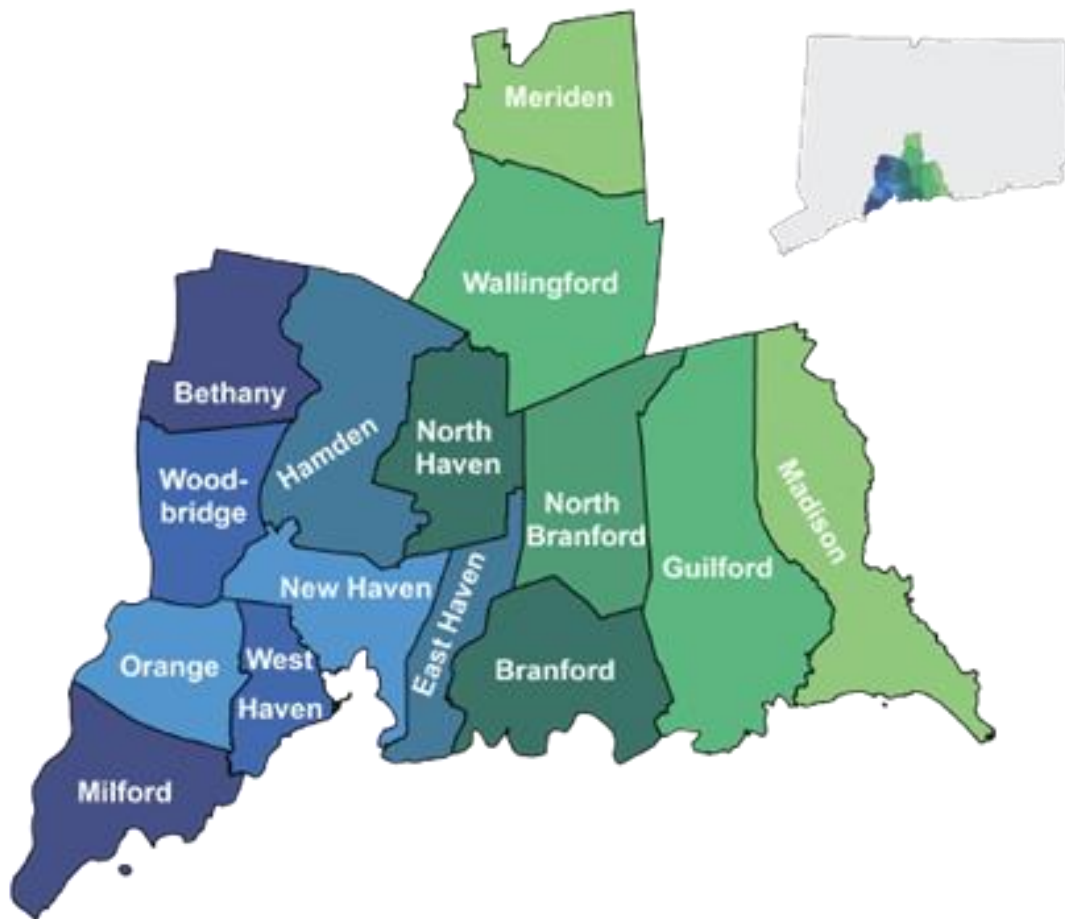


# Transportation Planning Work Program Unified Planning Work Program

**Fiscal Year 2024 and Fiscal Year 2025**

July 2023 - June 2024

July 2024 - June 2025



*South Central Regional Council of Governments  
127 Washington Avenue, 4<sup>th</sup> Floor West  
North Haven, Connecticut 06473  
Tel. (203) 234-7555  
Fax (203) 234-9850  
Website: [www.scrkog.org](http://www.scrkog.org)*

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## Introduction

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. The Council also serves as a Metropolitan Planning Organization (MPO). 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 accordance 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 24 activities shown herein are subject to SCRCOG approval of the SCRCOG FY 24 budget and may be adjusted after funding levels are confirmed.

### Key Issues for the 2024 and 2025 Program Years

#### Responding to the Goals of FAST Act

The Federal transportation act, Fixing America's Surface Transportation (FAST), identified 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.

