



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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

Carl J. Amento, Executive Director

SCRCOG MEETING NOTICE & AGENDA

May 27, 2015 – 10:00 A.M.

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

Full agenda materials can be found at our website – www.scrkog.org

1. Call to Order and Introductions – *First Selectman Michael Freda, Chairman*
2. **Presentation: I-95 Corridor Record of Decision Report** – *Mark Rolfe, District Engineer, CDOT and John Dunham, Assistant District Engineer, CDOT* Attached
3. Adoption of 4/22/15 SCRCOG Minutes – *Mayor Benjamin Blake, Secretary* Pages 2-4
4. Treasurer’s Report for month ending 4/30/15 – *Mayor Toni Harp, Treasurer* Pages 5, 6
5. Transportation Committee Report – *Mayor William Dickinson, Chairman* Pages 7-23
 - a. Adopt Resolution to approve 2015-2018 TIP Amendment Six Pages 18, 19
 - b. Section 5310 Program Priorities Resolution Pages 20, 22
 - c. Final FY2016 and FY2017 UPWP Resolution Page 23
 - d. Resolution to Update Long Range Transportation Plan 2015-2040 (Attached) Pages 24, 25
6. Report from Greater New Haven Transit District-*Donna Carter and Kim Dunham, GNHTD*
7. Approval of FY 2015-2016 SCRCOG Budget Pages 26-30
8. Congressional Report – *Louis Mangini, Aide to Congresswoman Rosa DeLauro; Riju Das, Aide to Senator Richard Blumenthal*
9. State Legislative Report – *Ron Thomas, CCM*
10. SCRCOG Executive Director’s Report – *Carl Amento, Executive Director*
11. REX Development Report – *Ginny Kozlowski, REX Development*
12. DESPP/ DEMHS Report – *John B. Field, Jr., Region 2 Coordinator* Pages 31, 32
13. Workforce Alliance Report—*Bill Villano, Executive Director*
14. CTRides Report—*Joanne Cavadini, Outreach Coordinator* Attached
15. RPC Action Table for May Page 33, 34
16. Regional Cooperation/ Other Business
17. Adjournment

The agenda and attachments for this meeting are available on our website at www.scrkog.org. Please contact SCRCOG at (203) 234-7555 for a 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.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en www.scrkog.org. Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de aviso.

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

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SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

TO: **SCRCOG Board**
FROM: **Mayor Benjamin Blake, Secretary**
DATE: **May 20, 2015**
SUBJECT: **SCRCOG Minutes of April 22, 2015**

Present:

Bethany First Selectwoman Derrylyn Gorski
Branford First Selectman James Cosgrove
Guilford First Selectman Joseph Mazza
Hamden Acting Mayor James Pascarella
Madison First Selectman Fillmore McPherson – *Vice Chairman*
Meriden Larry Kendzior, *proxy for Mayor Manuel Santos*
Milford Mayor Benjamin Blake – *Secretary*
New Haven Mayor Toni Harp- *Treasurer*
North Branford Michael Paulhus, *proxy for Mayor Anthony Candelora*
North Haven First Selectman Michael Freda – *Chairman*
Wallingford Mayor William Dickinson
West Haven Mayor Edward O'Brien
Woodbridge Betsy Yagla, *proxy for First Selectwoman Ellen Scalett*

SCRCOG Staff Carl Amento – *Executive Director*, Stephen Dudley, Albert Ruggiero, Eugene Livshits,
Alana Keegan (intern)

Guests: Joseph DeLong, Kevin Maloney and Ron Thomas, *CT Conference of Municipalities (CCM)*; Mary Buchanan, *DataHaven*; Matthew Higbee, *The Community Foundation of Greater New Haven*; Jennifer March-Wackers and Hedy Ayers, *Capitol Region Council of Governments (CRCOG)*; Justine Fallon, *Mattress Recycling Council*; Jay Duhamel and Paul Schreyer, *Gordion Group*; Miriam Brody, *Hamden-North Haven League of Women Voters*; Donna Carter, Kim Dunham and Mary Bigelow, *Greater New Haven Transit District*; Ginny Kozlowski and Barbara Malmberg, *REX Development*; Lou Mangini and Adon Duncanson, *Office of U.S. Rep. Rosa DeLauro*; Evan Johnson, *Office of U.S. Senator Christopher Murphy*; Riju Das, *Office of Congresswoman Rosa DeLauro*; Shelly Saczynski, *United Illuminating*; Lori Vitagliano, *Regional Water Authority*; Christine McGuire, *The Kennedy Center*; Edgar Wynkoop, *CT DOT*; Nan Birdwhistell, *Murtha Cullina*.

1. **Call to order and Introductions -**

Chairman Michael Freda called the meeting to order at 10:07 a.m. All present introduced themselves. Chairman Freda welcomed James Pascarella, Acting Mayor of Hamden, to SCRCOG.

2. **Presentation: Introducing CCM's New Executive Director -**

Joseph DeLong, CCM's new Executive Director, introduced himself and his goals for CCM, which include greater coordination with SCRCOG.

3. **Presentation: Understanding the Impact of Immigration in Greater New Haven-**

Mary Buchanan of DataHaven and Matthew Higbee of The Community Foundation of Greater New Haven (CFGNH) presented a review of the report produced by DataHaven and CFGNH. The report was sent out with the agenda package as an attachment.

4. **Adoption of March 25, 2015 SCRCOG meeting minutes -**
Mayor Blake presented the minutes of the March 25th meeting which was included in the agenda packet at pages 3-5 Mayor Blake moved that the minutes be approved. Mayor Harp seconded the motion. It was approved by all.
5. **Treasurer's Report for month ending March 31, 2015 -**
Mayor Harp presented the Treasurer's Report which was included in the agenda packet at pages 6-7. The balance sheet shows that we have \$543,568 in cash and investments and \$499,194 due from CT DOT for transportation planning. Expenses seemed appropriate for the month. Mayor Harp moved for acceptance of the Treasurer's Report. First Selectman Mazza seconded the motion, which carried unanimously.
6. **Transportation Committee Report -**
 - a. Mayor Dickinson presented the Transportation Committee Report contained on pages 8-24 of the agenda packet. Mayor Dickinson moved for approval of 2015-2018 TIP Amendment Five found on pages 16-17 of the agenda packet. First Selectman McPherson seconded the motion. The motion was approved unanimously.
 - b. Mayor Dickinson then moved for approval of the Ozone Air Quality Conformity Resolution found on pages 18-19 of the agenda packet. First Selectman Mazza seconded the motion. It was approved unanimously.
 - c. Mayor Dickinson then moved for approval of the PM 2.5 Air Quality Conformity Resolution found on pages 20-21 of the agenda packet. First Selectwoman Gorski seconded the motion. It was approved unanimously.
 - d. Mayor Dickinson then moved for approval of the Resolution to Update the Long Range Transportation Plan 2015-2040 found on pages 22-23 of the agenda packet. Mayor O'Brien seconded the motion. It was approved unanimously.
 - e. Mayor Dickinson then moved for approval of the CMAQ Program Priorities Resolution found on page 24 of the agenda packet. Mayor Harp seconded the motion. It was approved unanimously
7. **Nominating Committee Report on Filling Vacancies on Executive Committee and Personnel Sub-Committee-**
First Selectman Cosgrove reported that the Nominating Committee selected Mayor Dickinson to fill the vacancy on the Executive Committee and First Selectman Freda to fill the vacancy on the Personnel Committee. First Selectman Cosgrove moved for acceptance of the Nominating Committee report. Mayor Blake seconded. It passed unanimously.
8. **Report from Capitol Region Purchasing Council-**
Jennifer March-Wackers and Hedy Ayers from CRCOG and Jay Duhamel and Paul Schreyer from The Gordion Group presented on cost savings achieved by SCRCOG towns in the first year of membership in the Capitol Region Purchasing Council (CRPC), as well as examples of successful construction projects undertaken by SCRCOG towns using CRPC's Indefinite Quantity Construction Services (ezIQC).
9. **Congressional Report -**
Lou Mangini from Representative DeLauro's Office introduced Adon Duncanson who will work in the Congresswoman's Office on issues involving housing finance, the environment and the Postal Service. The next round of TIGER grant applications will have a pre-application deadline of May 4th and an application deadline of June 5th. Riju Das from Senator Blumenthal's Office reported that a permanent Medicare doctor fix seems likely, as does the Children's Health Insurance renewal. The National Disaster Resilience Competition will announce winners of Phase I in June. If the State of Connecticut is selected as one of the winners, it will need to submit a Phase 2 application in the Fall. Evan Johnson from Senator Murphy's Office reported that the Senator was working on transportation funding authorization and bills to assist start-up companies.
10. **State Legislative Report-**
Ron Thomas of CCM reported that the Appropriations Committee budget is larger than the Finance Committee budget and will require more revenue. He is worried about the funding for municipal aid and the resident state trooper program. CCM testified against the cuts to the Community Investment Act. Unfunded mandates for mental stress and a presumption of cancer are still being considered. The House is taking up a bill which will

allow municipalities to post the full text of legal notices on websites and just a summary in newspapers. Senate Bill 1 is still in the Finance Committee proposing 3 tiers of reimbursement to municipalities for state and college PILOT properties, a statewide mill rate for motor vehicles, regional revenue sharing, and ½% sales tax shared with municipalities. The Municipal Stormwater Permit may eliminate required compliance by Tier 2 towns. The state budget may not be approved on time. There is talk of a special session on transportation. Mayor Dickinson pointed out that Senate Bill 831 would eliminate the municipal exemption from contract set-aside requirements when a municipality is contracting with a state agency for construction. This would cause substantial additional expense to municipalities.

11. **SCRCOG Executive Director’s Report -**

Executive Director Amento reported on the April 9th Regional Plan Association’s Workshop on “Revitalization Through Resilience” in Milford. He distributed materials from the workshop. Amento also distributed a flyer about the NAACP Annual Freedom Fund Dinner on May 14th. SCRCOG will be receiving the NAACP’s Community Partner Award for its collaboration with the NAACP (and Workforce Alliance and DataHaven) on the study “How Transportation Problems Keep People Out of the Workforce in Greater New Haven”. He congratulated SCRCOG intern Alana Keegan who will be leaving SCRCOG to take a new position as a business analyst in Hartford. Executive Director Amento reported that he gave an interview to WQUN in Hamden on the Coastal Resilience grant that SCRCOG is beginning work on and the Jobs Access Study conducted in partnership with the NAACP. He and Eugene Livshits, SCRCOG Regional Planner, also were interviewed by the WPKN program “The Forest and the Trees” on the Coastal Resilience grant. Amento also noted that May 10-16 will be CTRides Week. The 6th Annual Q-Bridge Project Open House will be on Saturday, May 2nd at 424 Chapel Street in New Haven. Informational materials on the MORE Commission and the Nutmeg Network Demonstration Projects were also distributed.

12. **REX Development Report-**

REX Executive Director Ginny Kozlowski distributed and reviewed a written report. She also reported that the new Greater New Haven Cultural and Visitors Guide has been published and distributed.

13. **DESPP/ DEMHS Report-**

John Field was unable to attend the meeting, but he sent a written report which was contained in the agenda packet at pages 25-26.

14. **CT Mattress Recycling Program-**

Justine Fallon, the Northeast Coordinator of the Mattress Recycling Council, reported on CT’s new Mattress Recycling Law that takes effect on May 1st. A fee of \$9 will be collected on each mattress and boxspring sold after May 1st. The fees will go to the Council, which is a non-profit selected by the state. The Council will provide collection containers and transportation to recyclers in East Hartford and Bridgeport.

15. **RPC Action Table for April-**

The RPC Action Table for April was reviewed.

16. **Regional Cooperation/ Other Business -**

None.

17. **Adjournment -**

Mayor Blake moved for adjournment. Mayor O’Brien seconded the motion and all approved. The meeting adjourned at 11:25 p.m.

Respectfully submitted,

Mayor Benjamin Blake, Secretary

BALANCE SHEET - April, 2015

ASSETS	
Cash and Investments	
First Niagara Bank	388,523
Connecticut Short-Term Investment Fund - SCRCOG	155,682
Start Bank	100,485
Total Cash and Investments	644,691
Accounts Receivable	
Municipal Dues - FY 14/15	15,000
Connecticut Department of Transportation	452,415
CTDOT - New Freedoms	33,307
Connecticut Office of Policy & Management	102,500
RPA - Sustainable Communities	269
OPM - RPI Grants	50,123
National Fish & Wildlife	7,751
Amount for Accrued Leave	12,581
Pre-Paid Expense & Other Receivables	13,956
Total Accounts Receivable	687,900
Property and Equipment	
COG Equipment	25,536
Total Property & Equipment	25,536
TOTAL ASSETS	1,358,128

LIABILITIES AND FUND BALANCE	
Liabilities	
Accounts Payable	8,621
Deferred Revenue - Municipal	25,683
Deferred Revenue - GIA	68,333
LOTICIP - Administrative Funds	230,093
RPI Grant - GIS Project	0
Nutmeg Network - Installation	5,540
Total Current Liabilities	338,270
Fund Balance	
Fund Balance - July 1, 2014	731,598
Amount for Accrued Leave	12,581
Investment in Equipment	25,536
Change in Fund Balance	250,142
Fund Balance - April, 2015	1,019,857
TOTAL LIABILITIES AND FUND BALANCE	1,358,128

Statement of Resources and Expenditures - April, 2015

Resources	FY 15 Budget	Month of Apr, 2015	To Date
Municipal Contribution	154,100	12,842	128,417
ConnDOT - Transportation Planning			
U.S. Dept of Transportation - FY14/15	704,465	129,984	649,404
U.S. Dept of Transportation - Carryover	652,182	0	0
U.S. Dept of Transportation - Mobility Manger	81,180	8,356	26,646
Connecticut Dept of Transportation - FY14/15	85,012	16,248	81,176
Connecticut Dept of Transp - Carryover	81,523	0	0
Connecticut Dept of Transp - LOTCIP	232,320	1,010	2,227
Connecticut Dept of Transp - Mobility Manager	20,295	2,089	6,661
Connecticut Office of Policy & Management			
Regional Planning	410,000	34,167	341,667
RPI Grant - GIS Project	240,301	20,527	128,519
Nutmeg Network	29,300	0	23,760
Coastal Resilience Planning Grant			
NFWF - Coastal Resilience Planning Grant	700,000	1,577	7,751
Interest	1,000	28	274
TOTAL	3,391,678	226,829	1,396,502

Expenses	FY 15 Budget	Month of Apr, 2015	To Date
Total Labor - Salaries & Benefits	692,193		528,057
Salaries		35,738	383,420
Fringe Benefits		6,618	144,636
Travel	13,659	277	5,209
Data Process	77,300	25	5,628
General Operations	186,179		131,026
Rent		8,671	86,424
Postage & Telephone		417	3,097
Office Supplies		42	907
Equipment Maintenance		1,173	12,977
Publications		0	1,941
Insurance & Professional Services		0	12,619
Meeting Expenses & Advertising		452	11,067
Miscellaneous & Equipment Use		0	336
Transportion Consultants	890,000	117,283	323,066
Mobility Management - Kennedy Center	91,328	9,523	29,441
Other Consultants	467,235	16,489	125,092
Contingencies	440,032	0	0
Reserve for Coastal Resilience Planning Grant - FY 16	533,752	0	0
TOTAL	3,391,678	196,708	1,118,079

South Central Regional Council of Governments
2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 6

Project	0061-0151	2013-A14-3	Hamden Signals
Changes	Amendment 6 moves Final Design Phase to FY2016		
Reason	Action is necessary based on update project schedule		
Project	0092-0522	2007-049	I-95 West River Bridge BR#00163A
Changes	Amendment 6 changes the source of funding for FY2015		
Reason	Action is necessary to fully obligate available SAFETEA-LU funds		
Project	0092-0570	2003-028	Long Wharf Boathouse (I-95) Construction
Changes	Amendment 6 adjusts funding		
Reason	Action is necessary to adjust funding based on latest cost estimate		
Project	0092-0646	2012-A10-1	New Haven Area VMS Upgrades
Changes	Amendment 6 moves FD to FY16		
Reason	Action is necessary based on update project schedule		
Project	0092-0647	2012-A10-2	New Haven Area CCTV Upgrades
Changes	Amendment 6 moves FD to FY16		
Reason	Action is necessary based on update project schedule		
Project	0092-0669	2013-A18-1	Rehab BR 03014 Rte 91 O/ Mill River and State St
Changes	Amendment 6 moves CON from FY17 to FY15		
Reason	Action is necessary as project schedule is updated to make use of available funds		
Project	0092-0675	2015-A6-1	Rehab BR 03094 over Amtrak
Changes	Amendment 6 adds new project		
Reason	Project will fund the engineering and construction to rehabilitate Bridge #03094 over Amtrak in New Haven. This bridge was identified as structurally deficient with poor superstructure condition rating		
Project	0100-0175	2010-A7-2	Sackett Point Bridge Replacement
Changes	Amendment 6 moves CON to FY17		
Reason	Action is necessary based on update project schedule		
Project	0170-3304	2014-TP15-2	Replace Light Fixtures w/ LED
Changes	Amendment 6 deletes project from the TIP		
Reason	This project was completed using available State funding.		
Project	0170-3346	2015-A5-1	Install Road Weather Info Systems
Changes	Amendment 6 adds a new project		
Reason	Project to design and deploy additional Road Weather Information System locations. Project will install approximately 23 locations in various towns and roads within the state.		

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0061-0151

SCRCOG # 2013-A14-3

Municipality Hamden

Proposed

Project Name Hamden Signals

Description Complete replacement of 7 existing Signals Whitney Ave @ Worth, Dixwell, School, Washington, Church Dr, Rte 40 and Dixwel @ Washington Ave.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPNH	FD	Federal		250				
	CON	Federal			2,930			
Total Cost	\$3,180		0	250	2,930	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPNH	FD	Federal			250			
	CON	Federal			2,930			
TIP Funds	\$3,180		0	0	3,180	0	0	0

Amendment Notes

FY12 TIP Amend 14 introduces new project. FY12 TIP Amend 16 increases PD funding. FY15 TIP Amend 6 moves Fd to FY16

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0522

SCRCOG # 2007-049

Municipality New Haven

Proposed

Project Name I-95 West River Bridge BR#00163A

Description Replacement of the I-95 bridge over West River in West Haven/ New Haven. Project includes Reconstruction of 4,700 Ft of I-95 as well as interchanges #44 (Kimberly Ave) and #45 (Rte 10)

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
NHPP-BRX	CON AC-Entry		0				
	Federal	31,000	26,250	25,900	6,080		
	State	4,000	2,917	2,878	676		
Total Cost	\$99,701	35,000	29,167	28,778	6,756	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
BRX	CON AC-Entry		0				
	Federal		9,000				
	State		1,000				
I-M	AC-Entry		0				
	Federal		8,250				
	State		917				
NHPP-BRX	Federal	31,000		25,900	6,080		
	State	4,000		2,878	676		
NHS	AC-Entry		0				
	Federal		9,000				
	State		1,000				
TIP Funds	\$99,701	35,000	29,167	28,778	6,756	0	0

Amendment Notes

FY07 TIP Amend 6 introduces project. FY07 TIP Amend 18 moves AC Entry from FFY08 to FFY09, deletes FFY09 funds and increases FYI funding. FY10 TIP moves project to FYI. FY12 TIP Amend 10 moves project to current TIP. FY12 TIP Amend 16 changes funding source to NHPP-BRX. FY15 TIP Amend 6 changes the funding source for FY15

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0570

SCRCOG # 2003-028

Municipality New Haven

Proposed

Project Name Long Wharf Boathouse (I-95) Construction

Description Construct deck structure and municipal Boathouse on Parcel H (Long Wharf Dr and Canal Dock Rd); incorporating architectural features salvaged from the former Yale Boathouse.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPA	CON	Federal	19,200				
		State	4,800				
Total Cost	\$24,000		24,000	0	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPA	CON	Federal	13,460				
		Local	400				
		State	8,365				
TIP Funds	\$22,225		22,225	0	0	0	0

Amendment Notes

FY05 PE introduced per actual FY04 obligation by Amend 2; total PE obligation \$6.0 million. Move PE phase \$2,100,000 of STP-Anywhere funds and \$525,000 of state funds from FY05 to FY06 per FY 05 TIP Amend 10 total project cost \$30M. FY07 TIP Amend 1 moves PE phase again from 06 to 07. FY07 TIP Amend 5 attempted to move PE and CON phase out to FY08 was not approved. FY07 TIP Amend 8 moves only Con phase to FFY08 and adds \$12.5M FFY09 funds to fully fund project estimates. FY07 TIP Amend 13 request moved ENG to FFY08, moved AC Entry out 1 year to FFY09 and moved CON out 2 years to FFY10 and FYI. Denied pending more information FY07 TIP Amend 14 approves change. FY07 TIP Amend 24 Moves unobligated funds from FFY08 to FFY09. FY10 TIP moves project CON to FYI. FY10 TIP Amend 2 moves PE funds from FY11 to FY10. FY12 TIP includes ongoing project. FY15 TIP Amend 1 increases funding Fy15 TIP Amend 6 adjusts funding

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0646

SCRCOG # 2012-A10-1

Municipality Regional

Proposed

Project Name New Haven Area VMS Upgrades

Description Project to upgrade variable message signs on I-95/I-91 and other State routes in the greater New Haven region

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
CMAQ	PD	Federal	99				
	FD	Federal		231			
	CON	AC-Entry			0		
		Federal			2,300	2,300	
Total Cost	\$4,930	99	231	2,300	2,300	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
CMAQ	PD	Federal	99				
	FD	Federal		231			
	CON	AC-Entry			0		
		Federal			2,300	2,300	
TIP Funds	\$4,930	99	0	2,531	2,300	0	0

Amendment Notes

FY12 TIP Amend 11 introduces new project. FY15 TIP Amend 6 moves FD to FY16

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0647

SCRCOG # 2012-A10-2

Municipality Regional

Proposed

Project Name New Haven Area CCTV Upgrades

Description Project to upgrade CCTV, TFM and Communications equipment along I-95/I-91 and other State routes in the greater New Haven region

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
CMAQ	PD	Federal	72					
	FD	Federal		168				
	CON	AC-Entry			0			
		Federal			1,700	1,700		
Total Cost	\$3,640		72	168	1,700	1,700	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
CMAQ	PD	Federal	72					
	FD	Federal			168			
	CON	AC-Entry			0			
		Federal			1,700	1,700		
TIP Funds	\$3,640		72	0	1,868	1,700	0	0

Amendment Notes

FY12 TIP Amend 11 introduces new project. FY15 TIP Amend 6 moves FD to FY16

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0669

SCRCOG # 2013-A18-1

Municipality New Haven

Proposed

Project Name Rehab BR 03014 Rte 91 O/ Mill River and State St

Description Substructure repair, structural steel repairs and painting of bridge #03014A which carries I-91 NB over Mill River, New Haven

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
NHPP-BRX	PD	Federal	117					
		State	13					
	FD	Federal		360				
		State		40				
	ROW	Federal		45				
		State		5				
	CON	Federal				9,734		
		State				1,082		
Total Cost	\$11,396		130	450	0	10,816	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>		<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
NHPP-BRX	PD	Federal	117					
		State	13					
	FD	Federal		360				
		State		40				
	ROW	Federal		45				
		State		5				
	CON	Federal		9,734				
		State		1,082				
TIP Funds	\$11,396		130	11,266	0	0	0	0

Amendment Notes

FY 12 TIP Amend adds new project FY15 TIP Amend 6 moveCON from FY17 to FY15

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0092-0675

SCRCOG # 2015-A6-1

Municipality New Haven

Proposed

Project Name Rehab BR 03094 over Amtrak

Description Project will fund the engineering and construction to rehabilitate Bridge #03094 over Amtrak in New Haven. This bridge was identified as structurally deficient with poor superstructure condition rating

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
NHPP-BRX	PD	Federal	225				
		State	25				
	FD	Federal		225			
		State		25			
	CON	Federal				5,400	
		State				600	
TIP Funds	\$6,500	0	250	250	0	6,000	0

Amendment Notes

FY 15 TIP Amend 6 adds new project

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0100-0175

SCRCOG # 2010-A7-2

Municipality North Haven

Proposed

Project Name Sackett Point Bridge Replacement

Description Reconstruction of Sackett Point road /bridge over Quinnipiac River. Including widening and realignment of the approaches from Universal Dr to Republic Dr.

