To: Transportation Committee and Transportation Technical Committee  
From: William Dickinson, Chairman, Transportation Committee  
Date: June 4, 2018  
Subject: Wednesday, June 13, 2018  
Meeting of the Transportation Committee and Transportation Technical Committee at 12:00, in the offices of SCRCOG  

**Action Items:**  
1. **Meeting Minutes of May 9, 2018**  
   
2. **Requested reconsideration of Projects 0171-0413, 0171-0414 for inclusion in Amendment Six – CTDOT Staff**  
   
3. **2018-2021 Transportation Improvement Program Amendment Six Recommend to SCRCOG adoption of Resolution- James Rode**  

**Informational Items:**  
4. **New Haven-Meriden STP-Urban Program and LOTCIP Stephen Dudley**  
   
5. **Other Business**
Transportation and Transportation Technical Committee Distribution List

All Receiving Agenda Notice via Email or Fax

Municipalities

Bethany: A. Marek, A. Green¹
Branford: J. Cosgrove, T. Milici, J. Plaziak¹
East Haven: K. White¹
Guilford: M. Hoey, M. Damiani, K. Quercia, J. Portley¹
Hamden: E. Fuller, T. Wydra, M. Austin¹
Madison: T Banisch, R. Russo, J. Iennaco¹
Meriden: D. White, D. Brunet, B. Bass¹
Milford: B. Blake, D. Sulkis, C. Saley, G. Pidluski¹
New Haven: T. Harp, A. Scott, B. Notghi, M. Piscitelli, D. Hausladen, G. Zinn¹
North Branford: K. Weiss¹, M. Paulhus,
North Haven: M. Freda, A. Fredricksen, B. Cummings, J. Bodwell¹
Orange: R. Hiza, P. Kaplan
Wallingford: W. Dickinson, D. Roe, R. Baltramaitis¹
West Haven: N. Rossi, A. Quadir¹
Woodbridge: W. Connors¹
¹Voting Technical Transportation Committee member appointed by chief elected official

ARCADIS: R. Deitz
Cardinal Engineering: J. Cermola
Center for Disability Rights: M. Gallucci
CDM Smith: J. Balskus
CME Associates: J. Koolis
CT DOT: M. Rolfe, G. Wright, D. Larosa, J. Redeker, R. Etuka, K. Chukwa, E. Wynkoop
Connecticut League of Women Voters (New Haven Chapter): N. Ciarleglio
Connecticut Transit: S. Willis, B. Diggs, J. Rickman
CT Latino News
CTRIDES: J. Cavadini, C. Zeifman
Dewberry: A. Zysk
FHWA: A. Jackson-Grove, E. Shortell, K. Shooshan-Stoller
GEI Consultants: K. Brady
Greater New Haven Chamber of Commerce: T. Rescigno,
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: K. Dunham, M. Marrero
GM2 Inc.: T. Margiotta
Hartford Courant
Inner City News

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Integrated Management Controls: S. Gale
Kennedy Center: J Wardzalla
La Voz Hispana
Luchs Associates: R. Dagan
MaGrann Associates J. Ball
Masters Manna: C. Trzcinski
Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, M. Fortunata
New Haven Register: M. Zaretsky
Office of Congresswoman Rosa DeLauro: L. Mangini
Office of Senator Richard Blumenthal: E. Graham
Office of Senator Chris Murphy: E. Johnson
PBAmericas (Glastonbury): A. Moretti, J. Kulpa
PelicanCorp: N. Holly
PRIME AE Group D. Imig
RBA Group D. Lapping
Spanish Community of Wallingford: M. Harlow
Technical Planning Associates: B. Sacco
UCONN: S. Levy
United Illuminating Company: S. Saczynski
Wallingford Committee on Aging: W. Viola
Wallingford Youth and Social Services: C. Turner
Website Signups
West Haven Chamber of Commerce: N. DeMatties
Transportation Committee Minutes – May 9, 2018

Mayor Dickinson called the meeting to order at 12:10 PM.

Action Item #1: Meeting Minutes of April 11, 2018
M. Austin made a motion to approve the Minutes of the April 11, 2018 meeting. FS Hoey seconded the motion, which passed unanimously.

Action Item #2: 2018-2021 Transportation Improvement Program Amendment 5
J. Rode first introduced 3 projects to be included in Amendment 5 these were 0014-0177 Replace Bridge 02675 over Sybil Creek, 0043-0129 Bike/Ped East Haven Shoreline Greenway Trail and 0083-0263 Replace BR 06755 Rte 162 over Turtle Creek. J. Rode then reviewed the 3 projects included in the agenda packet. 2 of these projects involved the installation of CCTV Cameras. Following a discussion, FS Hoey made a motion to recommend approval of Amendment 5 excluding projects 0171-0413 CROMWELL/MEI-91 CCTV INSTALLATION and 0171-0414 SOUTHINGTON I-691 CCTV INSTALLATION. M. Austin seconded the motion which passed unanimously.