The South Central Region Metropolitan Transportation Plan 2023-2050 (MTP) was updated in May 2023 in accordance with State and Federal guidelines. The MTP incorporates all responses received during public 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.

SCRCOG’s FY 2024 and FY 2025 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 2024 and FY 2025 UPWP utilizes and builds upon previous year’s activities.

The FY 2024 and FY 2025 Unified Planning Work Program consists of five work tasks:

- Task 1: Management of the Planning Process - Program Administration
- Task 2: Planning Activities
- Task 3: Data Collection/Analysis - Monitoring and Projections
- Task 4: Other Technical Assistance
- Task 5: Public Participation

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2024 and FY 2025 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.

## **Task 1: Management of the Planning Process – Program Administration**

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### **Objectives**

To administer transportation programs in accordance with all state and federal guidelines to schedule planning activities and to allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.

### **Activities**

Maintain financial records and develop quarterly reports that meet the requirements of regional partners.

The MPO Certification review for the New Haven TMA is expected in FY2025. Through this process, SCRCOG will work with CTDOT, FHWA and FTA to document compliance with applicable federal standards, recertification requirements and address any identified corrective actions or recommendations. For FY 2024, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

Conduct a Comprehensive audit of Council FY 2024 and FY 2025 revenue, expenditures, and internal management practices.

Prepare FY26 and FY27 UPWP for adoption prior to start of FY 26. (February-May 2025)

### **Products/Schedule**

- Quarterly Reports. September, January, April, and July
- Annual Affirmative Action Plan. February 2024 and February 2025.
- MPO self-certification. February 2024 and February 2025
- Annual Audit. Comprehensive audit of Council FY 2024 and FY 2025 revenue, expenditures, and internal management practices (November 2024 and November 2025).
- This task requires continuing activity throughout the years.

## **Task 2: Transportation Planning Activities**

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### **Objectives**

To continue to work with our member municipalities, the Connecticut Department of Transportation (CTDOT), federal transportation agencies, and other state agencies to support a regional approach to planning.

To maintain a four-year Transportation Improvement Program (TIP) in accordance with CTDOT and reflective of current regional priorities, long-range regional objectives, and the Bipartisan Infrastructure Law (BIL) transportation planning requirements.

To support efforts to advance a web based statewide STIP/ TIP management system (ESTIP).

To assist our member municipalities in developing projects and utilizing funds made available under Federal and State discretionary grant programs.

To support a performance-based approach to planning and the use of performance measures to document expectations for future performance. Using this approach, SCRCOG will work with its member municipalities, the CTDOT, federal transportation agencies, and other state agencies, to set priorities which are reinforced and expanded by the Plan.

To Coordinate with the Division of Emergency Management and Homeland Security (DEMHS) on emergency response planning and transportation security and resilience.

To provide technical assistance and coordination with Safe Routes to School (SRTS) program participants and CTDOT concerning applications for funding.

Work with REX Development and other economic development partners to ensure continued regional economic vitality.

To support CTRAIL, CTRANSIT, The Greater New Haven Transit District, the Milford Transit District and River Valley Transit services and to promote coordination between the various providers of public transportation in our region.

To work with CTDOT regarding electric vehicle charging infrastructure projects and programs.

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

## Activities

### Transportation Systems Management and Operations

Support the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Travel Demand Management measures, Intelligent Transportation Systems (ITS) strategies and technologies in the region.

### 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 2023-2050 and state-defined financial constraints. Adopt and maintain FY2025-FY2028 TIP in accord with CTDOT timeline. Adopt TIP amendments as appropriate.

### Review of Land Use and Transportation Models

SCRCOG staff will work with municipal staff to assess the impact 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. SCRCOG staff will 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.

### 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 and update as necessary through coordination with CTDOT and various other entities in accordance with guidance and federal requirements.

### Corridor Planning and Regional Transportation Planning Studies.

Work with SCRCOG member municipalities, CTDOT and regional stakeholders to conduct corridor planning and other transportation planning studies, utilizing consultant support as needed. 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.

### Environmental Justice and Title VI

Support the implementation of the Justice40 Initiative. SCRCOG staff will 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.

