

Transportation Planning Work Program

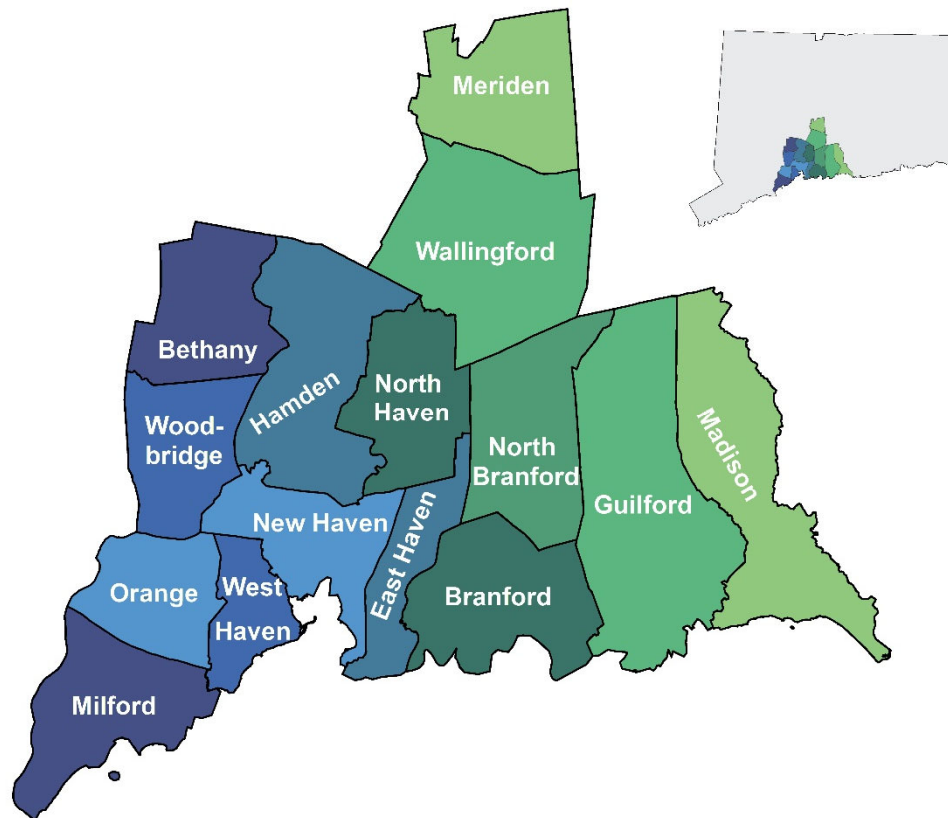
Unified Planning Work Program

Fiscal Year 2026 and Fiscal Year 2027

July 2025 - June 2026

July 2026 - June 2027

As Approved 5/28/2025



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Contents

Introduction.....	2
Key Issues for the FY2026 and FY2027 Program Years.....	2
Task 1: Management of the Planning Process– Program Administration...5	
Task 2: Transportation Planning Activities.....	6
Task 3: Data Collection/Analysis – Monitoring and Projections.....	15
Task 4: Other Technical Assistance.....	18
Task 5: Public Participation.....	22
Appendix A: Budget Tables	
Appendix B: Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities	

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 27 activities shown herein are subject to SCRCOG approval of the SCRCOG FY 27 budget and may be adjusted after funding levels are confirmed.

[Key Issues for the 2026 and 2027 Program Years](#)

the Infrastructure Investment and Jobs Act IIJA maintains the 10 planning factors, first established in the FAST Act.. The Federal Legislation, 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 2026 and FY 2027 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 2026 and FY 2027 UPWP utilizes and builds upon previous year's activities.

The FY 2026 and FY 2027 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 2026 and FY 2027 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

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 was accomplished in FY 2025. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2026 and FY 2027, 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 2025 and FY 2026 revenue, expenditures, and internal management practices.

