



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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

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Carl J. Amento, Executive Director

**To:** Transportation Committee and Transportation Technical Committee  
**From:** William Dickinson Chairman, Transportation Committee  
**Date:** April 2, 2014  
**Subject:** Wednesday, April 9, 2014  
Meeting of the Transportation Committee and Transportation Technical Committee at 12:00, in the offices of SCRCOG

**Agenda**

**Action Items:**

1. Meeting Minutes of March 12, 2014 Pages 4, 5
2. 2012-2015 Transportation Improvement Program Amendment Twenty Four Pages 6-9  
*Recommend to SCRCOG adoption of Amendment – James Rode*
3. 2014-2015 UPWP  
*Recommend to SCRCOG adoption of draft -Stephen Dudley*

**Informational Items:**

4. New 5310 Enhanced Mobility For Seniors and Persons With Disabilities Pages 10,11  
*James Rode*
5. Discussion of Mobility Management Program for New Haven Region Pages 12  
*James Rode*
6. New Haven-Meriden STP-Urban Program and LOTCIP  
*Stephen Dudley*
7. Other Business

The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.org). Please contact SCRCOG for copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week's notice. "Necesidades especiales: Audio de circuito cerrado para personas con deficiencia auditiva y/o intérprete de lenguaje de signos y traductor para personas con dominio limitado del inglés; son proporcionados por aviso a dos semanas de anticipación. Agenda puede solicitarse en un idioma distinto al inglés contactando a SCRCOG."



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**April 9, 2014**

*Municipalities*

- 
- Bethany: M. Calhoun, A. Marek, A.Green<sup>1</sup>
  - Branford: J. Cosgrove, C. Andres, J. Giner, T. Milici, J. Plaziak<sup>1</sup>
  - East Haven: K. White<sup>1</sup>
  - Guilford: J. Mazza, G. Kral, M. Damiani, K. Quercia, J. Portley<sup>1</sup>
  - Hamden: L. Creane, E. Fuller, T. Wydra, R. Szczypek, B. Brinton<sup>1</sup>
  - Madison: F. McPherson, P. Apel, C. Traugh, M. Ott<sup>1</sup>
  - Meriden: D. Caruso, L. Kendzior, D. Brunet, D. White, B. Bass<sup>1</sup>
  - Milford: B. Blake, D. Sulkis, G. Wassmer<sup>1</sup>
  - New Haven: T. Harp, A. Scott, K. Gilvarg, B. Notghi, M Piscitelli, D. Hausladen, K DiAdamo
  - North Branford: K. Weiss<sup>1</sup>, C. Zebb, M. Paulhus, D. Combs
  - North Haven: M. Freda, A. Fredricksen, B. Cummings, J. Giuleitti, J Bodwell<sup>1</sup>
  - Orange: P. Dinice, R. Hiza, P. Kaplan
  - Wallingford: W. Dickinson, D. Roe, J. Thompson<sup>1</sup>
  - West Haven:E. Obrien, C. Sherman, J. Brunt, A. Quadir<sup>1</sup>, B. Sabo, C. Suggs
  - Woodbridge: P. Rubens-Dahl, W. Connors<sup>1</sup>

<sup>1</sup>voting Technical Transportation Committee member appointed by chief elected official

*Others*

- 
- The Advisor
  - Amity Observer
  - Center for Disability Rights: M. Gallucci
  - ConnDOT: M. Rolfe, G. Wright, D. Larosa, J Redeker, R. Etuka, K. Chukwa, M. Salter,  
P. Zapatrick, E. Wynkoop
  - Connecticut League of Women Voters (New Haven Chapter): N. Ciarleglio
  - Connecticut Post
  - Connecticut Public Broadcasting
  - Connecticut Transit: P. Fry, S. Willis, B. Diggs
  - CT Latino News
  - CTRIDES: P. Hypolite
  - FHWA: Eloise Powell, Amy Jackson-Grove
  - Fox Connecticut
  - Greater New Haven Chamber of Commerce: T. Rescigno, L. DiCocco-Beauton
  - Greater New Haven Convention and Visitors Bureau: G. Kozlowski

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

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



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*Distribution List (Continued)*

**April 9, 2014**

Greater New Haven Transit District: D. Carter, L. Richards, A. Naudus, K. Dunham

Hamden Community News

Hamden Journal

Hartford Courant

Inner City News

Integrated Management Controls: S. Gale

La Voz Hispana

Luchs Associates: R. Dagan

Milford Mirror

Milford- Orange Bulletin

Milford Transit District: H. Jadach

My Record Journal

New Haven Advocate

New Haven Independent

New Haven Parking Authority: J. Staniewicz, W. Kilpatrick, M. Fortunata

New Haven Register: M. Zaretsky

Northeast Transportation Company: J. Spina

Office of Congresswoman Rosa DeLauro: L. Mangini

Office of Senator Richard Blumenthal: Riju Das

Orange Patch

PBAmericas (Glastonbury): A. Moretti,

Post Chronicle

Quad Town Adviser

Shoreline Times

Shore Publishing

Technical Planning Associates: B. Sacco

United Illuminating Company: S. Saczynski,

Wallingford Public Access

West Haven Chamber of Commerce: N. DeMatties

West Haven Voice

WVIT Channel 30 News

WTNH Channel 8 News

WTIC 1080 news

WRYM 840 AM La Gigante

WFSB Channel 3 News

WQUN 1220 AM

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Carl J. Amento, Executive Director

Minutes Transportation Committee March 12, 2014

**Transportation Committee Members**

Wallingford, Mayor William Dickinson, Chair  
Branford, FS James Cosgrove  
Guilford, FS Joseph Mazza  
Madison, FS Fillmore McPherson

