inequality of income, access to broadband, access to healthcare, and more
- Insufficient housing supply overall, particularly for affordable housing
- Uncertainty about pandemic's future impacts
- Mismatched skill sets

Opportunities

- Investment in our aging/inadequate transportation infrastructure
 - Rail
 - Air
 - Bus
 - Bridges
 - Port
- Upskilling of unemployed and underemployed through Workforce Alliance and its partners to provide programming specific to our job market needs and to narrow the wealth disparity
- Funding for transformative projects through the American Rescue Plan Act and Infrastructure Investment and Jobs Act
- Potential use of federal funding to reduce the wealth gap

Threats

- Ongoing potential for COVID-19 variants and surges that could impact access to healthcare and negatively impact the economy
- Competition for businesses and talent with New York and Boston
- Climate change

STRATEGIC DIRECTION/ACTION PLAN

GOAL 1: BUSINESS DEVELOPMENT AND RECRUITMENT

Foster efficient business development, recruitment, access to jobs, wealth creation, and entrepreneurial activity throughout the region.

Objective 1: Actively engage our stakeholder network to support the targeted development and recruitment of high-value businesses in the region.

Action Items

- Identify best practices from towns described as “business-friendly” and share them with all towns within the region. Completion: Ongoing
 - REX offered all towns assistance with obtaining CEDAS Best Practices Certification. Guilford, Hamden, North Branford, Orange, and West Haven participated in the program. Woodbridge is also applying. Currently, Madison, Milford, New Haven, and North Haven are certified. Some towns that had intended to apply in 2021 were unable to meet the deadline due to staff shortages created by the Omicron variant.
- Act upon short-term recommendations obtained through interviews and outreach meetings, including increased support for anchor institutions, expanded promotion of the region, and building the workforce pipeline. Completion: Ongoing
 - Workforce Alliance
 - Programs for the formerly incarcerated to rejoin the workforce
 - SkillUp for Manufacturing Certificate Program
 - Project CEO to prepare young adults for professional careers
 - Health Careers Advancement Program
 - Recovery Works for individuals with prior substance abuse issues
 - When on-site services were banned, Workforce Alliance continued working remotely to develop innovative programs and promote the state’s online upskilling courses.
- Provide entrepreneurial support in all sectors, directly and through referrals to other organizations. Completion: Ongoing
 - REX/SCCREDC and its partner organization, the Economic Development Corporation of New Haven (EDC), work directly with the New Haven Innovation Collaborative. Programs focus on:
 - Technology Talent Development
 - Shared Facilities for Startups
 - Supporting Entrepreneurs
 - Technical Support
 - Mentorship
 - Seed Funding
 - Equitable Entrepreneurial Ecosystem (NHE3)
 - Economic Justice Fund Stipends
 - Economic Development Fellowship
 - KNOWNpreneurs growth lab
 - ConnCorp is a business incubator in Hamden focused on driving economic development and justice in impoverished communities by investing in local commercial and residential real estate and minority-owned businesses.
- Continue to engage key sectors and businesses through one-on-one conversations, professional meetings, and networking events. Completion: Ongoing
 - Throughout the pandemic, there has been significant outreach to businesses, primarily through Zoom calls, webinars, etc., providing information on the pandemic response,

- best hiring practices, government financial/business assistance resources, marketing, and training.
- Maintain communication with town economic development administrators and commissions through the Regional Economic Development Forum meetings. Completion: Ongoing
 - 2021 REDFO presentations:
 - Post-pandemic Outlook for the I-95 Corridor
 - Commercial Real Estate Market Supply and Demand
 - Federal Funding Opportunities
 - CEDAS Best Practices Process
 - Technology Sector Update by AdvanceCT
 - COVID-19 Vaccine and Therapeutic Development
 - Workforce Recovery Programs
 - COVID-19 Impact on Colleges and Universities Statewide
 - COVID-19 Impact on Regional Arts and Culture Organizations

Objective 2: Collaborate with regional partners to provide access to and actively disseminate complete and accurate information on available resources and incentives.

Action Items

- Identified lab space currently developed or that will become available for graduation space upon Arvinas' move to 101 College Street. Completion: Ongoing
- The SCRCOG-funded data initiative with REX/SCCREDC and the CT Data Collaborative has been extended.
- Increase the REX/SCCREDC newsletter list by 2% annually. Completion: Ongoing
 - Did not meet the goal in 2021-2022. Efforts were hampered without in-person events and trade shows.
- Post events, programs, and media announcements on social media three times per week. Completion: Ongoing
 - Achieved goal in 2021-2022.
- Continue active participation in associations, chambers of commerce, and municipal economic development initiatives. Completion: Ongoing
 - Achieved goal in 2021-2022. Collaboration among stakeholders increased in 2020 and 2021 due to the pandemic.

Objective 3: Advocate for business-friendly initiatives at the federal, state, and local levels that will encourage economic growth and vitality.

Action Items

- Support business-friendly initiatives through legislative outreach and community involvement. Completion: Ongoing
 - We receive monthly updates from representatives of our Congressional offices, the Connecticut Conference of Municipalities (CCM), and the Connecticut Council of Small Towns (COST) at SCRCOG meetings.
 - REX/SCCREDC is a leading advocate for state and federal tourism initiatives.
 - REX/SCCREDC has provided letters of support for various grants, including:
 - Office of Brownfields and Capital Projects Small Business and Community Development Program Unit: Manufacturing and Technical Community Hub (MATCH)
 - Build Back Better: Together We Grow - Innovation Corridor Strategy South Central Connecticut
 - Downtown Crossing Phase 4: Removal of the expressway to create an urban boulevard in the medical/bioscience district

- Participated in the Microbiome forum with the legislators.
- Testify on relevant economic development issues. Completion: Ongoing
 - REX participated in a multi-part State Legislative Forum
 - Met with DECD Commissioner David Lehman to advocate for direct business support for the tourism industry
 - REX participated in the Recovery and Rebuilding Session with the Federal Delegation
 - Testified to continue funding for CTNext to enable financial support for entrepreneurial projects.
 - We submitted a support letter for 55 Church St. public hearing

Objective 4: Expand global opportunities by forging economic and cultural ties in conjunction with our community partners.

Action Items

- Regularly attend national and international trade shows to promote our vital economic drivers. Completion: Ongoing
 - Tradeshow update:
 - Most tradeshows were canceled due to the pandemic.
 - We attended the following tradeshows:
 - Biomedical Device Show
 - American Bus Association Tradeshow
 - International Society of Hotel Associations
 - As tradeshows resume, we are eager to promote the region. Traditionally, REX has attended:
 - Bio Digital
 - Eastec
 - Hannover Messe Advanced Manufacturing Tradeshow
 - International Manufacturing and Technology Show
 - International Council of Shopping Centers
 - Medical Device & Manufacturing East
 - Select USA
 - Discover New England

GOAL 2: WORKFORCE AND HOUSING

Identify, stimulate, and coordinate programs and services, ensuring that the region's residents have affordable access to the high-quality training, education, and housing opportunities they need to be productive members of emerging industry clusters in the regional economy.

Objective 1: Create a broad spectrum of career pathways within our key industry clusters to provide the opportunity for all to earn a livable wage.

- As South Central Connecticut's American Jobs Center, Workforce Alliance has executed various programs to address existing and emerging workforce needs. Programs have focused on the unemployed, the underemployed, and meeting industry demand. Many training programs have been created in conjunction with community colleges and private sector partners to address the region's most critical labor shortages, such as IT, utilities, healthcare, and social services, hospitality, manufacturing, and the trades. Programs include:
 - Professional Services
 - Project Management Certificate
 - Business Professional and Office Assistant
 - Bookkeeping Professional National Certificate w/Accounting & QuickBooks
 - Bookkeeping Certificate Training with AIPB

- Real Estate Principles & Practices
- Accountant Assistant Credit Certificate Program
- Medical Office Assistant
- Real Estate Principles & Practices
- CNA+
- Logistics
- Technology Talent Pipeline
- Manufacturing
 - Skill Up for Manufacturing
 - Technology Studies: Manufacturing Machine Technology
 - Manufacturing Machine Technology Certificate (Pending)
 - Technology Studies: Manufacturing Machine Technology Degree
- Hospitality & Retail
 - Hospitality & Tourism Training Program
 - ServSafe Food Handler, Alcohol Safety & Manager Training
 - Culinary Arts Credit Certificate Program
- Healthcare & Social Services
 - Certified Nursing Assistant (CNA) (Pending)
 - Medical Office Assistant Training Program (Pending)
 - Patient Care Technician
 - Patient Care Technician with C.N.A.
 - Pharmacy Technician Training
 - Community Health Worker
 - Certified Nurse Aide
 - Emergency Medical Responder (Pending)
 - Emergency Medical Technician
 - Drug & Alcohol Recovery Counselor Credit Certificate program (Pending)
- Information Technology
 - (Level 1) Microsoft Office Specialist/Customers Service and Sales
 - (Level 2) Microsoft Information Technology specialist/Software Developer
 - CompTIA Network + Training
 - A+ CompTIA Desktop Support Training
 - A+ CompTIA & Network+ Certification Training (Pending)
 - Business Analyst Certificate (Pending)
 - Digital Media & Web Design Training (Pending)
 - A+ Certification
 - Adobe InDesign (Pending)
 - Adobe Photoshop
 - Amazon Web Services Certified Solutions Architect
 - AutoCAD/Autodesk
 - Cisco Certification Bundle
 - CompTIA A+ and CompTIA Network+ Certification Bundle
 - Microsoft Azure Certification Training
 - PC Fundamentals and Microsoft Office Specialist Certification Training
 - Microsoft Certified Solution Expert (MCSE)
 - Adobe Illustrator Certification Training
 - App Development with Swift Certification Level 1
 - Certified Associate in Project Management
 - Certified Ethical Hacker (Pending)
 - Certified Information Systems Security Professional (Pending)
 - Certified Software Tester

- Cisco Certified Network Associate
 - CompTIA Cybersecurity + (Pending)
 - CompTIA Network+
 - CompTIA Project+
 - CompTIA Security+
 - Entrepreneur Small Business Certification Training (Pending)
 - Ethical Hacker Associate
 - Microsoft SQL Server Certification Training
 - SAS Certified Base Programmer
 - VMware Certified Associate
 - Comprehensive Healthcare Project Management (Pending)
 - Microsoft Office and Employment Preparation
- Skilled Trades & Personal Services
 - S License HVAC (Pending)
 - B License HVAC (Pending)
 - Commercial Driver Training B (Pending)
 - CETP Propane Training (Pending)
 - Building Analyst (Pending)
 - Envelope-Shell Training (Energy Efficiency) (Pending)
 - Small Engine Repair & Technology
 - Clean Water Management Credit Certificate
 - Water Management Credit Certificate
 - Digital Media & Web Design Training (Pending)
 - Distribution & Supply Chain Logistics with Powered Industrial Forklift
 - CT Security Officer Certification
- Project CEO to prepare young adults for professional careers
- The State of Connecticut is making a significant investment in workforce development initiatives to upskill & reskill CT workers
 - \$15 million in CARES Act funding for Skill Training
 - \$70 million in ARPA funding for CareerConnectCT
 - \$70 million in ARPA funding for Mental Health Worker & Nursing Shortage
 - \$11 million in ARPA funding High School Career Readiness
 - \$40 million in bond funding for Incumbent Worker Training, Basic Skills Training, and Transportation Assistance
- Pandemic response
 - When on-site services were banned, Workforce Alliance continued working remotely on the development of new programs and the promotion of the state's online upskilling courses
 - Actions to offset the shrinking labor force
 - Programs for the formerly incarcerated to rejoin the workforce
 - Recovery Works for individuals with prior substance abuse issues
 - Training people with different abilities
 - The State of Connecticut's "Back to Work CT" program incentivized those pushed out of work by the COVID-19 pandemic to reenter the workforce with a \$1,000 payment.
- Create a training and education resources database for local economic development professionals and town planners. Completion: Ongoing
 - Develop a marketing campaign for distribution to the public school system. The Governor's Workforce Council has launched a program for career readiness.
 - Consistent with the priorities of the Governor's Workforce Council Strategic Plan, the Office of Workforce Strategy is offering strategic planning and technical assistance to

Connecticut public schools and school district officials that wish to expand their career readiness programming during the 2021-22 school year. These offerings will include:

- Career Pathways: Technical assistance to districts and schools seeking to develop new career-focused courses, giving middle and high students essential skills to begin their career in an in-demand industry
 - Work-Based Learning: Support districts and schools in fostering local employer partnerships to develop internship, pre-apprenticeship, job shadow, or mentorship opportunities for middle and high school students
 - Dual Credit/Dual Enrollment: Strategic support to districts and schools interested in developing new opportunities for high school students to earn college credit in a professional area of interest while working towards high school graduation requirements
 - Digital Literacy Professional Development: Assistance to districts and schools in forming partnerships with technology and tech education leaders who can offer teachers high-quality digital literacy training. This will be crucial for K-12 educators who wish to make continued use of the unprecedented influx of technology into schools over the past year by effectively embedding technology into in-person learning experiences in the future.
- Regional Key Industry Cluster Meetings:
 - ManufactureCT monthly workshops.
 - Regional tourism meetings with the lodging and tourism businesses.
 - New Haven Innovation Collaborative targets workforce initiatives for entrepreneurs and small-scale manufacturing.
 - Retain and attract young professionals. Build upon and promote various regional young professional organizations to develop additional programs, policies, and mentorships to attract, engage, and retain young professionals in the CEDS region. Completion: Ongoing
 - AdvanceCT launched CampusCT, an app that aims to increase awareness of the state's employers, from global Fortune 500 companies to local small businesses and non-profits. It also highlights all that Connecticut has to offer them as they launch – professionally and personally.
 - CTForMe is a new online hub focused on attracting and retaining young talent to the state. The initiative includes a website (www.CTForMe.com) and an Instagram account (@CTForMe) that feature the organic visual stories of young talent, entrepreneurs, and professionals living and working in Connecticut.
 - Prioritize education and training opportunities in collaboration with the evolving economy and prioritize the needs of the local and regional industry clusters. Completion: Ongoing
 - As detailed in Objective 1, Workforce Alliance has implemented critical programs to support our key industries.
 - Continue collaboration with the private sector to make it a part of the towns' workforce development initiatives.
 - Workforce Alliance's Project CEO, a work readiness/career development program for older youth.
 - Industry Pipeline Programs/Initiatives for Youth and Adults in areas of Manufacturing, Hospitality, and Healthcare. IT and Transportation & Logistics are ongoing.
 - Tech Talent Bridge through CTNext is a grant opportunity for Connecticut small businesses to obtain funding for the hiring of student interns. The program aims to develop a talent "bridge" between small businesses and students to create jobs.
 - New Haven Works is a program to connect New Haven residents to good jobs.

- Utilize available public and private resources to support incumbent worker training for lifelong learning to assure marketable skills are maintained and increased earning potential.
Completion: Year 3
 - All new Workforce Alliance programs must include career pathways. Plans include Metatronics and Welding programs for incumbent manufacturing workers.
 - Workforce Alliance and regional partners will meet emerging workforce needs within priority industry clusters by publicizing innovative workforce development efforts at Gateway Community College, Middlesex Community College, Southern Connecticut State University, Albertus Magnus College, and area middle and high schools.
- Actively engage public and private sector partners to address critical school-to-work issues by providing educational programs in STEM, Artificial Intelligence (AI), and Internet Technology (IT). Completion: Ongoing
 - Wallingford has developed a model for healthcare that we anticipate will be replicated. Regional chambers of commerce have been instrumental in identifying business partners.
 - Milford has added STEM labs to all elementary schools.
- Prepare primary and secondary school students for college, internships, externships, apprenticeships, or vocational/technical programs to meet existing, anticipated, and emerging employment needs. Completion: Year 5
 - Existing programs include the North Branford public schools, Eli Whitney Technical High School, and Platt Technical High School. The lack of certified vo-tech teachers has hampered the expansion of these programs. Efforts are underway to update the certification requirements for these programs to increase the pool of qualified instructors.
 - NextGen workforce initiative was launched in 2020 in coordination with the State of Connecticut's Workforce Council. This is a regional effort with the South Central CT and River Valley regions to prepare a workforce pipeline for two of the region's priority sectors, Bioscience and Advanced Manufacturing. Industry CEOs lead the NextGen process.

Objective 2: Enhance opportunities for attainable and affordable housing for all income and demographic levels.

Note: Housing is a top priority issue in the region and the state. The South Central Regional Council of Governments has established a working group with representatives from all fifteen towns to meet monthly to develop and implement best practices. The series, which is completing its second year, has focused on presentations by developers and towns with successful execution of affordable housing plans. Throughout 2021, there has been extensive outreach to the community via webinars and surveys. The housing consultant, David Fink, has worked to dispel the misconceptions regarding affordable housing in our towns and to illuminate the benefits to the communities. The housing group is creating a regional housing plan, supplemented with additional information specific to each town for submission to the state by July 2022.

In 2021, the Connecticut Legislature passed HB 6107, which legalizes accessory dwelling units, caps excessive parking requirements, develops a model form-based code, defines character by physical standards, mandates training for land use commissioners, clarifies technical standards, defines "as-of-right," eliminates unreasonable application fees, and requires towns to affirmatively further fair housing and address housing disparities.

- Create a database for distribution that includes housing options related to location, cost, and type. Completion: Ongoing

- There is an existing website, lowincomehousing.us/CT, which provides partial information.
- Create a database and marketing plan for transportation options. Completion: Year 4
 - During the pandemic, all modes of public transportation were dramatically reduced due to a lack of demand. Increasing passenger counts are starting to return. This topic will be revisited as part of the transportation infrastructure planning process.
- Improve the quality, affordability, quantity, and diversity of housing in the region. Seek design and funding opportunities for the region's communities to help the municipalities address the region's critical housing shortage at price points for service and technical workers, low- and middle-income families, and the Millennial-aged workforce. Completion: Ongoing

While each town in the region must submit an affordable housing plan to the State of Connecticut by July 1, 2022, the reality is that the area's housing cost is increasing dramatically. Headway on this issue relies on executing the final regional/municipal housing plans.

SCRCOG Project Overview

The South Central Regional Council of Governments (SCRCOG) is developing an Affordable Housing Plan (the Plan), with assistance from RKG Associates, Inc., which will provide analysis and guidance on how and where each participating municipality can address its housing needs within a regional context. The Plan will adhere to the process outlined in the "Planning for Affordability in Connecticut: Affordable Housing Plan and Process Guidebook" developed by the CT Department of Housing and the Regional Plan Association.

RKG Associates is creating a Plan for SCRCOG that will include unique sections with analyses, goals, and recommendations for each participating municipality in the SCRCOG Region. The final product is being developed so that each participating municipality will be compliant with Connecticut General Statute 8-30j.

Regional Community Survey

The South Central Region, Connecticut: Housing Plan Survey closed on October 31, 2021. The survey results will help RKG Associates identify the perceptions and realities of housing affordability, appropriateness, and challenges within each SCRCOG community. Responses are confidential and allow SCRCOG to create a housing plan that is sensitive to the needs and concerns of all residents.

The following information can be found on the SCRCOG website. <https://scrcog.org/regional-planning/affordable-housing/>

- Density bonuses: Cities may allow developers extra population density if they reserve at least a portion of the housing for lower earners.
- Tax relief: Since many urban areas are subject to high property taxes, cities may offer tax cuts for properties that provide low-income housing.
- Accelerated permits: Cities may expedite building or rehabilitation permits to help increase the housing supply faster.
- Land banks: This system helps developers get financing for land containing buildings scheduled for demolition or renovation.
- Lower parking requirements: Some cities may reduce their typical onsite parking requirements for buildings close to mass transportation.
- Yale New Haven Health, The City of New Haven, and Yale University offer homebuyer programs to workers to encourage employees to purchase homes in New Haven. The funding consists of forgivable loans or direct grants.

- The City of New Haven passed an Inclusionary Housing Law.
- In the 2021 legislative session, the CT General Assembly passed an affordable housing law with the statewide legalization of accessory dwelling units and the banning of minimum parking space rules. (Public Act No. 21-29). Create a marketing plan for housing opportunities for all workers.
- Pending outcome of the municipal affordable housing plans and marketing funding.
- Currently, demand in the region's housing market far exceeds the supply. Buyers looking for a workforce or affordable housing are shut out of the market.
- Working with state, federal, local, and industry partners to create a fundable strategy to improve public transportation throughout the region, especially considering east-to-west routes to meet workforce needs. Completion: Ongoing
 - The Move New Haven study was completed pre-pandemic. The initial study gathered comprehensive information about community transportation needs. However, they were required to submit recommendations based on the current funding.
 - The study will need to be revised to reflect current/future transportation needs. Some workforce behaviors have changed, such as working from home, hybrid office hours, and the updated definition of essential employees.
 - Increasing fuel prices may also instigate alterations to the plan.

GOAL 3: INFRASTRUCTURE

Develop, maintain, and effectively utilize a robust, integrated, multi-modal transportation, communications, and information system that facilitates the efficient and convenient movement of people, goods, and data intra-regionally, inter-regionally, and internationally.

Note: Anticipating ARPA funding.

Objective 1: Enhance the multi-modal transportation network.

Support a variety of transportation options that are conducive to regional growth, including rail, bus, and air travel. Promote expansion of transit-oriented development (TOD) surrounding the region's multi-modal transportation hubs. Replicate existing bicycle and pedestrian infrastructure throughout the region.

- The Move New Haven study was completed in 2019. CTDOT is working with the City of New Haven to implement recommendations.
- Work with RPA's Connecticut office to promote smart and efficient land-use practices, sound environmental policies, and economic development connected to the transit network. Completion: Ongoing
- Continue to participate in NEC Future to create a high-speed rail network in the region. Completion: Ongoing
 - The region has monitored the NEC Future Northeast Corridor Rail Project, with little activity.
- Continue efforts to modernize and expand Tweed-New Haven Airport and provide advocacy for collaborations with the State and other regional airports. Completion: Ongoing
 - Tweed-New Haven Regional Airport is implementing the 2021 Master Plan Update.
 - Construction of a new, modern terminal on the east side of the Airport.
 - Extending existing runway to allow for more direct flights to more destinations.
 - Renovation of Existing Terminal and other infrastructure improvements to improve safety and mitigate local traffic concerns.
 - Construction for all project phases will be undertaken with Project Labor Agreements.
 - Project includes full environmental assessment and protection plan and construction of a carbon-neutral passenger terminal following LEED principles.

- In addition to abiding by the local noise ordinances, Avports will implement requirements from an updated noise study within five years of FAA approval. They will invest up to \$1.75 million in additional noise mitigation programs as part of an approximate \$5 million community investment.
- Avports will also fund environmental and traffic mitigation, with approximately \$5 million total community investments.
- Market the region's commuter rail and TOD assets to attract potential businesses/investors. Completion: Ongoing
- The proposed train station in North Haven should remain a CTDOT priority for construction.
- Coordinate with CTTTransit to evaluate upgrades and the potential for service improvements. Completion: Ongoing
 - CTDOT implementation of electric transit business into the fleet with improved charging infrastructure.
- Continue engagement of public and private partners in planning an economic development strategy around the New Haven-Hartford-Springfield, Shoreline East, and Metro-North rail corridors, highlighting opportunities for TOD. Completion: Ongoing
 - We are implementing programs to boost ridership as we start to recover from the pandemic.
- Engage CTTTransit and the private sector to evaluate opportunities to increase transit ridership. Completion: Ongoing

Objective 2: Expand freight capacity of the region.

Continue to support the expansion of the Port of New Haven, which currently has a channel depth of 35 feet and a width of 400-800 feet.

- Support investments in the Port of New Haven to expand freight capacity by dredging the channel and economic development opportunities in Milford and West Haven. Completion: Ongoing
 - The state bonding commission funded the project. The projected completion date is Q4 2025. The port has a Foreign Trade Zone designation.
 - Continue supporting the State and port landowners in connecting the Port of New Haven with the Providence and Worcester Railroad. Completion: Ongoing
 - Coordinate site development projects with transportation improvement plans in the region's Long-Range Transportation Plan. Completion: Ongoing
 - Support efforts to establish dependable funding sources for the state's Special Transportation Fund. Completion: Ongoing

Objective 3: Support continued Investments in roadways and bridges.

- Support significant regional transportation projects such as the reconfiguration of the I-91/I-691 merge and rehabilitation of the West Rock Tunnel. Completion: Ongoing
 - CTDOT continues to study the options for the West Rock Heros Tunnel rehabilitation.
- Maintain balance between local and regional interests in considering approval of infrastructure projects and when advocating for infrastructure funding. Completion: Ongoing

Objective 4: Optimize water infrastructure and partnerships for maximum economic impact.