Assist CTDOT in the development of a five-year capital plan.

Coordinate efforts to 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 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 consider 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.

### Transit Planning

Support efforts to coordinate Public Transit among the service providers in the region by assessing demographic and land use policies and to identify new opportunities for transit service outside the existing route network and service areas. Staff will work with transit providers to develop initiatives that increase transit usage and reduce the reliance on single occupancy vehicles which contributes to improving air quality. The transportation system connectivity must include access to town/city/neighborhood centers and first/last mile connections.

### Local Transit Districts

Work with Greater New Haven Transit District, the Milford Transit District and, the Meriden Transit District and assist our regional partners in developing projects and utilizing funds made available under Federal and State programs.



### Transit Oriented Development (TOD)

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 identify areas, including brownfields, that are suitable for construction of affordable housing in the vicinity of existing and proposed transit corridors.

### Electric Vehicle Charging Infrastructure

Support CTDOT efforts regarding electric vehicle charging infrastructure projects and programming and support efforts to develop a program for the installation of electric vehicle fast chargers along Alternative Fuel Corridors at up to 11 sites utilizing funds available through The National Electric Vehicle Infrastructure (NEVI) Program.

### State Of Good Repair

Advance programs for the preservation of the existing transportation system, including actions which maintain the transportation system in a "state of good repair". The preservation of the various resources will allow opportunities for the future as regional needs evolve.

### Planning and Environmental Linkages (PEL)

Support the Planning and Environment Linkages (PEL) approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process. SCRCOG will participate in PEL Studies conducted within the region.

### Traffic Diversion Routes

Continue to work with member municipalities and CTDOT to review and update the I-95, I-91, I-691 and Route 15 highway diversion plans. Once implemented they will be periodically reviewed by the Region as new construction and roadway modifications require.

### Environmental Planning

Continue coordinated planning to promote safety, environmental sustainability and livable communities' initiatives. SCRCOG staff, through council's studies and planning efforts will coordinate and participate in any efforts required under the National Environmental Policy Act.

### Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)

The South Central Region's Locally Coordinated Human Services Transportation Plan (LOCHSTP) was first adopted in 2009. In 2021, the Statewide LOCHSTP was adopted. SCRCOG assisted CTDOT in that effort. SCRCOG will continue to coordinate human services transportation to address the mobility needs of the Region's elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities.

### Congestion Mitigation/ Air Quality (CMAQ), Transportation Alternatives (TA)

SCRCOG will solicit proposals from the region for projects to be funded through the CMAQ and TA programs. Proposals will be ranked and forwarded to CTDOT in accordance with the program guidelines.

### Municipal Assistance

SCRCOG will assist its member municipalities in ongoing programs such as STP-Urban, CMAQ, TA, the Local Transportation Capital Improvement Program (LOTICIP), the Transportation Rural Improvement Program (TRIP) and other appropriate programs. The assistance shall include information dissemination, assistance in application preparation, screening, and prioritization as necessary.

### Regional and State Freight Plans

Work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region. SCRCOG will maintain a regional freight plan to include a multi-modal list of freight movement constraints. SCRCOG will work with CTDOT to maintain the state freight plan and assist the Department in identifying bottlenecks, needed improvements and estimated costs to improve freight movement into and through the region, the state, and surrounding states.

### Freight Stakeholders

Assist CTDOT with efforts to maintain a list of freight stakeholders and operators in the region, as well as GIS data on freight-related land uses and stakeholders and major generators.

### Truck Parking

Support efforts to address the need for sufficient truck parking in the region. Whenever possible, SCRCOG will work with CTDOT and the freight operators to identify new opportunities.

### Operations and Management Strategies

Review State ITS Architecture refinements. SCRCOG staff 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.

### Coordination with DEMHS

Attend DEHMS Region 2 regional meetings to work with DEHMS and municipal staff on emergency response planning and implementation. Review DEMHS communications and plans to ensure 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 (ESF-1) conducts regular SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis to help improve regional transportation function and security. SCRCOG staff, in partnership with RiverCOG staff participates in ESF-1 meetings. A major goal is to update the region's shoreline evacuation routes.