**Guests**

Peter Losis, Bijon Notghi, City of New Haven  
Lou Mangini, Congresswoman DeLauro's office,  
Robert Hiza, Town of Orange  
Scott Willis, CTTRANSIT  
Edgar Wynkoop, CDOT

**Transportation Technical Committee**

Branford, Janice Plaziak  
East Haven, Kevin White  
Guilford, Jim Portley  
Hamden, Robert Brinton  
Madison, Michael Ott  
Meriden, Bob Bass  
North Haven, Johnathan Bodwell  
Wallingford, John Thompson  
West Haven, Abdul Quadir  
**SCRCOG**  
Carl Amento, Stephen Dudley, James Rode,  
Chris Rappa

FS McPherson called the meeting to order at 12:15. Mayor William Dickinson assumed the chair upon his arrival

**Action Item #1**

Minutes of the February 12, 2014 meeting were adopted on a motion by J. Portley seconded by FS Mazza which passed. FS McPherson and J Bodwell abstained

**Action Item #2**

J Rode presented Amendment 23 which included 14 projects. Project #83-262 *Naugatuck Avenue Drainage* was added to the amendment as a supplement. Action was necessary to move funds to the appropriate fiscal year. After a brief discussion, FS Mazza made a motion to recommend approval, J. Portley seconded and motion passed unanimously.

**Informational Item #3**

S. Dudley gave an update on the new LOTCIP program. He reported that FS Freda had spoken with the Commissioner; however no progress had been made as far as scheduling a meeting. CDOT reported at a recent meeting with the RPOs that the LOTCIP program was moving along very well they have received 13 applications and sent out 7 commitment letters. J. Thompson reported on a meeting he had with CDOT regarding his LOTCIP project. CDOT made it clear that they had no intention of changing the application process for the program. There followed a long discussion on possible next steps. It was decided that a meeting with the CEOs and the Legislative representatives from the region should be scheduled. at the same time the LOTCIP resolution should be sent out as well. Those around the table agreed. C. Amento will follow up with scheduling the meeting.



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**Informational Item #4**

J. Rode briefly discussed an RFP for a Mobility Management Program which has been developed for the region.

J. Portley made a motion to adjourn. J. Plaziak seconded, meeting was adjourned at 1:47 PM.

**South Central Regional Council of Governments**  
2012-2015 TRANSPORTATION IMPROVEMENT PROGRAM  
Amendment Number 24

**Project**      **0061-0150      2014-A24-1      Replace Br 04127 Skiff ST O/ Mill River**

**Changes**      Amendment 24 adds a new project

**Reason**      Project to Replace Bridge #04127, Skiff Street over Mil River which was found to be in poor condition. Under provisions of the Federal Local Bridge program

South Central Regional Council of Governments  
 FFY2012-FFY2015 Transportation Improvement Program  
 Amendment 24

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**State Project** 0061-0150

**SCRCOG #** 2014-A24-1

**Municipality** Hamden

Proposed

**Project Name** Replace Br 04127 Skiff ST O/ Mill River

**Description** Project to Replace Bridge #04127, Skiff Street over Mil River. Which was found to be in poor condition. Under provisions of the Federal Local Bridge program

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>FYI</i>
BRZ	CON	Federal				4,289	
		Local				1,072	
<b>TIP Funds</b>	<b>\$5,361</b>		0	0	0	5,361	0

**Amendment Notes**

FY12 TIP Amend 24 adds a new project



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Carl J. Amento, Executive Director

**Resolution**

***Fiscal Year 2012-Fiscal Year 2015 Transportation Improvement Program Amendment Twenty Four***

*Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and

*Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2012-Fiscal Year 2015 Transportation Improvement Program* on January 25, 2012, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: *Air Quality Conformity Reports: Fiscal Year 2012-2015 Transportation Improvement Program* and the Region’s *Long-Range Transportation Plans—2011 to 2040, (April, 2011)*; and

*Whereas:* The Council, on January 25, 2012, indicated that periodic *Program* adjustment or amendment was possible; and

*Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s long-range transportation plan (*South Central Regional Long Range Transportation Plan—2011 to 2040, (April, 2011)*); and

*Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and

*Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and

*Whereas:* Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.





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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2012-Fiscal Year 2015 Transportation Improvement Program Amendment Twenty Four (continued)***

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **April 23, 2014**

Date: **April 23, 2014.**

By:

\_\_\_\_\_  
First Selectman Fillmore McPherson, Secretary  
South Central Regional Council of Governments



Carl J. Amento, Executive Director

## **Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities**

Since 1975, the state of Connecticut has received annual Federal Section 5310 funding for transportation of seniors and individuals with disabilities. This program awarded cash grants for qualified recipients towards the purchase of wheelchair accessible vehicles. Eligible recipients of these funds include private non-profit organizations and local public bodies. In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21, P.L. 112-141) was signed, which has brought changes to the federal surface transportation programs, including Section 5310.

Under MAP-21, the existing award of cash grants for qualified recipients towards the purchase of wheelchair accessible vehicles is maintained and funding has not been reduced. Referred to as “traditional” 5310 or project category A, the Federal Transit Administration (FTA) will pay 80% of the cost of a wheelchair accessible vehicle. The remaining vehicle cost must be funded by the awarded recipient.

In addition, there are three new categories of project types that can now be funded; categories B, C & D. These categories are similar to what was eligible under the former **Section 5317 New Freedom Initiative (NFI) program** which was designed to assist individuals with disabilities with transportation. Under MAP-21, funding for these programs is maintained and has not been reduced.

The four project categories are as follows:

### **5310 A**

Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable.

### **5310 B**

Public transportation projects that exceed the requirements of the ADA.