- Identify and target industries that are water-use intensive and develop a long-term marketing strategy to attract these industries. Completion: Ongoing
 - RWA is researching target industries.

- 2020-2025 Region Water Authority Strategic Plan²³
 - Enhance RWA's enterprise risk management program by reviewing and improving 50% of the risk perspectives within the Risk Register with a focus on mitigating risk, improving redundancy, and safeguarding resiliency by May 2025.
 - Ensure 100% of our assets are assessed and linked to an enterprise asset management system by May 2025.
 - Continually implement cybersecurity best practices across RWA with full implementation achieved by May 2025.
 - Develop technology roadmap to ensure technology obsolescence and single points of failure are eliminated by May 2025.
 - Increase overall support of RWA with key stakeholders by introducing three new, targeted outreach initiatives by 2025.
 - Workforce development
 - Implement succession planning and knowledge capture that addresses 75% of the potential loss of institutional knowledge by May 2025.
 - Fully execute the Management Training Roadmap by 2025.
 - Achieve workforce diversity in all underrepresented job groups by May 2025.
- Funding economic development outreach position at the Greater New Haven Chamber of Commerce

Objective 5: Ensure the entire region has adequate telecommunications infrastructure to support modern communication and information systems.

- Determine access and infrastructure requirements in the region. Completion: Ongoing
 - Internet Access Rankings: Connecticut ranked #30 overall, #41 for access to Gigabit Internet, and #11 for Broadband Subscription Rate in 2019 for connectivity by US News.²⁴
 - Low-income areas are underserved with access to broadband and technology in general. These areas were disproportionately impacted compared to higher-income communities during the pandemic.
- Organize partners to develop regional access. Completion: Ongoing
- Support and promote efforts to enhance faster and cheaper broadband service to the region. Completion: Ongoing
 - Access to high-speed internet, particularly in cities, is a high priority for state government. Governor Lamont's goal is that New Haven will become the first to reach ultra-fast 5G cellular technology in New England. This is a priority for ARPA and other funding.
 - AT&T will install 5G service along the New Haven rail line that serves Metro-North and Amtrak.

Objective 6: Support the expansion of natural gas mains and explore green energy options.

- Continue to advocate for and educate about natural gas use throughout the region. Completion: Ongoing
- With a shared goal of reducing greenhouse gas emissions and advancing cleaner transportation across the state, United Illuminating (UI) – a subsidiary of AVANGRID, Inc. (NYSE: AGR) – is collaborating with the Public Utilities Regulatory Authority (PURA) and Eversource to develop a massive electric vehicle (EV) charging infrastructure which will help meet the state's goal of having 125,000 to 150,000 electric vehicles on roads by 2025.

²³ 2020-2025 Regional Water Authority Strategic Plan. Accessed April 11, 2022

²⁴ U.S. News & World Reports: Internet Access Ratings. Accessed April 4, 2022 from www.usnews.com/news/best-states/rankings/infrastructure/internet-access

- Market energy efficient programs. Completion: Ongoing
 - The 2020 State Energy Efficiency Scorecard by the American Council for an Energy-Efficient Economy ranked Connecticut 7th in the nation.²⁵
 - Both Avangrid and Eversource Energy market energy-efficient programs.
- The United Illuminating Company, Southern Connecticut Gas, and Connecticut Natural Gas, all part of the Avangrid family, are committed to promoting and furthering the economic development of the state of Connecticut by focusing on funding initiatives that help drive the economy.²⁶
 - Programmatic grants for Economic Development focused organizations
 - Sponsorships of Economic Development based educational programs and events
 - Workforce Development focused programs and events
 - Analytical studies to further the goals of specific Economic Development projects

GOAL 4: REAL ESTATE, LAND USE, AND SUSTAINABILITY

Developable land is an extremely limited resource in the region. The region must continue to embrace and adopt strategies that focus on cleaning up contaminated sites, supporting effective and efficient development plans, and protecting resources that add to the region's overall sustainability.

The actions recommended by the committee align with SCRCOG's Regional Plan of Conservation and Development, which is available for review at scrcog.org.

Overall Activities

- SCRCOG has entered into a new Hazard Mitigation Plan.
- Design and Technical Guide for Implementing Innovative Municipal Scale Coastal Resilience in Southern Connecticut is being implemented.
- Sustainable CT (sustainablect.org) offers a voluntary certification program to recognize thriving and resilient Connecticut municipalities based on the following criteria:
 1. Thriving Local Economies
 2. Well-Stewarded Land and Natural Resources
 3. Vibrant and Creative Cultural Ecosystems
 4. Dynamic and Resilient Planning
 5. Clean and Diverse Transportation Systems and Choices
 6. Efficient Physical Infrastructure and Operations
 7. Strategic and Inclusive Public Services
 8. Healthy, Efficient and Diverse Housing
 9. Inclusive and Equitable Community Impacts
 10. Innovation Action

As of December 2021, three towns have bronze certification, three have silver certification, seven are registered to participate, and two are not participating.

Objective 1: Support brownfield redevelopment.

- Identify properties within the region with the greatest potential for return on investment that are vacant or underutilized due to environmental contamination and that would have strong market demand for reuse if remediation occurred. Criteria should include the potential for development and private investment, and proximity to public transit. Completion: Ongoing

²⁵ American Council for an Energy-Efficient Economy: The 2020 State Energy Efficiency Scorecard. Accessed April 4, 2022 from <https://database.aceee.org/state/connecticut>

²⁶ United Illuminating Economic Development. Accessed April 11, 2022 from <https://www.uinet.com>

- Science Park Economic Development Corp. has received \$2 million from the State to remediate the former Winchester Arms site at Science Park to create lab, office, and retail space.
 - A brownfield project is underway next to the Meriden train station in preparation for a 92-unit apartment complex.
- Develop a Best Practices Guide and facilitate regional information meetings on brownfield redevelopment through REX/SCCREDC/REDFO. Completion: Paused
 - A list of brownfields by town is published annually by the CT Department of Energy and Environmental Protection²⁷
- Identify opportunities for inter-local collaboration on large brownfield redevelopment projects. Completion: Ongoing
- Identify and advocate for funding opportunities for environmental assessment and clean-up and seek to aggregate resources for use in the region and promote those resources region-wide. Completion: Ongoing
 - The Department of Energy and Environmental Protection (DEEP) and the Department of Economic and Community Development (DECD) work with legislative leaders and various stakeholders to chart a new path for Connecticut's cleanup program. DEEP and DECD have co-convened a working group to receive advice and feedback for regulations to be adopted by DEEP. Completion: Ongoing
- Encourage towns that do not have in-house planning or development staffs to identify, conduct assessments, and apply for clean-up grants to use the state DEEP and DECD, Development Corporations, and non-profits. DEEP and DECD have a variety of programs that allow towns and developers to access funding for the assessment and clean-up of brownfields. The UCONN School of Engineering operates the Connecticut Brownfield Initiative that provides towns with technical assistance for the assessment, clean-up, and redevelopment of brownfields. Completion: Ongoing
 - The REX/SCCREDC Revolving Loan Fund money received repayment of a loan in the amount of \$XX and will make the funds available for future projects.
- Actively market target sites. Completion: Ongoing

Objective 2: Define and encourage next-generation mixed-use and transit-oriented development.

- See Goal 3, Objective 1 for additional information.
- Through a series of events, share the resource list of next-generation mixed-use and TOD opportunities with partners. Completion: Year 4
 - Through the SCRCOG Housing Committee, there have been presentations by town officials and developers presenting best practices on mixed-use and TOD opportunities. Some of these ideas will be incorporated into the regional housing document.
- New Haven has two Opportunity Zone projects.
 - Industrial Flow Solutions was completed in January 2021 at the former Radiall site.
 - The former Pirelli site is scheduled to open as a hotel in April 2022.
- Develop a marketing plan for sites that could support these types of development. Completion: Paused
- Develop a resource list of next-generation mixed-use combinations and TOD that take advantage of unique municipal characteristics and target emerging industry needs. Completion: Paused
- Create a Resource Team of professionals to define next-generation mixed-use combinations and TOD and provide technical assistance to municipalities. Completion: Ongoing

²⁷ Connecticut Department of Energy and Environmental Protection, List of Contaminated or Potentially Contaminated Sites in Connecticut. Accessed on May 24, 2021 from <https://portal.ct.gov/DEEP/Remediation--Site-Clean-Up/List-of-Contaminated-or-Potentially-Contaminated-Sites-in-Connecticut>

- David Fink (chair of the SCRCOG Housing Committee) and other professionals have provided these services. The final recommendations will be included in the SCRCOG regional housing report.

Objective 3: Develop regional resource use and awareness.

- Increase awareness of and support preservation of open space, including working farms.
Completion: Ongoing
 - SCRCOG and REX/SCCREDC completed an asset mapping project that includes the town's agricultural and cultural assets. The brochures were distributed by the towns and are available online at the Visit New Haven (VNH) website. These brochures are in the process of being updated for 2022.
- Develop resources to support a sustainable, diverse, and equitable local food system that includes production, food processing, and distribution infrastructure and encourages food-based business development as well as creative reuse of existing infrastructure. Completion: Ongoing
- Monitor use and support the development of recreational land use assets, including parks, greenways, and bicycle/pedestrian trails. Completion: Ongoing
 - SCRCOG and REX/SCCREDC completed an asset mapping project, including agricultural and cultural assets by town. The brochures were distributed by the towns and are available online at the VNH website. These brochures are in the process of being updated for 2022.
- Encourage connectivity of trails and recreational assets to transportation nodes and centers for economic activity, including commercial centers and downtown areas. Completion: Ongoing
 - SCRCOG continues to work on this item through its trail maps, its GIS system, and as a factor in the Housing Committee.
- Monitor and support energy usage and reliability and encourage development of renewable energy assets for residential, commercial, and agricultural uses. Completion: Ongoing
- Facilitate coordinated efforts and information sharing among municipalities, organizations, and agencies toward improved storm preparation along the coastline and climate change resilience.
Completion: Ongoing
 - SCRCOG continues to work with the region's municipalities in alignment with the goals and action items outlined in the 2017 Southern Connecticut Regional Framework for Coastal Resilience.

GOAL 5: MARKETING, COMMUNICATIONS, AND STAKEHOLDER EDUCATION

Harness collaborative and resourceful marketing and communications opportunities and partnerships that support economic success while raising stakeholders' awareness in and outside of South Central Connecticut.

Objective 1: Encourage local economic activity by educating stakeholders about resources and funding opportunities.

- In 2021, REX/SCCREDC emphasized stakeholder education over economic development marketing due to the pandemic. We consistently updated our community on current public health guidance, revised state and municipal regulations, and business/employee assistance programs. We utilized newsletters, social media, business outreach, and more to keep businesses and employees informed.

One of the significant issues we faced was the disconnect between the economic development organizations and some small businesses. If they weren't members of a chamber of commerce or on a REX/SCCREDC town email list, opportunities might have passed them. We recognized a need for education in standard business procedures. Due to inadequate documentation, some

businesses could not obtain direct financial assistance through government programs.

For tourism, we continued to market the region to leisure visitors in the drive market during periods of low infection rates in the state.

- Establish a quarterly regional marketing meeting with economic development professionals and business leaders to disseminate information to other stakeholders. Completion: Ongoing
 - REX/SCCREDC hosts monthly REDFO meetings.
 - We participate in the Regional Monthly Marketing Meeting with AdvanceCT, the public/private partnership dedicated to developing and recruiting high-value businesses in Connecticut.
 - We promote regional partner events relevant to our constituents. These include events hosted by regional chambers of commerce, professional organizations, government agencies, and others.
- Share best practices from the CEDS Strategic Planning Committee on a dedicated webpage via REX/SCCREDC. Completion: Complete
 - CEDAS relaunched its program in 2022, and the information was added to the REX/SCCREDC website. In addition, we offered the municipalities assistance in completing the process with an intern from the University of Connecticut.
 - We are scheduling a presentation by AdvanceCT, Economic Development 101, emphasizing best practices.

Objective 2: Market the region to attract and retain businesses at the local, state, national, and international levels.