Prepare FY28 and FY29 UPWP for adoption prior to start of FY 28. (February-May 2027)

Products/Schedule

- Quarterly Reports. September, January, April, and July
- Annual Affirmative Action Plan. February 2026 and February 2027.
- MPO self-certification. February 2026 and February 2027
- Annual Audit. Comprehensive audit of Council FY 2025 and FY 2026 revenue, expenditures, and internal management practices (November 2026 and November 2027).
- This task requires continuing activity throughout the years.

Task 2: Transportation Planning Activities

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.

Adopt a new FY27-FY54 Metropolitan Transportation Plan (MTP) in accordance with CTDOT, FHWA and FTA guidance. Facilitate public awareness of the adoption process for the MTP, and provide the opportunity for public comment.

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 Infrastructure Investment and Jobs Act (IIJA) transportation planning requirements. Accompany TIP actions with an air quality conformity statement, as appropriate, establishing relationships with the State Implementation Plan for Air Quality.

Adopt a new FY27-FY30 TIP this four-year plan is updated on a two year cycle in accordance with CTDOT timeframe. Facilitate public awareness of the adoption process for the TIP and STIP and provide the opportunity for public comments on TIP-related actions at the SCRCOG level.

To continue the development of 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 competitive 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.

Work with CTDOT and other state agencies to support transit oriented development (TOD) efforts throughout the region.

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 FY2025-FY2028 TIP and Adopt FY2027-FY2030 TIP

Update as required the current 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 FY2027-FY2030 TIP. This four-year plan is updated on a two-year cycle in accordance with CTDOT timeframe.

Maintain 2023-2050 Metropolitan Transportation Plan (MTP) and Adopt 2027-2054 MTP.

Review as necessary the Region's Metropolitan Transportation Plan to ensure 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. Adopt the FY27-FY54 MTP in accordance with CTDOT, FHWA and FTA guidance. Facilitate public awareness of the adoption process for the MTP, and provide the opportunity for public comment

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 the Metropolitan 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.

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.

Title VI

SCRCOG staff will Utilize 2020 Census data and latest available American Community Survey data to evaluate our plans and programs and ensure continued outreach and activities to meet the requirements of Title VI.

Surface Transportation Program

Establish regional priorities with CTDOT to facilitate the annual statewide program development process. Sustain a continuous interchange with municipalities advancing Surface Transportation Program per CTDOT guidelines

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. And continue Council monitoring of programmed work through monthly review.

Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven 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. And work with CTDOT to make the necessary air quality conformity determinations based upon CTDOT modeling.

FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Share notice of the annual Section 5310 grant funding availability and help potential applicants advance proposals consistent with FTA and CTDOT guidelines. Review applications and prioritize projects based on CTDOT criteria.

Transit Planning

Support efforts to coordinate Public Transit among the service providers in the region by assessing demographic and land use policies 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 Connecticut Municipal Development Agency (CMDA), the Connecticut Department of Transportation (CTDOT), other state agencies and the member towns to provide support for transit oriented development (TOD) efforts and identify areas, including brownfields, that are suitable for construction of affordable housing in the vicinity of existing and proposed transit corridors.

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.

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.

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 periodically review and update the I-95, I-91, I-691 and Route 15 highway diversion plans as new construction and roadway modifications require.

Environmental Planning

Continue coordinated planning to promote safety, environmental sustainability and livable communities’ initiatives. Through the Council’s studies and planning efforts, SCRCOG staff will coordinate and participate in accordance with the National Environmental Policy Act (NEPA).

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 updated 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 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.

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

The South Central Regional Safety Action Plan was updated in 2023, and a Vision Zero resolution was adopted in May of that year. SCRCOG will continue its commitment to Vision Zero principles and continue to work with stakeholders in the region to improve roadway safety.

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 regional entities 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.

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.

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.

Models of Regional Planning

Coordinate with Lower Connecticut River Valley Council of Governments, and the other major MPOs sharing the region's urbanized areas. 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 FY2026 and FY2027.

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

- FY2025-2028 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- FY2027-2030 TIP. Adopt and Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- 2027-2054 MTP. Adopt the MTP in accordance with CTDOT, FHWA and FTA guidance.
- FTA Section 5310 Program Priorities. Review and approval of grants, in conjunction with CTDOT (April 2026 and April 2027).