### **5310 C**

Public transportation projects that improve access to fixed route service and decrease reliance by individuals with disabilities on complementary paratransit.

### **5310 D**

Alternatives to public transportation that assist seniors and individuals with disabilities with transportation.



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**Funding**

For Federal Fiscal Year 2013 the New Haven Urbanized area received an apportionment of \$525,296 in Section 5310 funding. Under the guidelines, at least 55% (\$288,913) of these funds must be used for traditional Section 5310 activities and no more than 45% (\$236,383) can be used for what were Section 5317 activities.

The following chart provides a comparison of apportionments to the New Haven UZA for these programs under SAFETEA-LU and MAP-21

SAFETEA-LU			MAP-21		
2 Programs			1 Program		
<b>Section 5310 Capital Assistance</b>			<b>New Section 5310</b>		
This program provided capital assistance for purchase of vehicles used to provide transportation for seniors and persons with disabilities			<b>Enhanced Mobility for Seniors and Persons with Disabilities</b>		
	FFY11	FFY12	FFY13		
Applied	6 Applications for 8 vehicles	5 applications for 7 vehicles	At least 55% of the available Federal Apportionment must be used for Section 5310A Activities		
CDOT	6 Vehicles	5 vehicles			
Approved	@ \$40,000 each	@ \$40,000 each			
<b>Awarded</b>	<b>\$240,000</b>	<b>\$200,000</b>	<b>Available</b>	<b>\$288,913</b>	
*Program funded 80% capped by CDOT @ \$40,000			*Program Funds 80% no cap set. A cap on funding could be set by region		
<b>Section 5317 New Freedoms Initiative</b>					
This program provided planning, operating, and capital assistance to new transit projects that go beyond ADA to enhance access to transportation for persons with disabilities.			No more than 45% can be used for Section 5310 B, 5310 C, 5310 D Activities (or can be used for 5310A)		
	FFY11	FFY12	FFY13		
<b>Apportionment</b>	<b>\$183,928</b>	<b>\$184,878</b>	<b>Available</b>	<b>\$236,383</b>	
Obligated	\$158,800	\$243,393			
Total Federal Apportionment					
<b>Total Fed</b>	FFY11	FFY12	FFY13		
<b>Combined</b>	<b>\$398,800</b>	<b>\$443,393</b>	<b>\$525,296</b>		

## Mobility Management Program

In 2007, SCRCOG in collaboration with the Lower Connecticut River COG developed the South Central Urbanized Area's Locally Coordinated Public Transit - Human Service Transportation Plan (LOCHSTP). The plan identified regional gaps in services and recommended strategies to improve transportation services for the elderly and persons with disabilities.

**The most significant gap that was identified consistently throughout all regions of Connecticut was a lack of information and awareness of transportation options. Mobility Management strategies can be used to address this gap.**

*Mobility Management is a systems approach to managing transportation resources. It emphasizes the movement of people instead of vehicles, focusing on the needs of individuals and considering the entire trip, not just the portion on one mode or another.*

In 2012, the region's LOCHSTP committee reviewed a proposal to develop a mobility management program for the New Haven Urbanized Area. While it was not approved, the Committee and CDOT asked SCRCOG to take a closer look at these types of programs so a study was included in the 2013-2014 UPWP.

In 2013, SCRCOG, along with a 15 member advisory group completed a Mobility Management Alternatives Study. The study provided information on the needs, resources, best practices, and implementation issues associated with mobility management.

In December 2013, CDOT announced that Section 5317 Funding was approved for the development of a mobility management program in the New Haven Urbanized Area. The funding available from that grant is **\$218,724 (\$174,979 Federal, \$43,745 State)**. And recently CDOT has identified an additional funding from a previous grant in the amount of **\$202,950 (162,360 Federal, \$40,590 State)**. Total funding in both Federal and State funding is **\$421,674** which will provide funding for four years of programming.

With the encouragement of CDOT and our Public Transit Providers, we have developed an RFP and the framework of a regional program. The goals of the program will be:

1. To establish a Regional Mobility Manager position to provide mobility ombudsman services for elderly and persons with disabilities in the South Central Region.
2. To develop a customized Mobility Management website for the Region that includes a searchable database of providers, and create of brand unique to the South Central Region Mobility Management Program.
3. To maintain strong regional oversight and involvement of SCRCOG, member municipalities, transit providers and CDOT as the project develops.
4. To establish a Regional Transit Advisory Group (RTAG) that will have direct input in defining the goals of the program, establishing the project name and brand, and identifying the strategies to be implemented.

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

***Fiscal Year 2015***  
***July 2014 - June 2015***

*Draft as presented to Transportation Committee 4-2-14*



*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. Recommendations concerning transportation actions are forwarded to the Council from the Transportation Committee, consisting of seven members of the Council, and the Transportation Technical Committee, which includes an appointed staff person from each municipality. These two committees meet jointly each month to recommend actions for consideration by the Council on transportation matters.

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

## ***Key Issues for the 2015 Program Year***

### **Responding to the Goals of MAP-21**

The Federal transportation act, Moving Ahead for Progress in the 21st Century (MAP-21), identifies eight (8) 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. **Mobility** – Increase the accessibility and mobility of people and freight;
5. **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;
6. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

- 7. **System Management** – Promote efficient system management and operation, and;
- 8. **System Preservation** – Emphasize preservation of the existing transportation system.

Responding to State and Federal guidelines, SCRCOG completed, in May 2011, an update of the Long Range Transportation Plan (LRTP). The LRTP incorporates all responses to outreach and establishes regional goals. An update of the LRTP is programmed for FY 2015. Similarly, the 2008 Regional Plan of Conservation and Development suggests strategies for future actions in the Region.