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPNH	ROW	Federal	320				
		Local	40				
		State	40				
	CON	Federal			10,400		
		Local			1,300		
		State			1,300		
Total Cost	\$13,400	0	400	13,000	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPNH	ROW	Federal	320				
		Local	40				
		State	40				
	CON	Federal			10,400		
		Local			1,300		
		State			1,300		
TIP Funds	\$13,400	0	400	0	13,000	0	0

Amendment Notes

FY10 TIP Amend 7 introduces new project. FY12 TIP includes ongoing project FY12 TIP Amend 12 moves funds to FY13. FY12 TIP Amend 18 moves schedule out 1 year FY15 TIP Amend 5 moves CON to FY17

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0170-3304

SCRCOG # 2014-TP15-

Municipality Statewide

Proposed

Project Name Replace Light Fixtures w/ LED

Description Replace existing High Pressure Sodium type light fixtures with new LED type light fixtures. Routes 2A, 6, 7, 8, 20, 40, 66, 156, 291, 395 (various sections).

Current TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPA	CON	Federal	2,520				
		State	630				
Total Cost	\$3,150		0	3,150	0	0	0

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
STPA	CON	Federal	0				
		State	0				
TIP Funds	\$0		0	0	0	0	0

Amendment Notes

Project added with FY15 TIP FY15 TIP Amend 6 deletes project from the TIP

South Central Regional Council of Governments
 FFY2015-FFY2018 Transportation Improvement Program
 Amendment 6

State Project 0170-3346

SCRCOG # 2015-A5-1

Municipality Statewide

Proposed

Project Name Install Road Weather Info Systems

Description Project to design and deploy additional Road Weather Information System locations. Project will install approximately 23 locations in various towns and roads within the state.

Current TIP Funding (In Thousands)

Proposed TIP Funding (In Thousands)

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2015</i>	<i>2016</i>	<i>2017</i>	<i>2018</i>	<i>FYI</i>
NHPP	PD	Federal	120				
		State	30				
	FD	Federal		280			
		State		70			
	CON	Federal		3,600			
		State		900			
TIP Funds	\$5,000	0	150	4,850	0	0	0

Amendment Notes

FY15 TIP Amend 6 adds a new project



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

Fiscal Year 2015-Fiscal Year 2018 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 2015-Fiscal Year 2018 Transportation Improvement Program* on October 22, 2014, 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 2015-2018 Transportation Improvement Program* and the Region’s *Long-Range Transportation Plans—2011 to 2040, (April, 2011)*; and

Whereas: The Council, on *October 22, 2014*, 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 2015-Fiscal Year 2018 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 **May 27, 2015**

Date: **May 27, 2015**

By: _____
Mayor Benjamin Blake, *Secretary*
South Central Regional Council of Governments



Carl J. Amento, Executive Director

Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities: SCRCOG Priorities

The Section 5310 Program

Since 1975, the state of Connecticut has received annual Federal Section 5310 funding for transportation of seniors and individuals with disabilities. Under MAP-21, the cash grants for qualified recipients towards the purchase of wheelchair accessible vehicles were maintained, as Section 5310A. In addition, there are three new categories of project types that can now be funded; Section 5310 B, C & D. These categories provide mainly operating funds for programs that provide transportation service to the elderly and persons with disabilities. MAP-21 funding is apportioned based on Transportation Management Area (TMA), the New Haven TMA including the South Central Region and portions of the Lower Connecticut River Valley Council of Governments (RiverCOG).

Process

Using criteria provided by CTDOT a funding priority list is prepared. It is then forwarded to the SCRCOG's Transportation Committee for their review. With Transportation Committee approval, the Priority List is then forwarded to area Mayors and First Selectmen for endorsement at the May Council of Governments meeting. The final selection of grant recipients is made by the Connecticut Department of Transportation, in cooperation with the Federal Transit Administration.

Priorities

SCRCOG received 5 applications for Section 5310A funding for the purchase of 6 vehicles. And 2 applications for funding under Section 5310 B, C & D. These applications were reviewed and assigned points using criteria provided by CDOT with the help of our evaluation panel. This panel included representatives from SCRCOG, RiverCOG and Area public paratransit operators. The following regional priorities are recommended to the Council for consideration

Section 5310A Capital Primary

Orange Senior Center	1 Van
East Shore Regional Adult Day Care/ Orchard House	1 Bus
Marrakech, Inc.	2 Vans
The Mary Wade Home	1 Bus
Easter Seals Goodwill Industries, Inc.	1 Bus

Section 5310B, C & D Operating

Estuary Transit District	Continued operation of existing Mid-Shore Extension
Estuary Transit District	Continued operation of existing Riverside Extension



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS
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Carl J. Amento, Executive Director

Resolution

FY 2014 Federal Transit Administration Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities.

Whereas: The State of Connecticut has received annual Federal Section 5310 funding for transportation of seniors and individuals with disabilities, since 1975; and

Whereas: MAP-21 funding is apportioned based on Transportation Management Area (TMA), the New Haven TMA including the South Central Region and portions of the Lower Connecticut River Valley Council of Governments (RiverCOG) to allow funds for capital and operating expenses; and

Whereas \$531,090 has been appropriated to the New Haven TMA for FY14, of which a minimum of 55% must be used for capital purchases; and

Whereas: SCRCOG, RiverCOG and Area public paratransit operators, have reviewed all applications from interested non-profit organizations, and prioritized projects based on criteria provided by CTDOT ; and

Whereas: Agreement has been reached among the above mentioned parties on the priorities for capital purchases and operating funds after review of applications from municipalities, interested non-profit organizations, and area paratransit operators, based on ranking criteria provided by CTDOT; and

Whereas: Based upon the applications submitted, the available funding will allow for the fulfillment of the priorities noted below.



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

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

That the South Central Regional Council of Governments adopts the following 5310 priorities for the New Haven TMA:

Section 5310A Capital Primary

Orange Senior Center	1 Van
East Shore Regional Adult Day Care/ Orchard House	1 Bus
Marrakech, Inc.	2 Vans
The Mary Wade Home	1 Bus
Easter Seals Goodwill Industries, Inc.	1 Bus

Section 5310B, C & D Operating

Estuary Transit District	Continued operation of existing Mid-Shore Extension
Estuary Transit District	Continued operation of existing Riverside Extension

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **May 27, 2015**

Date: **May 27, 2015** .

By: _____
Mayor Benjamin Blake, *Secretary*
South Central Regional Council of Governments



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

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

Carl J. Amento, Executive Director

Resolution

Approving the Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program

Whereas: The Council of Governments has developed a draft *Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program* that responds to federal, state and regional transportation and air quality planning concerns; and

Whereas: The Council of Governments has shared the draft *Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program* with private transit operators, the U.S. Federal Transit Administration, the U.S. Federal Highway Administration, the Connecticut Department of Transportation and interested members of the public per the Council's adopted outreach program; and

Whereas: The Council of Governments adopted the draft *Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program* at its March 25, 2015 meeting; and

Whereas: The Council's Transportation Committee on May 13, 2015, recommended that Council of Governments adopt the final work program, incorporating any minor review comments that may occur; and

Whereas: Review of the draft *Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program* has been accomplished by the U.S. Federal Transit Administration, the U.S. Federal Highway Administration, and the Connecticut Department of Transportation; and

Whereas: There were no review comments.

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

That the final *Fiscal Year 2016 and Fiscal Year 2017 Unified Planning Work Program* is hereby adopted.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on May 27, 2015.

Date: May 27, 2015

By: _____
Benjamin Blake, *Secretary*



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

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

Carl J. Amento, Executive Director

Resolution

South Central Regional Long Range Transportation Plan, 2015-2040

Whereas:

The South Central Regional Council of Governments has, per 23 *CFR* 450, reviewed its *Long Range Transportation Plan (South Central Regional Long Range Transportation Plan 2011-2040, May 2011)* through the January-May 2015 period; and,

Whereas:

The *Long Range Transportation Plan* review process for this minor update has conformed to relevant U.S. Department of Transportation regulations including those of 23 *CFR* 450 and 49 *CFR* 613 (transportation planning); and,

Whereas:

The *Long Range Transportation Plan* review process for this minor update has been accomplished in accord with the South Central Regional Council of Governments “Public Participation Guidelines” (December 6, 2005); and,

Whereas:

The *Long Range Transportation Plan* review process has included air quality assessments conducted by the Connecticut Department of Transportation; and,

Whereas:

The Connecticut Department of Transportation has notified the Region of air quality conformity, in accord with EPA guidelines, for the draft *Plan*; and,

Whereas:

The South Central Regional Council of Governments has, by two resolutions, approved air quality conformity for the *Plan* for ozone and PM_{2.5}; and,

Whereas:

The review process has resulted in a financially constrained *South Central Regional Long Range Transportation Plan 2015-2040, April 14, 2015*; and,

Whereas:

The draft *Plan, April 14, 2015*, distinguishes needs that lie beyond financial constraints from proposals that are within the financial constraints; and,

Whereas: The draft plan was adopted by the Council of Governments on April 22, 2015; and,

Whereas: Technical Comments have been received from the Federal Highway Administration review process, which have been included in the *Plan*

Now There Be It Resolved by the South Central Regional Council of Governments:

That the South Central Regional Council of Governments hereby adopts the *South Central Regional Long Range Transportation Plan, 2015-2040, April, 2015, Amended May, 2015* as the Region's long range transportation plan.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on May 27, 2015

Date: May 27, 2015

Mayor Benjamin Blake, *Secretary*
South Central Regional Council of Governments

FY 2015-16 Draft SCRCOG Budget
Executive Committee Review
May 27, 2015

The FY 2015-2016 Draft SCRCOG Budget proposes:

- **No municipal dues increase.** SCRCOG dues rate has remained the same for at least the past 10 years. SCRCOG's dues rate is the second lowest at 27 cents per capita among the 9 newly-consolidated Councils of Government in the state. The Greater Bridgeport Regional Council has a dues rate of 26.5 cents per capita. The dues rates of the other 7 COGs are considerably higher.
- **Proposed budget has flat operating expenses, lower grant expenditures.** The proposed SCRCOG budget for FY 2015-16 totals \$2,629,205 down from \$3,391,678 in FY 2014-15 and up from \$1,935,117 in FY 2013-14. The budget is smaller this year than last year mostly because there will be no carryover in federal and state DOT funds for next year, FY 2015-16. The normal carryover of funds unused in prior years will return in FY 2016-17. Grant revenue is also projected to be down next year at \$1,080,447 compared to \$1,379,600 in FY 2014-15. Operating expenses (Salaries, Benefits, Travel, Computer Supplies & Software, Rent and General Office Expenses) total \$959,528 in FY 2015-16 up slightly from \$949,544 in FY 2014-15. The UPWP planning studies and other grants, which are essentially pass-through items, will result in expenditures of \$1,020,026 in FY 2015-16 as compared to \$1,448,563 in FY 2014-15 and \$1,071,575 in FY 2013-14.
- **The proposed budget continues the trend of a more diversified revenue stream.** Next year will see the continuation of the Regional Performance Incentive (RPI) Grant for the Regional GIS Program and the anticipated continued funding of the State Grant in Aid (SGIA) at the current \$410,000 level in FY 2015-16. SGIA was \$125,000 in FY 2013-14 and between \$10,000 and \$15,000 per year in prior years. The Nutmeg Network installation grant project is being completed by the end of the 2014-15 Fiscal Year and will not result in expenditures in the 2015-16 Fiscal Year. The \$700,000 National Fish and Wildlife Foundation competitive grant project for Coastal Resilience began in April 2015 and will be mostly expended in the coming two fiscal years.

- **Health and dental costs remain flat.** There is a slight increase in 2015-16 of \$2,000 (\$125,900 to \$127,900) in SCRCOG's health and dental plans.. Our high deductible/health savings account plan has significantly reduced benefits costs since FY 2009-10, when our health benefits costs were \$153,000. Overall, our proposed total benefits cost of \$208,332 is \$6,366 or 3.1% higher than the current year and \$1,514 or 0.72% less than the \$209,846 that SCRCOG paid in FY 2009-2010.
- **Next year's Unified Planning Work Program.** The UPWP for FY2015-16 will fund \$525,000 in transportation studies for the benefit of our member cities and towns. This compares to \$890,000 budgeted in the current year and \$494,300 expended in FY 2013-14 in transportation studies.
- **The State Grant in Aid.** SGIA is anticipated to remain the same as in the current year at \$410,000. SGIA funds for next year are allocated \$20,072 to Transportation (as a match to the federal funds), \$59,000 to Regional Planning, \$20,500 to Environmental Planning, \$67,500 to Shared Services for implementation, \$15,336 to cover unreimbursed overhead for the federal Coastal Resilience grant., and \$227,592 as a contingency in case the SGIA funding is not allocated at the \$410,000 level by the state. The proposed Shared Services allocation from SGIA includes a recommendation to expend \$7,500 for the second year of funding municipal membership in the Capitol Region Purchasing Council (CRPC) based on a regional rate of \$500 per municipality. If each municipality joined CRPC separately, it would cost over \$35,000. In the first year of SCRCOG municipalities' membership in CRPC, savings of over \$100,000 have been realized.

SCRCOG - Fiscal Year 2015-2016 Budget Proposal Summary
Draft - May 27, 2015

<i>Revenue</i>	<i>Current Budget</i>	<i>Proposed Budget</i>
Municipal Contribution		
Municipal Contribution	154,100	154,200
Transportation Planning		
U.S. DOT - FY 2015-2016	704,465	935,538
U.S. DOT - Carryover	652,182	-
U.S. DOT - Mobility Management	81,180	87,006
CDOT - FY 2015-2016	85,012	116,943
CDOT - Carryover	81,523	-
CDOT - Mobility Management	20,295	21,751
CDOT - LOTCIP	232,320	232,320
Regional Planning		
CT OPM - State Grant-in-Aid (SGIA)	410,000	410,000
Regional GIS Program	240,301	62,000
Nutmeg Network	29,300	-
Coastal Resilience Planning Grant		
NFWF - Coastal Resilience Planning Grant	700,000	608,447
Investment Income	1,000	1,000
TOTAL	3,391,678	2,629,205

<i>Expenses</i>	<i>Current Budget</i>	<i>Proposed Budget</i>
Salaries	469,439	518,713*
Benefits	202,967	209,378
Travel	13,659	14,600
Computer Supplies & Software	77,300	29,750
Rent	103,700	107,700
General Office Expenses	82,479	77,250
Transportation Consultants	890,000	525,000
Other Consultants	558,563	495,967
Capital	-	35,000
Contingency	459,819	407,867
Reserved for Coastal Resilience Planning Grant (future FYs)	533,752	207,981
Total	3,391,678	2,629,205

* includes proposed Transportation Planner position starting January 1, 2016

Fiscal Year 2015-16 Municipal Dues

***FY 2015-16 Dues
Per Capita (rounded to \$100)***

<i>Municipality</i>	<i>CT DPH Population ⁽¹⁾</i>	<i>0.27</i>
<i>Bethany</i>	5,540	1,500
<i>Branford</i>	27,988	7,600
<i>East Haven</i>	29,121	7,900
<i>Guilford</i>	22,417	6,100
<i>Hamden</i>	61,607	16,600
<i>Madison</i>	18,297	4,900
<i>Meriden</i>	60,456	16,300
<i>Milford</i>	53,137	14,300
<i>New Haven</i>	130,660	35,300
<i>North Branford</i>	14,353	3,900
<i>North Haven</i>	23,939	6,500
<i>Orange</i>	13,953	3,800
<i>Wallingford</i>	45,141	12,200
<i>West Haven</i>	55,046	14,900
<i>Woodbridge</i>	8,955	2,400
<i>Total</i>	570,610	154,200

(1) State of Connecticut, Department of Public Health, Estimated Population in Connecticut Towns As of July 1, 2013.



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

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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

Resolution

**South Central Regional Council of Governments Budget
Fiscal Year 2016 (July 1, 2015 – June 30, 2016)**

Whereas: South Central Regional Council of Governments (SCRCOG) By-Laws prescribe that the Council shall review and approve SCRCOG budgets, and

Whereas: SCRCOG’s Executive Committee has reviewed and recommends acceptance of the proposed Fiscal Year 2016 budget totaling \$2,629,205

Now, therefore be resolved by the South Central Regional Council of Governments:

That a Fiscal Year 2016 Budget is adopted (copy attached), and

That Fiscal Year 2016 SCRCOG municipal dues are established at 27 cents per capita, per the Connecticut Department of Public Health’s July 2013 population estimates.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SCRCOG on May 27, 2015.

Date: May 27, 2015

By: _____
Mayor Benjamin Blake, Secretary
South Central Regional Council of Governments



STATE OF CONNECTICUT
DEPARTMENT OF EMERGENCY SERVICES & PUBLIC PROTECTION
DIVISION OF EMERGENCY MANAGEMENT & HOMELAND SECURITY



DEMHS Region 2

John B. Field Jr., Emergency Management Area Coordinator

Re: May 2015 COG Report

The Region 2 Regional Emergency Planning Team (REPT) sponsored a functional exercise held in the Town of Durham on April 25th. The exercise simulated a propane explosion that occurred during the peak hours of the Durham Fair. Local, regional and state resources participated in the exercise stressing their capabilities to a maximum. Holdsworth Group facilitated the exercise and is currently creating an after action report (AAR). A June 4th meeting is scheduled to finalize the AAR which will be available for review upon completion.

CT DEMHS Radiological Emergency Preparedness (REP) Unit, Dominion Nuclear and the City of New Haven will be holding a Federally Mandated/Evaluated Full-Scale Host Community Exercise on June 25th at Southern CT State University (SCSU). As a Host Community, the City of New Haven would host residents from the Towns of Lyme, East Lyme, and Old Lyme during a radiological emergency at Millstone Energy Generation Plant. This exercise is required by the Federal Nuclear Regulatory Commission and will be evaluated by the Commission. A full-scale rehearsal will be held on May 28th

After much hard work and effort New Haven County has reached the threshold and has received Presidential Disaster Declaration for the January 26 – 28 winter storm. On Friday May 22nd CT DEMHS will hold a applicant briefing for all cities/towns within New Haven County to initiate the Public Assistance process. The applications for reimbursement will be due by June 7, 2015. New Haven County joins Tolland, Windham, and New London Counties who received the declaration earlier.

CT Conference of Municipalities and CT DEMHS held their 10th Annual Emergency Management Symposium in Cromwell on May 7th. Approximately 450 people attended the Symposium which included a series of presentations essential to today's emergency management field. Governor Dannel Malloy, Commissioner Shriro and Deputy Commissioner Shea greeted attendees at the start of the day.

CT DEMHS Region 2 ESF 11, Agricultural Functions, has received, loaded and distributed six (6) animal sheltering trailers. The trailers have been distributed throughout Region 2 for utilization during major disasters. ESF 11 Chairman Dr. Tyler Roasa has begun to recruit membership for an animal response team for Region 2. These members will be trained as CERT, planning and responding to assist cities/towns addressing animal control needs during disasters. The first meeting of the Region 2 SART will be held on June 18th in Madison.

The Statewide Utilities Task Force (ESF 12) met on May 14th to review the "All-Hazards Energy and Utilities Annex" and the "Make Safe Protocol". Attendees had considerable discussion regard past experience and future modifications necessary to assure utility needs are addressed

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quickly during a major disaster. Also discussed were preparation actions needed for the 2015 Hurricane Season and the 2015 Statewide EPPI.

The CT DEMHS Region 2 REPT have developed and approved a budget for the 2015 Homeland Security Grant Program. Each DEMHS region received approximately \$180,000 to be utilized for all-hazard emergency planning, response and recovery. The budget and application will be submitted to CT DEMHS for approval.

DEMHS Grants Unit continues to work on closing out the 2012/2013 EMPG. With a June 1st deadline for reimbursement documents we are working hard to collect all documentation. It is imperative communities submit the documentation timely so that they do not lose their allocated 2012/2013 EMPG funding. We are also actively acquiring delinquent 2013/2014 EMPG applications and issuing designated sub-grants to assure we adhere to current deadlines. 2014/2015 EMPG applications have not been forwarded at this time, it is anticipated they will be coming out shortly. All communities will be notified when applications are available. Please do not hesitate to contact the DEMS Region 2 Office for assistance if needed.

Region 2 personnel continue to provide assistance as needed. Please do not hesitate to contact the Region 2 Office at any time.

Respectfully submitted:

John B. Field Jr.
DEMHS Region 2
Emergency Management Area Coordinator
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Middletown, CT 06457
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SOUTH CENTRAL CONNECTICUT
Regional Planning Commission

May 2015 Action Table

Ref. #	Received	Description	Adjacent RPC Towns	Abridged RPC Action
2.1	3/19/15	<i>Town of Guilford: Plan of Conservation and Development Update</i>	Branford, Madison, North Branford	By resolution, the RPC has determined that the Guilford Plan of Conservation and Development Update appears to be consistent with the policies and goals identified in both the State and Regional Plans of Conservation and Development.
2.2	4/1/15	<i>City of Milford: Proposed Zoning Regulation Amendments to add Section 3.25 - Housing Opportunity District (HOD)</i>	Orange, West Haven	By resolution, the RPC has determined that the Zoning Regulation Amendment to add Section 3.25 as proposed is not subject to the procedures of the Special Exception or Special Permit requirements. The Milford Planning and Zoning Commission may want to consider making the proposed district subject to the Special Exception and Permit requirements of the City of Milford Zoning Regulations to ensure that the development is located in areas with the capacity to accommodate the proposed density. There may be potential inter-municipal impacts and impacts to the habitat and ecosystem of the Long Island Sound because the proposed regulations exempt certain earth removal and excavation requirements.
2.3	4/20/15	<i>Town of Madison: Proposed Zoning Regulation Amendments pertaining to Medical Marijuana Dispensary and Production Facilities</i>	Guilford	By resolution, the RPC has determined that the Proposed Zoning Regulation Amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.4	4/22/15	<i>Town of Woodbridge: Proposed Zoning Regulation Amendment to Section 3.12.1 – Liquor Establishments, Permitted Establishments</i>	Bethany, Hamden, New Haven, Orange, West Haven	By resolution, the RPC has determined that the Proposed Zoning Regulation Amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

2.5	5/5/15	<i>City of West Haven: Municipal Development Plan (MDP) for “The Haven South”</i>	Milford, New Haven, Orange	By resolution, the RPC has determined that the proposed Municipal Development Plan for the City of West Haven, titled “The Haven South” appears to be in accord with the South Central Region Plan of Conservation and Development.
2.6	5/6/15	<i>Town of Clinton: Proposed Zoning Regulation Amendments pertaining to Commercial Recreational Facilities</i>	Madison	By resolution, the RPC has determined that the Proposed Zoning Regulation Amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.7	5/6/15	<i>Town of Clinton: Proposed Zoning Regulation Amendments pertaining Accessory Apartments</i>	Madison	By resolution, the RPC has determined that the Proposed Zoning Regulation Amendments do not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor do there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.