Task 3: Data Collection/Analysis – Monitoring and Projections

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 traffic data from Replica location-based services data. 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

Utilize Replica location-based services data to collect data on intersections identified at the municipal level for evaluation of congestion. Share the collected volume, traffic, and movement data with municipalities and CTDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local levels.

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 the 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

- Commuter Parking Lot Occupancy Data. Quarterly rail and commuter parking lot occupancy data collection. (September and December 2025; March and June 2026, September and December 2026; March and June 2027)
- Travel Demand Model Database Updates
- 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

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 supported 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

Wallingford Intersection Study

Continuation of the study to recommend safety improvements to the Parker Farms Road, Hope Hill Road, and Highland Avenue intersection in Wallingford that began in FY25. The final deliverable will be a study with recommended safety improvements, a survey, and concept plans for the recommended improvements.

North Haven Valley Service Rd Study

Continuation of the study to recommend safety improvements to Valley Service Road in North Haven that began in FY25. The final deliverable would be a study with recommended safety improvements, a survey, and concept plans for the recommended improvements.

Northford Center Study

For additional Study and Evaluation of the preferred alternative for improved connectivity and circulation in Northford center, including a realignment of the Route 17 and 22 intersection and improved access to businesses

[Multi town Pavement Management Study Phase 2](#)

This study will provide a road condition survey of all town roads in Orange, Bethany, and Woodbridge using automated scanning techniques. It will determine a road condition rating, suggested pavement management method and estimated cost of maintenance for each town road segment.

[New MPO / Transportation Website](#)

This project will involve an update to the current SCRCOG website to provide a greater focus on the region's ongoing transportation studies, and the development of a data portal.

[Guilford Route 1 Corridor Study](#)

This study will conduct a comprehensive analysis of the Route 1 corridor in Guilford to identify potential economic growth and development, evaluating existing transportation infrastructure, and land use patterns to create a strategic plan to maximize economic activity within that corridor with the with an eye toward creative placemaking and expanded right of ways, housing & economic development, market analysis of our existing commercial real estate, pedestrian and bicycle planning, model streetscapes and design guidelines.

[Wallingford Rte. 5 and Yale Ave Study](#)

In 2006, SCRCOG completed a Route 5 corridor study that included the area around the Route 15 interchanges and Yale Avenue in Wallingford. This study reevaluates this section Route 5 using new data to develop recommendations to reduce congestion, improve traffic flow and improve safety.

[Ella T. Grasso Boulevard Mobility and Safety Study](#)

The study will analyze existing conditions, identify safety deficiencies, and develop concept-level recommendations to improve safety and mobility for all users, especially vulnerable users such as pedestrians, cyclists, and transit riders. The scope of work will include crash data analysis, field audits, stakeholder engagement, evaluation of existing conditions and developing proposed engineering improvements.

[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

Scenario Planning for Regional Multi-Modal Transportation in South Central CT

The South Central Regional Council of Governments is proposing a regional transportation scenario planning analysis to understand the potential impacts of increased funding to support improved and/or expanded transit in the region.

Metropolitan Transportation Plan Update

This study will Consultant support to assist SCRCOG with administrative and outreach activities related to the Metropolitan Transportation Plan (MTP) preparation to ensure compliance with State and Federal requirements. A submittal of the final MTP document is due to the federal government in April 2027.

Active Transportation Implementation Study

The Region's Active Transportation Study includes the development of up to 10 conceptual plans that will improve network connectivity and safety. This study will expand on those concepts with an eye on implementation.

North Haven Pool Rd Safety Study

This study will prepare alternatives assessments for roadway improvements and evaluate measures to improve safety and reduce speeds on Pool Road between Maple Avenue and Bassett Road. Including horizontal and vertical geometry, roadway widths and provide conceptual plans and a probable construction cost estimate for the preferred alternative

Regional Local Bridge Inspections Study

This study will inventory town owned bridges in selected municipalities that are below a 20' threshold. A field study for each bridge will be conducted and a report generated to provide maintenance recommendations including estimated cost.