## Safety Activities

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.

## Safety Action Plan and Vision Zero

Work with the Region's member municipalities, CTDOT and other regional entities to develop a Regional Safety Action Plan that supports a commitment to Vision Zero initiatives.

## Complete Streets

Consider the needs of 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 climate change, coastal resilience, and hazard mitigation efforts in collaboration with additional partners will further regional planning efforts and identify potential opportunities for improving transportation resiliency.

## 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.

## Performance Based Planning and Programming

Work with transportation partners to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. SCRCOG supports performance-based planning as required under the FAST Act. During the term of this UPWP, SCRCOG expects to continue the endorsement of CTDOT performance goals and safety targets.

## Models of Regional Planning

Coordinate with Lower Connecticut River Valley Council of Governments, the other major planning region sharing the region's urban area. In addition, our participation in the Connecticut Association of Councils of Governments (CTCOG), and continued staff outreach, keeps us in contact and cooperation with our neighboring Councils, and the entire state regional planning community. SCRCOG staff will continue to build upon this strong base of cooperation and collaboration.

## REX Development

REX Development serves as the federally designated Economic Development District (EDD) in the South Central Region. They maintain the Comprehensive Economic Development Strategy ([CEDS](#)) and provide oversight on progress towards the stated goals and objectives. SCRCOG will continue to coordinate efforts to promote regional 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.

## Ladders of Opportunity

Continue to look for means to identify and address transportation connectivity issues. Our previous Transit Study, utilization of a Mobility Manager Service for elderly and persons with disabilities, and the Jobs Access Study, produced in cooperation with the local NAACP chapter and the Workforce Alliance are examples of the region's commitment to identifying and working to address transportation connectivity issues. These efforts will continue during FY2024 and FY2025.

## Travel and tourism

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

## Staff Training

SCRCOG will participate in training and professional development opportunities to strengthen internal resources and to build technical capacity. SCRCOG staff will make use of training opportunities through CTDOT, FHWA, FTA and other partners.

## Products/Schedule

- FY2021-2024 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- Adopt FY2025-FY2028 TIP. Coordinate with CTDOT to adopt and, after adopted, maintain, and adopt amendments as appropriate.
- FTA Section 5310 Program Priorities. Review and approval of grants, in conjunction with CTDOT (April 2023 and April 2024).

## **Task 3: Data Collection/Analysis – Monitoring and Projections**

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### **Objectives**

To provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (CTDOT) data developed for statewide needs.

To maintain, as appropriate, regional highway and transit databases as components of SCRCOG's regional travel demand model.

To evaluate new technologies and coordinate data acquisition and software purchases with CTDOT and member municipalities to ensure the utility and compatibility of data.

### **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. 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, and 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**

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 and Travel Demand Management (TDM).

Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP):

- (1) Determining the CMP net term and the Region,
- (2) defining congestion, identifying congested links,
- (3) developing strategies to address congested links,
- (4) implementing strategies:
- (5) short and 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)

Maintain and utilize a robust GIS system. The system is shared with the Region's member municipalities. Recent data additions (FY18) have provided greater depth to the system data library.

### Census Boundary Smoothing

SCRCOG will assist CTDOT in the boundary smoothing process to adjust the boundaries of the urbanized area to more accurately reflect the actual population distribution.

### Technology in Planning and Data Collection.

Maintain transportation project management and data collection software.

Monitor and evaluate new technologies and planning products that support planning activities in the region. Cloud based software and planning products provide a range of benefits that enhance GIS mapping, program management and project delivery, traffic counts and TIP management.

### 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/Schedule

- Travel Demand Model Database Updates.
- Traffic Data Collection within consultant-supported work. - Counting will occur with FY24 and FY25 consultant-supported projects.
- Commuter Parking Lot Occupancy Data. Quarterly rail and commuter parking lot occupancy data collection. (September and December 2023; March and June 2024, September and December 2024; March and June 2025)
- Congestion Management Process review with CTDOT and recommendations. 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.