I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

NEW HAVEN - EAST HAVEN - BRANFORD, CT
STATE PROJECT NO. 92-505



www.i95newhaven.com

Record of Decision

Transit and Transportation System Management (TSM) Components

Summary Report

January 2014 – December 2014

Prepared For:



Connecticut Department of
Transportation
2800 Berlin Turnpike
Newington, Connecticut 06111

Submitted By:

**PARSONS
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May 19, 2015

I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

NEW HAVEN – EAST HAVEN – BRANFORD, CT



Record of Decision

Transit and Transportation System Management (TSM) Components

Summary Report

January 2014 – December 2014

The I-95 New Haven Harbor Crossing (NHHC) Corridor Improvement Program ('Program') is one of Connecticut's largest multi-modal transportation improvement initiatives. The program includes operational, safety and capacity improvements to over 7 miles of Interstate 95, including a new signature bridge over New Haven Harbor. In addition to new and upgraded Shore Line East commuter rail stations, there are numerous Transit and Transportation System Management (TSM) components included as part of the program.

The Federal Highway Administration Record of Decision for Interstate 95 New Haven Harbor Crossing Pearl Harbor Memorial Bridge (Q-Bridge) ('ROD'), dated August 1999, (Section 1.2 (pp. 3-4)), documents the Transit and TSM commitments.

This report summarizes the current status of the implementation of the Transit and TSM components.

A report from the Program Commitment Database with commitments of regional interest that have been implemented throughout the construction of the various Program Projects is also included. They are as follows:

- Considerations to pedestrians and bicyclists
- Construction of permanent roadside noise barriers
- Minimizing construction noise levels
- Coordination with municipalities, neighborhoods and other stakeholders
- Providing alternate travel routes
- Protection of the traveling public through the use of detailed maintenance and protection of traffic plans during construction.

Also included is a NuRide Report for people who commute into and out of New Haven County. NuRide is an online ridematching and recording system that allows users to earn rewards for sharing rides. A reward can be earned whenever ride is shared or traffic on the roads is reduce, by way of - transit, vanpooling, carpooling, bike or walk – or even telecommuting or using a compressed work week schedule. The report counts the cumulative effort of people that are recording their rides in order to earn rewards, not the actual overall ridership, which is nearly impossible to count for some modes of travel.

I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM
New Haven – East Haven – Branford
ROD Transit and Transportation System Management (TSM) Requirements
January 2014 – December 2014

Summary of ROD Requirement Findings

The following is an overview of the data related to the Transit and TSM Commitments. It accompanies the following charts and graphs and details ridership and related data as well as changes in ridership over time. Additional information / background can be found in the previous year's report.

Shore Line East (SLE) – Total # of Riders by Year

SLE Ridership has steadily increased since 2001. In 2014, there was a total of 649,844 SLE riders, up 2.9% from 2013.

Total number of riders per year does not include State Street Rail Station riders. Shore Line East service into State Street Station commenced in June 2002 (see ROD Requirement: *Commuter Rail Station at State Street* for additional station related statistics).

Shore Line East – Total # of Riders by Month for Weekday Service

In 2014, SLE ridership increased from 2013 during seven months of the year. Slight decreases from 2013 to 2014 were seen in March, April, August, November and December.

Total ridership for the year increased 1.2% from 2013 to 2014.

Shore Line East – Total # of Riders by Month for Weekend & Holiday Service

In 2014, SLE ridership for weekend and holiday service increased from 2013 during ten months of the year. Ridership remained virtually the same for the other two months of the year.

Total SLE ridership for the year for weekend and holiday service increased by 13.8% in 2014.

Shore Line East – State Street Station – Average # of Daily Riders by Quarter

State Street Station ridership has remained steady over the past few years.

Shore Line East – State Street Station – Average # of Daily Riders by Month

Overall in 2014, SLE ridership from State Street Station Eastbound was 22.5% higher than SLE Westbound ridership.

CTTransit – “S” Route – Monthly Ridership and Average Daily Riders

“S” Route monthly ridership increased during ten months in 2014 compared to 2013. A total of 154,901 riders in 2014 was an increase of 26.3% from 2013 ridership.

CTTransit – “F” and “G” Routes – Average Daily Riders

“F” Route ridership increased during eight months in 2014 compared to 2013. In 2014, there was a total of 9,584 riders, an increase of about 6% from 2013.

“G” Route ridership increased during nine months in 2014 compared to 2013. In 2014, there was a total of 8,172 riders, an increase of almost 13% from 2013.

Website Visits

Due to increased outreach of transportation alternatives, total website visits increased 32% in 2014. These websites include the I-95 NHHC Corridor Improvement Program, CTTransit, CTRides, and Shore Line East websites. Notably, the total website visits for the I-95 NHHC Corridor Improvement Program increased 150% from 31,643 to 79,378. This can be attributed to increased outreach efforts through email and social media.



I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

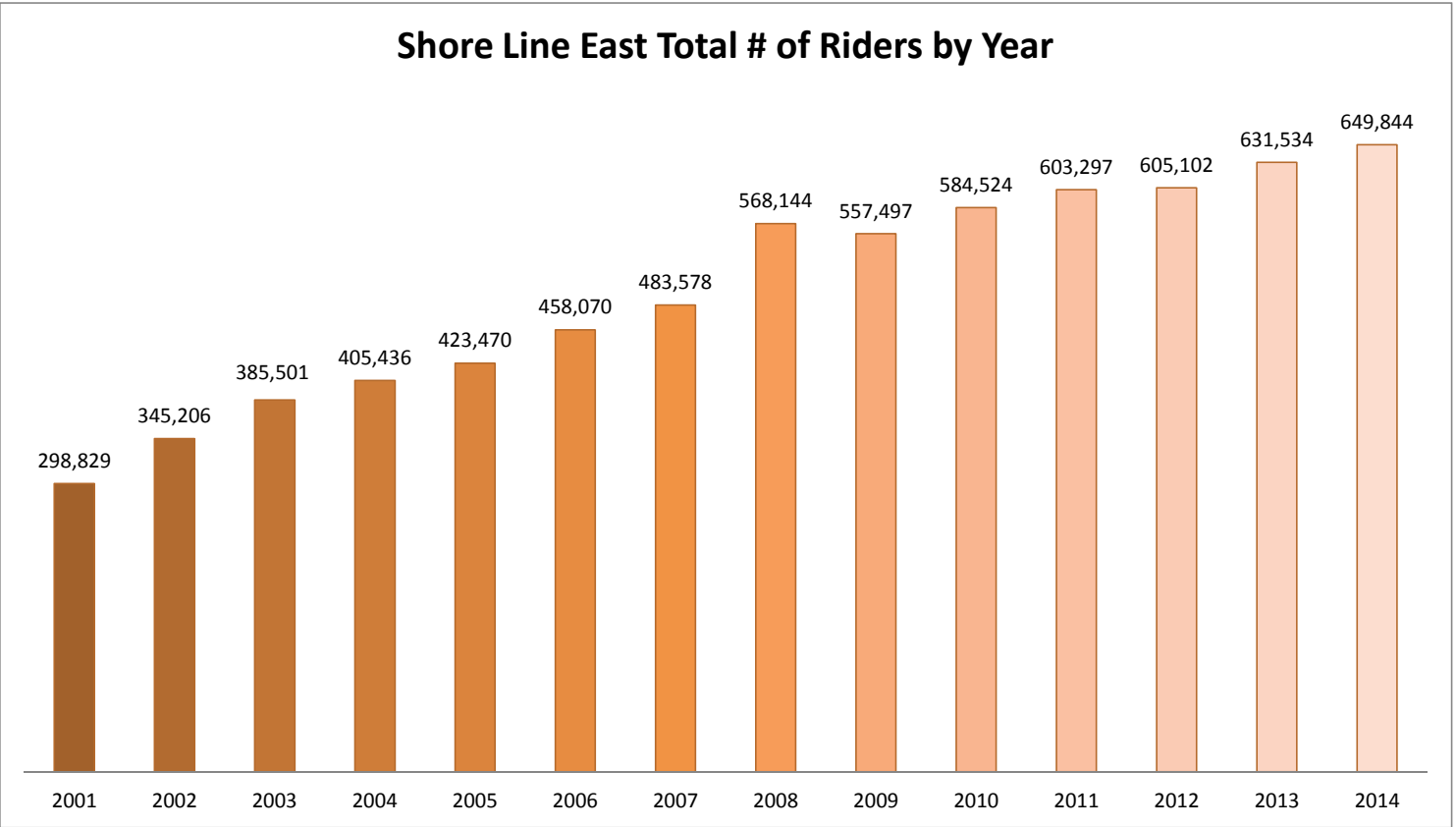
ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

ROD Requirement: Shore Line East

Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Shore Line East Total # of Riders by Year



	2001	2002	2003	2004	2005	2006	2007	2008	2009	*2010	2011	2012	2013	2014
Total Riders	298,829	345,206	385,501	405,436	423,470	458,070	483,578	568,144	557,497	584,524	603,297	605,102	631,534	649,844
Difference		15.5%	11.7%	5.2%	4.4%	8.2%	5.6%	17.5%	-1.9%	4.8%	3.2%	0.3%	4.4%	2.9%





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

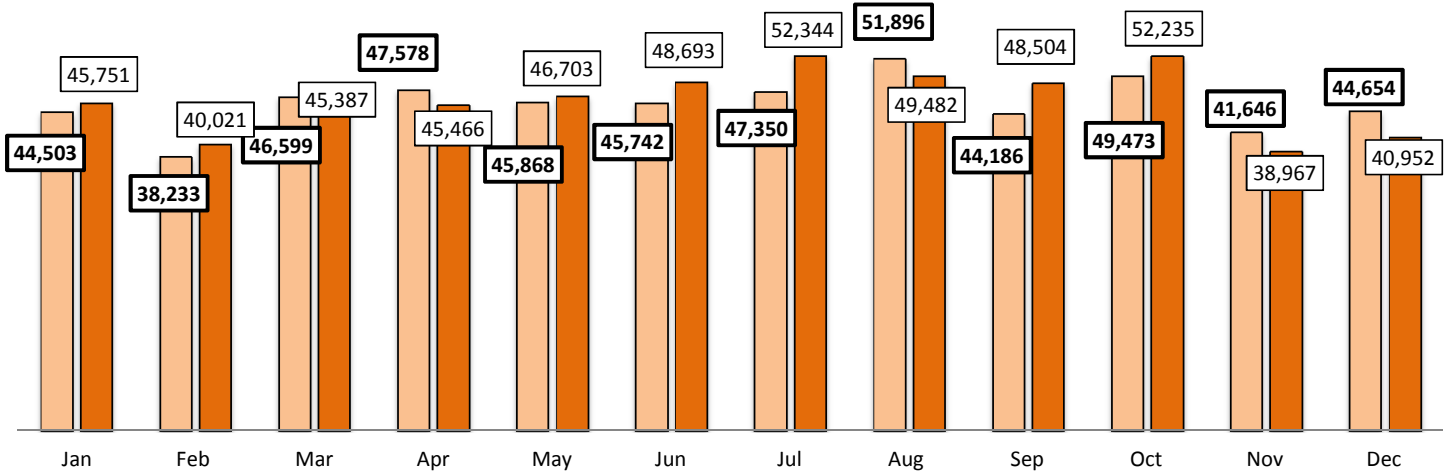
January 2013 - December 2014

ROD Requirement: Shore Line East

Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Shore Line East Total # of Riders by Month for Weekday Service

2013 Weekday Riders by Month 2014 Weekday Riders by Month



	January		February		March		April	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	21	21	19	21	21	21	22	22
Total Weekday Riders	44,503	45,751	38,233	40,021	46,599	45,387	47,578	45,466
2013 - 2014 Diff.	2.8%		4.7%		-2.6%		-4.4%	

	May		June		July		August	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	22	21	20	21	21	22	22	21
Total Weekday Riders	45,868	46,703	45,742	48,693	47,350	52,344	51,896	49,482
2013 - 2014 Diff.	1.8%		6.5%		10.5%		-4.7%	

	September		October		November		December	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	20	21	23	23	19	18	21	21
Total Weekday Riders	44,186	48,504	49,473	52,235	41,646	38,967	44,654	40,952
2013 - 2014 Diff.	9.8%		5.6%		-6.4%		-8.3%	

	Jan-Dec Totals	
Year	2013	2014
Days of Service	251	253
Total Weekday Riders	547,728	554,505
2013 - 2014 Difference	1.2%	





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

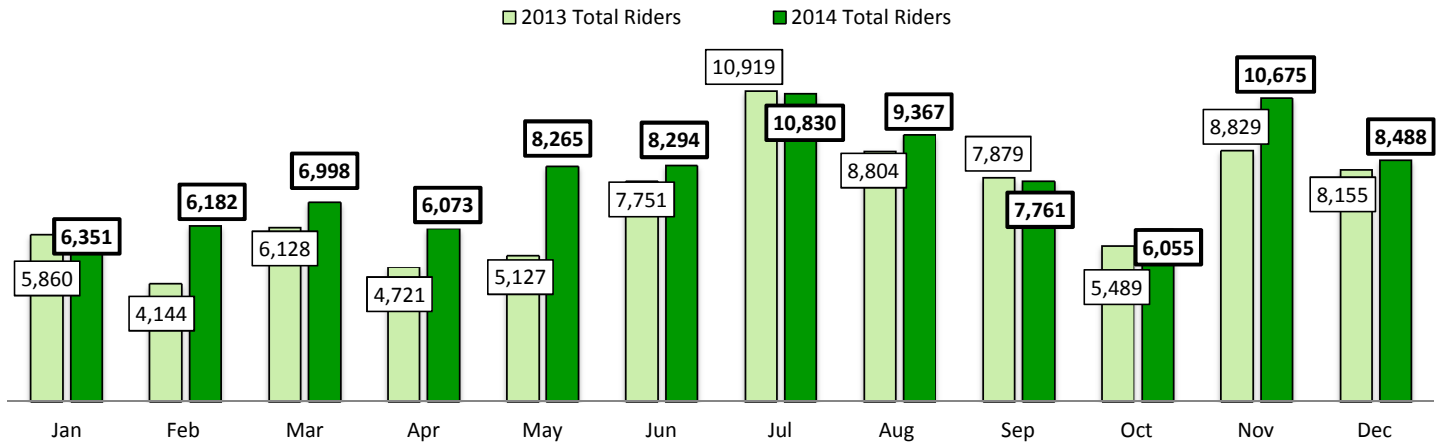
ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

ROD Requirement: Shore Line East

Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Shore Line East Total # of Riders by Month for Weekend & Holiday Service



	January		February		March		April	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	10	10	7	10	10	10	8	8
Total Weekday Riders	5,860	6,351	4,144	6,182	6,128	6,998	4,721	6,073
2013 - 2014 Diff.	8.4%		49.2%		14.2%		28.6%	

	May		June		July		August	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	9	10	10	9	10	9	9	10
Total Weekday Riders	5,127	8,265	7,751	8,294	10,919	10,830	8,804	9,367
2013 - 2014 Diff.	61.2%		7.0%		-0.8%		6.4%	

	September		October		November		December	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	10	9	8	8	11	12	10	10
Total Weekday Riders	7,879	7,761	5,489	6,055	8,829	10,675	8,155	8,488
2013 - 2014 Diff.	-1.5%		10.3%		20.9%		4.1%	

	Jan-Dec Totals	
Year	2013	2014
Days of Service	112	115
Total Weekday Riders	83,806	95,339
2013 - 2014 Difference	13.8%	



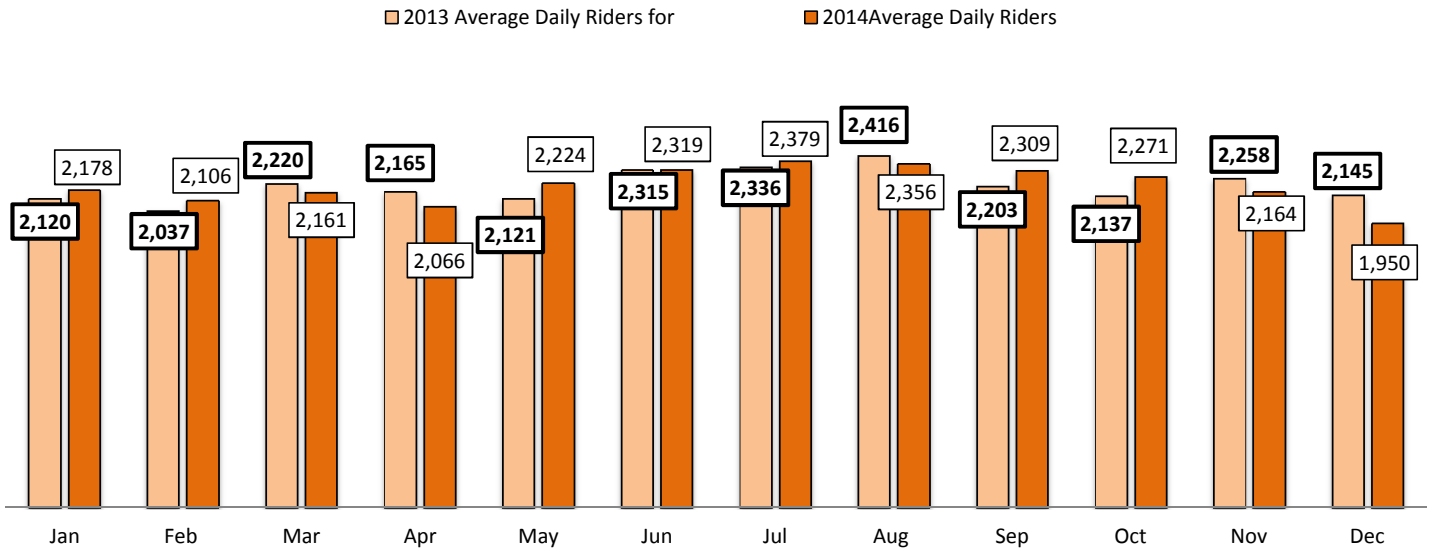


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 ROD Transit and Transportation System Management (TSM) Requirements
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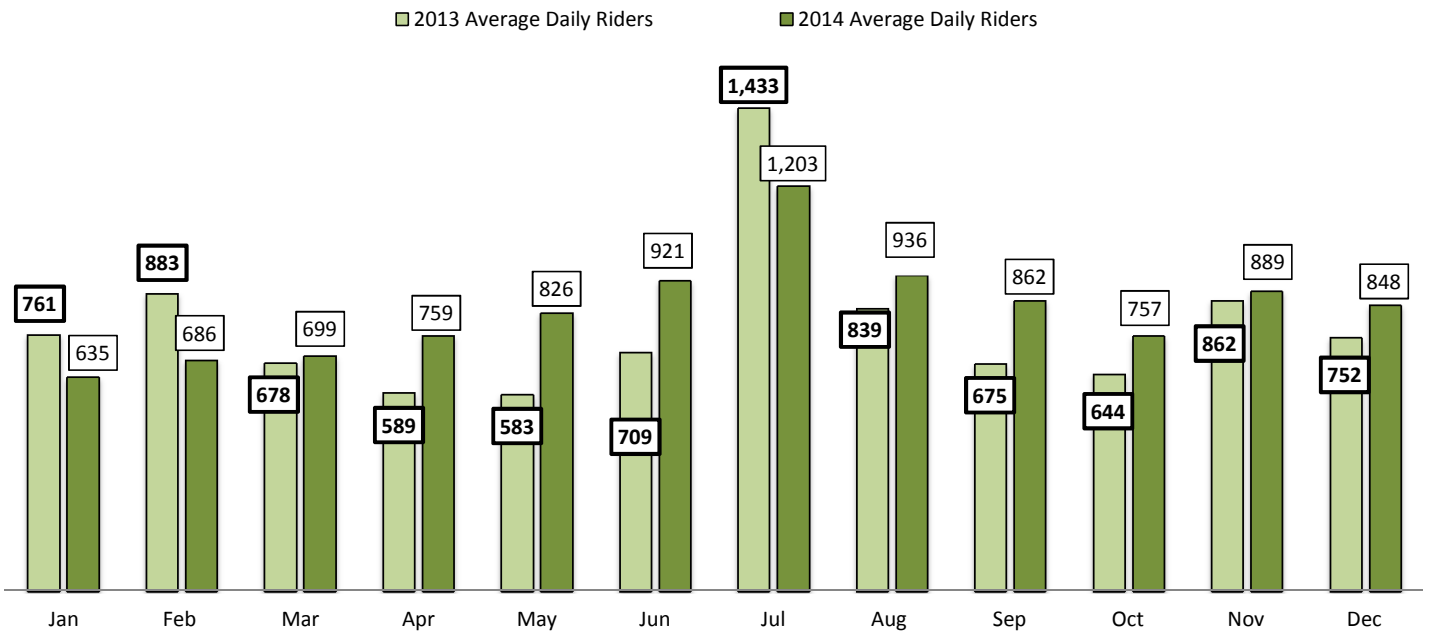
ROD Requirement: Shore Line East

Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

Shore Line East Average # of Daily Riders for Weekday Service



Shore Line East Average # of Daily Riders for Weekend & Holiday Service





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

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ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

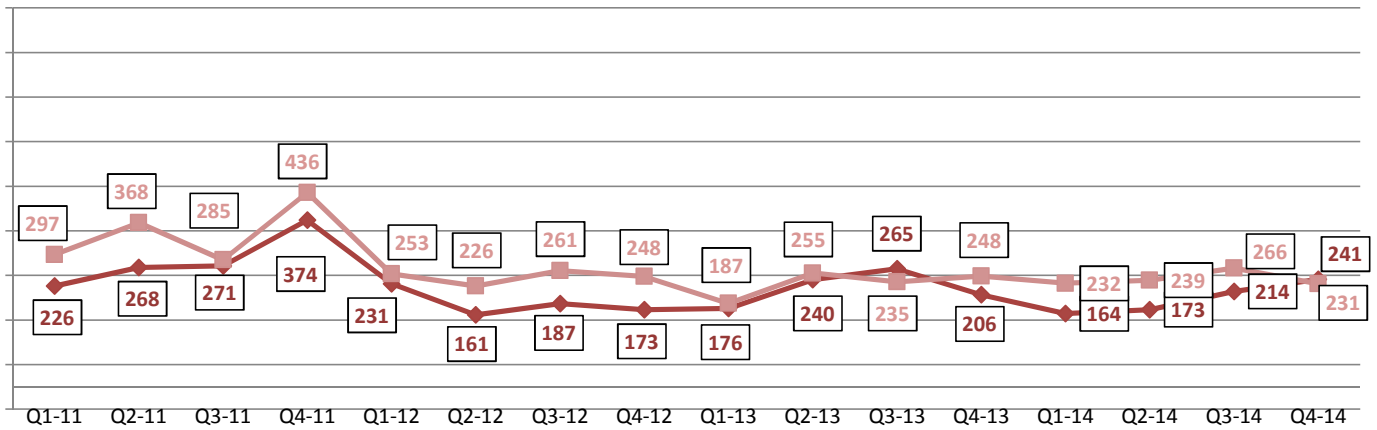
ROD Requirement: Commuter Rail Station at State Street - CONSTRUCTION COMPLETED

Construct a new commuter rail passenger station stop on State Street, between Court and Chapel Streets in New Haven. This station will serve rail commuters who desire more direct access to downtown New Haven. The new State Street station stop would be in addition to stops currently served by the Shore Line East commuter rail service (New Haven to New London).