J. Bodwell made a motion to reject projects 0171-0413 CROMWELL/MEI-91 CCTV INSTALLATION and 0171-0414 SOUTHINGTON I-691 CCTV INSTALLATION. G Pidulski seconded and motion passed on a majority with 1 abstention from G Zinn.

Action Item #3: Update UPWP Appendix B to include revised Statement of Coordination
S. Dudley reviewed the revised Appendix B and he explained the need for their revision. FS Hoey made a motion to recommend approval. K. Weiss seconded the motion, which passed unanimously.

Informational Item #4: New Haven-Meriden STP-Urban Program and LOTCIP
S. Dudley discussed the impacts of the state budget on the LOTCIP program funding and a meeting at CTDOT to discuss the possible use of STP Urban funding. There followed a discussion of how that would work and how it would affect projects in the LOTCIP Program.

Informational Item #5: Regional Mobility Management Program Status Report
The report was included with the agenda.

J. Plaziak made a motion to adjourn FS Hoey seconded the meeting adjourned at 12:42PM.
Project 171-413 (I-91) and Project 171-414 (I-691) Advanced Traffic Management Systems (ATMS):

**General:** The Connecticut Department of Transportation (CTDOT) is expanding the existing statewide highway traffic camera and VMS system along Interstate 91 from Exit 22 (Route 9) to Exit 18 (I-691) and along the entire length of I-691 in the central Connecticut. (See Figure 1 & 2 below.)

**FIGURE 1:**
The proposed projects will install Advanced Traffic Management System (ATMS) infrastructure (CCTV, VMS, Non-Intrusive Detection) for the I-91 and I-691 corridors in the Towns of Meriden, Cheshire, Middletown, Southington, Middlefield, and Cromwell.

The ATMS is required to assist CTDOT and Emergency Responders to improve motorist safety, better manage traffic incidents, and provide real-time traffic conditions to motorists and media.

**Costs Analysis**

I-91 CCTV, total cost estimate is $12.2m (90/10)
- Lower River CT: 12 locations, 68% of locations, $8.13m of total cost
- South Central: 6 locations, 24% of locations, $4.07m of total cost

171-414, I-691 CCTV & VMS, total cost estimate is $14.6m (90/10)
- Naugatuck Valley: 1 location, 7.7% of locations, $1.123m of total cost
- Capitol: 3 locations, 23% of locations, $3.358m of total cost
- South Central: 8 locations, 61.5% of locations, $8.979m of total cost
- Lower CT: 1 location, 7.7% of locations, $1.123m of total cost

*Values are rounded.

**Project Schedule**

- Final Design: 6-27-18
- Design Completion: 8-8-18
- Advertisement: 9-6-18
- Bid: 10-3-18
- Award: 11-16-18
- Start Construction: 4-1-19
- End Construction: 3-31-21

**Project Needs:** The Capital Region experiences significant recurring and non-recurring congestion on I-84 and I-91. Figures 3 & 4 below show typical traffic delays for the afternoon and morning peak time periods. The impact of congestion and crashes on I-84 and I-91 are significant to the transportation system mobility and economy.
The location of the projects in the midpoint of the state accentuates the need to share travel information throughout the state. Figure 3 shows significant delays on I-91 Southbound at the I-691/Rte. 15 interchange during afternoon. Similar to the Hartford Region, motorists traveling to and from the south central portion of the state will receive the benefits of the travel information and emergency response.

The installation of the I-91 and I-691 ATMS will increase monitoring and information sharing capabilities (by providing road weather, incidents, travel lane and congestion information) by the Newington Operations Staff to aid motorists seeking destinations in and through the Hartford Area. Motorists avoiding the congested Hartford area help maintain a higher level of service for the areas preceding and through the Hartford area.

Motorists travel information tools such as CT Travel Smart and Waze along with local media connecting to the ATMS CCTV aid in keeping motorists and officials informed to proactively manage roadway systems by reducing congestion in areas already saturated with congestion.

The need for real-time reliable travel information is critical for safety, mobility and economy to the entire State of Connecticut. These projects provide the technology to expand the emergency responder and travel information in Central Connecticut region and beyond.

The requested increase in costs is a step to finalizing the preliminary estimates provided previously. No additional ATMS components are included.

FIGURE 3 represents typical I-84 recurring congestion in Hartford during afternoon peak hour. FIGURE 3.

Figure 4 represents typical I-84 recurring congestion in Hartford during morning peak hour. FIGURE 4
South Central Regional Council of Governments
FFY2018-FFY2021 Transportation Improvement Program
Amendment

State Project #0171-0413  SCRCOG # 2017-A0-15  District 1
Municipality  AQ Code  X6

Project Name CROMWELL/MEI-91 CCTV INSTALLATION

Description  Project to install 18 closed circuit television (CCTV) cameras and approximately 8.5 miles of fiber optic cable and conduit on I-91 from the Rte 9 Interchange in Cromwell to the Rte 15/ I-691 Interchange in Meriden.