## Task 4: Other Technical Assistance

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### Objective

To develop transportation planning proposals and studies that are consistent with the goals identified in the current South Central Region Metropolitan Transportation Plan (MTP), the TIP, and the Regional Plan of Conservation and Development (RPOC) state and local municipal economic development objectives and the region's economic development program.

To ensure that 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.

To assist municipalities with local transportation studies that can enhance transportation safety for all, improve transportation access for all and reduce congestion.

### Activities

#### Metropolitan Transportation Plan Update

This branded study will build on the current Metropolitan Transportation Plan (MTP) to assess the transportation needs and identify the necessary improvements to enhance the regional transportation system to the year 2050. This study will look at every facet of transportation including roads and bridges, travel patterns, public transportation such as buses, commuter rail, and freight, as well as bicycles and pedestrians. The study will utilize a performance-based approach to planning and the use of performance measures to document expectations for future performance. Using this approach, SCRCOG will solicit public input, work with its member municipalities, the Connecticut Department of Transportation, federal transportation agencies, and other state agencies, to evaluate alternatives, set priorities and establish goals to be included in an expanded MTP.

#### Regional Pedestrian & Bicycle Study.

This study will provide a conceptual framework for increasing the attractiveness, effectiveness and safety of bicycle and pedestrian transportation on a region-wide basis. The study will begin with a visioning process tied into the Metropolitan Transportation Plan update to identify goals for both modes. A key area for goal setting and evaluation will be safety, with an emphasis on safe routes to school, complete streets, enhanced signage and roadway design for pedestrian and bicycle safety, and the role of education and outreach efforts in promoting safer travel behavior for both younger pedestrians as well as adult drivers and cyclists. Another key goal is to improve system connectivity between member municipalities. The Regional Study will also provide SCRCOG with additional resources to address high priority pedestrian safety locations identified in the Region's Safety Action plan.



### Regional Freight Study

The goal of this study is to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities. This study will build upon the freight study in the FY 2018-FY2019 UPWP and seek alignment with CT Statewide Freight Plan. Study includes a review of transportation and freight security and possible transition for the area south of I-95 into a secure port zone, and review options for possible abandonment of city streets, secure entry points and freight laydown areas for more efficient and secure goods and commodities movement.

### Regional Mobility Study for Aging and Disabled Community

Study to assess current conditions, identify gaps and recommend projects to improve transportation options for seniors and disabled residents.

### Congestion Management Process

Additional data collection and implementation of CMP recommendations from previous study. Continue to provide input to tie our CMP efforts with the Lower Connecticut River Valley COG as the two main areas of the New Haven TMA

### Guilford Town Center Traffic Study

Conduct a study of the traffic volumes, turning movements, parking and circulation around the Guilford town center to address conflicts and improve vehicle and pedestrian safety. The study should include growth for the next 20 years. This study will rely on data collection, data analysis and public input to make recommendations for improvements to the roadway system in the town center, including pedestrian safety and intersection improvements and on street parking.

### Northford Center Connectivity Study

Building on recommendations from the Route 22 Corridor the study will review current conditions, limitations and options for improved connectivity and circulation in Northford center, including a realignment of the Route 17 and 22 intersection and improved access to businesses.

### City of New Haven One Way Two Way Conversion

Continuation of a study from FY23, to 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

### Municipal Studies.

Contract for consultant services in support of the transportation planning program items that exceed available in-house staffing capacity. For any planning studies that will use PL funds, the MPO will follow all CTDOT guidance in reviewing municipal study requests. Efforts may involve studies of selected traffic and transit problems to identify deficiencies, alternatives and concepts for improvements or countermeasures, and performance measures. Activities may include, but are not limited to safety and security, bike and pedestrian planning, transit planning,



transportation optimization, congestion and access management, transportation and environmental planning, and other efforts related to regional, municipal, and stakeholder needs.

#### GIS Viewer Maintenance and Hosting and Updates

Provide annual services to maintain GIS system.

#### Travel and Tourism Enhancement

Utilize REX Development to further advance and promote travel and tourism in the region through the distribution of visitor guide brochures, sharing updates on social media and in newsletters, collaborating with municipal staff and local tourism & arts organizations, and assisting local businesses with tourism-related inquiries.