RIDERSHIP WILL CONTINUE TO BE MONITORED.

State Street Commuter Rail Station Shore Line East Average # of Daily Riders by Quarter

◆ Average Daily Riders Westbound
■ Average Daily Riders Eastbound





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 ROD Transit and Transportation System Management (TSM) Requirements
 January 2013 - December 2014

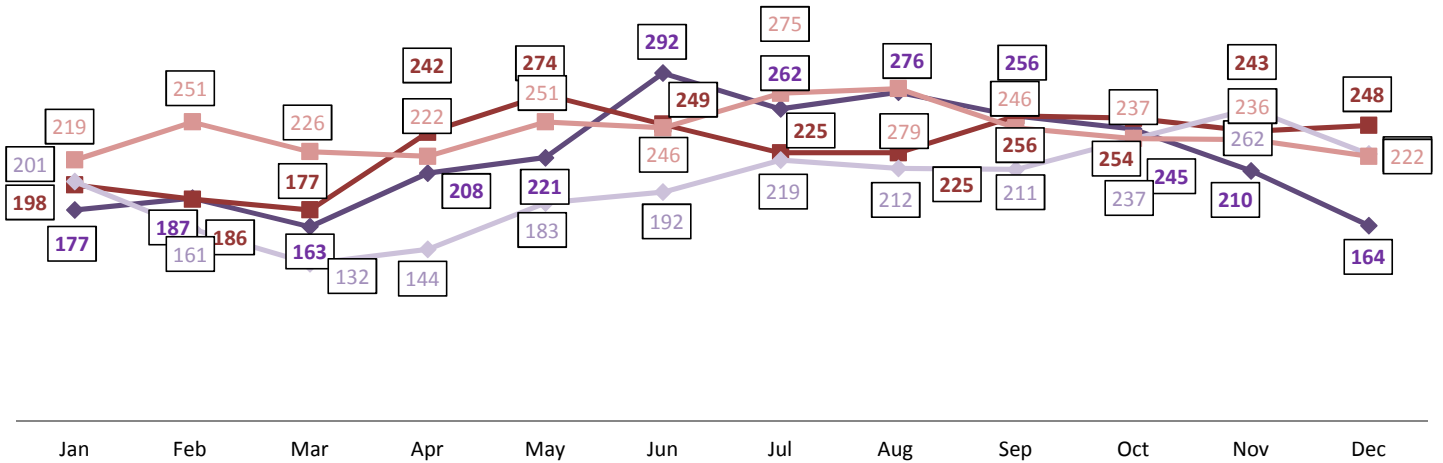
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Construct a new commuter rail passenger station stop on State Street, between Court and Chapel Streets in New Haven. This station will serve rail commuters who desire more direct access to downtown New Haven. The new State Street station stop would be in addition to stops currently served by the Shore Line East commuter rail service (New Haven to New London).

RIDERSHIP WILL CONTINUE TO BE MONITORED.

**State Street Commuter Railroad Station
 Shore Line East Average # of Daily Riders by Month**

◆ 2013 Avg Daily Riders Westbound ■ 2013 Avg Daily Riders Eastbound
◆ 2014 Avg Daily Riders Westbound ■ 2014 Avg Daily Riders Eastbound



Commuter Connection buses pick up at State Street in the morning and drop off at Union Station in the afternoon/evening.





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New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

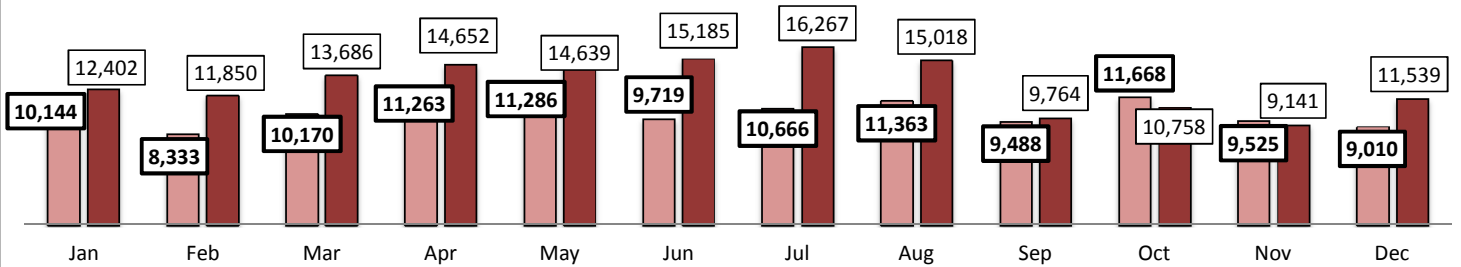
January 2013 - December 2014

ROD Requirement: Bus Service

Continue to provide bus service between Branford and New Haven via the Tomlinson (Route 1) Bridge at service levels in operation at the time of the start of construction. This will include service on Connecticut Transit Routes F & G. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.

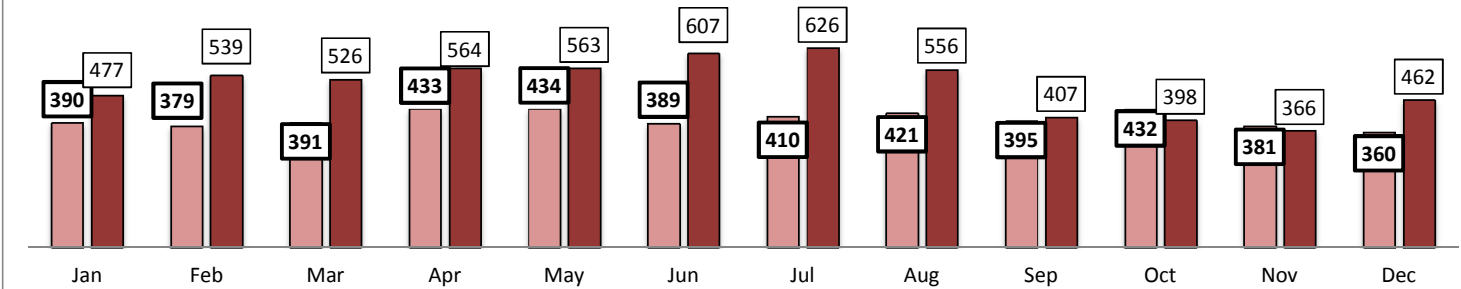
CTTransit "S" Route - Monthly Ridership

2013 2014



CTTransit "S" Route Average - Daily Riders

2013 2014



	January		February		March		April	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	26	26	22	22	26	26	26	26
Total Riders	10,144	12,402	8,333	11,850	10,170	13,686	11,263	14,652

	May		June		July		August	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	26	26	25	25	26	26	27	27
Total Riders	11,286	14,639	9,719	15,185	10,666	16,267	11,363	15,018

	September		October		November		December	
Year	2013	2014	2013	2014	2013	2014	2013	2014
Days of Service	24	24	27	27	25	25	25	25
Total Riders	9,488	9,764	11,668	10,758	9,525	9,141	9,010	11,539

	Jan-Dec Totals	
Year	2013	2014
Days of Service	305	305
Total Riders	122,635	154,901





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

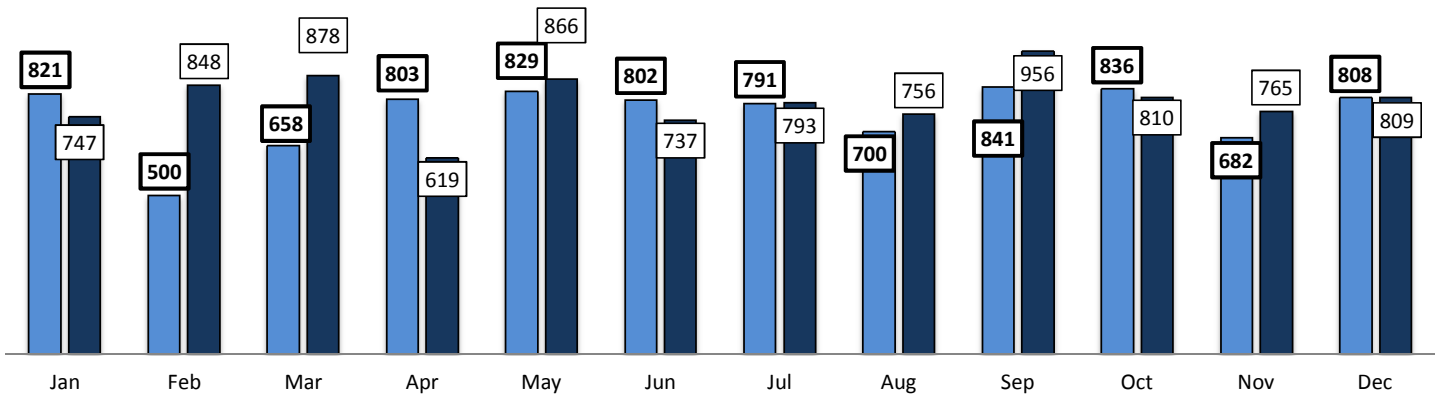
January 2013 - December 2014

ROD Requirement: Bus Service

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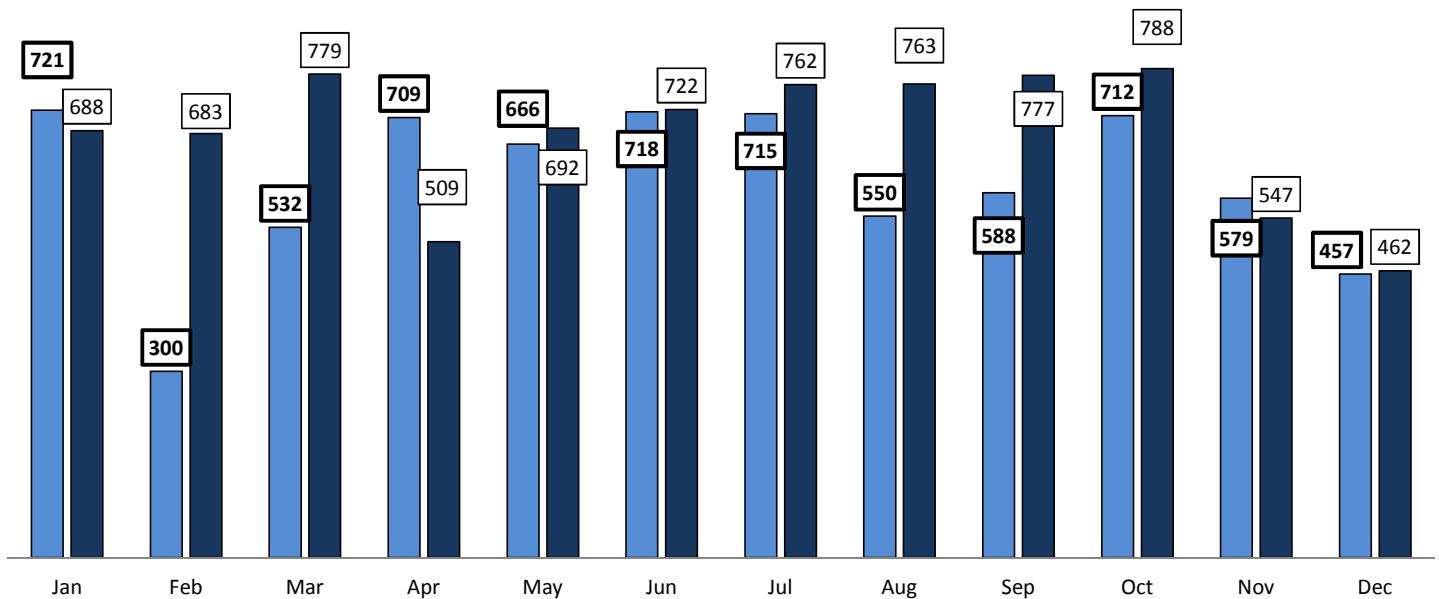
CTTransit F Route - Average Daily Riders (2nd Tuesday of Month)

■ 2013 ■ 2014



CTTransit G Route - Average Daily Riders (2nd Tuesday of Month)

■ 2013 ■ 2014





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

ROD Requirement: Improved Transit and Carpool/Vanpool Marketing

Marketing measures can include direct mail, newspaper advertisements and television spots and more frequent distribution of improved schedules.

ROD Requirement: Improved Access to Transit Information

Up-to-date schedules will be maintained at each transit stop and the transit information telephone line will be improved to minimize "busy" signals.

Year	Distribution of SLE Schedules		Distribution of I-95 Brochures
	Total # of Regular Schedules Distributed:	Total # of Sailfest Schedules Distributed:	Total # of New Brochures:
2013	210,000	18,000	1,200
2014	120,000	18,000	1,000

Year	I-95 Webletters		Public Information Presentations	
	Total # of Announcements Sent:	Total # of Inquiries Responded to:	Total # of Presentations:	Total # of Attendees:
2013	122,654	48	28	1,435
2014	247	68	27	930

Van Service

Year	# of Vans in Corridor	# of Vanpool Riders in Corridor	# of Vanpool Seats
2013	19	0	0
2014	9	(Data Unavailable)	(Data Unavailable)





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

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ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

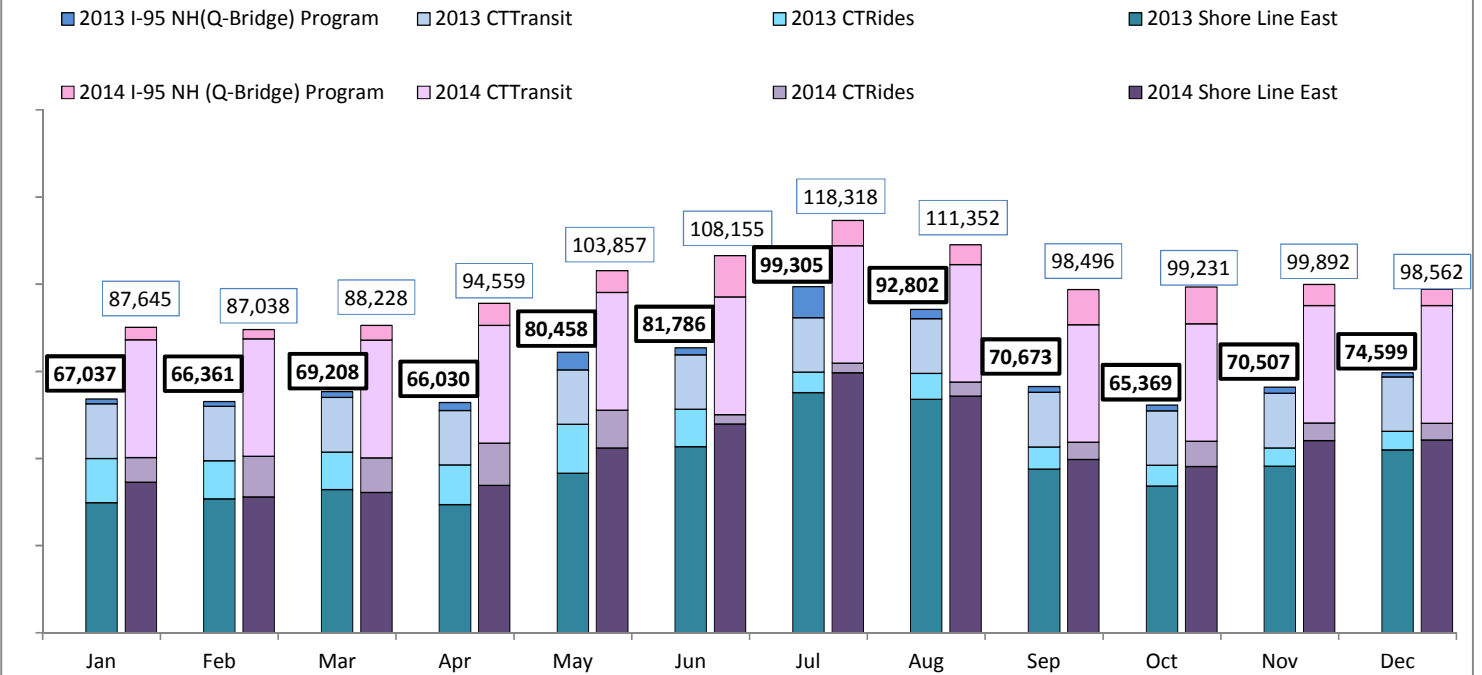
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Up-to-date schedules will be maintained at each transit stop and the transit information telephone line will be improved to minimize "busy" signals.

Website Visits



Year	Jan		Feb		Mar		Apr		May		Jun	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Shore Line East	37,307	43,171	38,407	39,016	41,143	40,263	36,744	42,264	45,760	53,047	53,413	59,921
CTRides	12,713	7,154	10,941	11,594	10,699	9,966	11,386	12,147	14,030	10,813	10,706	2,664
CTTransit	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736
I-95 NHHCIIP	1,362	3,584	1,358	2,692	1,711	4,263	2,245	6,412	5,013	6,261	2,012	11,834
Monthly Totals	67,037	87,645	66,361	87,038	69,208	88,228	66,030	94,559	80,458	103,857	81,786	108,155

Year	Jul		Aug		Sep		Oct		Nov		Dec	
	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Shore Line East	68,920	74,571	67,020	67,945	47,022	49,773	42,120	47,711	47,775	55,150	52,502	55,363
CTRides	5,829	2,746	7,406	3,974	6,287	4,872	5,924	7,234	5,302	5,017	5,276	4,747
CTTransit	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736	15,655	33,736
I-95 NHHCIIP	8,901	7,265	2,721	5,697	1,709	10,115	1,670	10,550	1,775	5,989	1,166	4,716
Monthly Totals	99,305	118,318	92,802	111,352	70,673	98,496	65,369	99,231	70,507	99,892	74,599	98,562

2013 Total Yearly Website Visits: 904,134
2014 Total Yearly Website Visits: 1,195,333





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

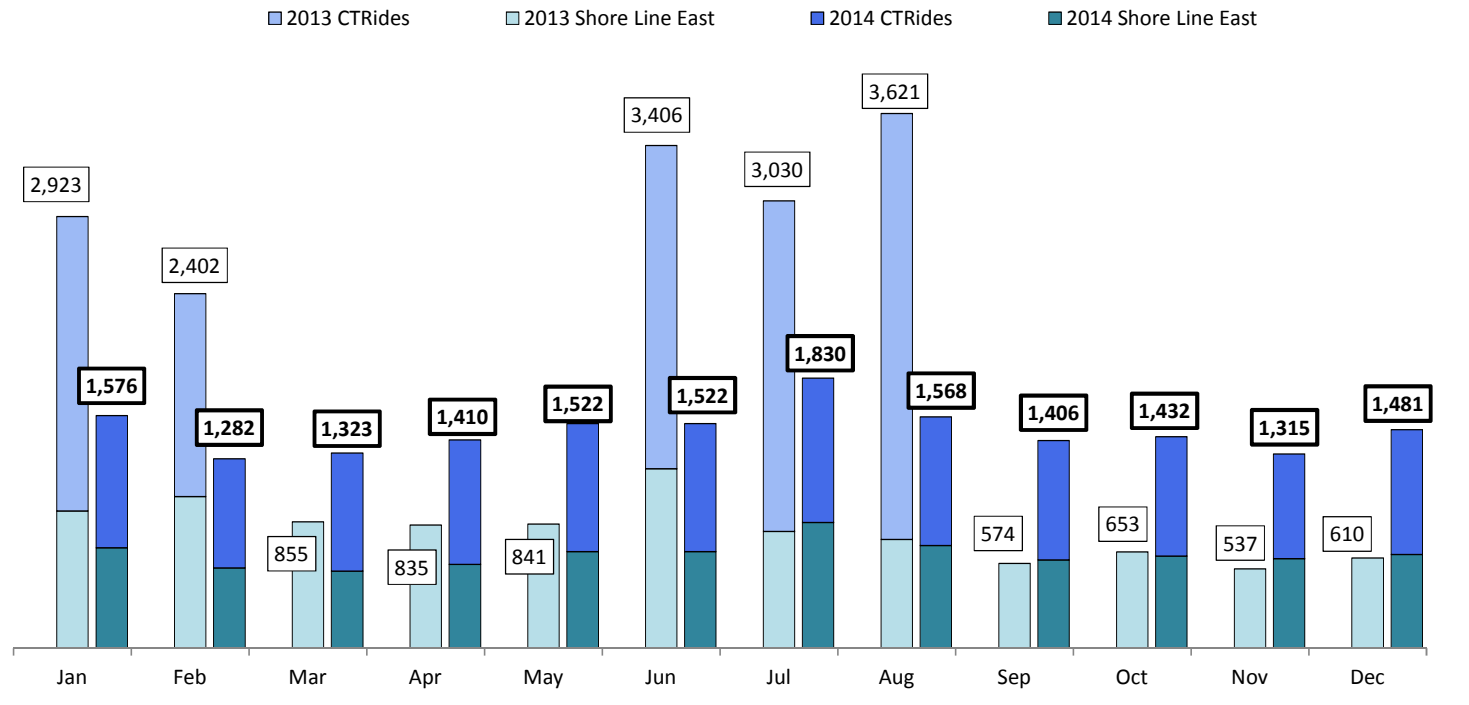
ROD Requirement: Improved Transit and Carpool/Vanpool Marketing

Marketing measures can include direct mail, newspaper advertisements and television spots and more frequent distribution of improved schedules.

ROD Requirement: Improved Access to Transit Information

Up-to-date schedules will be maintained at each transit stop and the transit information telephone line will be improved to minimize "busy" signals.