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

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

SCRCOG’s FY 2015 UPWP addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CDOT 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 2015 UPWP utilizes and builds upon previous year activities.

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2015 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

The FY 2015 UPWP work program consists of five work tasks:

**Task 1: Management of the Planning Process - Program Administration**

**Task 2: Data Collection/Analysis - Monitoring and Projections**

**Task 3: Planning Activities**

**Task 4: Other Technical Assistance**

**Task 5: Public Participation**



**Work Program Highlights – FY 2015**

<b>Program Element/Study</b>	<b>Description</b>	<b>Consultant Support</b>
Multi-community Sign Inventory Program	For up to nine communities, program to provide town wide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance	\$360,000
Multi-community Pavement Management Study	For Orange and Woodbridge, review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.	\$70,000
TOD Study	Phase 1 of a TOD Feasibility Study to improve ridership on the rail service available in the South Central Region. There will be in-depth analysis around each of the train stations located in the region to determine the development potential, street connectivity, access, potential for bike and pedestrian infrastructure, and last mile connections. The study will examine parking availability, potential for regulatory changes, development strategies, priorities and the regional context for each train station.	\$100,000
Tri-Region Freight Study	In association with Lower Conn River Valley COG and Southeastern COG, advance freight planning efforts to produce a tri-region plan to address and improve freight bottlenecks and movements	\$100,000
Regional Traffic Signal Study	Continue previous work on inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.	\$55,000
City of New Haven West River Mobility Study, Phase 1	Phase 1 of a study to review impacts and issues to be addressed concerning traffic calming, extension or re-connection of existing streets, bicycle and pedestrian access, and future development impacts on the area bounded by Martin Luther King Jr. Boulevard, Ella T. Grasso Boulevard, Legion Avenue and Orchard Street	\$50,000

City of New Haven Signal re-timing and optimization study	Study to evaluate existing conditions and provide recommendations for intersection performance, signal timing, and recommended improvements for 24 signals on the Whalley Avenue, Dixwell Avenue and Whitney Avenue corridors	\$55,000
City of Meriden Roadway improvement evaluation study vicinity former NRG site	Study to review existing conditions and provide recommendations on potential infrastructure improvements necessary to address traffic impacts of potential development of the former NRG site. Study will include recommendations on a timeline and budget for the potential improvements	\$60,000
Congestion Management Process	Data collection and implementation of CMP recommendations from previous study. Additional input to tie our CMP efforts with Lower Conn River Valley COG as the two main areas of the New Haven TMA	\$60,000
<b>Total</b>		<b>\$890,000</b>

**Task 1: Management of the Planning Process**

**Objectives**

1. Schedule planning activities and allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.
2. Prepare and adopt a planning work program for the upcoming fiscal year.
3. Ensure that expenditures are well documented and cost-effective.

**Major 2015 Activities**

*Mid-Year FY 2015 Work Program Review* - Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

*Certification* - Re-certification process was accomplished in FY 2013. Work with CDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2015, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

**Products/Reports**

- *Financial Control*. Maintain financial records and develop reports in accordance with USDOT and CDOT regulations and guidance.

- *Quarterly Reports.* Develop quarterly narrative and financial status reports for funding agencies.
- *Annual Affirmative Action Plan.* Review and revise Affirmative Action Plan (February 2015).
- *Annual Audit.* Comprehensive audit of Council FY 2014 revenue, expenditures and internal management practices (November 2014).
- 

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

## **Task 2: Data Collection/Analysis – Monitoring and Projections**

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### ***Objectives***

1. Provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (CDOT) data developed for statewide needs.
2. Maintain regional highway and transit databases as components of SCRCOG's regional travel demand model.
3. Coordinate data acquisition with CDOT and member municipalities to ensure the utility and compatibility of data.

### ***Major 2015 Activities***

*CDOT Photolog* – Continue to make current digital photography available to interested towns and cities within the region.

*Demand Modeling Database* – Maintain the region's travel demand model. Integrate new CDOT traffic counts obtained through consultant supported work. Continue network maintenance for additions and changes to the roadway and transit systems.

*Traffic Data Collection Program* - Continue major intersections counting program within the consultant supported project work to collect data at those intersections that are identified at the municipal level for evaluation of congestion and safety-related issues. As in the past, share the proposed counting program with municipalities and CDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local level.

*Rail and Commuter Parking Lot Occupancy Survey* - Monitor late-morning occupancy (maximum occupancy) at New Haven's Union Station, at the West Haven and Milford Railroad Stations and at the Branford, Guilford and Madison Shore Line East stations as well as lots adjacent to I-95 and I-91 on a quarterly basis and publish data on the SCRCOG website.

*Congestion Monitoring* - SCRCOG staff will work with municipal staff to identify target areas for operations and management strategies (O & M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region, as well as Travel Demand Management (TDM). Consultant supported work will include preparation of required reports. Staff will continue to cooperate with CDOT on the six elements of the congestion management process (CMP): Determining the CMP network in the Region, Defining congestion, identifying congested links, developing strategies to address congested links, implementing strategies: short and long term, and monitoring the network. Activities will focus on the recommendations from previous consultant supported studies and as per CDOT guidance.

*Safety Monitoring* - Review safety data, goals, objectives and strategies to promote safety and solicit projects for participation in the CDOT Local Accident Reduction Program. Work with CDOT to further implementation of the Connecticut Strategic Highway Safety Plan.

*Capital Expenditures Report* – Assist CDOT with the 536 report on capital expenditures on local roads.

### ***Products***

- Model Database Updates
- Traffic Data Collection within consultant supported work
- Commuter Parking Lot Occupancy Data
- Congestion Management Process review with CDOT and recommendations

### ***Schedule***

*Traffic Data Collection* – Any counting will occur with FY 2015 consultant supported projects.