#### Regionwide GIS and data upgrade for asset management and planning purposes.

Utilize recent flight data to enhance current GIS and asset management data. Data upgrades may include but are not limited to aerial imagery, LiDAR land classifications, LiDAR-derived contours, and LiDAR-derived building footprints.

#### **Products/Schedule**

- Metropolitan Transportation Plan 2023-2050 update in FY25
- South Central Regional Bike and Pedestrian Plan complete in FY25.
- South Central Regional Freight Plan complete in FY25.
- South Central Regional Safety Action Plan adopt in FY24.
- This task requires continuing activity throughout the years.

## Task 5: Public Participation

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### Objectives

To facilitate a timely flow of information to interested individuals, stakeholders and organizations through media outreach and the agency website.

To provide a focus for public input relative to the region's Metropolitan Transportation Plan, Transportation Improvement Program, and other key products from elected officials, the public, and specifically by minority, low-income, underrepresented populations and non-English speaking communities.

To 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. And support the implementation of the Justice40 Initiative created by Executive Order 14008,

To share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress. SCRCOG will continue its commitment to public outreach through a wide range of media outlets and public meetings.

### Activities

#### Annual Report

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

#### Media Coverage

SCRCOG Committee agenda notification is distributed to the media and general public through Mailchimp. Users can subscribe to the monthly Agenda distribution on the SCRCOG website. This distribution list includes media contacts including the *New Haven Register*, *Connecticut Post*, *Meriden Record-Journal*, *La Voz Hispana*, *Inner City News*, and other local news organizations in the region.

#### Transportation Committee and Technical Transportation Committee

The Region's Transportation Committee (chief elected officials) and Transportation Technical Committee (municipal staff), meet monthly, and will continue to interact with CTDOT personnel, federal staff, and other interested parties. The committees advance programming and planning proposals to the full Council. 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 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 to 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 the *South Central Regional Metropolitan Transportation Plan 2023-2050*, and various other planning documents. 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 review the attendance at SCRCOG and Transportation Committee meetings, as well as at public meetings that are held as part of consultant supported work. This review indicates that the outreach is working and involves the community and interested parties. Clicks on the SCRCOG website indicate a high level of interest in our activities. Staff attend public meetings of regional and state organizations and civic groups, and reports back to our members, providing 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 of the region's transportation needs. In FY 2024 and FY 2025, 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 FY2024 and FY 2025 Consultant supported activity and CTDOT transit improvements.

This task requires continuing activity throughout the years.

## Financial Tables - Fiscal Year 2024 Unified Planning Work Program

### 1 - Anticipated Revenues and Task Allocation

	Federal			State			Local			Total			
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local	Total
<i>FHWA &amp; FTA</i>	1,394,144	174,268	174,268	1,742,681			120,447	15,056	15,056	150,559			
<i>FY 2020 Carryover</i>	507,454	63,432	63,432	634,317			514,780	64,347	64,347	643,474			
							23,423	2,928	2,928	29,279			
							1,187,411	148,426	148,426	1,484,263			
							55,537	6,943	6,943	69,423			
<b>Total</b>	<b>1,901,598</b>	<b>237,700</b>	<b>237,700</b>	<b>2,376,998</b>			<b>1,901,598</b>	<b>237,700</b>	<b>237,700</b>	<b>2,376,998</b>			

### 2 - Direct Salaries by Task & Overhead Applied

	Personnel Costs by Task											
	Ex. Dir.		Trans. Dir.		Planners		Admn.		Total			
	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost
<i>Management of the Planning Process</i>	450	34,073	200	11,826	100	5,199	0	0	750	51,099		
<i>Transportation Planning Activities</i>	100	7,572	900	53,221	4,750	193,083	750	15,000	6,500	268,876		
<i>Data Collection / Analysis</i>	0	0	0	0	300	12,335	0	0	300	12,335		
<i>Planning Projects</i>	100	7,572	100	5,913	1,900	70,254	0	0	2,100	83,739		
<i>Public Participation</i>	50	3,786	100	5,913	450	18,434	0	0	600	28,133		
<b>Subtotal</b>	<b>700</b>	<b>53,002</b>	<b>1,300</b>	<b>76,874</b>	<b>7,500</b>	<b>299,305</b>	<b>750</b>	<b>15,000</b>	<b>10,250</b>	<b>444,182</b>		
<i>Overhead (2)</i>		71,945		104,349		406,277		20,361		602,933		
<b>Total</b>		<b>124,948</b>		<b>181,223</b>		<b>705,582</b>		<b>35,361</b>		<b>1,047,116</b>		