- In collaboration with the municipalities and the Greater New Haven Chamber of Commerce, business outreach has been one of our primary foci. We provided direct business assistance navigating federal, state, and local initiatives, professional guidance, and referrals to other agencies.
- Design an impactful one-page handout that conveys the region's strengths to the business community as outlined in the CEDS. Completion: We are working with the City of New Haven on a high-quality "lure" piece that features Greater New Haven.
 - This project is ongoing in the City of New Haven.
 - The piece will align with Connecticut's DECD's and AdvanceCT's marketing strategy.
- Solicit formal feedback from students, young professionals, start-ups, and established business entities who have elected to or are planning to relocate outside Connecticut. Similarly, collect input from stakeholders who have recently relocated to Connecticut. Completion: Year 2
 - On hold
- Additional Actions:
 - Create a global recruitment brochure. Status: Will be updated when international tradeshows resume.
 - Update International Council of Shopping Centers (ICSC) collateral. Status: Will be updated for the fall 2022 conference.
 - 2022 Greater New Haven Visitors and Relocation guide completed with ongoing distribution throughout New England and the New York metro area.
 - Advertised in AAA magazine, newsletter, and on their website.
 - Our 2021 media hits and inquiries included Associated Press, Boston Globe, Center for Public Impact, Connecticut Post, CT Insider, CT Mirror, FunFitnessFamily.com, Getaway Maven, Greenwich Times, Group Tour Magazine, Hartford Courant, Meriden Record Journal, MNR Getaways, NBC Connecticut, New Haven Biz, New Haven Independent, New Haven Register, newstime, Premier Travel Media, Stamford Advocate, TripAdvisor

Weekender, US News & World Reports, Waterbury Republican American, Westfair Online, WFSB, WTIC Radio, Yankee Institute for Public Policy

- Our communications outreach delivered the following results:
 - The VNH/REX/SCCREDC websites experienced a 76.5% increase in visits in 2021 over 2020. Compared with the 2019 data, the visits grew by 55.8%. These increases were driven by Connecticut residents looking for day trips.
 - There was a 4.32% increase in CTVisit.com page views for Greater New Haven listings from 2020 through 2021. The growth has returned us to 2019 levels. The State Office of Tourism is planning to revamp its website so we can anticipate additional traffic when it is launched.
 - The Visit New Haven Instagram account increased its followers by 31%.

Objective 3: Grow tourism marketing in conjunction with the State of Connecticut Office of Tourism.

- Refresh/replace the REX/SCCREDC website. Completion: Year 2
 - The project has been completed.
- Establish a brand for Greater New Haven to strengthen the state's brand. Completion: Ongoing
 - Ginny Kozlowski of REX/SCCREDC is a member of the Governor's Council on Tourism.
 - The Connecticut Office of Tourism has launched a fresh marketing initiative featuring Connecticut's attractions in "The State I'm In." There has been extensive video distribution through traditional television ads and digital outlets.
- Visit New Haven has launched an app to assist visitors and residents in finding nearby attractions, restaurants, hotels, and events when in the area. The app also allows visitors to create custom itineraries.
- We are working in conjunction with Tweed-New Haven Regional Airport, Avelo Airlines, and destinations served by the airlines to draw visitors to the region. In addition, we are planning trade missions to select destinations to develop relationships to collaborate in economic development.

EVALUATION FRAMEWORK

Each committee identified specific tasks and timeframes to support its goals and objectives. The measures of success of these efforts will be collective, as there is tremendous interdependency between the sectors, external factors, and available resources.

- Increase the number of new businesses by 2% annually.
Connecticut's new businesses increased by 20%, with 47,584 business registrations through November 2021. In 2020 there were 39,570 business registrations in Connecticut.
- Reduce regional unemployment not to exceed the national unemployment rate.
 - We did not meet this goal in 2021.
- Dredge the Port of New Haven to 42 feet by 2020.
 - The state bonding commission has funded the project. The projected completion date is Q4 2025.
- Increase median household income by 2% annually.
 - New Haven County's median household income increased from \$69,687 in 2019 to \$71,370 in 2020, increasing 2.4%.²⁸
- Decrease the number of people living below the poverty level in New Haven County by 1% annually.
 - The number of people living below the poverty line decreased from 12% in 2019 to 11.2%, a 6.67% decrease.²⁹
- Increase enplanements at Tweed-New Haven Regional Airport by 5% annually.
 - The FAA has not released the 2021 enplanement data. In 2021, American Airlines cut service and eventually pulled out of the airport in October 2021. However, a brand new airline, Avelo Air, launched its first flight on November 3, 2021. Over 100,000 enplanements occurred between November 3, 2021, and March 3, 2022.³⁰
 - Currently, Avelo offers service to Orlando, Fort Lauderdale, Tampa, Fort Myers, West Palm Beach, and Sarasota/Bradenton. Service to seven additional destinations will begin in May 2022. The destinations are: Nashville, TN; Charleston, SC; Myrtle Beach, SC; Savannah, GA/Hilton Head, SC; Chicago, IL; Baltimore, MD; and Raleigh, NC.
- Increase the number of airline carriers at Tweed-New Haven Regional Airport to 3 by 2020.
 - We currently have one air carrier at Tweed.
 - American Airlines discontinued service at Tweed on October 1, 2020.
 - A new airline, Avelo Air, established Tweed as its east coast base.
- By 2023, return ridership on public transportation to 2019 levels.
 - As of March 2022, ridership was at half of pre-pandemic usage.
- Increase the REX/SCCREDC and VNH newsletter subscription lists by 2% annually.
 - Although there were 562 new subscribers, the net total resulted in a loss of 1%.
- Increase website visits to REX/SCCREDC, VNH, and Greater New Haven section on ctvisit.com by 5% annually.
 - The VNH/REX/SCCREDC websites experienced a 76.5% increase in visits in 2021 over 2020. Compared with the 2019 data, the visits grew by 55.8%. These increases were driven by Connecticut residents looking for day trips.

²⁸ 2020 US Census Quick Facts. Accessed on April 1, 2022 from <https://www.census.gov/quickfacts/fact/table/CT,newhavencountyconnecticut,US/INC110219>

²⁹ Ibid.

³⁰ Avelo Airlines Adds 3 New Routes as it Surpasses Flying 100,000 Customers at Tweed-New Haven Airport Accessed 3/31/2022 <https://www.aveloair.com/route-announcements/avelo-airlines-adds-3-new-routes-as-it-surpasses-flying-100000-customers-at-tweed-new-haven-airport>

- There was a 4.32% increase in CTVisit.com page views for Greater New Haven listings from 2020 through 2021. The growth has returned us to 2019 levels. The State Office of Tourism is planning to revamp its website so we can anticipate additional traffic when it is launched.
- The Visit New Haven Instagram account increased its followers by 31%.
- Increase housing starts by 2% annually.
 - The number of housing starts declined from 978 in 2020 to 546 in 2021, a 79% decrease.³¹
- Increase affordable housing units by 1% annually.
 - The region increased the number of affordable housing units by 1.8% between 2020 and 2021.³²
- Increase the number of tradeshow by two events per year.
 - Most tradeshow were canceled due to the pandemic, so we attended two virtual tradeshow. We attended
 - Virtual Biomedical Device Show (San Diego) in April 2021.
 - American Bus Association Tradeshow with virtual appointments with tour operators (April & May 2021).
 - We are currently scheduled to attend Bio 2022 and the International Manufacturing and Technology Show (ITMS)

³¹ CT DECD, Housing & Income Data. Accessed 3/31/2022 from https://portal.ct.gov/DECD/Content/About_DECD/Research-and-Publications/01_Access-Research/Exports-and-Housing-and-Income-Data

³² CT Department of Housing 2020 & 2021 Affordable Housing Appeals Lists. Accessed 3/31/2022 from <https://portal.ct.gov/DOH/DOH/Programs/Affordable-Housing-Appeals-Listing>

RECOVERY AND RESILIENCE

Disaster planning must include a cost/benefit analysis of prevention and recovery costs when facing a disaster. The very definition of disaster has changed dramatically over the past few years.

- Planning for and implementing resilience through specific goals or actions to bolster the long-term economic durability of the region (steady-state)
- Establishing information networks among the various stakeholders in the region to encourage active and regular communications between the public, private, education, and non-profit sectors to collaborate on existing and potential future challenges (responsive)

With the expanding risks, we have identified some areas of focus:

- Healthcare
- Climate change
- Cybersecurity
- Utilities
- Supply chain

These areas cross many sectors of our communities and need to be developed in concert. With sufficient planning, we can establish policies, programs, and other actions to implement in advance of a crisis. Crises don't come in a single flavor. The more flexible our resilience planning is, the better we will be able to respond. Simply knowing the currently available resources is a suitable place to start. Then, a gap analysis to determine what other resources could be needed and develop a plan to obtain the essential items and have action plans to deploy them.

REX/SCCREDC and the South Central Regional Council of Governments (SCRCOG) collaborate with the Department of Emergency Management and Homeland Security (CT DEMHS Region 2) to resolve unmet needs from the current crisis. However, we need to expand our collaboration to include these other potential crises. By detailing the current inadequacies, we can work with the state and federal governments to improve the situation. The American Rescue Plan and future recovery packages provide funding for initiatives such as this. While we cannot prepare for every type of disaster, we can prioritize hardening essential infrastructure; ensuring adequate housing, healthcare, and food; and stockpiling critical goods.

REGIONAL ANALYSIS

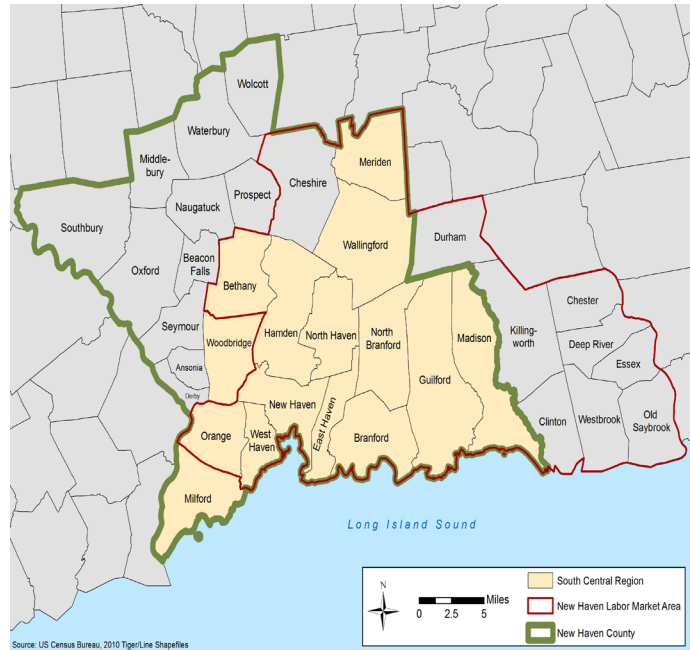
THE REGION DEFINED

The region used in this analysis includes 15 municipalities in South Central Connecticut: Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge.

Unless noted, we are reporting on the region. However, some data will be identified as New Haven County or the New Haven Labor Market Area.

New Haven County: Ansonia, Beacon Falls, Bethany, Branford, Cheshire, Derby, East Haven, Guilford, Hamden, Madison, Meriden, Middlebury, Milford, Naugatuck, New Haven, North Branford, North Haven, Orange, Oxford, Prospect, Seymour, Southbury, Wallingford, Waterbury, West Haven, Wolcott, and Woodbridge.

New Haven Labor Market Area: Bethany, Branford, Cheshire, Chester, Clinton, Deep River, East Haven, Essex, Guilford, Hamden, Killingworth, Madison, Meriden, New Haven, North Branford, North Haven, Orange, Wallingford, Westbrook, and West Haven.



DEMOGRAPHICS

Between 2010 and 2020, the region's population and number of households were essentially unchanged.³³

The per capita income increased x% in the region and 23.37% in the county between 2010 to 2020. The median age has been steadily growing in both geographies since 2000. From 2010 to 2020, the median household income increased by x% in the South Central Region and 16.78% in New Haven County.

Currently, the minimum wage in Connecticut is \$13.00, which went into effect in August 2021. In July 2022, the minimum wage will increase to \$14. Many former minimum wage jobs have experienced significant wage increases through market supply and demand.