*Rail and Commuter Parking Lot Occupancy Survey* - Quarterly rail and commuter parking lot occupancy data collection. (September and December 2014; March and June 2015).

*Congestion Monitoring* – Activities will occur over the fiscal year as recommended by previous studies and as per CDOT and FHWA guidance.

## **Task 3: Transportation Planning Activities**

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### ***Objectives***

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and MAP-21 transportation planning requirements. Accompany TIP actions with an air quality conformity statement as appropriate establishing relationships to the State Implementation Plan for Air Quality.
2. Facilitate public awareness of the adoption process for the TIP and STIP, and provide the opportunity for public comment on TIP-related actions at the SCRCOG level.
3. Develop transportation planning proposals and studies that are consistent with the goals identified in the Long Range Transportation Plan FY2012-FY2015 TIP and the Regional Plan of Conservation and Development (prepared during FY 2008), Connecticut's *Conservation and Development Policies Plan, 2013-2018*, state and local municipal economic development objectives and the region's economic development program.
4. Adopt new FY2015-FY 2018 TIP in consultation with CDOT.

5. Adopt new Long Range Transportation Plan 2015-2040 in consultation with interested stakeholders.
6. Develop recommended capital and operational improvements to enhance the existing transportation system, including consideration for the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Intelligent Transportation Systems (ITS) strategies and technologies in the region, as well as Travel Demand Management measures.
7. Coordinate the Regional Plan of Conservation and Development with member municipalities.
8. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.
9. Continue to work with the State of Connecticut Governor's Transit Oriented Development initiatives, the Connecticut Department of Transportation (CDOT) and other state agencies to plan transit improvements and provide support for transit oriented development (TOD) and affordable housing in the vicinity of existing and proposed transit corridors.
10. Continue coordinated planning to promote safety, livable communities and environmental sustainability.

### ***Major 2015 Activities***

*Review of Land Use and Transportation Models* – SCRCOG staff will work with municipal staff to assess impacts of projected land uses on transportation in the Region. Land use decisions will be analyzed to assess consistency with State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. Help advance initiatives that reduce dependence on single occupancy vehicles and improve the region's air quality. Technical assistance will be provided to the Region's municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD through CDOT projects. These include the West Haven train station related TOD, Union Station proposed TOD, pilot program TOD in Meriden as authorized by statute and other potential TOD proposals throughout the Region such as the reuse of the former Pratt and Whitney site in North Haven.

*Maintain FY2012-FY2015 TIP* – Update as required the adopted four-year Transportation Improvement Program (TIP). The TIP is consistent with the region's Long Range Transportation Plan 2011-2040 and state-defined financial constraints. Continue working cooperatively with CDOT on E-STIP creation and implementation initiatives.

*Adopt new FY 2015-FY2018 TIP* – In consultation with CDOT, adopt new FY2015-FY2018 TIP.

*Review Long Range Transportation Plan 2011-2040* – Review as necessary the Region’s Long Range Transportation Plan to insure consistency with regional and state goals.

*New Long Range Transportation Plan 2015-2040* – Engage stakeholders and adopt new Long Range Transportation Plan in the second half of FY2015 per CDOT guidance.

*Environmental Justice and Title VI* – Utilize 2010 Census data and latest available demographic 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.

*Surface Transportation Program* - Establish regional priorities with CDOT to facilitate the annual statewide program development process. Maintain a multi-year program that balances priorities, costs, available funds and the progress of individual projects. Sustain a continuous interchange with municipalities advancing Surface Transportation Program and Local Transportation Capital Improvement Program (LOTICIP) projects on municipal roads per CDOT 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 CDOT to give consideration to the impacts of climate change and air quality on the transportation decision making process. Work with CDOT to make the necessary air conformity determinations based upon CDOT 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 CDOT guidelines (January 2015).

*Local Transit Districts* - Continue attendance at Greater New Haven Transit District meetings and, periodically, at meetings of the Meriden Transit District and the Milford Transit District. Meetings provide feedback for the areawide planning and programming process.

*Local Accident Reduction Program* - Prepare municipal local accident reduction program applications per annual state/regional outreach, emphasizing a state/federal pedestrian safety focus. Develop proposals with municipal staff, frame material for municipal review and advance proposals for Council review per longstanding practice (April 2015).

*Congestion Mitigation/ Air Quality* – As per CDOT guidance, solicit proposals from the Region for ranking and forwarding to CDOT for new congestion mitigation/air quality funding under the next highway act or as provided in continuing resolutions.

*Traffic Diversion Routes* – Continue review of previous individual municipal plans completed by CDOT and implemented by the Region as they are impacted by new construction and roadway modifications.

## **FY 2015 Consultant Supported Activity**

Nine studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CDOT, including resources and outcome.

*Multi-community Sign inventory program* - For up to nine communities, program to provide town wide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance.

*Multi-community Pavement Management Study* - For Orange and Woodbridge, review of existing conditions of town roads and advise town on ratings to help town implement a pavement management system.

*Transit-oriented Development Study* - Phase 1 of a TOD Feasibility Study to improve ridership on the rail service available in the South Central Region. There will be in-depth analysis around each of the train stations located in the region to determine the development potential, street connectivity, access, potential for bike and pedestrian infrastructure, and last mile connections. The study will examine parking availability, potential for regulatory changes, development strategies, priorities and the regional context for each train station.

*Tri-Region Freight Study* - In association with Lower Conn River Valley COG and Southeastern COG, advance freight planning efforts to produce a tri-region plan to address and improve freight bottlenecks and movements.

*Regional Traffic Signal Study* - Continue previous work on inventory and review of municipally owned traffic signals in region with recommendations on signal operational improvements to facilitate traffic flow, pedestrian safety and minimize congestion. Study will also make general recommendations on upgrades for energy efficiency.