1. See Table 6 for FY 2024 maximum hourly rates

2. Estimated overhead rate @ 1.3574

### 3 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip <sup>1</sup>	Consult	Misc <sup>2</sup>	
<i>Management of the Planning Process</i>	0	100	30,000	0	0	30,100
<i>Transportation Planning Activities</i>	775	2,100	4,500	0	2,250	9,625
<i>Data Collection / Analysis</i>	0	200	0	0	0	200
<i>Planning Projects</i>	0	200	0	1,284,658	2,000	1,286,858
<i>Public Participation</i>	500	100	0	0	2,500	3,100
<b>Total</b>	<b>1,275</b>	<b>2,700</b>	<b>34,500</b>	<b>1,284,658</b>	<b>6,750</b>	<b>1,329,883</b>

1. Equipment expenses include, but are not limited to, computer software, server, workstations, laptops, & related hardware and installation

2. Miscellaneous expenses include, but are not limited to, technical training & support, technical publications, advertising, and translation services.

## Financial Tables - Fiscal Year 2024 Unified Planning Work Program

### 4 - Planning Projects with Consultant Assistance

FY 24 Funds	Cost	FY 20 Carryover Funds	Cost
<i>Regional Transportation Assessment Study</i>	250,000	<i>GIS Data Upgrade</i>	250,000
<i>Regional Bicycle and Pedestrian Study</i>	200,341	<i>GIS Viewer Maintenance, Hosting, and Updates</i>	25,000
<i>Congestion Management Process Study</i>	25,000	<i>Travel and Tourism</i>	50,000
<i>Regional Freight Study</i>	50,000	<i>New Haven One-Way Two-Way</i>	100,000
<i>Regional Mobility Study</i>	25,000	<i>Municipal Studies</i>	187,317
<i>Guilford Traffic Study</i>	50,000	<i>E-STIP</i>	22,000
<i>Northford Center Study</i>	50,000		
<b>Total</b>	<b>650,341</b>	<b>Total</b>	<b>634,317</b>

### 5 - Total UPWP Program Cost

Cost	Cost
<i>SCRCOG Salaries</i>	444,182
<i>Overhead - Indirect Applied (1.3574)</i>	602,933
<i>Printing</i>	1,275
<i>Travel</i>	2,700
<i>Equipment</i>	34,500
<i>Consultants - FY 24 Funds</i>	650,341
<i>Consultants - FY 20 Carryover Funds</i>	634,317
<i>Miscellaneous</i>	6,750
<b>Total</b>	<b>2,376,998</b>

### 6 - Job Titles and Max Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 85.00
<i>Transportation Director</i>	\$ 70.00
<i>Planner</i>	\$ 60.00
<i>Administrative</i>	\$ 30.00

## Financial Tables - Fiscal Year 2025 Unified Planning Work Program

### 1 - Anticipated Revenues and Task Allocation

	Federal			State			Local			Total		
	Federal	State	Local	Federal	State	Local	Federal	State	Local	Federal	State	Local
<i>FHWA &amp; FTA</i>												
<i>FY 2020 Carryover</i>												
	1,394,144	174,268	174,268	1,742,680	Management of the Planning Process	99,253	12,407	12,407	124,067			
	507,454	63,432	63,432	634,317	Transportation Planning Activities	538,319	67,290	67,290	672,899			
					Data Collection / Analysis	23,651	2,956	2,956	29,563			
					Planning Projects	1,183,594	147,949	147,949	1,479,492			
					Public Participation	56,781	7,098	7,098	70,977			
<b>Total</b>	<b>1,901,598</b>	<b>237,700</b>	<b>237,700</b>	<b>2,376,998</b>	<b>Total</b>	<b>1,901,598</b>	<b>237,700</b>	<b>237,700</b>	<b>2,376,998</b>			