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,

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.

GIS Viewer Maintenance and Hosting and Updates

Provide annual services to maintain GIS system.

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

- Guilford Route 1 Corridor Study
- North Haven Pool Rd Safety Study
- Multi town Pavement Management Study Phase 2
- Active Transportation Implementation Study
- Scenario Planning for Regional Multi-Modal Transportation in South Central CT
- Wallingford Rte. 5 and Yale Ave
- Wallingford Intersection Study
- North Haven Valley Service Rd Study
- Northford Center Study
- New MPO / Transportation Website
- Ella T. Grasso Boulevard Mobility and Safety Study
- Congestion Management Process
- Metropolitan Transportation Plan Update

5: Public Participation

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.

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

SCRCOG Committee Meetings

All meetings held by SCRCOG are ADA accessible and open to the public. To promote greater participation, remote access is provided whenever possible, which also allows for captioning to enhance accessibility. A meeting calendar is posted each November, outlining the schedule for all regular MPO meetings. Agendas are posted on the agency's website and distributed at least seven days before each meeting. Upon request, all meeting materials can be made available in accessible formats.

Public Meeting

SCRCOG holds public meetings to gather comments and input during plan updates and Transportation studies. These meetings are conducted at convenient, ADA-accessible locations and scheduled at times that encourage participation. Whenever possible, a remote option is offered for those unable to attend in person. Public meeting notices are posted in advance on the SCRCOG website and may also be distributed via direct mail, legal ads, or local networks. SCRCOG actively encourages all populations and interested parties to attend and participate.

SCRCOG Web Site (www.scrcog.org)

The website serves as a vital platform for outreach, allowing SCRCOG to effectively share information and engage with various stakeholders. By maintaining up-to-date

reports, agendas, and regional data on the website, SCRCOG can enhance transparency and foster collaboration among members, municipal staff, and the public. As technology continues to evolve, so too will the website's capabilities, making it an increasingly important resource for communication and information dissemination in the region. Emphasizing user-friendly design and accessibility will also help ensure that all stakeholders can easily access the information they need. Reports, meeting notices, and links provide information and facilitate communication.

[Mailing List](#)

SCRCOG maintains a distribution list for elected officials, municipal staff, partner agencies, transportation service providers, and regional stakeholders. This list is used to share meeting notices, project updates, and newsletters.

Individuals wishing to sign on to this list may contact SCRCOG directly or they 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.

[Monthly Newsletter, Memos and Reports](#)

The newsletter is published monthly, providing updates on transportation planning, land use, environmental issues, and municipal services programs. It is distributed through the mailing list and posted on the region's website. Additionally, memos and reports, as well as materials from the monthly Policy Board and Transportation Committee meetings, are available on the agency's website for easy access.

[Public Participation Guidelines](#)

SCRCOG *Public Participation Guidelines* were updated in FY25 and are available on the region's website.

[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. Staff attend public meetings of regional and state organizations and civic groups. This 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 2026 and FY 2027, 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.

This task requires continuing activity throughout the years.

Appendix A

Table 1
Fiscal Year 2026 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA</i>	1,090,831	136,354	136,354	1,363,539
<i>FTA</i>	259,860	32,483	32,483	324,826
<i>FY 2023 Carryover</i>	483,961	0	120,990	604,951
<i>FY 2023 IIJA</i>	297,435	0	74,359	371,794
<i>2.5% Complete Streets Set Aside</i>	0	0	0	0
Total	2,132,087	168,837	364,185	2,665,110

Table 2
Fiscal Year 2026 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	84,271	6,673	14,394	105,338
<i>Transportation Planning Activities</i>	507,115	40,158	86,621	633,894
<i>Data Collection / Analysis</i>	21,609	1,711	3,691	27,011
<i>Planning Projects</i>	1,481,217	117,296	253,009	1,851,522
<i>Public Participation</i>	37,874	3,000	6,470	47,344
Total	2,132,087	168,837	364,185	2,665,110