*City of New Haven, West River Mobility Study, Phase 1* - Phase 1 of a study to review impacts and issues to be addressed concerning traffic calming, extension or re-connection of existing streets, bicycle and pedestrian access, and future development impacts on the area bounded by Martin Luther King Jr. Boulevard, Ella T. Grasso Boulevard, Legion Avenue and Orchard Street.

*City of New Haven Signal Re-timing and Optimization Study* - Study to evaluate existing conditions and provide recommendations for intersection performance, signal timing, and recommended improvements for 24 signals on the Whalley Avenue, Dixwell Avenue and Whitney Avenue corridors.

*City of Meriden, Roadway Improvement Evaluation Study Vicinity Former NRG Site* - Study to review existing conditions and provide recommendations on potential infrastructure improvements necessary to address traffic impacts of anticipated due to potential development of



the former NRG site. Study will include recommendations on a timeline and budget for the potential improvements.

*Congestion Management Process* - Data collection and implementation of CMP recommendations from previous study. Additional input to tie our CMP efforts with Lower Conn River Valley COG as the two main areas of the New Haven TMA.

### ***Other Planning Activities***

*Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)* - This requirement of SAFETEA-LU is the planning element under which SCRCOG will continue to coordinate transit services to provide for the basic mobility needs of the Region's elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities. During FY2012, the Region undertook an annual LOCHSTP review process, with outreach to service providers and municipalities to identify service gaps and needs. During FY 2015, staff will continue outreach to service providers and CDOT and work with them to implement service priorities.

*Transit Planning* - Most day-to-day operational planning for the transit systems in the South Central region is done at the individual agency level (i.e. by Greater New Haven Transit District, CTTransit, Milford Transit District and Meriden Transit District). SCRCOG staff play a role in coordinating programs between these regional districts, assessing demographic and land use policies that will impact the viability of transit services, and identifying new opportunities for transit service outside the existing route network and service areas. Staff attends transit meetings in the region. Recommendations of the FY2008 Regional Transit Implementation Project will be pursued. Initiatives that increase transit usage and reduce the usage of single occupancy vehicles and contribute to improving air quality in the region will be prioritized.

*Freight Movement Planning* - Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas is a key element of previous UPWP studies. Implementation of the recommendations of the New Haven Truck Route Study will work toward fulfillment of these goals in the Region's core municipality. SCRCOG staff will continue to monitor freight movement trends in the region and identify opportunities for improved movements and efficiencies which will also reduce the impacts of goods movement on the air quality in the region.

As part of an initiative with Lower Connecticut River Valley COG and Southeastern COG, staff will undertake the preparation to a Tri-Region Freight Plan, looking to work with CDOT and stakeholders to identify bottlenecks and improve freight movement into and through the three regions.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential expanded utilization, assisting the City of New Haven and the Port Authority of New Haven with their evaluation of site and development alternatives for the

proposed intermodal terminals at the Port. Staff will continue to work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region.

Improvements to track connections in the vicinity of the Port of New Haven due to be completed with the cooperation of the property owners will allow, for the first time in several decades, direct connection between the port area and the mainline rail network. This project will substantially enhance the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

The runway safety improvements at Tweed New Haven Airport could allow for improved freight utilization at the Airport. SCRCOG staff will work with the Airport Authority, Town of East Haven and City of New Haven to evaluate potential increased freight operations to reduce congestion on the region's interstates and provide timely delivery of goods and food products to the region.

*Operations and Management Strategies* - SCRCOG staff will continue to review State ITS Architecture refinements, and will ensure coordination with regional and local plans. Many of the study efforts outlined above are focused on alleviating traffic congestion and thereby improving air quality through enhanced operation and utilization of existing transportation system assets.

### ***Products***

- FY2012-2015 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- Adoption of new FY2015-2018 TIP.
- Adoption of new Long Range Transportation Plan 2015-2040
- Local Accident Reduction Program. Prepare applications for CDOT review in association with interested municipalities (April 2015).
- FTA Section 5310 Program Priorities. Review and approval of grants, in conjunction with CDOT (April 2015).
- New CMAQ projects as per CDOT guidance.

## **Task 4: Other Technical Assistance**

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### ***Objective***

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

### ***Major 2015 Activities***

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

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

*Safe Routes to Schools* – Work with interested schools and CDOT to provide coordination and technical assistance in the preparation of SRTS Master Plans and application for infrastructure grants through the program.

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

*REX Development* – Promote regional economic vitality through representation on the REX Board. Five Chief Elected Officials serve on the REX Board, which identifies regional economic opportunities. Continued Board membership and participation, with periodic reports to the Council, will help promote economic vitality and opportunities.

## **Task 5: Public Participation**

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### ***Objectives***

1. Facilitate a timely flow of information to interested individuals and organizations through media outreach and our agency website.
2. Provide a focus for public input relative to the region's Transportation Plan, Transportation Improvement Program and other key products by elected officials, any interested citizens and specifically by minority, low-income and non-English speaking communities.
3. Solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general. Ensure that outreach, review and project definition respond to USDOT/CDOT Environmental Justice requirements contained in the MAP-21 federal transportation act, utilizing latest available census and demographic data.
4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

### ***Major 2015 Activities***

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

1. *Annual Report*

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

2. *Media Coverage*

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

3. *Transportation Committee and Technical Transportation Committee*

The Region's Transportation Committee (chief elected officials) and Transportation Technical Committee (municipal staff), meeting together monthly, will continue to interact with CDOT personnel, federal staff and other interested parties. The committees advance programming and planning proposals to the Council as a whole. Over 100

organizations and individuals, including advocacy organizations, environmental groups, social services organizations, and private transit operators, will be notified of committee meetings by email or fax. 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.