	SOUTH CENTRAL REGION		% CHANGE	NEW HAVEN COUNTY		% CHANGE
	2010	2020		2010	2020	
Population	570,001	570,757	0.13%	862,477	864,835	0.27%
Households	222,620	221,467	-0.51%	334,502	332,765	-0.51%
Per Capita Income	\$32,849			\$31,720	\$39,134	23.37%
Median Household Income	\$64,653			\$61,114	\$71,370	16.78%
Median Age	39	40.5		39.3	40.5	

³³ 2015-2019 American Community Survey 5-year estimates, table B15002, <https://datausa.io/profile/geo/new-haven-county-ct>

POPULATION BY TOWN 1990-2020

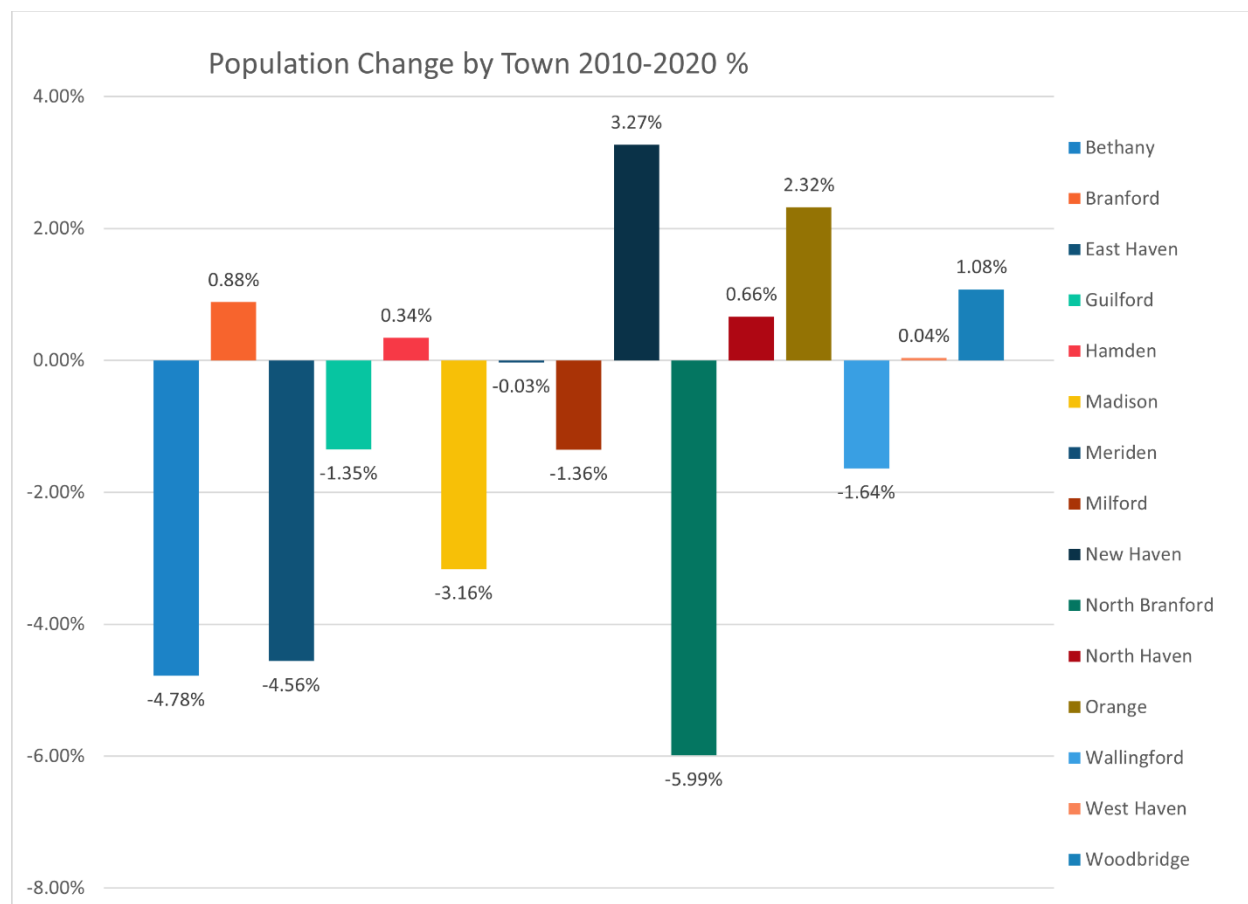
The figure below indicates that the population in the region's municipalities between 2010 and 2020 remained flat.³⁴ However, data from the US Postal Service, provided by the CT Department of Economic and Community Development, indicates an influx of 20,000 households determined by the change of address forms. While we do not have specific data on the number of transplants to Greater New Haven, we know that demand for housing has sharply increased.

	1990	2000	2010	2020	2010-2020
Bethany	4,608	5,040	5,563	5,297	↓
Branford	27,603	28,683	28,026	28,273	↑
East Haven	26,144	28,189	29,257	27,923	↓
Guilford	19,848	21,398	22,375	22,073	↓
Hamden	52,434	56,913	60,960	61,169	↑
Madison	15,485	17,858	18,269	17,691	↓
Meriden	59,479	58,244	60,868	60,850	↓
Milford	49,938	52,305	52,759	52,044	↓
New Haven	130,474	123,626	129,779	134,023	↑
North Branford	12,996	13,906	14,407	13,544	↓
North Haven	22,247	23,035	24,093	24,253	↑
Orange	12,830	13,233	13,956	14,280	↑
Wallingford	40,822	43,026	45,135	44,396	↓
West Haven	54,021	52,360	55,564	55,584	↑
Woodbridge	7,924	8,983	8,990	9,087	↑
Total	536,853	546,799	570,001	570,487	↑

Based on the 2020 Census, the region's population has been stagnant. There are concerns regarding the validity of this data, given the demand for existing housing and the willingness of developers to invest in new projects, particularly in New Haven. According to the City of New Haven Economic Development Administration's 2021 Official Statement, more than 3,700 units are in the pipeline.

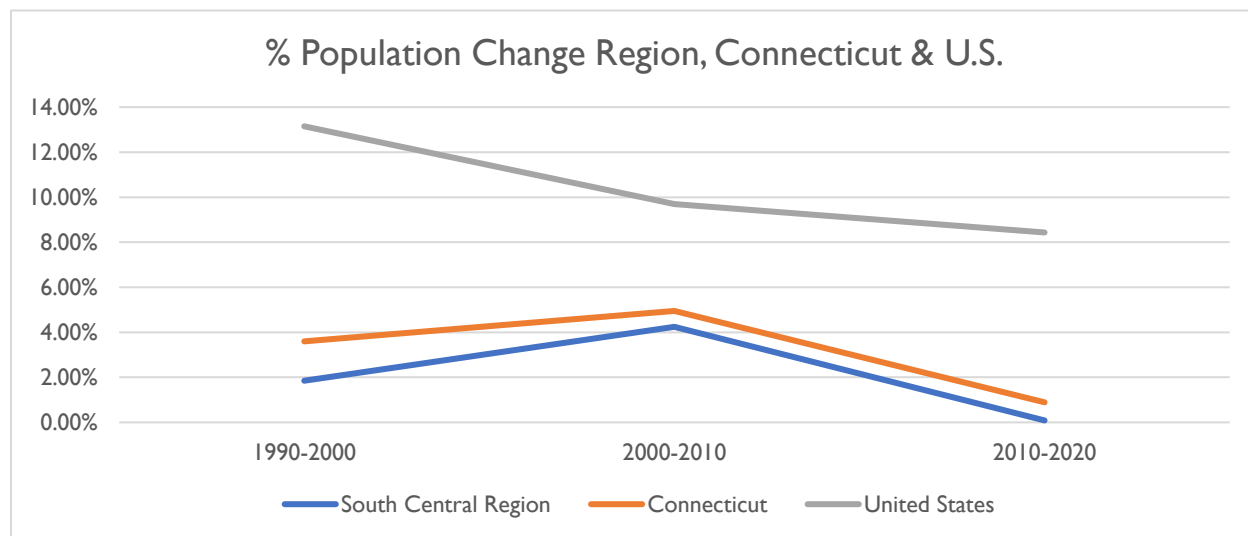
³⁴ DataHaven analysis of 2020 Census and 2010 Census Redistricting File, published August 12, 2021

Below is the percentage change in population by town.³⁵



³⁵ Ibid.

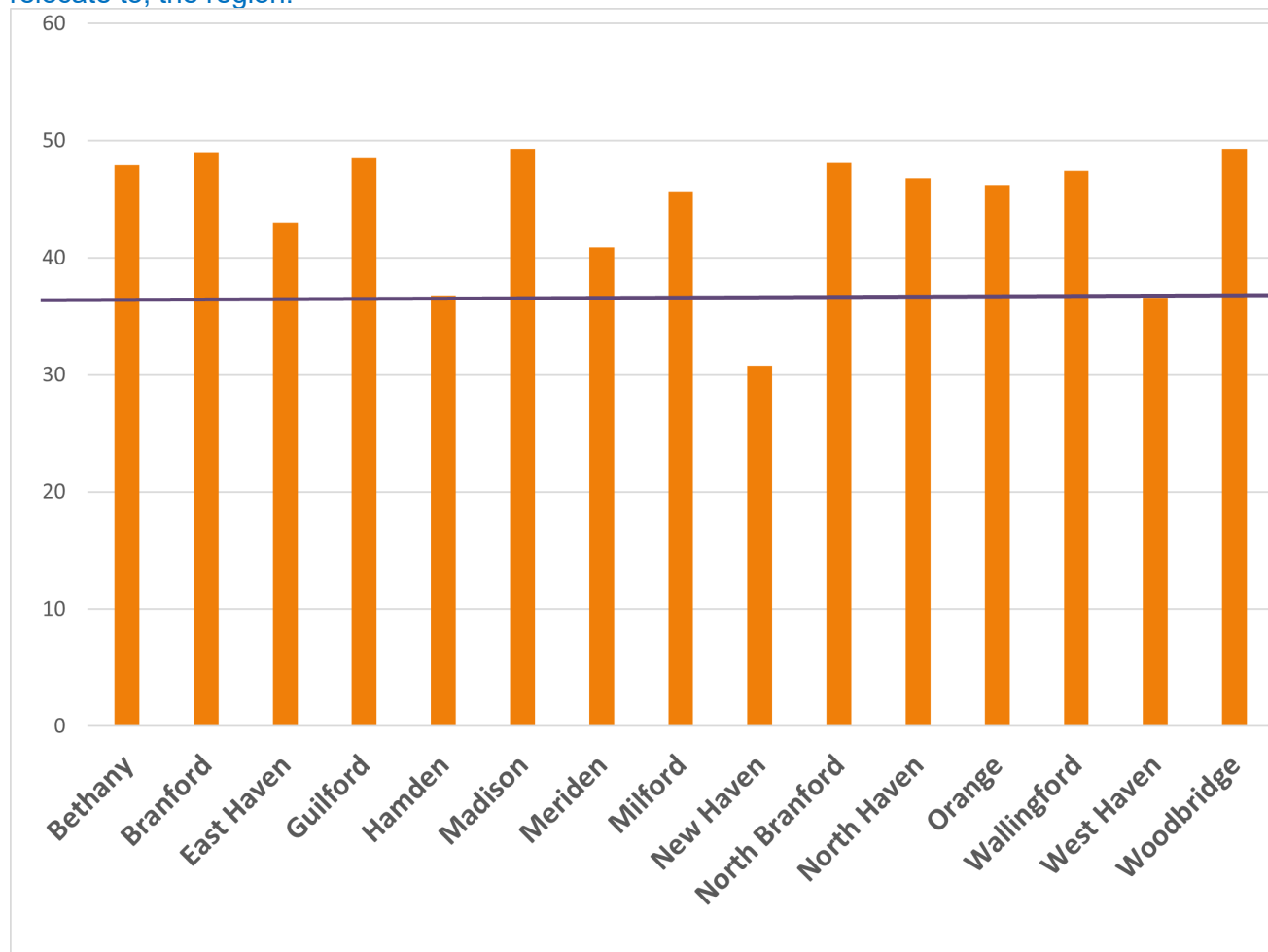
As seen in the graph below, the decline in population growth for the region closely follows the trend for the state. However, both Connecticut and Greater New Haven are experiencing slower growth in population relative to the rest of the United States.³⁶



³⁶ Ibid.