Phone Calls



	Jan		Feb		Mar		Apr		May		Jun	
Year	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Shore Line East	930	680	1,028	544	855	523	835	568	841	655	1,216	655
CTRides	1,993	896	1,374	738	0	800	0	842	0	867	2,190	867
Monthly Totals	2,923	1,576	2,402	1,282	855	1,323	835	1,410	841	1,522	3,406	1,522

	Jul		Aug		Sep		Oct		Nov		Dec	
Year	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014	2013	2014
Shore Line East	790	852	736	695	574	599	653	623	537	607	610	634
CTRides	2,240	978	2,885	873	0	807	0	809	0	708	0	847
Monthly Totals	3,030	1,830	3,621	1,568	574	1,406	653	1,432	537	1,315	610	1,481

2013 Total Yearly Phone Calls: 20,287
2014 Total Yearly Phone Calls: 17,812





I-95 NEW HAVEN HARBOR CROSSING CORRIDOR IMPROVEMENT PROGRAM

New Haven - East Haven - Branford

ROD Transit and Transportation System Management (TSM) Requirements

January 2013 - December 2014

ROD Requirement: Optimized Flextime

Employers in the region will be approached by ConnDOT or its representative (e.g., rideshare brokerage firm) with a marketing information program about the employer voluntarily providing flextime work schedules. Ongoing or periodic reviews and surveys will be made to ascertain the level of participation; adjustments to the program will be made to concentrate on the most productive types of employees.

ROD Requirement: Voluntary Rideshare (HOV) Preferential Parking

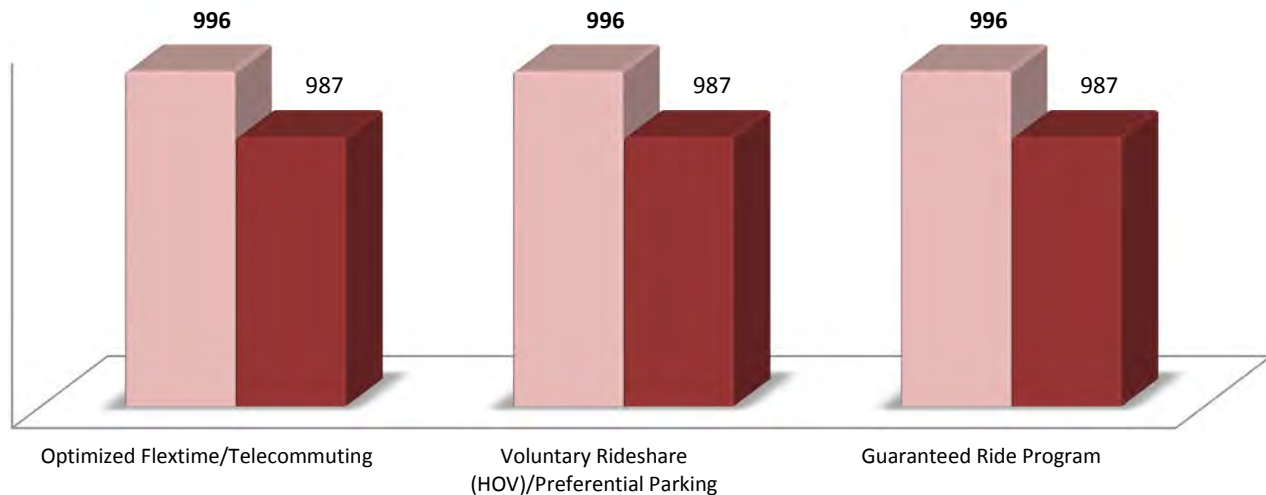
Employers in the region will be approached by ConnDOT or its representative (e.g., rideshare brokerage firm) with a marketing information program about the employer voluntarily providing preferential parking for rideshare (HOV) participants. Ongoing or periodic reviews and surveys will be made to ascertain the level of participation; adjustments to the program will be made to concentrate on the most productive types of employees.

ROD Requirement: Guaranteed Ride Home

Employers in the region will be approached by ConnDOT or its representative (e.g., rideshare brokerage firm) to set up a program in which the employer would voluntarily provide for documented rideshare (HOV/transit) riders taxi or equivalent service to the home from the workplace in the event of certain unusual or emergency conditions comprising up to one percent of workdays.

Total Employers Contacted

2013 2014





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ROD Transit and Transportation System Management (TSM) Requirements
January 2013 - December 2014

ROD Requirement: Insurance Breaks (\$40) for Rideshare (HOV)/Transit

All insurance providers serving the region will be approached by ConnDOT or its representative to set up a program in which the insurance company would voluntarily provide an annual rebate to auto insurance policy holders who could document regular transit or HOV use.

THIS COMMITMENT HAS BEEN FULFILLED

of Insurance
Companies Contacted

467 Companies were contacted
between June 2002 and
December 2002



Select NuRiders

Affiliated with:

Who live: or

Who commute:

Co-branding:

Select Date Range

Time period:

Start date:

End date:

SUMMARY REPORT

NuRiders

New NuRiders	7,279	(61% prev. dr. alone)
Total NuRiders	7,279	(61% prev. dr. alone)
Active NuRiders (#)	2,434	(39% prev. dr. alone)
Active NuRiders (%)	33%	
Organizations	872	
Male / female	35% / 65%	

Recorded trips	1,716,517	
Avg trip distance (mi)	25.9	
Avg vehicle occupancy	-	-
Reduced car trips	1,547,675	468,712
Reduced miles (VMT)	39,837,274	13,376,824
Reduced starts (VT)	1,428,953	411,760
Gallons of gas saved	1,794,219	
Reduced NOx (tons)	32.28	10.76
Reduced VOC (tons)	13.22	4.26
Reduced CO2 (tons)	17,583.34	5,754.29
Total reduced emissions	17,628.84	5,769.31
Money saved	\$21,715,226	
Calories burned	73,185,818	

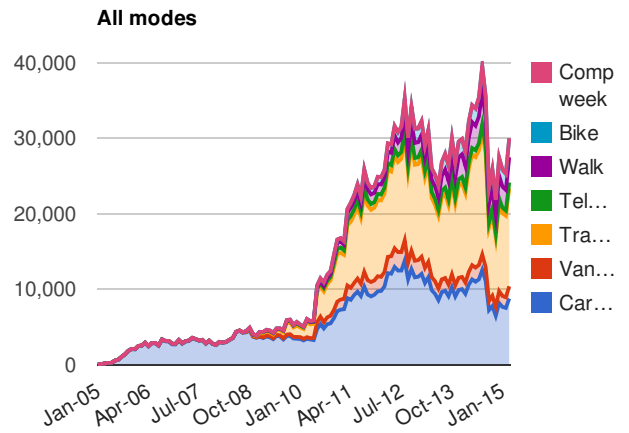
Rewards

Rewards redeemed	\$280,023
Redemptions	21,812

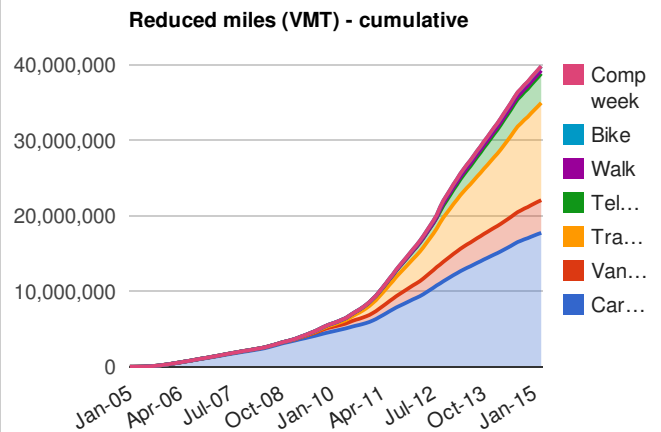
Other

Parking spots saved	586.3	avg per week day
---------------------	-------	------------------

All modes



Reduced miles (VMT) - cumulative



DEFINITIONS & VARIABLES

New NuRiders	=	NuRiders who joined during the specified period
Total NuRiders	=	total NuRiders as of the end date
Active NuRiders (#)	=	all NuRiders who have taken at least 1 trip as of the end date
Active NuRiders (%)	=	(active NuRiders) / (total NuRiders)
Prev. dr. alone	=	abbreviation for "previously drove alone" — the percent of people who drove alone prior to joining NuRide
Organizations	=	the number of organizations in the selected region(s) that have at least 1 NuRide member
Recorded trips	=	number of recorded trips during the specified period
Reduced car trips	=	the number of car trips not taken during the specified period
Reduced miles (VMT)	=	the number of vehicle miles not driven during the specified period
Reduced car starts (VT)	=	the number of times a car was not started during the specified period
Reduced NOx (tons)	=	the total NOx not emitted during the specified period
Reduced VOC (tons)	=	the total VOC not emitted during the specified period
Reduced CO2 (tons)	=	the total CO2 not emitted during the specified period
Total reduced emissions	=	the total NOx, VOC & CO2 not emitted during the specified period
Adjusted results	=	recorded results multiplied by the Prev. dr. alone percentage, indicating trips taken by people who used to drive alone
Money saved	=	the value of the savings realized by not driving during the specified period
Rewards redeemed	=	the value of the rewards redeemed during the specified period
Redemptions	=	total number of redemptions during the specified period
Parking spots saved	=	the average number of parking spots saved for the most recent 4-week period
NOx - trip end emissions	=	<input type="text" value="0.9905"/> grams per one-way VT
NOx - running emissions	=	<input type="text" value="0.6995"/> grams per VMT
VOC - trip end emissions	=	<input type="text" value="2.3454"/> grams per one-way VT
VOC - running emissions	=	<input type="text" value="0.217"/> grams per VMT

I- 95 New Haven Harbor Crossing Corridor Improvement Program

New Haven - East Haven - Branford

MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

This report contains 196 commitments.

5/18/2015

OVERVIEW

The *Record of Decision (August, 1999)* for the I-95 New Haven Harbor Crossing (Page 35; Section 6. Monitoring and Enforcement) stipulates that to assure commitments made in the FEIS/4(f) and the ROD are incorporated into final design plans and construction, a design and construction management consultant has been retained by ConnDOT. Design refinements will also be reviewed for environmental sensitivity. Specific mitigation commitments are made in the FEIS/4(f), Chapter 4 following the discussion of each impact. These commitments are summarized in the FEIS/4(f) Executive Summary. Mitigation to cultural resources is also contained in the M.O.A. contained in Appendix B of the FEIS/4(f). Traffic noise mitigation will be provided in accordance with conditions as described in the FEIS/4(f) (Chapter 4, pages 4-95 through 4-106). All construction activities will be continuously monitored by the FHWA, ConnDOT, and DEP. Construction activities will be conducted in accordance with regulatory permit stipulations and Best Management Practices for the protection of the environment.

The purpose of this *Commitment Database* is to satisfy the monitoring and enforcement section of the ROD by tracking, on a per contract basis, all of the commitments identified in the FEIS/ROD. Several additional categories of commitments, such as "City of New Haven" commitments, are also tracked in the database.

The database contains, for each commitment, a description of the commitment, a unique ID number, the reference document (FEIS/ROD) and page, the Program contracts the commitment applies to, the design/construction status and implementation due date, the locations within the design documents where the commitment is addressed, and the parties responsible for incorporating the commitment into the final design plans and the construction. Commitments that apply to the I-95 Program on a corridor-wide basis are designated as "Program (92-505)" under the "Contract/State Project Number" field.

Tracking

The Management Consultant tracks the identified commitments during design to ensure the commitments have been incorporated into the final design plans. The manner in which commitments have been addressed in the contract plans and specifications are confirmed and documented in the database under the "Design Document Locations" field. When adequately addressed, the commitment is marked as "Completed" under the "Design Status" field.

Some commitments are "closed out" during the design phase and, therefore, not tracked during the construction phase. Other commitments are tracked and "closed out" during the construction phase. When adequately addressed, these commitments are marked as "Completed" under the "Construction Status" field. A literal reading of each commitment was used in determining whether a commitment was tracked during design only or through the construction phase also.

Close-Out

When a contract commitment is "closed out" in the design phase, this signifies that the commitment has been addressed in the design and that the commitment will not be tracked during construction. In this case a check mark is placed in the "Clsd Dsn" box (i.e. closed in design) in the database.

When a contract commitment is "closed out" in the construction phase, this signifies that the commitment has been addressed during construction. In this case a check mark is placed in the "Clsd Cns" box (i.e. closed in construction) in the database.

It should be noted that a contract commitment is either "closed out" during the design phase OR the construction phase, but never both.

Construction Phase Environmental Processes

Compliance with program commitments is addressed through the contract documents, environmental permits, and construction phase environmental processes including but not limited to: CTDOT / CTDEEP MOU – On Site CTDEEP Representative, Inspection Reporting Process, Change to Work / Permit Revisions Process, Emergency Response Spill / Release Procedure, Environmental Review Meetings, MPT Meetings / Coordination Process, TMP Review and Updates, Bicycle and Pedestrian Improvements, and Public Outreach.

I- 95 New Haven Harbor Crossing Corridor Improvement Program

New Haven - East Haven - Branford

MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

This report contains 196 commitments.

5/18/2015

GLOSSARY OF TERMS

TERM	DEFINITION
ID #	Unique number identification for each commitment
Commitment	Brief name of commitment
Description	Commitment description paraphrased from report, primarily from multiple sources (Note: See source for full description.)
Status- Design and Construction	Current level of completion – Design/Construction Phase: “On-Hold,” “Pending” [start of final design/construction], “On-going,” “Completed”
PD	Preliminary Design
FDP	Final Design Plans
ADV	Advertisement date for contract
CCD	Construction Completion Date
TBD	To Be Determined
Responsible Party- Design and Construction	Responsible party for implementation of commitment in contract documents and in field
Reference Document and Page Number	Report(s) where commitment is specifically mentioned and page numbers
Due Date- Design and Construction	Time or description when commitment should be addressed in Design Comments or in Field
Implementation Comments	Any comments related to implementation of Commitment
Design Document Locations- Contract Plans and Specifications	Design Document(s) where commitment has been incorporated or addressed
Program (92-505)	Refers to commitments that do not specifically apply to a program contract or apply to the program in a general sense.
NTC	Notice to Contractor
FEIS	Final Environmental Impact Statement (May, 1999)
ROD	Record of Decision (August, 1999)
MOA	Memorandum of Agreement between ConnDOT and SHPO (May, 1999)
TIP Amendment Six	Transportation Improvement Plan Amendment Six (April, 1999)

I- 95 New Haven Harbor Crossing Corridor Improvement Program

New Haven - East Haven - Branford

MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

This report contains 196 commitments.

5/18/2015

Category Order:

Transit and TSM Elements
Highway Components
Other Considerations/Related Projects/Studies
Program Commitments
Environmental Mitigation – Land Use
Environmental Mitigation – Socioeconomics
Environmental Mitigation – Institutional Resources and Public 4(f) Lands
Environmental Mitigation – Farmland
Environmental Mitigation – Historic Resources/Section 4(f)
Environmental Mitigation – Archaeological Resources
Environmental Mitigation – Air Quality
Environmental Mitigation – Traffic Noise
Environmental Mitigation – Visual & Aesthetic Character
Environmental Mitigation – Terrestrial Ecology
Environmental Mitigation – Fisheries
Environmental Mitigation – Water Resources/Water Quality
Environmental Mitigation – Coastal Zone/Coastal Resources
Environmental Mitigation – Water Dependent Uses
Environmental Mitigation – Floodplains
Environmental Mitigation – Wetlands
Environmental Mitigation – Waterbodies
Environmental Mitigation – Environmental Risk Sites
Environmental Mitigation – Considerations relating to Pedestrians & Bicyclists
Environmental Mitigation – Construction Impacts and Engineering Considerations
Environmental Mitigation – Secondary & Cumulative
Environmental Mitigation – Permits and Approvals
Monitoring and Enforcement
FY 1999 - FY 2001 Transportation Improvement Program (TIP) “Amendment Six”
VE Design Suggestions 10/26/01
VE Recommendations 10/26/01
City of New Haven Commitments/Mitigation Measures
Town of East Haven Commitments/Mitigation Measures
Reevaluation of Project No. 92-619 and the FEIS/Section 4(f): 3/29/10 and 2/29/12
Miscellaneous

NOTE: The FEIS/ROD category entitled "Energy" is not included. It's two commitments - Transit and TSM Components, and Construction Traffic Management Plan - are listed under the categories "Transit and TSM Elements" and "Program Commitments," respectively.



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I- 95 New Haven Harbor Crossing Corridor Improvement Program

New Haven - East Haven - Branford

MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

<i>ID#</i>	<i>Commitment Summary</i>	<i>Description</i>	<i>Reference Document and Page</i>
<i>Transit and TSM Elements</i>			
35	Public and Private Carpool Matching	Distribution of "how to" kits to employers and a public full time coordinator with a PC-based system for matching.	FEIS ES-16; 2-48 ROD 4, 32
154	Bus Service	Continue to provide bus service between Branford and New Haven via the Tomlinson Bridge at service levels in operation at the time of the start of construction (6/28/02).	ROD 3, 32 FEIS ES-16; 2-19; 2-48
155	Improved Transit Marketing	Marketing measures can include direct mail, newspaper advertisements and television spots, more frequent distribution of improved schedules, more issuing of an up-to-date regional transit guide and "transit in the schools" program.	ROD 3, 32 FEIS ES-16; 2-48
156	Transit Information	Up-to-date schedules will be maintained at each transit stop and the transit information telephone line will be improved to minimize "busy" signals.	ROD 4, 32 FEIS ES-16; 2-48
157	Optimized Flextime	Employers in the region will be approached by ConnDOT or its representatives with a marketing information program about the employer voluntarily providing flextime work schedules.	ROD 4, 32 FEIS ES-16; 2-48
158	Guaranteed Ride Home	Employers in the regions will be approached by ConnDOT or its representatives to set up a program in which the employer would voluntarily provide for documented rideshare riders, taxi or equivalent service home from work.	ROD 4, 32 FEIS ES-16; 2-49
188	Shore Line East Service	Continue to provide Shore Line East rail passenger service between New Haven and New London. Service levels in operation at the time of the start of construction will be continued. Ridership and service frequencies will be monitored regularly to determine the need for service modifications.	FEIS ES- 16; 2-18, 30 ROD 3, 32
203	Voluntary Rideshare Preferential Parking	Employers in the region will be approached by ConnDOT or its representative with a marketing/information program about the employer voluntarily providing preferential parking for rideshare (HOV) participants. Preferential parking could consist of both free parking for High Occupancy Vehicles (HOV) and a physical arrangement, where possible, such that the longest walk from a reserved HOV space would be no longer than the shortest walk from a non-HOV space. Ongoing or periodic reviews and surveys will be made to ascertain the level of participation, and adjustments to the program will be made to concentrate on the most productive types of employers.	FEIS ES-16; 2-48 ROD 4,32
204	Insurance Breaks for Rideshare	All insurance providers serving the region will be approached by ConnDOT or its representative to set up a program in which the insurance company would voluntarily provide an annual rebate to auto insurance policy holders who could document regular transit or HOV use. It is assumed that travelers choosing to travel by HOV or transit would be able to obtain such documentation with negligible inconvenience.	FEIS ES-16; 2-49 ROD 4,32

I- 95 New Haven Harbor Crossing Corridor Improvement Program

New Haven - East Haven - Branford

MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

<i>ID#</i>	<i>Commitment Summary</i>	<i>Description</i>	<i>Reference Document and Page</i>
<i>Transit and TSM Elements</i>			
271	Shore Line East Station Upgrades	(State Project Nos. 310-019, -020, -021, -022, -026) Construction of the Branford, Guilford, and Clinton Station upgrades	N/A N/A
<i>Other Considerations/Related Projects/Studies</i>			
234	Harborside Trail	This is a CSRCOG project (in association w/City of New Haven, City of West Haven, and Vision for Greater New Haven) to provide a foot trail along New Haven Harbor from Savin Rock in West Haven, through Long Wharf, and across the Tomlinson Bridge to Lighthouse Park on the east shore in New Haven. The Recommended Action will not affect the development and implementation of this project.	FEIS 8-3
<i>Program Commitments</i>			
196	Traffic Plans	A construction Traffic Management Plan shall be implemented. The Plan will address opportunity for alternate travel modes during construction. This plan will be developed in coordination with the South Central Region Council Of Governments, including the first elected officials of the affected corridor towns. The Plan will include Shore Line East rail passenger station and parking improvements and fixed route bus service improvements in the East Shore/Morris Cove area (New Haven/East Haven).	ROD 11; 32; 33
<i>Environmental Mitigation - Land Use</i>			
5	Alternate travel routes	Alternate travel routes will be provided (to the extent possible) to replace affected routes. There will be ongoing evaluation of the effectiveness of routes and detours corridor wide.	FEIS ES-11; 4-7, 70 ROD 19
<i>Environmental Mitigation - Socioeconomics</i>			
21	Coordination	Continued coordination with the municipalities and neighborhood associations will be undertaken to minimize any socioeconomic impacts of project.	FEIS ES-11; 4-7; 4-77 ROD 19
<i>Environmental Mitigation - Traffic Noise</i>			
96	Noise Barrier	Noise barrier will be constructed at Ramona Way, along south side of I-95, approximately 6.1 meters in height and 283.5 meters in length.	FEIS ES-12; 4-8; 4-100 ROD 25
97	Noise Barrier	Noise barrier will be constructed at O'Brien Road, along the north side of I-95, approximately 3.0 meters in height and 213 meters in length.	FEIS ES-12; 4-8; 4-100 ROD 25

I- 95 New Haven Harbor Crossing Corridor Improvement Program

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MITIGATION MEASURES AND PROGRAM COMMITMENT DATABASE

<i>ID#</i>	<i>Commitment Summary</i>	<i>Description</i>	<i>Reference Document and Page</i>
<i>Environmental Mitigation - Traffic Noise</i>			
98	Noise Barrier	Noise barrier will be constructed at Greenfield Avenue, along north side of I-95, approximately 4.3 to 5.5 meters in height and 210 meters in length.	FEIS ES-12; 4-8; 4-100 ROD 25
99	Noise Barrier	Noise barrier will be constructed at Allen Place, along the south side of I-95, approximately 3.0 meters in height and 121.9 meters in length.	FEIS ES-12; 4-8; 4-100 ROD 25
100	Noise Barrier	Existing noise barrier near the Wooster Square area of New Haven along the west side of I-91 (southbound) will be replaced, as required	FEIS ES-12; 4-8; 4-100 ROD 25
<i>Environmental Mitigation - Considerations Relating to Pedestrians and Bicyclists</i>			
104	Pedestrians and Bicyclists	The disposition of any abandoned right-of-way will be determined by the systematic property transfer process. ConnDOT will consider the possibility of making such land available for public space, where appropriate for pedestrian and bicycle use.	FEIS ES-17; 4-12; 4-143 ROD 24, 32
105	Pedestrians and Bicyclists	Pedestrian and bicycle detours will be incorporated in the design if and when pathways are closed.	FEIS ES-17; 4-12; 4-143 ROD 24, 32
209	Pedestrians and Bicyclists	Where warranted and reasonable, accommodations for bicyclists and pedestrians will be made part of design, construction, operation, and maintenance activities.	ROD 24, 32
<i>Environmental Mitigation - Construction Impacts and Engineering Considerations</i>			
90	Minimize Noise Levels	All construction undertaken should be consistent with DOT Standard specifications for noise levels (Form 816).	FEIS 4-158
136	Traffic Plans	Maintenance and protection of traffic plans assuring safe and reasonably uninterrupted travel of vehicles throughout the area of construction.	FEIS 4-157

South Central Regional Long Range Transportation Plan 2015-2040

Framing the Region's
Transportation Programs and Investments

April 2015
Minor Update
Amended May 2015



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North Haven, Connecticut 06473

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Introduction

The South Central Regional Long Range Transportation Plan addresses broad goals for the transportation needs of the Region through 2040. The Plan reviews, updates and extends the timeline of the previous plan for the Region.