Table 8

Fiscal Year 2027 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA</i>	1,090,831	136,354	136,354	1,363,539
<i>FTA</i>	259,861	32,483	32,483	324,826
<i>FY 2023 Carryover</i>	0	0	0	0
<i>FY 2023 IIJA</i>	0	0	0	0
<i>2.5% Complete Streets Set Aside</i>	113,462	0	0	113,462
<i>Total</i>	1,464,154	168,837	168,837	1,801,827

Table 9
Fiscal Year 2027 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	91,682	10,572	10,572	112,826
<i>Transportation Planning Activities</i>	566,798	65,359	65,359	697,516
<i>Data Collection / Analysis</i>	23,298	2,687	2,687	28,672
<i>Planning Projects</i>	741,980	85,560	85,560	913,100
<i>Public Participation</i>	40,396	4,659	4,659	49,713
<i>Total</i>	1,464,154	168,837	168,837	1,801,827

Table 3

Fiscal Year 2026 - Direct Salaries by Task & Overhead Applied (1)

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Planners</i>		<i>Admin.</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>	350	27,042	200	11,875	100	6,269	0	0	650	45,187
<i>Transportation Planning Activities</i>	100	7,726	900	53,441	4,100	159,738	1,492	48,998	6,592	269,904
<i>Data Collection / Analysis</i>	0	0	0	0	250	9,580	0	0	250	9,580
<i>Planning Projects</i>	100	7,726	100	5,938	1,200	45,924	0	0	1,400	59,589
<i>Public Participation</i>	50	3,863	100	5,938	250	9,195	0	0	400	18,996
<i>Subtotal</i>	600	46,357	1,300	77,192	5,900	230,707	1,492	48,998	9,292	403,255
<i>Overhead (2)</i>		61,609		102,588		306,609		65,119		535,926
<i>Total</i>		107,966		179,780		537,316		114,117		939,182

1. See Table 6 for FY 2026 maximum hourly rates

2. Estimated overhead rate @ 1.3290

Table 10

Fiscal Year 2027 - Direct Salaries by Task & Overhead Applied (1)

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Planners</i>		<i>Admin.</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>	350	28,394	210	13,093	105	6,912	0	0	665	48,399
<i>Transportation Planning Activities</i>	100	8,113	945	58,919	4,304	176,069	1,566	54,000	6,915	297,100
<i>Data Collection / Analysis</i>	0	0	0	0	250	10,138	0	0	250	10,138
<i>Planning Projects</i>	100	8,113	100	6,235	1,200	48,221	0	0	1,400	62,568
<i>Public Participation</i>	50	4,056	100	6,235	250	9,655	0	0	400	19,946
<i>Subtotal</i>	600	48,675	1,355	84,482	6,109	250,994	1,566	54,000	9,630	438,151
<i>Overhead (2)</i>		64,689		112,276		333,571		71,766		582,303
<i>Total</i>		113,364		196,758		584,565		125,766		1,020,454

1. See Table 6 for FY 2027 maximum hourly rates

2. Estimated overhead rate @ 1.3290

Table 4

Fiscal Year 2026 - Total Labor by Task - Salaries & Overhead Applied (1)

	<i>Labor Costs by Task</i>				<i>Total</i>
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Administrative</i>	
<i>Management of the Planning Process</i>	62,980	27,657	14,601	0	105,238
<i>Transportation Planning Activities</i>	17,994	124,465	372,029	114,117	628,605
<i>Data Collection / Analysis</i>	0	0	22,312	0	22,312
<i>Planning Projects</i>	17,994	13,829	106,958	0	138,782
<i>Public Participation</i>	8,997	13,829	21,416	0	44,243
Total	107,966	179,780	537,316	114,117	939,179

1. Estimated overhead rate @ 1.3290

Table 11

Fiscal Year 2027 - Total Labor by Task - Salaries & Overhead Applied (1)