#### 4. *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. Five chief elected officials serve on the REX Board.
- Rides to Work Steering Committee meetings. The RTW steering committee shapes the region's job access transportation commitment together with state, municipal and regional partners. The Executive Director serves on the Steering Committee.
- Regional Alliance work sessions. The eleven-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.
- Regional Chambers of Commerce – Executive Directors meet at SCRCOG periodically in conjunction with Regional Economic Development Directors to address business-related transportation issues.

#### 5. *Council of Governments Meetings*

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

#### 6. *SCRCOG Web Site*

The agency website provides ready access to Council meeting agendas, reports and memos including *Public Participation Guidelines*, the UPWP, the TIP and proposed TIP amendments, and *South Central Regional Long Range Transportation Plan 2011-2040*. Links to CDOT, municipalities, data sources and transit/transportation sites are also included here.

7. *Public Participation Guidelines*

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

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

Efforts will focus on enhanced public awareness and understanding the region's transportation needs. In FY 2015, public outreach will continue to emphasize the implementation of the new Regional Long Range 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 FY2015 Consultant supported activity and CDOT transit improvements. Staff will continue to monitor progress on the I-95 Corridor Improvement Program with monthly updates available at the regular public meetings of SCRCOG.

## Appendix A

### ***Unified Planning Work Program Financial Tables – Fiscal Year 15***

*Table 1  
Fiscal Year 2015 Revenues*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Federal Highway Administration</i>	1,161,850	142,185	142,185	1,446,221
<i>Federal Transit Administration</i>	194,797	24,350	24,350	243,496
<b><i>Total</i></b>	<b>1,356,647</b>	<b>166,535</b>	<b>166,535</b>	<b>1,689,717</b>

*Table 2  
Fiscal Year 2015 - Planning Costs by Task*

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	89,541	11,193	11,193	111,927
<i>Transportation Planning Activities</i>	352,234	44,029	44,029	440,292
<i>Data Collection / Analysis</i>	13,292	1,661	1,661	16,614
<i>Planning Projects</i>	875,699	109,462	109,462	1,094,623
<i>Public Participation</i>	21,009	2,626	2,626	26,261
<b><i>Total</i></b>	<b>1,351,775</b>	<b>168,971</b>	<b>168,971</b>	<b>1,689,717</b>

Table 3

**Fiscal Year 2015 - Direct Salaries by Task - Hours & Cost <sup>1</sup>**

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Sr. Planner</i>		<i>Planners</i>		<i>Field</i>		<i>Total</i>	
	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>
<i>Management of the Planning Process</i>	275	17,454	150	7,412	100	4,486	0	0	525	29,352
<i>Transportation Planning Activities</i>	550	34,909	300	14,823	4,080	141,391	0	0	4,930	191,122
<i>Data Collection / Analysis</i>	0	0	0	0	150	6,011	100	1,125	250	7,136
<i>Planning Projects</i>	150	9,521	950	46,940	850	32,028	0	0	1,950	88,488
<i>Public Participation</i>	75	4,760	100	4,941	50	1,884	0	0	225	11,585
<b>Total</b>	<b>1,050</b>	<b>66,644</b>	<b>1,500</b>	<b>74,115</b>	<b>5,230</b>	<b>185,800</b>	<b>100</b>	<b>1,125</b>	<b>7,880</b>	<b>327,683</b>

1 Maximum hourly rates for Executive Director - \$70.00, Sr. Planner - \$55.00, Planners - \$50.00, Field Personnel - \$12.50.

Table 4

**Fiscal Year 2015 - Total Labor by Task - Salaries & Overhead Applied <sup>1</sup>**

	<i>Labor Costs by Task</i>				
	<i>Ex. Dir.</i>	<i>Sr. Planner</i>	<i>Planners</i>	<i>Field</i>	<i>Total</i>
<i>Management of the Planning Process</i>	39,415	16,737	10,130	0	66,282
<i>Transportation Planning Activities</i>	78,830	33,473	319,288	0	431,592
<i>Data Collection / Analysis</i>	0	0	13,574	2,540	16,115
<i>Planning Projects</i>	21,499	105,999	72,326	0	199,824
<i>Public Participation</i>	10,750	11,158	4,254	0	26,162
<b>Total</b>	<b>150,494</b>	<b>167,366</b>	<b>419,573</b>	<b>2,540</b>	<b>739,974</b>

1. Audited overhead rate @ 1.2582



Table 5  
Fiscal Year 2015 - Direct Expenditures by Task

	Direct Expenditures by Task						Total
	Print & Repro	Travel	Data Proc	Consult	Misc <sup>1</sup>	Capital	
Management of the Planning Process	0	200	0	0	443	45,000	45,643
Transportation Planning Activities	100	2,600	1,500	0	4,500	0	8,700
Data Collection / Analysis	0	500	0	0	0	0	500
Planning Projects	500	2,800	0	890,000	1,500	0	894,800
Public Participation	0	100	0	0	0	0	100
<b>Total</b>	<b>600</b>	<b>6,200</b>	<b>1,500</b>	<b>890,000</b>	<b>6,443</b>	<b>45,000</b>	<b>464,417</b>

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

Table 6  
Fiscal Year 2015 - Planning Projects with Consultant Assistance

	Cost
Region- Multi-Community Sign Inventory Program	340,000
Region- Multi-Community Pavement Management Study	70,000
Region - Transit Oriented Development Study	100,000
Region - Tri-Regional Freight Study	100,000
Region - Traffic Signal Study	55,000
New Haven - West River Mobility Study, Phase 1	50,000
New Haven - Signal Re-Timing and Optimization Study	55,000
Meriden - Roadway Improvement Study for NRG Site	60,000
Congestion Management Process	60,000
<b>Total</b>	<b>890,000</b>

Table 7  
Fiscal Year 2015 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	327,683
Overhead - Indirect Applied (1.2582)	412,291
Print & Reproductions	600
Travel	6,200
Data Processing	1,500
Consultants	890,000
Miscellaneous	6,443
Capital	45,000
<b>Total</b>	<b>1,689,717</b>

## **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) "Metropolitan Planning Agreements" [formerly 23CFR 450.310(e)].