The Plan provides direction for the Region on major policy issues on all modes of transportation. Regional needs and initiatives are outlined for utilization in framing transportation solutions during the period covered by the Plan. The South Central Regional Council of Governments (SCRCOG), in consultation with the member municipalities, the Connecticut Department of Transportation, federal transportation agencies, and other state agencies, has set priorities which are reinforced and expanded by this update of the Plan.

The Plan is required to be fiscally constrained. Many of the initiatives, services and infrastructure needs identified herein are beyond the fiscal constraint of the Plan. SCRCOG, in conjunction with the member municipalities, state and federal governments, looks for cooperative efforts to utilize existing and any additional funding sources to prioritize and accomplish the transportation goals and initiatives outlined within the Plan.



Land use and transportation needs are linked. Transportation options are necessary to meet the needs of the Region's residents and workforce.

Highway improvements can only address a portion of the transportation needs. Multi-modal solutions will be required to meet the Region's needs over the timeline of the Plan.



Preparation of this report was financed in part through funding from the U.S. Department of Transportation, Federal Highway Administration and funding from the Connecticut Department of Transportation. The opinions, findings and conclusions expressed in this report are those of the South Central Regional Council of Governments and do not necessarily reflect the official views or policy of other government organizations.

Major Goals of the Plan

Travel Options – The Region has the basics in place for a functional, multi-modal, and first class transportation system. Highways, rail, bus, water, and air modes are all operational. Enhancement and interconnection of these modes to provide more and better travel and movement of freight and goods will be necessary to insure the continued quality of life in the Region. The Plan identifies existing and anticipated needs for additional transportation services which would improve travel options.

Transportation Funding – The wise use of available funding to bring the most return on investment for the Region is critical. Funding levels continue to be well below documented needs for implementation of identified transportation solutions. Priorities must be established to meet fiscal constraints while identifying needs which will require significant investment beyond the fiscally constrained portion of the Plan. The demonstrated need for additional funding, shown by the number of enhancements and initiatives which cannot be addressed within the financial constraints of the Plan, is substantial. The goals of the Plan can only be implemented by the provision of additional transportation funding. The Region looks to state and federal agencies to address these funding needs.

Policy Guidance – The adoption of this Plan reaffirms and expands the major policy guidance as outlined in subsequent chapters. All transportation issues must be framed and reviewed within the context of the Plan to insure meeting of the goals noted. Previous study efforts by SCRCOG have produced effective guidelines for the implementation of transportation strategies and solutions.

Regional Solutions – It is clear that transportation issues and opportunities can only be addressed by regional solutions. SCRCOG, supported by its Transportation Committee and Transportation Technical Committee, considers, reviews, and prioritizes proposed projects to insure regional benefits. Monthly meetings and updates provide information from the Region to its member municipalities and state and federal agencies, stressing the importance of interagency communication and cooperation.

Linking Land Use with Transportation – Local land use regulations and decisions have an inseparable link with the regional transportation system and its needs. Land use decisions can dramatically change the impacts on segments of the Region's transportation system. Consultation and cooperation with the local land use agencies will be required to reduce sprawl and increase travel options by working to locate development in those portions of the Region where the transportation infrastructure will, or can be enhanced to, support the additional demand.

Aging Infrastructure – Many portions of the Region's infrastructure were constructed many years ago. Improvements have been made to portions of the infrastructure but urgent needs for modernization and enhancements remain. The Region must insure that its infrastructure is maintained, upgraded, and enhanced as appropriate. The minimum standard must be a state of good repair for all portions of the infrastructure. Local and

state governments are responsible for these maintenance activities. The federal government provides substantial funding. Numerous regional needs exist for improvement of infrastructure for all modes of transportation. The Plan identifies these needs.

Economic Vitality – The Region’s economic health depends upon the efficiency and extent of the Region’s transportation system. SCRCOG is committed to policies and solutions that improve the Region’s economic outlook. Investment in the policies and improvements outlined in the Plan will be crucial to the Region during the timeline of the Plan and beyond. The federal transportation act - Moving Ahead for Progress in the 21st Century (MAP-21) - defines economic vitality to include the promoting of consistency between transportation improvements and local, regional or state planned growth and economic development. Regional coordinated efforts will be critical to maintain continued economic vitality.

Congestion Management Process – MAP-21 requires that a congestion management process be a key element of the Plan. Highway congestion is a continuing impediment to the free flow of movement of people and goods throughout the Region due to continued dependency on the automobile and trucks. Increased highway capacity within the fiscal constraints of the Plan can address only some of the Region’s congestion locations. Transportation mode shifts and increased utilization and efficiency of existing regional transportation resources will be necessary as part of the process to address congestion issues. SCRCOG must utilize a congestion management process in framing transportation decisions which may include both transportation demand management (TDM) and transportation supply management (TSM) initiatives. Managing congestion is a key factor in maintaining regional economic vitality and the attractiveness of the Region to residents and businesses while improving overall environmental quality.

Preservation of Existing Transportation Resources – The Region has many options and transportation modes to meet transportation needs. Each of these modes plays an important role in the overall transportation system. Fiscally constrained planning requires a component which maintains all current transportation resources, recognizing the importance of each current mode and service option. The Region can ill afford to lose any service and move backwards. The preservation of the various resources will allow opportunities for the future as regional needs evolve. Transportation needs have not diminished since the preparation of the last Plan update and the importance of maintaining existing transportation resources cannot be understated. The fiscal constraint imposed by the Plan limits the opportunities to preserve the existing transportation resources. Additional funding will be needed to guarantee full preservation and continued operation of the current transportation operations and infrastructure.

Climate Change – The Region is mindful of the impacts of transportation on the environment and the environment on transportation. As noted elsewhere in the Plan, the Region encourages wise transportation decisions that reduce emissions of greenhouse gasses and improve costal resiliency, while providing improved transportation choices

throughout the Region. These decisions will reflect the varying character of the Region and will involve different solutions for densely populated and rural sections.

Performance Goals - MAP-21 introduces performance-based planning requirements to the statewide and metropolitan transportation planning process. MPOs and states are required to establish performance targets based on national goals and performance measures established by MAP-21 and U.S. DOT. CT DOT and SCRCOG are waiting for U.S. DOT to issue a final rule on this subject before establishing statewide and metropolitan performance measures that address the national goals. SCRCOG will work with CT DOT and U.S. DOT to implement a performance-based planning process once U.S. DOT issues its final rule. The National Goals expressed in 23 U.S.C. § 150 are presented below:

MAP 21 National Performance Management Goals

National Goal Description:

- 1) Safety - To achieve a significant reduction in traffic fatalities and serious injuries on all public roads.
- 2) Infrastructure condition - To maintain the highway infrastructure asset system in a state of good repair.
- 3) Congestion reduction - To achieve a significant reduction in congestion on the National Highway System.
- 4) System reliability - To improve the efficiency of the surface transportation system.
- Draft 14
- 5) Freight movement and economic vitality - To improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, and support regional economic development.
- 6) Environmental sustainability - To enhance the performance of the transportation system while protecting and enhancing the natural environment.
- 7) Reduced project delivery delays - To reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through eliminating delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices.

Major Policy Directions

Transportation planning policies guide all reviews and decisions made in the Region. Policies adopted in the past by SCRCOG have shaped the decisions while moving the Region closer to its transportation goals. The policies outlined below are specifically noted as necessary to meet the goals previously outlined and the needs of the Region over the timeline of the Plan.

Increase accessibility and mobility – The movement of people and goods is critical to the Region. Individual activities and business successes rely on the ability to access transportation and move about the Region and beyond. Current transportation patterns rely primarily on the highway system to move people and goods. The increasing highway congestion in the Region indicates that this reliance on one primary mode of transportation is not in the best interest of the Region. While highway improvement projects can address some of the congestion, increased accessibility and mobility for both people and goods can only be accomplished by greater utilization of other modes of transportation. Service must be conveniently located, highly reliable, reasonably priced, scheduled to provide timely service and routed to cover the identified corridors of the Region to be responsive to transportation needs and goals. Information technology can increase awareness and provide easy access to transportation system information, providing information on transportation options. Transportation decisions must be framed with these important criteria to increase accessibility and mobility.

Enhance modal integration – Major advances have been made in the Region in improved connections for the integration of rail, pedestrian, and highway modes for the movement of people in the last decade. Completion of the New Haven State Street Station, with convenient downtown pedestrian access to many work destinations, and other station construction and parking expansions for Shore Line East are good examples of modal integration. The expansion of service on the New Haven-Hartford Springfield rail line provides similar opportunities for that corridor. The Region needs to build on these successes by promoting and implementing additional opportunities and projects which improve the movement of people and goods utilizing integrated modes of transportation. Interconnections between modes, such as rail-water and water-highway for freight, and rail-bus for people, are key components in avoiding regional gridlock and reducing ongoing congestion.

Support economic vitality – It is clear that the economic vitality of the Region benefits all the residents of the Region and Connecticut. The economic impacts of transportation decisions are critical factors in transportation planning, especially in times of limited transportation funding. Business retention and expansion decisions are strongly influenced by the transportation systems available and planned for the Region. The Region must look to insure that all transportation decisions promote economic vitality throughout the Region, and are consistent with local and regional plans of conservation and development.

System Preservation – The goal of preservation of all transportation resources in the Region can only be accomplished with the support of local, state and federal government, as well as the input of the public and private operators which service the Region. Special attention should be paid to the input of these operators to insure that issues which negatively impact the existing service are addressed. Close communication between the operators, all levels of government and the SCRCOG is critical for the future of the transportation system.

Promote system efficiencies – The major infrastructure investment noted in the Plan only meets some of the identified needs for all modes of transportation. It is therefore critical that the available transportation resources are utilized to their highest potential. Regional emphasis must focus on strategies to improve performance and mobility. Funding agencies and public and private operators are encouraged to review their services and work with the Region to identify opportunities. Opportunities may develop after study which can be implemented at minimal cost. Others will be governed by fiscal constraint, requiring further study, demonstration of demand for improvements, identification of funding sources, and strategies to fund the identified needs.

Protect the environment – Connecticut has a long tradition of environmental protection and required mitigation of the impacts of transportation activities on the environment. MAP-21 requires the Region to look at different types of environmental mitigation activities, as well as potential locations. This overview will identify opportunities for the restoration and maintenance of environmental functions which could be affected by the components of the Plan. While the environmental permitting for transportation activities remains primarily at the state level, the review by the Region and its municipalities will provide the potential for local input to the state permitting process, working toward the goal of a better environmental outcome for every transportation project.

Performance Measures and Performance Targets – MAP-21 requires a multi-level performance-based approach to transportation decision making and development of transportation plans. This approach not only sets goals, but requires an evaluation of the transportation system in meeting those goals and performance measures. MAP-21 requires the establishment of federal performance goals and performance management measures. Once federal standards and policies have been established, then states are to do likewise. Once state standards and policies are established, MPOs are required to incorporate the adopted standards, policies and measures into regional plans. As the process is not fully implemented to date, SCRCOG will meet the requirements of MAP-21 as the process develops. Future updates of the regional plans will incorporate necessary measures.

Linking Land Use and Transportation

The Region recognized the correlation between land use and transportation in the last Plan. Transportation systems serving the Region are primarily concentrated in the I-95 and I-91 corridors, where the infrastructure, work destinations, and population densities support these systems. The State Plan of Conservation and Development (POCD) frames the areas which are anticipated to have further development and increased transportation needs. The Regional Plan of Conservation and Development frames regional perspectives and must be consistent with the state POCD. The 2008 update identified these areas and goals. Each municipality in the Region has prepared, or is in the process of updating, their local Plan of Conservation and Development. The local POCD must be consistent with the state and regional POCDs. The outreach from the Region to each municipality has resulted in better coordination of the regional and local POCDs and will result in consistency of all POCDs when the current update cycle is completed. The Region is required to promote consistency between the local, regional and state Plans of Conservation and Development and transportation improvements. Transportation improvements that are consistent with the various POCDs lead to increased travel options, better transportation systems, increased economic vitality and containment of sprawl. Sprawl has been identified as detrimental to the Region and State, creating negative impacts on the existing transportation resources and increasing highway congestion. During the timeline of the Plan, the following land use concepts are outlined for review as part of the transportation planning process:

Sustainable Communities/Smart growth/Livability Principles – Increased congestion must be addressed on several fronts. Expanded highway capacity is difficult in the Region due to adjacent development patterns and the high cost of land. An alternative is to utilize the sustainable communities concepts. Whether called sustainable communities, smart growth, or livability, the goal is to direct development to areas of the Region that:

- are good places to live and work
- maintain and improve the quality of life
- sustain economic growth
- build a strong sense of community
- reinvest in urban centers
- develop on lands which have existing supportive infrastructure (i.e., existing public utilities and road network).

Key components also preserve open space, prime farmland, and support safe streets, a healthy environment, and travel options. Travel options must include transit or rail to reduce dependence on auto usage and reduce congestion. An emphasis on pedestrian travel as one of those travel options is critical to the quality of life and sense of community goals. A viable pedestrian network must be included in these initiatives. The areas of the Region suitable for Sustainable Communities/Smart Growth/Livability must be identified by each municipality and provisions made in local zoning to accommodate this type of development. The success of these initiatives rests upon the

communication, cooperation and coordination of all levels of government to provide transportation resources which serve these communities and are an integral part of the regional transportation system.

The Region participated in a larger consortium for the greater New York area with the federal Sustainable Communities Initiative. The planning effort analyzed the region, identified gaps and proposed solutions for possible future funding opportunities. It is anticipated that the Region will continue participation in future initiatives as opportunities and funding are available.

In addition, the Federal Highway Administration has outlined six livability principles which are suggested to be components of both the Plan and the Region's annual Unified Planning Work Program. The six livability principles are:

- Provide more transportation choices.** Develop safe, reliable, and economical transportation choices to decrease household transportation costs, reduce our nation's dependence on foreign oil, improve air quality, reduce greenhouse gas emissions, and promote public health.
- Promote equitable, affordable housing.** Expand location-and energy-efficient housing choices for people of all ages, incomes, races, and ethnicities to increase mobility and lower the combined cost of housing and transportation.
- Enhance economic competitiveness.** Improve economic competitiveness through reliable and timely access to employment centers, educational opportunities, services, and other basic needs by workers, as well as expanded business access to markets.
- Support existing communities.** Target Federal funding toward existing communities—through strategies like transit oriented, mixed-use development, and land recycling—to increase community revitalization and the efficiency of public works investments and safeguard rural landscapes.
- Coordinate and leverage Federal policies and investment.** Align Federal policies and funding to remove barriers to collaboration, leverage funding, and increase the accountability and effectiveness of all levels of government to plan for future growth, including making smart energy choices such as locally generated renewable energy.
- Value communities and neighborhoods.** Enhance the unique characteristics of all communities by investing in healthy, safe, and walk able neighborhoods—rural, urban, or suburban.

These principles have been incorporated by the Plan for many years in slightly different wording. No matter how worded, the Region supports the goals noted.

Coordination with Regional Plan of Conservation and Development – Each municipality within the Region participates in the transportation planning process through the actions of the SCRCOG approval process. Added emphasis on consistency between

the Regional Plan of Conservation and Development and transportation actions will insure that transportation decisions will lead to the preferred regional growth patterns and continued economic vitality.

Transit Oriented Development (TOD) – Past development in the Region has often resulted in sprawl with population densities which are low and cannot sustain further transit opportunities. Fiscal constraint causes transit providers to strive for significant sustained ridership on all transit services for wise utilization of limited funding. Regional growth that includes transit oriented development will allow for siting of new developments along existing transit routes, thereby allowing better travel options for the residents while allowing for expansion of the ridership of the current services. The potential construction of new bus hubs and the potential construction of new railroad stations on the New Haven/Hartford/Springfield line within the Region provide opportunities for new TOD projects. TOD can provide the Region with new economic activity while minimizing the impacts of this activity on highway congestion. TOD must be planned through local planning and zoning with input from the Region and transit providers to insure successful development which does not overburden existing facilities or service or will provide transportation enhancements necessary to meet the needs of the project. Communication, cooperation and coordination at all levels of government are necessary to address all the impacts of TOD and provide the benefits to the Region.

Travel Forecast Model – Maintaining and updating the Region’s travel forecast model will continue to be an activity. The travel forecast model is a tool which estimates the regional travel needs in the future. Coordination with the efforts of the Connecticut Department of Transportation (CTDOT) in this area are key. Current travel data is entered into the model which then estimates future travel demands on the regional roadway system. Air quality conformity determinations will govern transportation decisions during the timeframe of the Plan and are best judged in the context of regional needs and trends. The travel forecast model will help frame those decisions. As opportunities for transportation mode shifts occur, the travel forecast model can estimate potential benefits and help frame decisions to increase accessibility and mobility, while increasing the potential for environmental benefits.

Context Sensitive Transportation Solutions – Transportation solutions must not be out of scale or character and must be appropriate for the location. The Region’s infrastructure and land use patterns have evolved over many decades. Design of new transportation infrastructure cannot detract from existing development patterns and must integrate with communities to encourage continued quality of life and addressing of community concerns. Solutions which meet these goals provide stronger communities and better long range transportation solutions for the Region.

Context sensitive transportation solutions address these concerns as part of the planning and design process. Public Outreach provides an opportunity for the issues surrounding a specific transportation proposal to be raised. Coordination with the municipality and the Region provide other means to understand the potential impacts of the transportation

improvement. Community needs and other site specific issues are considered and addressed to mitigate any adverse impacts of the proposed transportation improvements. Context sensitive solutions work with site specifics such as limited available land and existing surrounding development and other limitations to allow transportation improvements to be in scale with the area. When utilized in conjunction with Sustainable Communities and congestion management process initiatives, context sensitive transportation solutions provide substantial benefits to the residents near the transportation project and the Region in general.

Regional Centers and Priority Funding Areas – Broad identification of areas of the Region which are suggested for future development are noted in the State Plan of Conservation and Development 2013-2018. The specific identification of suitable locations or sites in Regional Centers and Priority Funding Areas should be a priority of the Region. Regional Centers are areas which have regional significance as existing or potential employment centers, have existing or planned infrastructure to support existing and expanded employment and will therefore not shift infrastructure and transportation demands to currently undeveloped portions of the Region. Priority Funding areas are Census Blocks that include (1) designation as an Urban Area or Urban Cluster in the 2010 Census; (2) boundaries that intersect a ½ mile buffer surrounding existing or planned mass transit stations; (3) existing or planned sewer service (4) existing or planned water service; and (5) local bus service. Reuse of existing developed sites, expansion of underutilized sites and availability of transportation options for both people and freight are necessary components of these centers. Once identified, these specific sites in Regional Centers and Priority Funding Areas can be added to the Plan and will be an important consideration for all transportation decisions.

The areas of the Region suitable for growth must be identified by each municipality and provisions made in local zoning to accommodate this type of development on the identified sites. The success of these initiatives rests upon the communication, cooperation and coordination of all levels of government to identify transportation resources which would serve these Regional Centers and Priority Funding Areas, have current capacity or can be expanded to meet the transportation demands of the growth centers, and are an integral part of the regional transportation system.

Public Outreach

SCRCOG has adopted Public Participation Guidelines and a public outreach process to insure public input into transportation decisions and the Plan. Input is solicited from the business community and the general population to insure the Plan reflects the needs and goals for regional transportation issues.

Public Participation Guidelines – The Region’s “Public Participation Guidelines for Transportation Planning, December 6, 2005” were adopted by SCRCOG on November 16, 2005. Periodic updates have occurred since, the last being January, 2014. The Guidelines outline the many avenues utilized to insure public participation and input. Dissemination of information is accomplished monthly to various parties in the Region and State through the distribution of agendas for the monthly meetings. Regular public attendance at monthly Transportation Committee and SCRCOG meetings indicates the success of the outreach.



SCRCOG Website – Outreach through the internet has the greatest potential to provide information and receive input from the various sources within the Region. SCRCOG maintains reports, agendas, data, regional links and other information for website visitors. Communication through the website enhances the ability to transmit information to the SCRCOG members and municipal staff. This important link will grow in importance over the timeframe of the Plan.

Municipal Chief Elected Official and Staff outreach – Monthly activities of SCRCOG allow for interaction and outreach to all the municipalities of the Region. Transportation Committee and Transportation Technical Committee (consisting of municipal staff) joint meetings review and recommend action on SCRCOG agenda items before full SCRCOG consideration.

Long Range Plan Update – SCRCOG staff outreach to municipalities for this minor update included specific outreach chief elected officials and municipal staff to insure that

all aspects of the regional transportation system were considered and addressed. Responses have been included to insure that the Plan reflects the specific goals and needs of each municipality.

Information was disseminated to the SCRCOG media distribution list concerning the timeline for adoption of the Plan and the opportunities for public comment. Copies of the draft Plan were mailed to each chief elected official in the Region and to each appointed member of the Transportation Technical Committee along with correspondence which outlined the schedule for adoption and solicited comments on the draft.

The Transportation Committee and Transportation Technical Committee briefly discussed the draft and the approval process at their February and March, 2015 meetings.

The draft was recommended to SCRCOG for approval on April 9, 2015.

An Informal public meeting was conducted noon on April 20, 2015.

The Plan was adopted by the SCRCOG on April 22, 2015.

Environmental Justice

SCRCOG prepared a report concerning environmental justice, “Environmental Justice Briefing Package, Transportation Planning: 2003-2004 Goals and Outreach”, which has been utilized as guidance to address Environmental Justice (EJ) issues. This guidance has helped frame transportation decisions which impact EJ areas. Additionally, SCRCOG maintains a Title VI Policy/Plan and Limited English Proficiency Plan. The following areas are important to insuring the transportation planning process addresses EJ issues.

Accesses to Jobs - Opportunities for accessible employment are critical for EJ areas in particular. Regional initiatives are in place to expand employment opportunities as far as possible. The Plan encourages the continuation of these initiatives and recognizes the importance of consideration of EJ concerns during the transportation planning process. SCRCOG recently completed a study of this issue in conjunction with the New Haven Chapter of the NAACP, DataHaven and other partners.

Transit Service - A higher percentage of residents in EJ identified areas do not have a car available for their use. Transit service, therefore, is critical for access to employment and for meeting other transportation needs of these residents of the Region. The Plan must address the need for maintenance of existing transit services and provide opportunities to seek out additional transit needs and work to meet them. Opportunities for additional capacity at minimal cost, such as the utilization of larger, articulated busses, must be considered. Any modifications to the transit fare structure must consider the impacts of any increases on EJ areas.

Clean Busses - As diesel exhaust has been determined to have a negative impact on many residents of EJ areas, the utilization of “clean buses”, with reduced diesel emissions, must be a part of the Plan. The benefits of initiatives such as this, while primarily benefiting EJ areas, extend throughout the Region and promote the clean air and environmental goals of the Plan.

Truck Routing – Many EJ areas are adjacent to industrial areas and have the burden of significant truck traffic. Regional and local efforts should be continued to insure that the routing of trucks, with the attendant diesel emissions, are minimized through EJ and other residential areas in the Region. Working with the major operators, local police, municipal staff, and neighborhood representatives, truck routes can be identified to minimize neighborhood impacts.