### 2 - Direct Salaries by Task & Overhead Applied

	Ex. Dir.		Trans. Dir.		Personnel Costs by Task				Total	
	Hrs	Cost	Hrs	Cost	Planners	Admin.	Hrs	Cost	Hrs	Cost
					Hrs	Cost	Hrs	Cost		
Management of the Planning Process	450	34,791	205	12,378	102	5,414	0	0	757	52,584
Transportation Planning Activities	100	7,731	922	55,671	4,867	202,000	768	15,744	6,657	281,147
Data Collection / Analysis	0	0	0	0	300	12,399	0	0	300	12,399
Planning Projects	100	7,731	100	6,038	1,900	71,734	0	0	2,100	85,504
Public Participation	50	3,866	100	6,038	450	18,823	0	0	600	28,726
<b>Subtotal</b>	<b>700</b>	<b>54,119</b>	<b>1,327</b>	<b>80,125</b>	<b>7,619</b>	<b>310,370</b>	<b>768</b>	<b>15,744</b>	<b>10,414</b>	<b>460,359</b>
Overhead (2)		73,461		108,762		421,296		21,371		624,891
<b>Total</b>		<b>127,581</b>		<b>188,887</b>		<b>731,666</b>		<b>37,115</b>		<b>1,085,249</b>

1. See Table 6 for FY 2025 maximum hourly rates

2. Estimated overhead rate @ 1.3574

### 3 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip <sup>1</sup>	Consult	Misc <sup>2</sup>	
Management of the Planning Process	0	105	0	0	0	105
Transportation Planning Activities	831	2,205	4,725	0	2,363	10,123
Data Collection / Analysis	0	335	0	0	0	335
Planning Projects	0	210	0	1,275,617	2,100	1,277,927
Public Participation	525	105	0	0	2,625	3,255
<b>Total</b>	<b>1,356</b>	<b>2,960</b>	<b>4,725</b>	<b>1,275,617</b>	<b>7,088</b>	<b>1,291,745</b>

1. Equipment expenses include, but are not limited to, computer software, server, workstations, laptops, & related hardware and installation

2. Miscellaneous expenses include, but are not limited to, technical training & support, technical publications, advertising, and translation services.

## Financial Tables - Fiscal Year 2025 Unified Planning Work Program

### 4 - Planning Projects with Consultant Assistance

FY 25 Funds	Cost	FY 20 Carryover Funds	Cost
<i>Regional Transportation Assessment Study</i>	250,000	<i>GIS Data Upgrade</i>	250,000
<i>Regional Bicycle and Pedestrian Study</i>	216,300	<i>GIS Viewer Maintenance, Hosting, and Updates</i>	25,000
<i>Congestion Management Process Study</i>	25,000	<i>Travel and Tourism</i>	50,000
<i>Regional Freight Study</i>	50,000	<i>Regional Mobility Study</i>	25,000
<i>Guilford Traffic Study</i>	50,000	<i>Municipal Studies</i>	269,317
<i>Northford Center Study</i>	50,000	<i>E-STIP</i>	15,000
<b>Total</b>	<b>641,300</b>	<b>Total</b>	<b>634,317</b>

### 5 - Total UPWP Program Cost

	Cost
<i>SCRCOG Salaries</i>	460,359
<i>Overhead - Indirect Applied (1.3574)</i>	624,894
<i>Printing</i>	1,356
<i>Travel</i>	2,960
<i>Equipment</i>	4,725
<i>Consultants - FY 25 Funds</i>	641,300
<i>Consultants - FY 20 Carryover Funds</i>	634,317
<i>Miscellaneous</i>	7,088
<b>Total</b>	<b>2,376,998</b>

### 6 - Job Titles and Max Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 90.00
<i>Transportation Director</i>	\$ 75.00
<i>Planner</i>	\$ 65.00
<i>Administrative</i>	\$ 35.00



## 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 programs 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 delays.
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 the 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 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.