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Amendment Notes
FY18 TIP Amend 2 adds FD phase and adjusts CON schedule. FY18 TIP Amend 5 Adjusts funding for CON
Project Name: SOUTHINGTON I-691 CCTV INSTALLATION

Description: Project to install 9 closed circuit television cameras (CCTV), 3 VMS, and approximately 8.9 miles of fiber optic cable and conduit on I-691 from the I-84 Interchange in Southington to the I-91 Interchange in Meriden.

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**Amendment Notes**
FY18 TIP Amend 5 Adjusts funding for CON
South Central Regional Council of Governments
2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 6

Project  Update the 2018 – 2021 Transportation Improvement Program Document to include a section on Performance-Based Planning and Programming.

Changes  Amendment 6 adds Performance-Based Planning and Programming language to the Federal Requirements Section of the TIP document

Reason  The Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning was published on May 27, 2016. These planning rules establish new requirements for MPOs. These rules require for our TIP include a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

Project  0173-0494  2018-A6-1  Replace Traffic Control Signals Various Locations

Changes  Amendment 6 adds new project

Reason  This Action is necessary to continue the program to replace traffic signals throughout district 3. Actual Signals to be replaced will be determined in the Final Design phase.
Performance-Based Planning and Programming

The Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 27, 2016, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the Connecticut Department of Transportation (CTDOT), SCRCOG, and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this new performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) to achievement of performance targets.

The MAP-21 performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality Improvement (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP and TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at www.ct.gov/dot/performance-measures.

**Highway Safety**

Highway Safety is determined by the interaction between drivers, their behavior and the highway infrastructure. The five (5) performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG, by including appropriate Highway Safety Improvement Program (HSIP) safety projects including:
1. **Programmatic highway safety improvements:** Projects or programs that are conducted regularly throughout the state such as signing and pavement marking programs.

2. **Programmatic driver safety activities:** Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.

3. **Location-specific highway safety projects:** This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.

**Transit**

The Transit Asset Management (TAM) rule requires that recipients and sub recipients of Federal Transit Administration (FTA) funds set annual performance targets for federally established State of Good Repair (SGR) measures. Performance targets will be set for one or more asset classes for asset categories Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both categories, Rolling Stock and Equipment. For facilities category, the performance measure is based on a 5 point condition rating scale derived from FTA’s Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the % of guideway with a performance restriction which is interpreted as slow zones.

Under the FAST Act and MAP-21, “transit providers are required to submit an annual narrative report to the NTD that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.” Beginning in October 2018, performance targets will be reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets will accompany targets starting 2019.

The STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans to be completed by October 1, 2018 to be shared with the MPOs. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT’s analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.
Pavement and Bridge Condition

The four performance measures for Pavement condition include the percent of the Interstate system in Good and Poor condition and the percent of the non-Interstate National Highway System (NHS) in Good and Poor condition. The two performance measures for Bridge condition include the percent of NHS Bridges in Good and Poor condition.

The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG using the Department’s Pavement Management System and the Bridge Management System which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan. TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the National Highway System (NHS) to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP 21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP and TIPs.

System Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway “events.”1 Travel-time reliability is a significant aspect of transportation system performance.

The national system reliability performance measures assess the impact of the CTDOT’s various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the same SHRP-2 study, “travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure.”2 Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system.

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The CTDOT and the SCRCOG will program projects in the STIP and TIP to meet the targets set by the CTDOT and agreed upon by the SCRCOG by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

**Freight Movement**

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more ‘buffer’ time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement will be assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut will be using the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the freight plan, and which was approved by FHWA. Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and SCRCOG must use the trend and truck bottleneck analysis done for the recently completed Statewide Freight Plan.

**Air Quality**

US DOT requires that states and MPO’s assess the impact of their transportation systems on air quality and specifically the impacts vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the Congestion Mitigation and Air Quality Improvement (CMAQ) program.

The CMAQ program’s purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the SCRCOG by selecting appropriate CMAQ eligible projects including: congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.
State Project #0173-0494

Municipality: District 3

Project Name: Replace Traffic Control Signals Various Locations

Description: Provides funding for the ongoing program for the replacement of traffic signals at various locations in District 3. Signal locations will be identified during the Final Design phase.

Current TIP Funding (In Thousands)

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TIP Funds: $4,885

Proposed TIP Funding (In Thousands)

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TIP Funds: $4,885

Amendment Notes

FY18 TIP Amend 6 adds new project
Resolution
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Six

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 2018-Fiscal Year 2021 Transportation Improvement Program on July 26, 2017, 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 2018-2021 Transportation Improvement Program and the Region’s Long-Range Transportation Plans—2015 to 2040, (April, 2015); and

Whereas: The Council, on July 26, 2017, 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—2015 to 2040, (May, 2015)); 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.
Resolution
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Six (continued)

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

The Program Amendment Six 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 June 27, 2018.

Date: June 27, 2018

By: ____________________
First Selectwoman Beth Heller, Secretary
South Central Regional Council of Governments