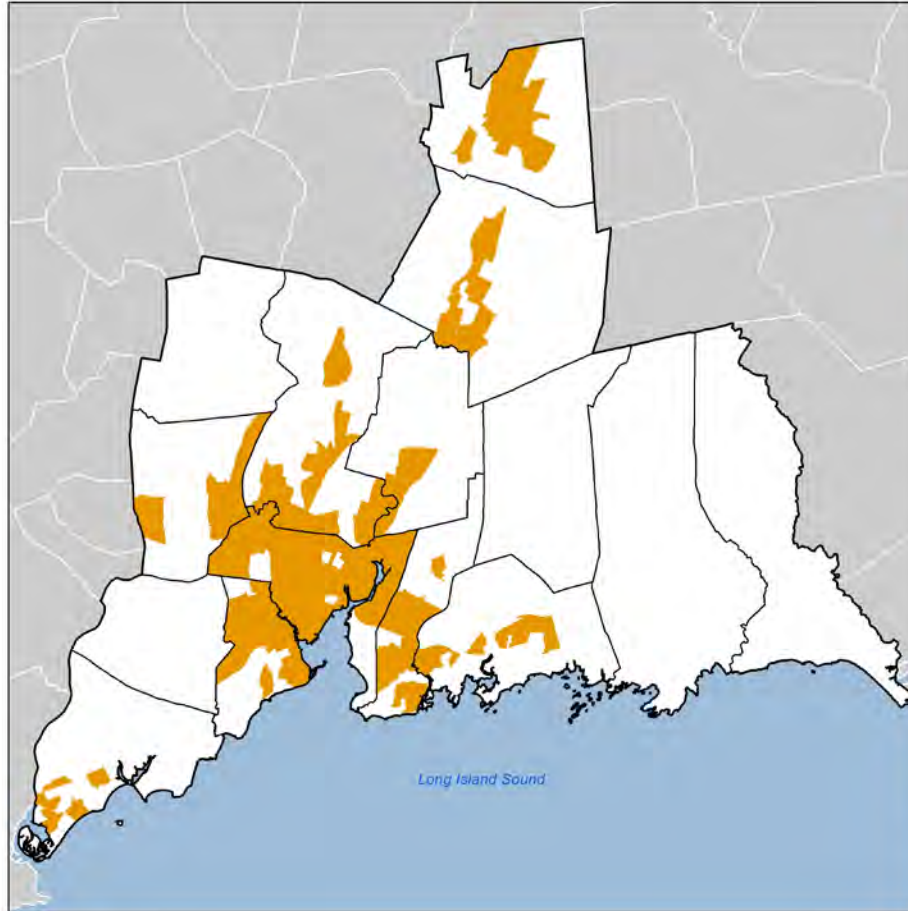
Pedestrian and Bicycle Connections – Access to non-motorized transportation opportunities is especially important as access to autos is not available to many residents of EJ areas. Normal sidewalk networks are in place and each transportation project should be reviewed carefully to insure maintenance of the existing sidewalk network. The review should also identify and promote any opportunities for improvements or enhancements of the sidewalk network. Bicycle connections are also important, but must be reviewed in accord with a regional plan. SCRCOG undertook a regional bicycle and pedestrian study leading to a final Regional Bicycle and Pedestrian Plan in 2007.

Implementation of the recommendations of the completed Regional Bicycle and Pedestrian Plan will further the achievement of EJ goals by providing additional opportunities for non-motorized transportation modes serving these and other portions of the Region.


Air Quality – Air quality issues are especially important in EJ areas due to high population densities and congested conditions. Two opportunities for reduced emissions are encouraged by the Connecticut Department of Energy and Environmental Protection (DEEP).

- For large construction projects in urban areas, the use of construction equipment with air pollution control devices is encouraged. The use of particulate filters or “clean fuels” will provide the reduction. Contract specifications requiring the use of these pollution reduction measures should be promoted, as have been in the Pearl Harbor Memorial Bridge improvements.
- DEEP regulations limit the idling of mobile sources to three minutes. However, these regulations are only enforceable by DEEP. It is suggested that all contract provisions for construction include anti-idling restrictions to allow enforcement by the project, thereby improving air quality for the construction area.

The American Community Survey 2009-2013 5-Year data has been reviewed by the Region to update the EJ target areas. Study of these changes noted from the 2000 Census data will lead to potential policy goals and evaluation of EJ areas in transportation planning decisions. A map depicting the EJ target areas in the Region is on the following page.

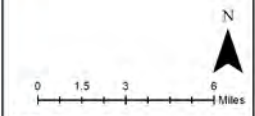


Environmental Justice Target Areas

 EJ Target Areas

Environmental Justice (EJ) target areas are defined as census block groups with more than 11.85% of the population living below the federally-defined poverty level and/or with a minority* population of more than 25.90%. These thresholds are the regional averages.

*The minority population excludes residents identifying themselves as White, non-Hispanic



DATA SOURCES:
 U.S. Census Bureau, 2009-2013 5-Year American Community Survey (Table B17021)
 U.S. Census Bureau, 2009-2013 5-Year American Community Survey (Table B02001)

Transit

As highway congestion increases throughout the Region, it is clear that transit opportunities are critical to maintaining a functioning and efficient transportation system. Past system improvements and enhancements have provided the Region with a good basic system, covering bus, car and vanpooling, and rail passenger service. Clearly, the regional transit system has rebounded from the low point of a few decades ago. Just as clearly, the opportunities over the timeline of the Plan are significant and critical to the Region. Efficient movement of people is a vital component of the long term economic health and vitality of the Region.

In 2004 and 2005, the SCRCOG undertook a Regional Transit Development Strategies Study to conduct a comprehensive overview of the transit system for the Region. The study culminated with a final report entitled “Strategies Evaluation Report” which provided discussion and recommendations for transit operations and improvements. The recommendations were summarized in the report as Table 3.1-1 which is shown on page 20. Subsequent input revised the recommendation concerning a West Haven or Orange Railroad Station to now recommend construction of stations at both locations. The West Haven station has since been completed.

An additional study was undertaken in 2007 and 2008 to advance the 2004 and 2005 Study. This study focused on implementable portions of the recommendations and outlined necessary steps for implementation. In addition, this study reviewed and made recommendations on the multiple shuttles in downtown New Haven. The final report with detailed recommendations has been forwarded to the operators for implementation as funding and service needs permit.

The Plan looks to the further study and implementation of the recommendations noted above. Implementation of these recommendations is beyond the fiscal constraint of the Plan and additional funding will be required. Once implemented, these enhancements will be an important part of the congestion management process and will meet the goals of providing more and better travel options for the Region.

The City of New Haven is undertaking a Transit Alternative Analysis which should identify city and regional strengths and needs.

Current transit services are available from many sources. Service options, identified needs and providers are described below:

Connecticut Transit - As the fixed route bus operator for the Region, CTTRANSIT works to maintain existing service, and seeks opportunities to improve service within the fiscal constraint of their annual appropriations. As with most transit operations, the fares generated do not pay for the operational costs, necessitating operating appropriations. Significant increases and fluctuations in the price of gasoline and diesel fuel over the last several years have increased the ridership of CTTRANSIT. This increase has strained the capacity of several routes in the Region. CTTRANSIT has obtained necessary legislative

changes and acquired several articulated busses, which allow for increased capacity, with minimal additional operating costs. These have been placed in service and may require some improvements in bus stops on the various routes. System and equipment modifications such as these or additional buses will be required to serve the increased ridership that is anticipated for the Region. As needs are identified, CTTRANSIT, in consultation with the SCRCOG, the municipalities served, CTDOT and local elected representatives of the Connecticut Legislature, must work to meet these needs. Expanded service in one area cannot be accomplished at the expense of service in another, unless ridership declines are evident. The goal of the Region is to maintain and enhance service to meet identified needs.

Table 3.1-1: South Central Connecticut Regional Transit Development Strategies Summary
Recommendations

	Implementation Timeframe			Ridership Impacts		Financial Impacts			Service Impacts						Notes		
	Short	Medium	Long	Benefit Existing Riders	Attract New Riders	Model / Quantitative Estimate	Operating Costs	Capital Costs	Overall System Productivity	Expand Service/ Fill Gaps	More Convenient/ Comfortable	Simpler/ More Understandable	Fewer Transfers	Faster Service		More Frequent Service	Solves Capacity Constraints
High Priority																	
Route Simplification				↑↑	↑↑	10-20%	-	-	↑	-	↑↑	↑↑	-	↑↑	↑	-	-
Development of Hub and Spoke System				↑↑	↑↑	10-20%	-	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
<i>Service Changes</i>				↑↑	↑↑	10-20%	↑↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
<i>Hub Facility Development</i>				↑↑	↑↑	10-20%	↑↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
Consolidate stops				↑↑	↑↑	5-20%	-	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
Consolidate New Haven Shuttles				↑↑	↑↑	about 100%	-	-	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
Rider-Request Service				↑↑	↑↑	about 20%	↑	-	↑	↑↑	↑↑	↑↑	-	↑↑	-	-	-
Medium Priority																	
Bus Stop Improvements				↑↑	↑↑	5-10%	↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	↑	-	-
"Rapid Bus" Service (excluding stop consolidations)				↑↑	↑↑	10-20%	-	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	↑	-	-
Park and Ride Expansion (at rail sites)				↑↑	↑↑	10-15%	↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	↑	-	-
<i>West Haven or Orange</i>				↑↑	↑↑	10-15%	↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	↑	-	-
Expand Joint Fares				↑↑	↑↑	-	↑	↑↑	↑	↑↑	↑↑	↑↑	-	↑↑	↑	-	-
Low Priority																	
Improved Bus-Rail Connections				↑	-	-	↑	↑	↑	↑	↑	↑	-	↑	-	-	-
Parking Expansion				↑↑	↑↑	-	↑	↑	↑	↑	↑	↑	-	↑	-	-	-
<i>New Park and Ride Lots</i>				↑↑	↑↑	-	↑	↑	↑	↑	↑	↑	-	↑	-	-	-
Initiatives Underway or Studied Elsewhere																	
New Haven - Hartford - Springfield Commuter Rail				↑↑	↑↑	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	↑↑	↑↑	↑↑	↑↑
Parking Expansion				↑↑	↑↑	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	↑↑	↑↑	↑↑	↑↑
<i>New Haven (in progress)</i>				↑↑	↑↑	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	↑↑	↑↑	↑↑	↑↑
<i>Milford</i>				↑↑	↑↑	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	↑↑	↑↑	↑↑	↑↑
Provide Better Transit Information				↑↑	↑↑	-	↑↑	↑↑	-	↑↑	↑↑	↑↑	-	↑↑	↑↑	↑↑	↑↑

Key:
Service and Productivity Impacts
 ↑↑ = Strongly Positive
 ↑ = Positive
 - = Neutral/No significant impact
 ↓ = Negative
 ↓↓ = Strongly Negative

Financial Impacts
 ↑↑↑ = Large Increase/High Cost
 ↑↑ = Moderate Increase/Moderate Cost
 ↑ = Low increase/Low cost
 - = No significant impact/cost
 ↓ = Small reduction
 ↓↓ = Moderate reduction
 ↓↓↓ = Large reduction



CTTRANSIT bus service provides route options for this transportation mode. Existing service is vital for many residents of the Region. Enhanced service will help address regional highway congestion, while providing more travel options for riders.

The headways between busses on several routes have been discussed. Headways of ten minutes or less on the major bus lines in the Region have been recommended to provide good service, reduce crowding and encourage mode shifts to transit for reducing highway congestion. Reliable and timely service is a critical component of the attractiveness of bus utilization to potential riders.

CTTRANSIT can only accomplish these goals with the proper facilities and equipment. A new garage and maintenance facility, in planning for many years, opened for New Haven Division use in 2010. This new facility provides modern facilities critical for the maintenance of service during the timeline of the Plan. This investment by CTDOT emphasizes the commitment to the health of the regional transit system.

Intermodal connections should be encouraged. Bicycle transportation facilities should be part of the overall CTTRANSIT planning and service as noted below.

Fleet replacement accomplished utilizing American Recovery and Reinvestment Act of 2009 (ARRA) funding advanced the replacement schedule. Ongoing fleet replacement is necessary to ensure reliable and desirable service. Additional equipment may be necessary to meet the reduction desired in headway or to provide additional route capacity. Likewise, bus shelter improvements and replacements are required to provide suitable protection for riders in all weather conditions. These amenities are important to retain riders in all types of weather and reduce highway congestion and weather related delays.

Greater New Haven Transit District - The Greater New Haven Transit District (GNHTD) provides public transportation services in the Region which augment the CTTRANSIT fixed route services. The most extensive of these services provides trips to individuals with disabilities and is mandated by Federal law via the Americans with Disabilities Act. A number of other services are provided for transportation of elderly and/or disabled passengers who may not be eligible for the ADA transportation services. The size of the populations needing the services provided by the District continues to increase. Expanding numbers of elderly and disabled individuals in the region will drive

the need for additional funding and careful planning in order to continue to provide these populations the freedom to travel and to maintain their quality of life.



GNHTD "My Ride" buses

Various capital improvement projects related to transit services are administered through the District, including transit enhancement projects and bus shelter installation and replacement projects.

The District also provides transportation for seniors and disabled persons through a municipal grant program funded by the state. This program has been funded by the state for the last five years and has provided transportation for eligible residents of the Region. The program has provided necessary transportation services for the elderly and disabled and has been well utilized. The Region must work with state elected officials to insure that this program has the necessary funding.

The District also looks forward to the funding of a new facility for its operations.

Milford Transit District – Milford Transit District provides transportation services for the western portion of the Region. Fixed route service, and ADA service, as well as “dial-a-ride” service, are provided for their service area.

Meriden Transit District – Meriden Transit District contracts for ADA and “dial-a-ride” service for their service area.

Wallingford Transit District – Wallingford Transit District contracts for ADA and “dial-a-ride” service for their service area.

Estuary Transit District – Estuary Transit District provides service in their Region east of the South Central Region. Connections are provided to the CTTRANSIT S Route in Madison.

CTRIDES – Under a contract from CTDOT, CTRIDES provides the Region with commute alternatives that help reduce dependence on the single occupant vehicle.

Carpool and vanpool formation, information on the ease of use and benefits of these options, customized work or travel trip planning, promotion of transit usage and other commute trip options are all available for the benefit of the Region's travelers. Commuter outreach efforts raise awareness of the full range of state sponsored commute alternatives to driving to work alone. As congestion increases, CTRIDES's efforts will continue to be vital to ensure full utilization of all transportation modes, thereby increasing system efficiency, especially during daily peak travel hours.

CTRIDES provides employers and key traffic generators with technical expertise to help design customized Transportation Demand Management (TDM) programs for their employees. While employers can experience bottom-line benefits from adding policies supportive of transportation alternatives to their benefit package, they also help reduce traffic congestion and improve air quality in the region. CTRIDES supports telecommuting to the worksite by providing design, development and implementation of a telecommute program to area employers. While telecommuting, the employee can completely remove a work trip from the Region's transportation system, reducing transportation related emissions, decreasing energy demands and improving air quality.

Section 5310 Enhanced Mobility for Seniors and Persons with Disabilities

SAFETEA-LU required the development of Coordinated Public Transit -Human Service Transportation Plans in order to qualify federal transportation funds. For planning purposes the Connecticut Department of Transportation and regional planning organizations across the state developed a locally coordinated plan. This plan was developed through a process that included representatives of public, private and nonprofit human services transportation providers and participation by the public. Under Map-21, this Coordinated Plan continues to be a requirement for funding under the new Section 5310 *Enhanced Mobility for Seniors and Persons with Disabilities*.

Under MAP-21, the existing award of cash grants for qualified recipients towards the purchase of wheelchair accessible vehicles is maintained in Category A. 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.

The four project categories are as follows:

- 5310A - 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.

On an annual basis, SCRCOG reviews all applications for funding with the help of an Evaluation Panel made up of local transit planners and operators. Based on the recommendations of the Evaluation Panel, SCRCOG prepares a funding priority list, which is reviewed by the Transportation Committee and then forwarded to area Mayors and First Selectmen for endorsement at the next Council of Governments meeting. The prioritized list of projects will then be submitted to CTDOT.

Local Providers – The Region has many municipalities and non-profit agencies that provide travel options for certain segments of the public. As part of MAP-21, funding is available for vehicle acquisition under the 5310 program. In accord with program timelines, applications for vehicle funding are received and ranked by the Region for recommendation to CTDOT. The program has provided many vehicles which provide travel services to the residents of the Region. Continued funding for vehicle acquisition under this program is necessary to insure continuation of these needed and well-utilized travel options.

Shore Line East – Commuter rail services for municipalities east of New Haven have experienced significant growth and capital investment. Construction of new stations, with high level platforms and good, well lit parking, has led to increased ridership. Remaining station upgrades are to be built near term. Many parking lots are utilized to near capacity, requiring planning for further expansion. Solutions could also involve transit service and carpooling to some station locations. Connections at the destination end of the rail trip, by Commuter Connection buses and private shuttles, have increased the viability of using the train and should continue to expand. Service modifications which allow for riders to remain on the same train for service west of New Haven have been well-received. The success of the commuter service and the desire to provide additional rail travel options to reduce congestion and dependence upon the automobile has led to weekend service and proposals for reverse commute service. Due to the success of Shore Line East, the Region has adopted service enhancements and expansions as a continued regional priority. As noted below under Bicycle Transportation Facilities, provision should be made for bicycle facilities both at the stations and on the passenger rail cars.



Guilford Shore Line East Station provides for “up and over” access, allowing service on both tracks and parking on both sides of the railroad.

Regional transportation solutions require the construction of similar “up and over” stations at all Shore Line East stops.



Service enhancements and expansion will provide greater travel options and reduce highway congestion on I-95. Additional infrastructure including parking and access to both tracks will be required and are being provided in stages. Operating agreements with AMTRAK will need to be addressed for reverse commute service. Beyond these enhancements, expansion of Shore Line East with additional service to New London and possibly beyond to Providence, Rhode Island should be considered during the timeline of the Plan. Equipment upgrades should encourage seamless service, allowing riders to travel further without changing trains, utilizing the current successful service continuation west of New Haven as the model. The Plan notes the importance of these additional travel options.



Shore Line East Service Enhancements and Expansion are major goals of the region

Shore Line East Station for East Haven – Provision for a station on Shore Line East for East Haven remains a key need. Operational needs identified by AMTRAK for the corridor and potential locations present challenges which must be addressed. Serious discussions and negotiations with CTDOT as service provider, and AMTRAK as operator, must be undertaken to allow for the service expansion and enhancements. As the only town along Shore Line East without a station, residents must travel to either Branford or New Haven, utilizing available parking in either location. In New Haven, the lack of sufficient parking is already an identified issue while the trip to Branford is a reverse trip with parking there already limited, but under expansion. Travel to either station only increases current congestion on the highways. The construction of this station is beyond the fiscal constraint of the Plan but must be viewed as a near to midterm need.

New Haven, Hartford, Springfield (NHHS) expanded rail passenger service – Rail passenger service is currently provided along this corridor. A CTDOT commissioned study, “New Haven, Hartford, Springfield Commuter Rail Implementation Study”, provided documentation and recommendations for expanded service. Expanded service along this corridor for commuter, as well as continued non-peak and weekend travel, is a key component of the State transportation strategy. A fare structure similar to other state sponsored commuter services is a key component of the success of this proposal. The SCRCOG has advocated for this expansion for many years.

Construction has begun on improvements to the corridor infrastructure, including double tracking, capital equipment purchases, station upgrades, new station construction in North Haven, Meriden, Wallingford and possibly other locations, and parking facility improvements.

Shore Line East Connection to NHHS expanded rail – As commuter rail service is expanded and enhances, the need for interconnection of these services will be important. In this Region, Shore Line East and NHHS service currently meet at Union Station in New Haven. As part of the Plan, an interconnection which bypasses this busy hub may be important in providing timely travel options from one commuter rail to another. Rail connections exist which would bypass New Haven and allow interconnections in North Haven at a new station and either Branford or East Haven, if a station is built there.

Union Station Parking, New Haven – The increased utilization of rail service and the lack of transit service in many portions of the Region requires the riders to travel to the rail stations. A supply of convenient and easily accessible parking is necessary to ensure that no impediments to rail use are in place. While progress has been made in improving the frequency and convenience of the rail connections into Union Station from the Region, the current service leaving Union Station provides significantly more options than are available inbound from the Region. Many riders therefore travel to Union Station by car to travel by rail beyond the Region. The parking at Union Station has been identified for many years as extremely inadequate. Numerous attempts have been made to address this deficit in the near vicinity of the station. Temporary surface lots and shuttle service have provided temporary solutions, pending re-use of the surface parking

sites. The resolution of this issue is a key requirement to increase transit and rail usage and further reduce highway congestion. SCRCOG encourages all parties to work to a permanent solution which provides adequate and convenient parking for Union Station needs.

West Haven and Orange Metro North Passenger Stations – The creation of additional passenger stations between New Haven and Milford has been under discussion for many years. Studies have been conducted in the past, leading to a SCRCOG decision to recommend a station first in West Haven, with the subsequent construction of a second station in Orange as soon as possible. SCRCOG considers the construction of stations in both towns critical to the Region. CTDOT has addressed the environmental issues for both stations. Legislative action in 2006 required the construction of both stations.

The West Haven station has been constructed.

The Region looks to CTDOT and the Legislature to resolve the remaining issues and advance the construction of the Orange station.

Milford Railroad Station Parking Expansion – Current parking at this location is extremely inadequate. Waiting lists for available parking show a substantial demand for additional parking for commuter utilization of the rail facility. Parking demand which is not met results in additional cars dropping off or picking up commuters at peak hours or additional traffic on highways if the traveler cannot utilize rail opportunities. Those adverse impacts demand that the parking availability at this location be addressed. A study of the parking options entitled “Structured Parking Feasibility Study for the Milford Railroad Station, July 1, 2006” was provided to the Milford Transit District. The study provided recommendations concerning location and preferred alternatives as well as construction costs and operations plans and costs.

While the construction of the stations in West Haven and Orange may reduce some of the parking demand, regional patterns suggest that the parking demand will still far outstrip the currently available spaces. Construction of near term solutions in Milford is required. This need is beyond the fiscal constraint of the Plan and additional funding should be sought to address this need.

High Speed to Core Service – High speed service to central New Haven employment areas has been operated by CTDOT busses for many years with varying success. Unfortunately, the regional infrastructure does not support exclusive access, thereby requiring the high speed service to compete with other commuter peak highway traffic. This competition reduces the viability of the service as congestion increases and commuter peak traffic impacts occur for longer periods of time each morning and evening. Shore Line East and the New Haven, Hartford, Springfield railroad services should address these needs in the I-95 and I-91 corridors, when service upgrades and enhancements are fully implemented. The “Strategies Evaluation Report” noted above identified several high speed to core service opportunities which warrant further investigation. Additional needs identified over the timeline of the Plan for other corridors

and opportunities for high speed to core service should be studied and, if feasible, implemented to reduce regional congestion and traffic impacts on the economy and the environment, provide better travel options, and improved access to major employment centers.