POPULATION: MEDIAN AGE BY TOWN NOT INCLUDED IN 2020 CENSUS DATA

As of 2019, only Hamden, New Haven, and West Haven's median ages are below the national average of 38.1 (noted by the horizontal line). One of the objectives outlined in the CEDS Action Plan is to develop career pathways, housing, and amenities that will allow younger people to remain in, or relocate to, the region.^{37,38}

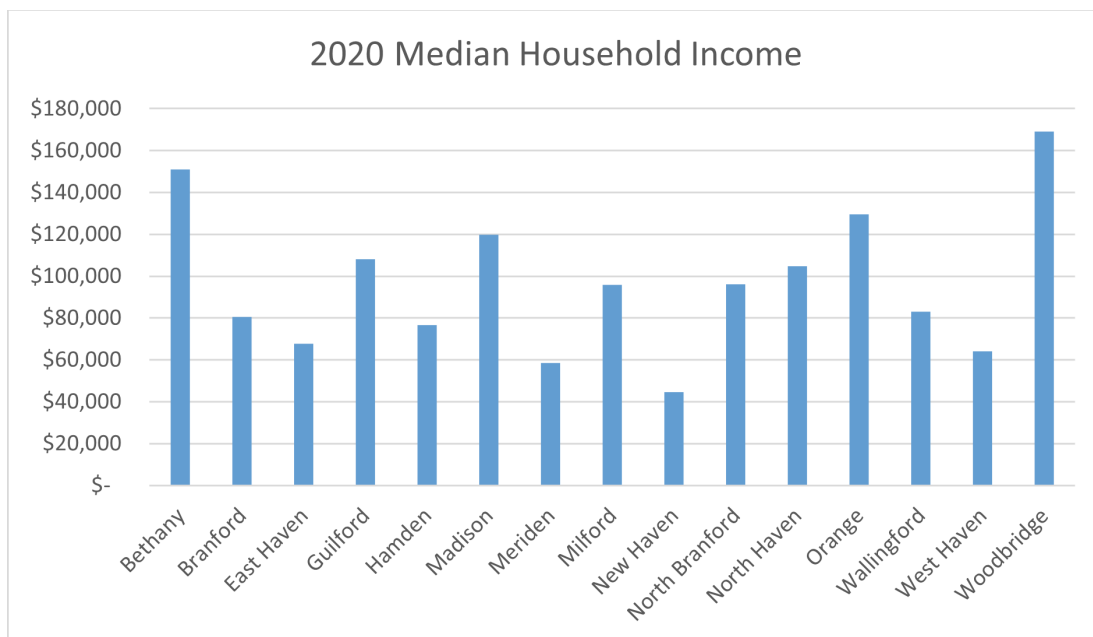


³⁷ U.S. Census Bureau, 1990 Census Data Profile 1, Census 2000 Data Profile 1, 2010 U.S. Census Demographic Profile Data (Table DP-1)

³⁸ 2015-2019 American Community Survey 5-Year Estimates (Table B01003)

WEALTH: MEDIAN HOUSEHOLD INCOME BY TOWN

The disparities are dramatic in wealth between urban and suburban towns within the South Central Connecticut region. Woodbridge led the region with a median household income of approximately \$169,155, while New Haven's median household income was about \$44,507, according to 2020 data. All towns have experienced an increase in median household income since 2010.³⁹



³⁹ U.S. Census Bureau 2020 Quick Facts. Accessed March 25, 2022 from <https://www.census.gov/quickfacts>

WEALTH: POVERTY

Concerning individuals living below the federally defined poverty level, poverty continues to be a problem in some of the larger communities (New Haven, West Haven, and Meriden), where more than 10% of the population lives below the poverty line. Even our wealthiest towns are seeing increases in poverty.⁴⁰ We anticipate that the percentage of individuals living below the poverty line will increase in 2021 as the workforce has shrunk. This would indicate that some dual-income homes are now single-income, and more retirees are living on a fixed income.

Town	2000	2010	2020	% Change 2010-2020
Bethany	2.6%	2.1%	2.7%	28.6%
Branford	4.1%	5.8%	5.2%	-10.3%
East Haven	5.2%	8.3%	8.9%	7.2%
Guilford	3.1%	2.8%	2.9%	3.6%
Hamden	7.8%	6.8%	9.2%	35.3%
Madison	1.3%	0.7%	2.6%	271.4%
Meriden	11.0%	13.8%	10.9%	-21.0%
Milford	3.7%	3.9%	4.1%	5.1%
New Haven	24.4%	25.2%	25.2%	0.0%
North Branford	1.6%	0.7%	2.4%	242.9%
North Haven	3.5%	3.9%	4.5%	15.4%
Orange	2.5%	2.1%	1.8%	-14.3%
Wallingford	3.6%	6.8%	6.3%	-7.4%
West Haven	8.8%	10.1%	11.1%	9.9%
Woodbridge	2.3%	1.7%	2.5%	47.1%

⁴⁰ Source: U.S. Census Bureau, Census 2000, Census 2010, Census 2020 Accessed March 25, 2022 from <https://www.census.gov/quickfacts>

WEALTH: ECONOMICALLY DISTRESSED TOWNS

The Connecticut Department of Economic and Community Development ranks all 169 municipalities in the state according to their level of distress, with the top 25 being labeled distressed at the state level. The factors used to calculate this ranking include high unemployment and poverty, aging housing stock and low or declining growth rates in job creation, population, per capita income, percentage of the population with a high school diploma or higher, and per capita adjusted equalized net grand list. These metrics give an overall picture of the economic well-being of a community. Three municipalities are identified as distressed in our region in 2021.⁴¹ In 2020, the region had four economically distressed towns. In 2021, New Haven was removed from the state's list.

#20 West Haven

#23 Meriden

#25 East Haven

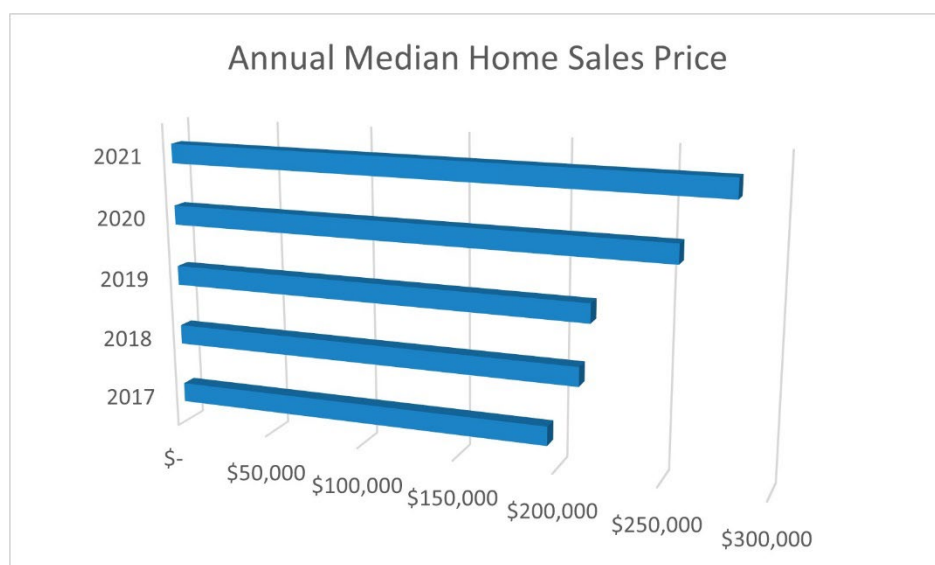
⁴¹ State of Connecticut. Distressed Municipalities. CT DOL, DOE compiled by DECD Research, September 2021 Accessed March 25, 2022 from https://portal.ct.gov/-/media/DECD/Research-Publications/Distressed_Municipalities

HOUSING: CHANGE IN MEDIAN SALES PRICE Q4 2020 V. Q4 2021

Comparing Q4 2021 over Q4 2020, median sales prices for homes in New Haven County have increased by 9.76%, from \$255,000 to \$280,000.⁴²

Market Area	New Listings		%	Properties Sold		%	Median Sold Price			Median DOM		
	Q4 2021	Q4 2020		Q4 2021	Q4 2020		Q4 2021	Q4 2020	Change	Q4 2021	Q4 2020	Change
New Haven	2318	2827	-18% ▼	2947	3490	-16% ▼	\$280 K	\$255 K	9.76% ▲	23	28	-18% ▼
Single Family Homes	1787	2228	-20% ▼	2258	2744	-18% ▼	\$305 K	\$272 K	12% ▲	24	27	-11% ▼
Condo-Townhome	531	599	-11% ▼	689	746	-7.64% ▼	\$186 K	\$168 K	11% ▲	20	28	-29% ▼

While an almost 10% increase in home prices in a single year is notable on its own, a five-year lookback is even more startling. In 2017, the median sales price was \$195,000. Over five years, the median sales price has increased by 43.59%.



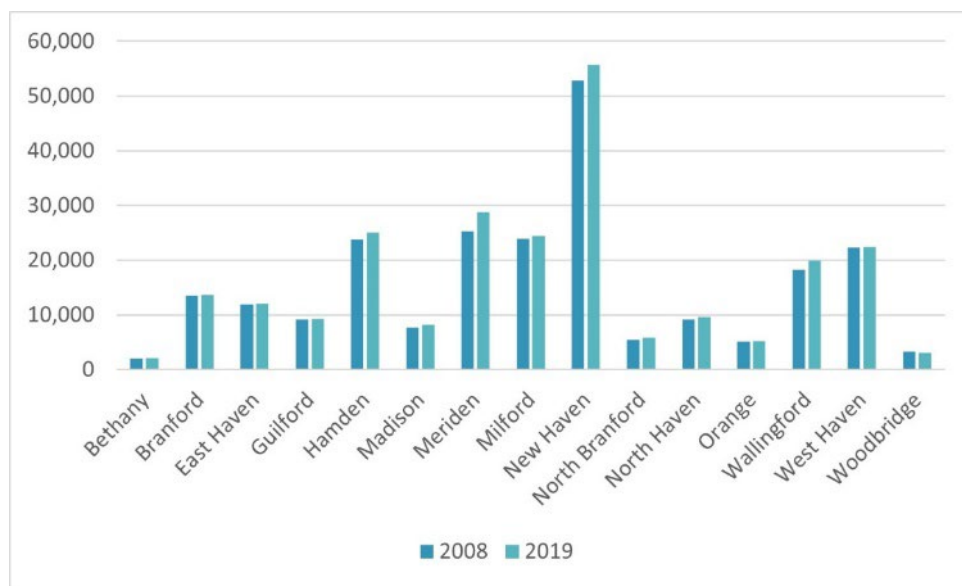
Housing is one of the region's most critical issues, especially equity in homeownership. The regional efforts to address housing issues are in the Workforce and Housing section.

⁴² Berkshire Hathaway Quarterly Market Report, Q4 2021. Accessed March 25, 2022 from https://www.bhhsnproperties.com/mce/prj/bne/Graphs/qr/preview/CT_ALL.htm

HOUSING: HOUSING STOCK **NOT UPDATED IN CENSUS**

From 2008 to 2019, the housing stock in the region grew by 4.99%, driven by residential investment in Meriden and New Haven. However, there is insufficient affordable development to support the goals and objectives of the Workforce and Housing section of the CEDS.⁴³

	2008	2019	Change	% Change
Bethany	1,979	2,075	96	4.85%
Branford	13,590	13,632	42	0.31%
East Haven	11,976	12,052	76	0.63%
Guilford	9,121	9,249	128	1.40%
Hamden	23,808	25,084	1,276	5.36%
Madison	7,661	8,204	543	7.09%
Meriden	25,249	28,826	3,577	14.17%
Milford	23,858	24,417	559	2.34%
New Haven	52,812	55,682	2,870	5.43%
North Branford	5,457	5,855	398	7.29%
North Haven	9,171	9,583	412	4.49%
Orange	5,156	5,194	38	0.74%
Wallingford	18,201	19,934	1,733	9.52%
West Haven	22,305	22,397	92	0.41%
Woodbridge	3,294	3,107	-187	-5.68%
Total	233,638	245,291	11,653	4.99%



⁴³ CT Data Collaborative, Total Housing Units by Town. Accessed April 1, 2022 from <http://data.ctdata.org>

HOUSING: NUMBER OF AFFORDABLE UNITS

As noted in the 2018 Comprehensive Economic Development Strategy, the availability of housing options for low-wage workers and their families is scarce. Full-time workers need to earn \$27.37 per hour to rent a two-bedroom apartment at fair market rent in Connecticut.⁴⁴ Currently, the minimum wage in Connecticut is \$13.00, which went into effect in August 2021. The minimum wage will increase over the next two years:

July 2022: \$14.00

June 2023: \$15.00

Subsequent increases will be based on federal economic indicators.⁴⁵

Existing Affordable Housing Units per the State Definition, 2021⁴⁶

Suburban towns have an extremely limited inventory of affordable units. To address this issue, the South Central Regional Council of Governments has established a Housing Group with representatives from each town in the region. Thus far, the committee has focused on learning best practices and avoiding potential pitfalls in pursuing increased affordable housing in each town. To increase the number of affordable units throughout the region, the South Central Regional Council of Governments is producing a regional housing plan with each town supplementing the regional plan with additional information pertinent to their town. Connecticut State law (Statute 8-30J) requires towns to prepare affordable housing plans at least once every five years. Under this statute, municipalities have until July 2022 to adopt an affordable housing plan.