	<i>Labor Costs by Task</i>				<i>Total</i>
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Administrative</i>	
<i>Management of the Planning Process</i>	66,129	30,494	16,098	0	112,721
<i>Transportation Planning Activities</i>	18,894	137,223	410,064	125,766	691,946
<i>Data Collection / Analysis</i>	0	0	23,611	0	23,611
<i>Planning Projects</i>	18,894	14,521	112,306	0	145,721
<i>Public Participation</i>	9,447	14,521	22,487	0	46,455
Total	113,364	196,758	584,565	125,766	1,020,454

1. Estimated overhead rate @ 1.3290

Table 5

Fiscal Year 2026 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip ¹	Consult	Misc ²	
Management of the Planning Process	0	100	0	0	0	100
Transportation Planning Activities	775	2,100	0	0	2,413	5,288
Data Collection / Analysis	0	200	4,500	0	0	4,700
Planning Projects	0	200	0	1,710,540	2,000	1,712,740
Public Participation	500	100	0	0	2,500	3,100
Total	1,275	2,700	4,500	1,710,540	6,913	1,725,928

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.

Table 12

Fiscal Year 2027 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip ¹	Consult	Misc ²	
Management of the Planning Process	0	105	0	0	0	105
Transportation Planning Activities	831	2,205	0	0	2,534	5,569
Data Collection / Analysis	0	335	4,725	0	0	5,060
Planning Projects	0	210	0	765,070	2,100	767,380
Public Participation	525	105	0	0	2,625	3,255
Total	1,356	2,960	4,725	765,070	7,259	781,369

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.

Table 6
Fiscal Year 2026 - Planning Projects with Consultant Assistance

FY 26 FHWA Funds		FY 26 FTA Funds	
	Cost		Cost
Scenario Planning	158,969	Multi-Town Pavement Study	154,826
Ella Grasso Blvd	250,000	ESTIP	20,000
		New MPO Website	50,000
		Wallingford Intersection Study	66,000
		Municipal Studies	34,000
Total	408,969	Total	324,826
FY 23 Carryover Funds		FY 23 ILJA Funds	
Regional GIS Hosting and Maintenance	25,000	Wallingford Route 5 and Yale Ave Study	200,000
Active Transportation Implementation	204,951	Travel Demand Data and Tools	96,794
Guilford Route 1 Corridor Study	200,000	Northford Center	75,000
North Haven Valley Service Road	65,000		
Travel and Tourism	50,000		
Congestion Management	60,000		
Total	604,951	Total	371,794

Table 13
Fiscal Year 2027 - Planning Projects with Consultant Assistance

FY 27 FHWA Funds		FY 27 FTA Funds	
	Cost		Cost
Regional Local Brige Inspection Study	150,000	Pool Road Study	150,000
Regional GIS Hosting and Maintenance	25,000	Travel Demand Model and Data	104,826
MTP Update	151,782	Travel and Tourism	50,000
		ESTIP	20,000
Total	326,782	Total	324,826
		Complete Streets 2.5%	
		Municipal Studies	113,462
		Total	113,462

Table 7
Fiscal Year 2026 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	403,255
Overhead - Indirect Applied (1.3290)	535,926
Printing	1,275
Travel	2,700
Equipment	4,500
Consultants - FY 26 FHWA Funds	408,969
Consultants - FY 26 FTA Funds	324,826
Consultants - FY 23 Carryover Funds	604,951
Consultants - FY 23 ILJA Funds	371,794
Miscellaneous	6,913
0	
Total	2,665,110

Table 14
Fiscal Year 2027 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	438,151
Overhead - Indirect Applied (1.3290)	582,306
Printing	1,356
Travel	2,960
Equipment	4,725
Consultants - FY 27 FHWA Funds	326,782
Consultants - FY 27 FTA Funds	324,826
Consultants - Complete Streets 2.5%	113,462
Miscellaneous	7,259
Total	1,801,827

Table 15

Fiscal Year 2026 - Job Titles and Maximum 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>	\$ 70.00
<i>Administrative</i>	\$ 35.00

Table 16

Fiscal Year 2027 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 95.00
<i>Transportation Director</i>	\$ 80.00
<i>Planner</i>	\$ 75.00
<i>Administrative</i>	\$ 40.00

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

The 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.
10. Self-certify the metropolitan planning process at least once every four years, concurrent with TIP adoption and submittal, certifying the planning process is being conducted in accordance with all applicable federal requirements and addressing the major issues facing the area.