#### **General Roles & Responsibilities**

SCRCOG will perform the transportation planning process for the South Central 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 an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal regional 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 of 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 does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI 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.

#### **Long Range Transportation Plan**

1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for the South Central Region.
2. SCRCOG may develop a consolidated transportation plan summary report for the South Central Region that includes the key issues facing the area and priority programs and projects.

3. CDOT 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.
  - c. Traffic count data for state roads in the South Central 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 regional 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, SCRCOG, in cooperation with CDOT, 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 TIP will be prepared and compiled through a consultative process among CDOT, SCRCOG, and the appropriate provider(s) of public transportation.
2. CDOT 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 an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.
3. CDOT, SCRCOG and transit provider(s) – CDOT will solicit comments on the TIP and incorporate where practicable.
4. CDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to explain the projects to SCRCOG and the general public.
5. CDOT 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.
6. 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 administrative action process.
7. CDOT will develop the STIP based on the MPO's TIPs and projects located in the rural regions of the State.
8. CDOT will include one STIP entry each for the Bridge program, the Highway Safety Improvement program and the Recreational Trails 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 Connecticut Bridge Program, the Office of Traffic Engineering Safety Plan and the Recreational Trails program

administered by the Department of Environmental Protection. The one line entry will reduce the number of entries needed in the STIP.

9. CDOT will provide proposed amendments to SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to explain the proposed changes to SCRCOG. It will also provide a clear reason and justification for the amendment. If it involves a new project, CDOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
10. When an amendment to the TIP/STIP is being proposed by SCRCOG and CDOT, CDOT will ensure financial consistency.
11. CDOT 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 CDOT's financial assessment.

### **Air Quality Planning**

1. CDOT and SCRCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CDOT will conduct the regional emissions analysis, which includes the South Central Region 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 transportation plans and TIP. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.
3. The report provided by CDOT on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.
4. SCRCOG will make the regional emissions analysis available to the public.

### **Public Participation Program**

1. SCRCOG will annually review and evaluate its public participation program.
2. SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of SCRCOG plans, programs and projects.
3. SCRCOG will work to ensure that low-income, minority and transit dependent areas 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 its 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 SCRCOG meetings to provide advice, information and consultation on transportation programs within the South Central Region.
2. SCRCOG will provide the opportunity for the transit providers 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 insure the consideration of any appropriate comments.
4. SCRCOG and CDOT will assist the transit provider(s) to the extent feasible with planning for transit related activities.

### **Fiscal/Financial Planning**

1. The CDOT 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 for the upcoming federal fiscal year, as shown in the TIP financial chart.
  - b. Annual authorized funds for the STP-Urban account.
  - c. Annual authorized funds for the FTA Section 5307 Program.
  - d. A listing of FTA Section 5309 Bus and Section 5309 New Starts projects that are earmarked in federal legislation and also as appropriated by Congress.
  - e. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The CDOT will notify SCRCOG when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.
3. SCRCOG will prepare and distribute summary tables and charts that display financial information.

### **Congestion Management Process (CMP) Program**

1. The CDOT, as state's primary CMP, will provide SCRCOG its congestion screening report.
2. SCRCOG will review the congestion screening report and select critical corridors for analysis as a second level CMP in the state.
3. SCRCOG will conduct a highway performance monitoring program that includes the collection of traffic counts, conduct of travel time surveys, and determination of travel speeds and delay.
4. SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
5. SCRCOG will work with CDOT on programming possible congestion-reducing projects.
6. 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 CDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the South Central Planning Region.
2. SCRCOG will maintain and update the Regional ITS Architecture for the South Central Planning Region, where appropriate.

### **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.



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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

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Carl J. Amento, Executive Director

Potential LOTCIP projects received as of 4/2/14

Town of Hamden – Traffic Signal Replacement – Phase 2 – Involves the replacement of six traffic signals and modifications to two signals on Dixwell Avenue

Estimated construction budget - **\$3,334,400**

City of New Haven – Traffic Signal Modernization – Six signals not accomplished under Project 92-488 due to funding cap under CMAQ funds.

Estimated construction budget - **\$2,392,100**

Town of Madison – Green Hill Road Reconstruction

Estimated construction cost - **\$1,437,000**

City of Meriden – Johnson Avenue Reconstruction

Estimated Construction cost – **\$6,829,187**

City of Meriden – Baldwin Avenue Reconstruction

Estimated construction cost – **\$3,280,168**

City of Meriden – Preston Avenue Reconstruction

Estimated construction cost – **\$7,926,017**

City of Meriden – Linear Trails Phase 3 and 4

Estimated construction cost – **Phase 3 - \$2,420,000, Phase 4 - \$1,787,500**

Town of Branford – Main Street Gateway Project – eastern section

Estimated construction cost - **\$3,000,000**

Town of East Haven – North High Street Sidewalk Bikeway project Phase 1

Estimated construction cost - **\$1,500,000**

Town of Hamden – Waite and Mather Street Bridge Replacements

Estimated construction cost - **\$3,700,000**

Town of Wallingford – Toelles Road Rehabilitation project –

Estimated construction cost - **\$800,000**