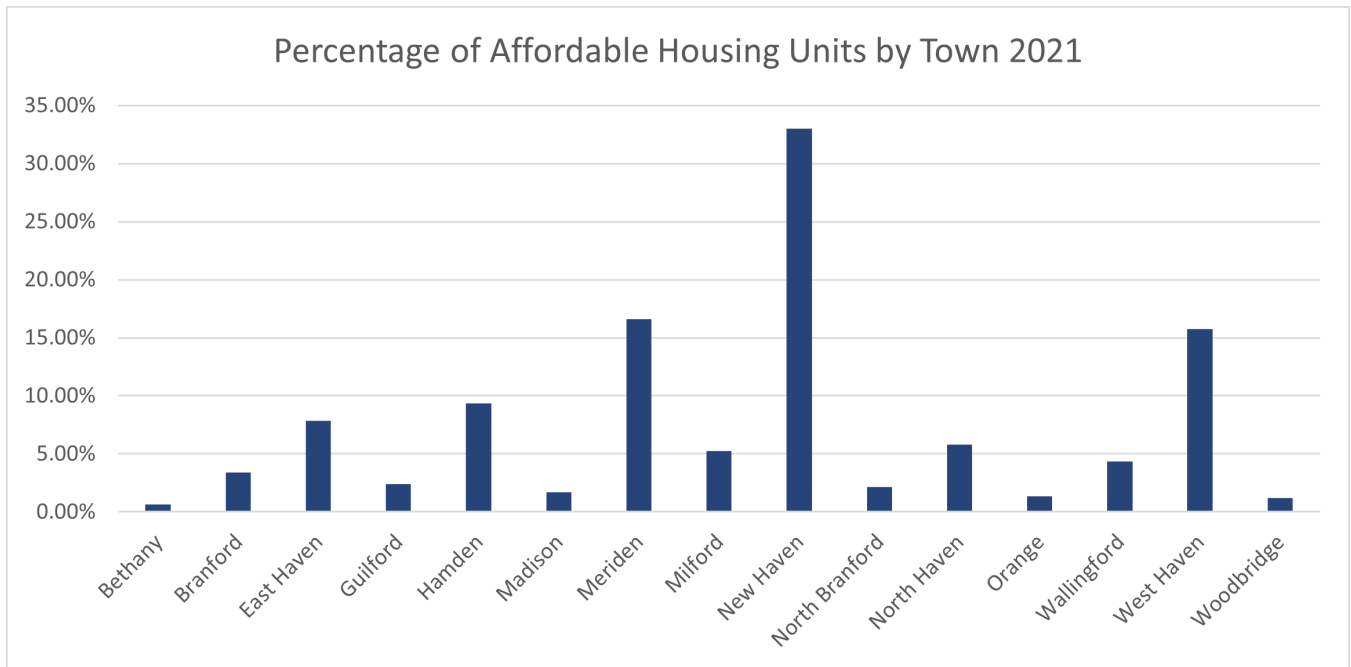
Town	Units
Bethany	13
Branford	477
East Haven	983
Guilford	228
Hamden	2,343
Madison	135
Meriden	4,303
Milford	1,214
New Haven	18,142
North Branford	121
North Haven	552

⁴⁴ National Low Income Housing Coalition - Out of Reach 2021: Connecticut. Accessed April 1, 2022 from <https://reports.nlihc.org/oor/connecticut>

⁴⁵ Press Release: Governor Lamont Signs Minimum Wage Increase, May 28, 2019

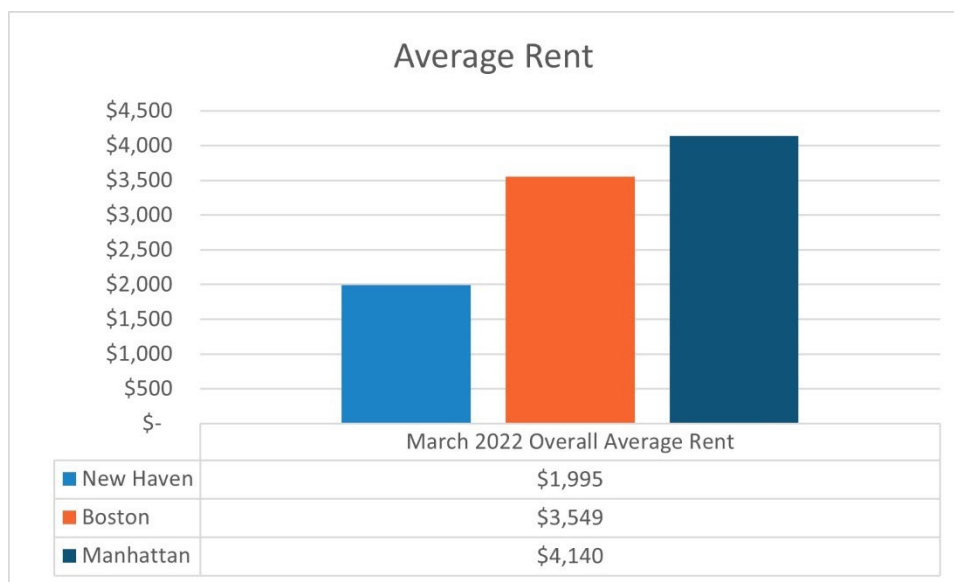
⁴⁶ CT Department Housing: 2020 Affordable Housing Appeals List. Accessed April 1, 2022 <https://portal.ct.gov/DOH/DOH/Programs/Affordable-Housing-Appeals-Listing>

Orange	72
Wallingford	827
West Haven	3,538
Woodbridge	41
Regional	32,989



HOUSING: COMPARATIVE RENTAL RATES

From March 2021-March 2022, rents in New Haven increased by 9.56%, while those in Manhattan increased by 14.11% and 15.12% in Boston.⁴⁷



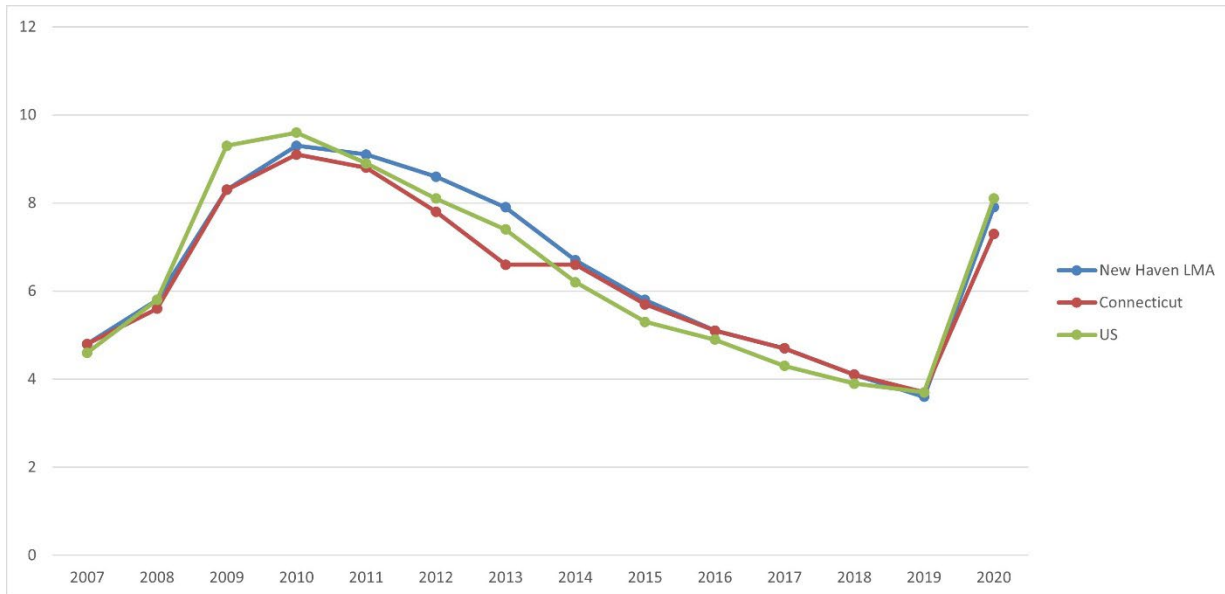
⁴⁷ Rent Café, Rental Rate. Accessed on March 25, 2022 from rentcafe.com

WORKFORCE: UNEMPLOYMENT

Unemployment in the New Haven Labor Market Area (LMA)* has trended consistently with the unemployment of Connecticut and the U.S. overall. In the LMA, unemployment declined every year from 2010 until 2020.⁴⁸

2021 Annual Unemployment

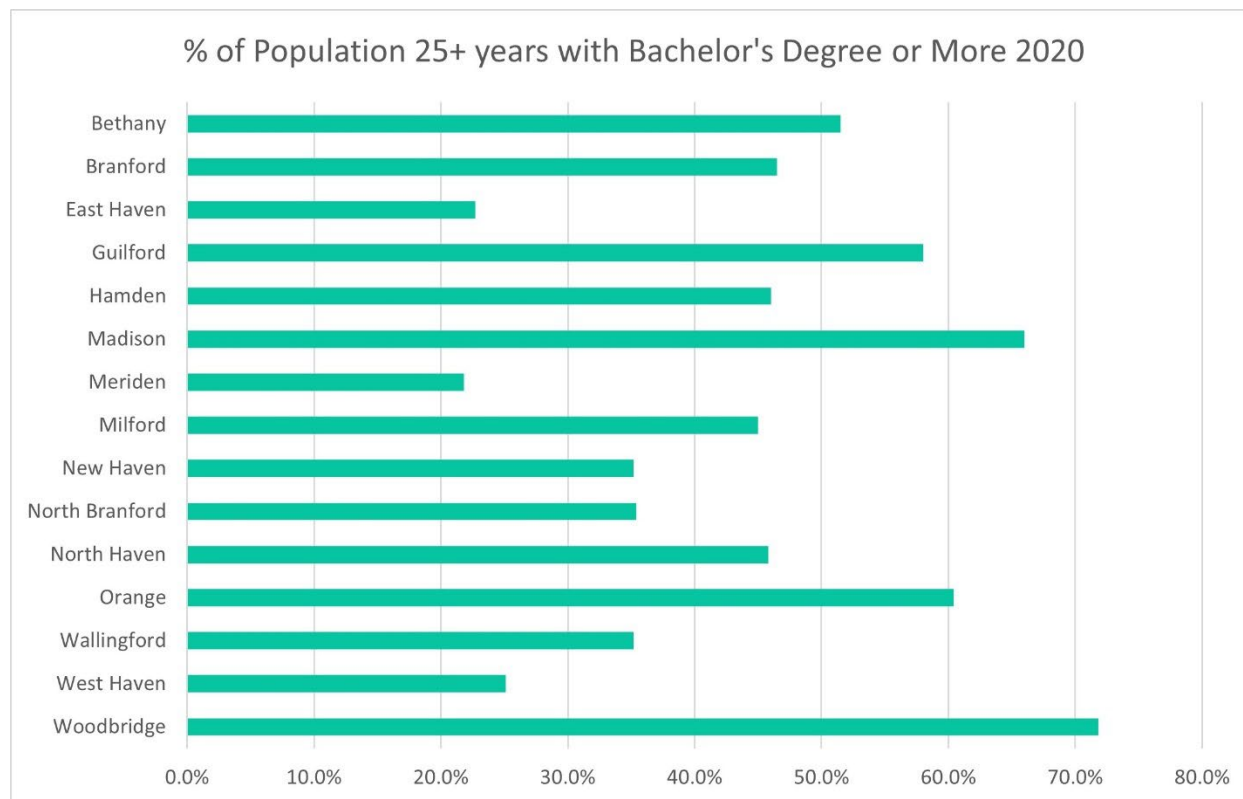
- New Haven LMA: 5.9%
- Connecticut: 6.3%
- U.S.: 5.4%