Long Range Metropolitan Transportation Plan

1. SCRCOG will be responsible for preparing and developing the long range (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. CT DOT 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. (CT DOT 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 CT DOT, SCRCOG, and the appropriate provider(s) of public transportation.
2. CT DOT will send a draft proposed 5-year Capital Plan to the SCRCOG for review and comment. The draft list will reflect input that the CT DOT received from the SCRCOG during the consultation process on the previous year's plan.
3. CT DOT 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. CT DOT will consult with and solicit comments from SCRCOG and transit providers on the TIP and incorporate where practicable.
5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the SCRCOG to explain the projects to the policy board and the general public.
6. CT DOT will provide a list of projects obligated during each of the federal fiscal years covered by the 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. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
9. CT DOT 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. CT DOT will provide proposed amendments to the SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to allow the 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, CT DOT 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 the SCRCOG, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.
12. CT DOT 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 CT DOT's financial assessment, demonstrating and maintaining financial constraint by year.

Air Quality Planning

1. CT DOT 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. CT DOT will conduct the regional emissions analysis, which includes the SCRCOG area and provide the results to the 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. The SCRCOG will annually review and evaluate their public participation program.
2. The 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. The 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. The 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. The 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. The 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. The 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. The 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. The SCRCOG and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CT DOT will provide the 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. The CT DOT will notify the 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. The SCRCOG will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The SCRCOG, if located in 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. The SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The SCRCOG will work with CT DOT on programming possible congestion-reducing projects.
4. The 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. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for SCRCOG.
2. The SCRCOG will maintain and update the Regional ITS Architecture for the SCRCOG where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP 21/FAST ACT provisions and requirements, unless the MPO decides to set its own performance target, in which case the MPO will be responsible for collecting their own data.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures and Safety performance measures established under the Public Transportation Agency Safety Plan (PTASP) will include data provided by the Transit Districts to the National Transit Database (NTD) and through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on a platform accessible by CTDOT and the MPO's.
4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the SCRCOG.

B. 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. The CTDOT will discuss performance measures at each of the regularly scheduled monthly meetings (via teleconference or in person meeting).
2. The CTDOT will present data collected for each performance measure and collaborate with the SCRCOG and Transit Representatives on assumptions.
3. The 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 with consideration of feedback received.

C. Reporting of Performance Targets

1. CTDOT will notify the 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. The SCRCOG has 180 days after the 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 the SCRCOG is establishing their own targets, the SCRCOG will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The 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. The SCRCOG will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures via the DOT.Map21@ct.gov email box.
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 the SCRCOG. However, SCRCOG targets are not required to be updated annually, only revisited whenever the SCRCOG updates their MTP and/or TIP on or after October 1, 2018.
8. For FTA safety performance measures as part of the PTASP, the SCRCOG has received the Plan which included safety performance targets and will have 180 days to support these initial targets. Each transit provider is required to review its agency Safety Plan annually and update the plan, including the safety performance targets, as necessary.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets annually, and report to the NTD. Information will be available to the SCRCOG and transit representatives for use in updates to 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 updated TAM Plans with the 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. The CTDOT will collect this information and file until requested from FHWA/FTA.

E. 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.

30 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(beg 2022)	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality(beg 2022)	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.
PTASP safety performance targets	Fatalities (total number of reported fatalities)
PTASP safety performance targets	Fatalities (fatality rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Injuries (total number of reportable injuries)
PTASP safety performance targets	Injuries (injury rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Safety Events (total number of reportable safety events)
PTASP safety performance targets	Safety Events (safety event rate per total vehicle revenue miles by mode)
PTASP safety performance targets	System Reliability (mean distance between mechanical failures 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 the 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.