⁴⁸ Connecticut Department of Labor, Unemployment Claims. Accessed March 25, 2022 from <https://www1.ctdol.state.ct.us/lmi/laus/LAUS%20Substate%202021%20AP%2021bm.xlsx>

WORKFORCE: EDUCATIONAL ATTAINMENT BY TOWN

The chart below shows the Percentage of the Population 25+ years with a Bachelor's Degree or More. Not surprisingly, the level of education closely aligns with median household income. East Haven, West Haven, and Meriden have the lowest levels of educational attainment, with Guilford, Madison, Orange, and Woodbridge having more than one-half of their population with a Bachelor's degree or more.⁴⁹



⁴⁹ Source: U.S. Census Bureau Quick Facts. Accessed March 25, 2022 from <https://www.census.gov/quickfacts>

WORKFORCE: STUDENT DEMOGRAPHICS

Students play a significant role in the region's economic vitality. The seven colleges and universities in Greater New Haven have a combined student population of nearly 50,000.⁵⁰

Enrollment Fall 2020

Yale University	12,060
Southern Connecticut State University	9,331
Quinnipiac University	9,746
Gateway Community College	6,003
University of New Haven	6,961
Middlesex Community College	2,106
Albertus Magnus	1,384

⁵⁰ College Navigator. Accessed March 25, 2022 from <https://nces.ed.gov/collegenavigator/>

EMPLOYERS: LEADING EMPLOYERS IN REGION

Many of the region's leading employers can be found in Healthcare, Biomedical/Life Sciences, Higher Education, and Advanced Materials and Manufacturing sectors.⁵¹

Company Name	Town	Industry/Business Description	Size/Range
Yale New Haven Health	New Haven	Hospitals/Clinics	5,000-9,999
Yale University	New Haven	Schools-Universities & Colleges Academic	5,000-9,999
Avangrid (United Illuminating and Southern Connecticut Gas)	Orange	Utilities	1,000-4,999
Laticrete International, Inc.	Bethany	Adhesives & Glues (Whls)	1,000-4,999
Masonicare	Wallingford	Hospitals	1,000-4,999
Medtronic	North Haven	Surgical Appliances-Manufacturers	1,000-4,999
Southern Connecticut State University	New Haven	Schools-Universities & Colleges Academic	1,000-4,999
Veterans Affairs Connecticut Healthcare System	West Haven	Hospitals	1,000-4,999
Amazon	Wallingford/North Haven	Internet & Catalog Shopping/Fulfillment Center	1,000-4,999
American Medical Response	New Haven	Ambulance Service	500-999
Assa Abloy Door Security Solutions	New Haven	Security Systems	500-999
AT&T	New Haven	Telecommunications Services	500-999
Honeywell/Fire Lite	North Branford	Safety Equipment & Clothing-Mfrs	500-999
Knights of Columbus Insurance	New Haven	Insurance	500-999
MidState Medical Center	Meriden	Hospitals	500-999
Quest Diagnostics	Wallingford	Laboratories	500-999

EMPLOYERS: SIZE OF ESTABLISHMENTS

According to the US SBA's 2021 Small Business Profile, small businesses account for 99.4% of total companies in Connecticut and employ 739,870 people.⁵²

⁵¹ Connecticut Department of Labor Largest Employers. Accessed April 1, 2022 from <https://www1.ctdol.state.ct.us/lmi/EmpSearchTopList.asp?intSort=6>

⁵²2020 United State Small Business Administration Advocacy Office. Accessed on April 1, 2022 from <https://advocacy.sba.gov/2021/08/30/2021-small-business-profiles-for-the-states-the-district-of-columbia-and-the-u-s/>

CULTURAL EQUITY AND SOCIAL JUSTICE

The content of the South Central Connecticut Comprehensive Economic Development Strategy has consistently addressed the issues of cultural equity and social justice through the stated goals and objectives. However, we recognize a need to spotlight our actions to support these goals and objectives and re-evaluate how we might do better with input from all residents.

- Commitment to equity from public, private, and nonprofit sectors
- Legislative changes
- Lessening the digital divide
- Additional workforce development programs
- Better access to healthcare
- Improving access to childcare
- Public transportation improvements

PUBLIC COMMENTS AND LEGAL NOTICES



ACKNOWLEDGMENTS

Our work would not be possible without the generous support of our sponsors. We would like to thank all the individuals, corporations, organizations, and foundations that have supported us in the past and will continue to support us in the future.



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***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, 3-23-22

As recommended by Transportation Committee 4-13-22



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Introduction

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

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

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

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

Key Issues for the 2022 and 2023 Program Years

Responding to the Goals of FAST Act

The Federal transportation act, Fixing America's Surface Transportation (FAST), identifies ten (10) planning factors that Metropolitan Planning Organizations (MPOs), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

1. **Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. **Safety** – Increase the safety of the transportation system for motorized and non-motorized users;
3. **Security** – Increase the security of the transportation system for motorized and non-motorized users;

4. **Environment** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
5. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
6. **System Accessibility and Mobility** – Increase the accessibility and mobility for people and freight;
7. **System Management** – Promote efficient system management and operation;
8. **System Preservation** – Emphasize preservation of the existing transportation system;
9. **System Resiliency and Reliability** – Improve the resiliency and reliability while reducing or mitigating the stormwater impacts of surface transportation, and;
10. **Travel and Tourism** – Promote and enhance travel and tourism.

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

Safety of our transportation network is an important concern and a key consideration in the selection and prioritization of future projects. The Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety.

Mobility of the region's population is another key goal of any transportation solution. The proposed work program elements respond to the planning goals noted above.

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

SCRCOG's FY 2022 and FY 2023 UPWP addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CTDOT and the related staff work at our member cities and towns.

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

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2022 and FY 2023 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

The FY 2022 and FY 2023 Unified Planning Work Program consists of five work tasks:

Task 1: Management of the Planning Process - Program Administration

Task 2: Data Collection/Analysis - Monitoring and Projections

Task 3: Planning Activities

Task 4: Other Technical Assistance

Task 5: Public Participation

Work Program Highlights - FY 2022

Program Element/Study	Description	Consultant Support
Region-wide Pavement Management System Refresher Training	Provide refresher training in utilization of pavement management programs previously provided to member municipalities needed due to numerous staff changes	\$23,000
*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**

Program Element/Study	Description	Consultant Support
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 Church Street between George Street and Grove Street, York Street between Elm Street and George Street, and George Street between Church Street and York Street, along with a small portion of York Street between MLK Jr Blvd and George Street.	\$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

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 Church Street between George Street and Grove Street, York Street between Elm Street and George Street, and George Street between Church Street and York Street, along with a small portion of York Street between MLK Jr Blvd and George Street.

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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.

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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

Objective

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

Major 2022 and 2023 Activities

Coordination with DEMHS

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

Security of the Transportation System

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

Transit Stations and TOD

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

REX Development

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

This task requires continuing activity throughout the years.

Task 5: Public Participation

Objectives

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

Major 2022 and 2023 Activities

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

Annual Report

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

Media Coverage

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

Transportation Committee and Technical Transportation Committee

The Region's Transportation Committee (chief elected officials) and Transportation Technical Committee (municipal staff), meeting together monthly, will continue to interact with CTDOT personnel, federal staff and other interested parties. The committees advance programming and planning proposals to the Council as a whole. Over 100 organizations and individuals, including advocacy organizations, environmental groups, social services organizations, and transit operators, will be notified of committee meetings by email. Notice of meetings is also provided on the SCRCOG website. Council-adopted *Public Participation Guidelines* clearly identify the Council's commitment to broad, ongoing participation, and highlight the avenues for public input in the transportation planning process.

Public Meetings

- Quarterly Greater New Haven Transit District meetings and periodic attendance at meetings of the Milford and Meriden transit districts to facilitate planning and programming activities.
- REX Development, the region's non-profit economic development organization, was established jointly by SCRCOG and the private sector. Chief Elected Officials serve on the REX Board.
- Regional Alliance work sessions. The fourteen-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.
- Regional Chambers of Commerce – Municipal Economic Development Directors from the region meet with SCRCOG staff periodically to address business-related transportation issues.

Council of Governments Meetings

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

SCRCOG Web Site

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

Public Participation Guidelines

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

Evaluation of Effectiveness

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

Efforts will focus on enhanced public awareness and understanding the region's transportation needs. In FY 2022 and FY 2023, public outreach will continue to emphasize the implementation of the Regional Metropolitan Transportation Plan and the Regional Plan of Conservation and Development, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context-sensitive design solutions. Chief elected officials and SCRCOG staff will continue to participate in the organizations as noted above.

Public outreach will include opportunities for public input on the FY2022 and FY 2023 Consultant supported activity and CTDOT transit improvements.

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

Appendix A

Financial Tables – Fiscal Years 22 and 23*

***All FY 23 activities subject to the confirmation of funding and the approval of the SCRCOG FY 23 budget.**

Table 1

Fiscal Year 2022 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA & FTA</i>	1,022,354	127,794	127,794	1,277,942
<i>FY 2019 Carryover</i>	20,000	2,500	2,500	25,000
<i>Total</i>	1,042,354	130,294	130,294	1,302,942

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
<i>Total</i>	1,042,354	130,294	130,294	1,302,942

Table 3

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

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

¹ See Table 15 for FY 2022 maximum hourly rates

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

Table 4

Fiscal Year 2022 - Total Labor by Task - Salaries & Overhead Applied ¹

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

1. Estimated overhead rate @ 1.3674

Table 5

Fiscal Year 2022 - Direct Expenditures by Task

	<i>Direct Expenditures by Task</i>					<i>Total</i>
	<i>Print & Repro</i>	<i>Travel</i>	<i>Data Proc</i>	<i>Consult</i>	<i>Misc ¹</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
<i>Total</i>	1,275	2,900	1,500	498,000	5,550	509,225

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		
<i>Total</i>	473,000	<i>Total</i>	25,000

Table 7

Fiscal Year 2022 - Total UPWP Program Cost

	Cost
<i>SCRCOG Salaries</i>	335,271
<i>Overhead - Indirect Applied (1.3674)</i>	458,449
<i>Print & Reproductions</i>	1,275
<i>Travel</i>	2,900
<i>Data Processing</i>	1,500
<i>Consultants - FY 22 Funds</i>	473,000
<i>Consultants - FY 19 Carryover Funds</i>	25,000
<i>Miscellaneous</i>	5,550
<hr/>	
<i>Total</i>	1,302,942
<hr/>	

Table 8
Fiscal Year 2023 - Anticipated Revenues

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

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
<i>Total</i>	1,292,354	161,544	161,544	1,615,442

Table 10

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

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Planners</i>		<i>Field</i>		<i>Total</i>	
	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>
<i>Management of the Planning Process</i>	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
Total	818	60,194	1,536	90,612	5,378	200,134	51	941	7,783	351,881

¹ See Table 16 for FY 2023 maximum hourly rates

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

Table 11

Fiscal Year 2023 - Total Labor by Task - Salaries & Overhead Applied ¹

	<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
Total	142,504	214,515	473,796	2,228	833,043

1. Estimated overhead rate @ 1.3674

Table 12

Fiscal Year 2023 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Print & Repro	Travel	Data Proc	Consult	Misc ¹	
<i>Management of the Planning Process</i>	0	105	0	0	363	468
<i>Transportation Planning Activities</i>	831	2,415	0	0	2,192	5,438
<i>Data Collection / Analysis</i>	0	210	1,700	0	0	1,910
<i>Planning Projects</i>	0	210	0	769,500	2,195	771,905
<i>Public Participation</i>	525	105	0	0	2,046	2,676
Total	1,356	3,045	1,700	769,500	6,796	782,396

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
Total	432,000	Total	337,500

Table 14
Fiscal Year 2023 - Total UPWP Program Cost

	Cost
<i>SCRCOG Salaries</i>	351,881
<i>Overhead - Indirect Applied (1.3674)</i>	481,165
<i>Print & Reproductions</i>	1,356
<i>Travel</i>	3,045
<i>Data Processing</i>	1,700
<i>Consultants - FY 23 Funds</i>	432,000
<i>Consultants - FY 19 Carryover Funds</i>	337,500
<i>Miscellaneous</i>	6,796
<i>Total</i>	1,615,442

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.