Major Capital Investments – MAP-21 requires that all transit major capital investments be evaluated utilizing several criteria. As funding for most initiatives comes from sources outside the Region, it is important that regional decisions meet the criteria of the federal legislation. The criteria are discussed below.

Alternatives Analysis – All decisions must include an analysis of alternatives. Viability of alternatives must be evaluated through the weighing of many factors, including existing infrastructure capacity, environmental impacts, overall cost, necessary infrastructure improvements, input received during public outreach, intermodal connections, right of way issues and numerous other factors. The Plan envisions that this analysis will have active participation by the Region in the process and a decision on the preferred alternative by the SCRCOG.

Justification of the Project – Once the needs have been identified, and the alternatives analysis undertaken, sufficient information and data will be available to document the justification for the project. Formal approval action by the SCRCOG will be necessary for the project to proceed.

Local Financial Commitment – Transit activities are primarily funded by State and Federal funds. Any project undertaken will be funded by these sources. Endorsement by the SCRCOG will indicate the Region's desire for the project to proceed. Once funded by these sources, adoption into the Region's Transportation Improvement Program (TIP) will indicate concurrence with the financial commitment by the SCRCOG.

Economic Development Potential – Each regional transit program has an impact on the economic vitality of the Region. Major capital investments will most likely have an impact on the economic development potential of the portions of the Region served by the transit service proposed for major capital investment. SCRCOG staff meets regularly with organizations in the Region concerned with economic vitality, development, and job preservation and growth, such as the Regional Economic Xcelleration (REX), regional and local Chambers of Commerce, and municipal economic development staff. Regular monthly SCRCOG meetings include reports from some of these organizations, as well as agenda distribution to all. Economic impact information can easily be obtained from these sources to insure consideration of the economic factors in the decision-making process.

Reliability of Ridership and Cost Forecasts – Major capital investments must be evaluated utilizing many factors to determine the long term viability of the proposed major capital project. CTDOT, in consultation with AMTRAK and

other regional service providers, can provide the information necessary to address reliability of ridership and cost forecasts. SCRCOG staff will participate in the planning process and review CTDOT reports. The SCRCOG will review the information provided by CTDOT as part of the consideration for adoption of the project into the Region's TIP, a necessary step in the actual implementation of the major capital investment.

Improved coordination of the various services offered by numerous providers is an opportunity which will benefit existing users and visitors to the Region. The providers of the services noted in this chapter are encouraged to continue to work for all inclusive information and coordination which will promote intermodal opportunities, improved transportation options, increased mobility, and regional economic vitality.

Transit Enhancement Projects

MAP-21 eliminated the one percent of the Federal Transit Administration (FTA) capital and operating funds allocated to the New Haven-Meriden Urbanized Area dedicated for transit enhancement projects.

Past transit enhancement projects in the Region have been either improved or provided additional pedestrian facilities to allow improved access to transit, or bus stop improvements, including new, improved or replacement bus shelters. These projects have been well received and SCRCOG encourages additional funding for a bus shelter program.



Kohl's Hamden Mart Bus Shelters

Bus Shelters provide protection from adverse weather conditions. Transit ridership increases where amenities enhance the attractiveness of the service.

Interstate 95 Central Corridor Expansion

The completion of the I-95 Central Corridor Expansion projects will be soon. These improvements will serve the Region well beyond the timeframe of this plan. Major capacity expansions are either completed or under construction for I-95 from Exit 54 Cedar Street in Branford, on the north (east) end to of Exit 45 on the south (west) end. The expansion also includes the replacement of the Pearl Harbor Memorial Bridge (Q Bridge) with a new structure and the complete rebuilding of the I-95, I-91, and Route 34 interchange.



Signature Design for new Pearl Harbor Memorial Bridge (Courtesy CTDOT)

Interstates and Limited Access Highways

With the exception of the I-95 Central Corridor Project, the interstate system and state limited access highways in the Region has not seen substantial improvements since the initial construction of the last interstate section almost fifty years ago. Many other portions of this system suffer from operational and capacity deficiencies. While most of the identified issues are beyond the fiscal constraints of the Plan, there are real impacts of these deficiencies which are felt throughout the Region.

I-95 North (East) of Exit 54 – The CTDOT has investigated the conditions of I-95 from Exit 54 in Branford to the Rhode Island state line. The Southeast Corridor Study concluded that additional capacity was needed and that a third lane should be constructed in each direction for the entire length. The study was forwarded to the Connecticut Legislature for consideration and funding. Commuter morning and evening peaks, as well as peaks throughout the weekend confirm the need for additional capacity. SCRCOG endorses additional capacity for that portion of the corridor within this Region as a mid-term construction goal.

I-95 North (East) Interchange improvements – The Southeast Corridor Study also identified several opportunities for interchange improvements. Other opportunities have been identified by the municipalities in this portion of the Region. The interchange opportunities are outlined below.

Exit 53 – Current configuration allows for movements oriented to or from the south (west) direction. Potential reconfiguration of the connection of Exit 53 to Route 1 has lead to conceptual plans for a connection to allow for a full interchange in both directions. These additional movements will allow better access to that area of Branford and also allow for economic development potential, furthering several goals of SAFETEA-LU.

Exit 59 – The Study proposed near term improvements to allow for safe connection with I-95 and Route 1 at Goose Lane. The concept raises additional concerns as it severely impacts the current CTDOT maintenance facility. Regional growth will further deteriorate the traffic level of service at this interchange and, whether the current concept or another, solutions are necessary. Improvements to Exit 60 as noted below may partially address this issue.

Exit 60 – Due to its proximity to the former Madison toll station on I-95, Exit 60 was only constructed to have movements to or from the north (east) direction. Original plans called for the south (west) movement to be made from Wildwood Avenue. In fact, these ramps were rough graded but never constructed when the Connecticut Turnpike, the original name for this section of I-95, was built. The Study identified these never completed ramps as a possible near-term improvement.

Further study is necessary for both Exit 59 and Exit 60. As each is in a different municipality, differing concerns surround each modification. There are implications on local streets for access to these areas from nearby residential

areas. The Region looks to CTDOT to address these interchange issues in full discussion with both municipalities.

No funding for interchange improvements from Branford to the Rhode Island state line is specifically included in the fiscal constraint of the Plan. SCRCOG encourages CTDOT to continue the process on these interchange issues.

I-95 South (west) of Exit 45 - CTDOT completed a study of I-95 from New Haven to the New York state line several years ago. The Legislature recognized the difficulty of constructing additional capacity on I-95 due to limited current right of way and intense adjacent development. The solution mandated by the legislative action was to analyze the transportation needs and develop a plan to reduce the base levels of highway demand by 5% within five years.

Actions of CTDOT included the reduction of highway demand by increasing utilization of other means of transportation. These included increased rail usage, increased ride-sharing/carpool usage, increased vanpool usage, increased full and part-time telecommuting, increased use of alternative work schedules, increased inter-regional bus ridership, and new ferry ridership. Results reported by CTDOT include success in some of these areas and below goal reductions in others.

CTDOT is completing a pilot study on the imposition of tolling on the corridor from the New York line to New Haven. The results of this study, along with legislative action, will determine future conditions on this section of I-95.

Any additional actions within the Southwest Corridor are anticipated to address transportation demand and not provide increased highway capacity.

**I-95 New Haven-West Haven West River Bridge/
I-95 Milford-Stratford Moses Wheeler Bridge
Bridge Repair/Replacement**

These projects are currently under construction.

I-91 Interchange Improvements – The interchange issues on I-91 are less significant as the design standards were more stringent for I-91, which was constructed a decade or more after the Connecticut Turnpike (I-95). However, changes in traffic patterns and volumes due to adjacent development cause increased interchange usage, resulting in unsatisfactory interchange operations. Two examples are as follows:

Route 68 – Wallingford - Improvements have been accomplished at the I-91-Route 68 interchange to address substantially increased traffic volumes. The increased capacity has resulted in improved interchange efficiency.

Route 80 – New Haven – Interchange improvements have been identified as necessary for the northbound off ramp. SCRCOG views this project as a near to midterm improvement.

The Plan looks to identify opportunities such as these over the timeframe of the Plan to insure efficient and safe operation of all interchanges on I-91 in the Region. Any newly identified projects are beyond the fiscal constraint and would require additional funding.

I-691 Interchanges - Meriden – The previous Plan identified improvements to the Chamberlain Highway interchange as desirable for the efficiency of the local highway network. A SCRCOG sponsored study was completed in 2008 which expanded the review and recommended improvements to interchanges 5, 6, and 7 and circulation on adjacent highways. The Study has been forwarded to CTDOT and the implementation is beyond the fiscal constraint of the Plan. SCRCOG encourages CTDOT to advance necessary modifications and improvements in cooperation with the City of Meriden and the Region.

Wilbur Cross Parkway – The Wilbur Cross Parkway, Connecticut Route 15, is the only non-interstate limited access highway in the Region. Constructed in the 1930's, the Parkway was constructed for passenger vehicles only and, together with the Merritt Parkway, provides a connection from the New York state line to Hartford. Distinctive and unique designs were used for the bridge structures. The design kept many trees and continues to provide a scenic roadway for travel through the state. Minor improvements have been made since the original construction, but many interchanges have changed little since initial construction. As traffic volumes and speeds have increased, and safety standards have evolved, many of these interchanges require study for improved safety while entering and exiting the parkway.

In response to this need, a SCRCOG sponsored Wilbur Cross Parkway Interchange Needs Assessment Study was completed in 2009. In close consultation with CTDOT and the involved municipalities, recommendations were made for near, mid and long term improvements to the interchanges.

The scenic character of the parkway is a feature which is valued by the residents and motorists and must be maintained. The challenge is to insure safety while maintaining the character of the parkway. The Region remains concerned that the traffic speeds, which currently greatly exceed the posted speed limit in many sections of the parkway, are potentially requiring more substantial improvements than would be required for design speeds reflecting the posted limits. The increased improvements potentially will not only impact the character of the parkway, but also utilize additional limited funding, thereby decreasing the amount of improvements undertaken. Speed limit enforcement needs to be a significant portion of the solution to the safety issues. The Region encourages CTDOT to advance the recommendations in the Study on the interchange issues and provide context sensitive solutions to the identified operational and safety issues.

Rest Area Improvements – A previous study led to a solicitation for operators. CTDOT has entered into a long term contract with a single statewide operator for improvements and upgrades undertaken and financed by the vendor. The Region notes that the improvements provide more traveler friendly facilities, with better food choices,

improved facilities and help promote a better image of Connecticut to the traveling public.

Park and Ride Lots – For many decades, CTDOT has constructed and maintained Park and Ride Lots adjacent to the Region’s interstates and limited access highways. Most of these lots have been constructed within the land acquired for the construction of the interstates at interchanges. Most of these lots are well utilized and serve as both informal and formal staging areas for car, van and bus usage. Each lot removes cars from the highway and is an important component of congestion reduction initiatives. Highway improvement and expansion projects often impact these well-utilized lots. Any impacted lots should be relocated and expanded to continue the reduction in single occupant vehicle usage. The Plan encourages CTDOT to work with the Region to provide additional capacity where needs are identified as part of the regional transportation system.



Park and Ride Lots reduce single occupant vehicle usage, reduce highway congestion and, when suitably located, provide intermodal connections.

Incident Management/Traffic Management – Congestion is evident on certain portions of the interstate system daily. Incidents on the interstates can cause congestion to increase dramatically. Any significant congestion has an adverse impact on local roads, whether through diversion routes or by drivers attempting to avoid delays. CTDOT has installed and maintains infrastructure for video surveillance and communication on the interstates in the Region. These facilities allow for real time information to be available to CTDOT traffic operations facilities.

Highway Advisory Radio (HAR) is proposed for interstates not currently covered in the Region. Operation of this system will provide information for motorists to utilize in their choice of routes



Variable Message Signs and Highway Advisory Radio provide important travel information for reducing congestion and travel delays due to highway incidents.

Variable Message Signs have also been installed along I-91 and I-95. Each municipality in the Region which contains a portion of I-91 or I-95 has participated in a process with CTDOT that produced a “Diversion Plan” for that town. These Diversion Plans provide guidance for CTDOT, Connecticut State Police, local police, local emergency responders, local public works and other departments to utilize in the event of a major event on the interstate. These major events displace traffic from the slowed or stopped interstate to local, parallel routes. Diversion Plans provide a mechanism to minimize the impacts of the diverted traffic in each municipality by providing prior assessment and planning.

The Plan views the Diversion Plans as dynamic documents which require timely revision in response to changed conditions and as a result of the experience gained from their utilization in response to interstate incidents. Periodic reviews and updates are required to insure the best response to the challenges of incident management.

Unified Response Manual –SCRCOG, in cooperation with federal and state agencies, has undertaken the preparation of a comprehensive, National Incident Management System (NIMS) compliant, multi-disciplined Highway Incident Unified Response Manual (URM) for Connecticut.

The Connecticut Transportation Strategy Board (TSB), in 2003, established a Statewide Incident Management Task Force (SIMTF) which was charged with developing recommendations for improving the efficiency, coordination, and management of the response to and clearance of incidents on the state’s highways. In October 2003, the SIMTF presented a White Paper detailing recommendations to the TSB. A high priority recommendation was to develop a URM for statewide use.

SCRCOG, in FY 2007, engaged a consultant for the URM preparation. SIMTF assisted SCRCOG in the review of the consultant draft and administration of the consultant contract. Utilization of the URM will allow for better and improved response to incidents on the highways of the state.

Arterial System

Arterial highways of the Region are key components of the highway system and serve predominantly regional and local traffic. Congestion and operational inefficiencies are immediately observable to the residents of the Region as they regularly utilize this portion of the highway system. Opportunities exist on the arterials of the Region for both large and small scale improvement projects which can provide substantial operational enhancement in the immediate area of the project.

The previous Plan outlined numerous arterial options for study and possible capacity improvements. Corridor studies have been undertaken on several of the highways suggested in the table from the previous Plan. The identified deficiencies still exist and must be addressed.

Arterial Goals – The Plan recognizes that the arterials in the Region must function efficiently for the free flow of traffic and goods throughout the Region. Arterial improvement projects and land use patterns must be advanced which offer improvement in the following areas:

Access and performance – It has been shown that access issues and policies can substantially impact the performance of the arterial. Zoning Regulations which allow multiple curb cuts and little or no required separation contribute to increased turning movements and lowered arterial performance. Crossing and turning traffic increases conflicting movements which, in turn, decreases overall vehicle speed and lane volumes.

Continuity – Optimal operation of arterials requires a consistent lane configuration. Motorists should expect to maintain traffic flow at all intersections and not have turning movements stop the flow of traffic in a travel lane. The opportunities for additional capacity outlined in the table below would address turning movements, providing improved motorist safety and increased arterial capacity with investment of limited available funding.

Traffic Signal Upgrades – Traffic signal control technology has advanced substantially in the past decade. State of the art equipment and control can allow extended section of arterials to be managed and coordinated to give through movement priority while insuring satisfactory side street access without significant delays. Signal upgrades on the CTDOT system have addressed some coordination along arterial sections in the Region. Many more opportunities for coordination and improved efficiency of the regional arterials exist. Locally maintained and controlled traffic signal systems also have opportunities, though often not addressed due to limited local funding. While beyond the fiscal constraint of the Plan, equipment and control upgrades are a critical part of the congestion management process. Additional funding must be a regional priority.

Good design implementation – Many of the arterials in the Region have undergone various improvements which have not addressed underlying conditions such as offset intersections, poorly spaced intersections and similar design considerations. While the addressing of these issues is often complicated due to right of way concerns and other limiting factors, it is clear that improvement

projects must address these design considerations to provide long term solutions which optimize performance of the Region’s arterials.

Safety – All of the above considerations must address the underlying principle of highway safety. Arterial projects must be considered with emphasis on the potential for improved highway and pedestrian safety. Regional arterials serve many functions, providing connections throughout the Region and supporting adjacent economic activity which is vital to the regional economy. Access to adjoining properties and businesses must be provided without compromises to vehicular safety. High volume arterials have additional safety considerations. Raised medians can be utilized to improve safety on arterials with numerous curb cuts, eliminating crossing traffic and directing crossing movements to adequately spaced “U-turn” opportunities.

Pedestrian movements must be evaluated to provide cross walks and signal timing that promotes both pedestrian movements and pedestrian safety. The raised median may also be utilized to provide pedestrian refuge areas.

Arterial Improvements – The table below addresses opportunities for arterial improvement. These potential arterial improvements have been identified in the previous Plan. Additional potential improvement projects have been identified by the municipalities in the Region and are noted in Appendix A. The opportunities noted below could be considered as “system improvements” within the fiscal constraint of the Plan. (See Chapter 17 – Financial Plan)

Candidate Arterials Route	Town	Limits	Distance (feet)	Option		2005 ADT	
				Existing	3 Lanes 4 or 5 Lanes		
Rte 10	Hamden	Washington Ave to Route 40	3500	4		X	16,500
Rte 10	Hamden	Rt 40 to Todd St	9000	4		X	21,900
Rte 10	Hamden	Todd St so to Shepard Ave	3600	2		X	19,700
Rte 10	Hamden	River St to Cheshire TL	6600	2		X	17,500
Rte 122	West Haven	US 1 to Elm St	7200	2	X		18,700
Rte 150	Wallingford	Rt 71 overpass	500	1	X		14,000
Rte 150	Wallingford	South of Old Colony Rd to Rt 68	2750	2	X		14,000
Rte 162	West Haven	Elm St to Greta St	2750	2	X		15,800
Rte 162	Orange	West Haven TL to US 1	1450	variable		X	14,300
Rte 162	Milford	West of Old Gate Ln to Gulf St	4200	2	X		15,700
Rte 162	Milford	Clark St to US 1	3100	2	X		14,000
Rte 17	No. Branford	N & S Rte 22 intersection	2350	2	X		17,600
Rte 63	New Haven/Woodbridge	Dayton St (NH) to Landin St (Wdbg)	6200	variable		X	15,600
Rte 68	Wallingford	Hanover St to No. Main St	5850	2		X	16,000
Rte 69	New Haven/Woodbridge	Rte 63 to Landin St	3000	2		X	18,700
Rte 80	No. Branford	East Haven TL to Doral Farms Rd	6750	2 to 3	X		17,100
Rte 80	No. Branford	Rt 22 to Guilford TL	8500	2	X		
US 1	Branford	East Haven TL to Echlin Rd	8000	4		X	
US 1	Branford	Rt 146 to Cedar St	3800	2		X	17,200
US 1	Branford	Cedar St to East Main	4400	2	X		14,000
US 1	Branford	E. Main to I-95 x55	5100	2	X		19,500
US 1	Branford	I-95 x55 to Leetes Island Rd	5500	2	X		20,500
US 1	West Haven	Campbell Ave to Orange TL	8500	4		X	17,900
US 1	Guilford	State St to Tanner Marsh Rd	6800	2	X		15,700
US 5	Wallingford	S. Orchard St to Ward St	2750	2	X		12,500
US 5	Wallingford	Christian St to Meriden City Line	9800	variable		X	18,900
US 5	Meriden	Wallingford TL to Olive St	9400	variable		X	15,400
US 5	Hamden/No. Haven	Olds St(Hmdn) to Sackett Point Rd	3700	variable		X	15,100

Corridor Studies – Corridor studies undertaken by the Region allow for study of the options available to address near and long range solutions for congested portions of the regional arterial roadway network. Recent studies have been undertaken by the Region through its annual Unified Planning Work Program (UPWP) which utilizes federal and state planning funds available to the Region. Corridor studies undertaken for Route 68 in Wallingford, Route 10 in New Haven and Hamden, Route 34 in New Haven, and Route 162 in West Haven and Orange have provided options for addressing congestion on these routes.



Route 22 Corridor Study proposed options for the Route 17, Route 22 intersection in North Branford (Northford Center)

The corridor study will provide the basis for future action on corridor improvements. Discussions involving representatives of the municipality, CTDOT and the Region will be the next step in prioritizing and implementing the recommendations contained in the corridor study. The implementation could be considered a “system improvement” within the fiscal constraint of the Plan. The corridor study is a necessary first step in framing the transportation solution for these arterial corridors.

Municipal Roads and Bridges

Local roads comprise the vast majority of the mileage of the highway system in the Region. Traffic volumes can approach those noted on state maintained arterials, with the maintenance needs increasing as traffic volumes rise. Municipal budgets are the main source of funding for roadway maintenance and improvement projects. The many competing demands for the utilization of municipal tax dollars often leads to substantially less money appropriated for local highways and bridges than is needed to provide sufficient funding for proper maintenance, structure preservation, and required improvements.

Several state programs are available which provide limited funding to municipalities for maintenance and improvements of highways and bridges. These are outlined below:

Local Bridge Program – This program provides funding to municipalities based upon a formula which includes the relative wealth of the municipality and the overall condition rating of the bridge structure. The funding ranged from a minimum of 10% to a maximum of 30% of eligible costs. The funding for this program should be a priority of the Legislature and Governor. The program provides assistance to municipalities and the Region by providing another funding source for municipalities to address local bridge needs.

Town Aid for Roads (TAR) – The TAR program has been in existence for many years, providing funding for highway activities, including maintenance, materials, equipment and salaries. Unfortunately, the amount of funding allocated has varied substantially and this fluctuation has caused municipalities to reduce the maintenance and preservation activities which were previously supported. The program will better allow for local road activities by raising and stabilizing the funding level and providing annual adjustments for increased costs of materials and services. This program is well utilized and must be continued.

Local Capital Improvements Program (LOCIP) – LOCIP provides funding based upon a statutory formula for projects identified on a Capital Improvements Program approved by each municipality. The local priorities are determined in the plan over at least a five year period. While the program allows for the utilization of LOCIP funds for any capital improvement, many municipalities utilize LOCIP for highway improvements, including repaving. Projects undertaken from the approved plan are eligible for reimbursement funding under the annual LOCIP allocation. As in the TAR program, the amount of funding has varied substantially, depending upon legislative action. Uncertainty over funding through the minimum period of five years covered by the Capital Plan leads municipalities to be cautious, often delaying needed activities. The program will better serve the municipalities and the Region with an increased and stable funding level with annual adjustments for increased costs of materials and services.

STP Urban - Funding is provided for highway improvements in urban areas as identified by the most recent census. These federal funds are part of an overall funding formula which provides for project costs to be funded by 80% federal funds, 10% state funds and 10% local funds. The Region is most of the New Haven Meriden Urban area and is allocated approximately 10 million federal dollars (includes Cheshire and a portion of the River COG Region) annually for these projects.

These funds have in the past provided needed improvements for eligible roads in the Region. The Region will establish regional priorities and work with CTDOT to advance a collaborative program for the use of the funds. This approach is essential for the advancement of appropriate projects to benefit the Region and wisely utilize the limited federal funding.

Local Capital Transportation Improvement Program (LOTICIP) – The Connecticut General Assembly passed and the Governor signed into law the new LOTICIP program. Guidelines have been promulgated by CTDOT. The program is intended to provide funding for local needs with reduced timelines and involvement of the Department. SCRCOG looks forward to action by the Legislature to provide a steady funding source to continue the program.

Municipal Funding - The major source of funding for local highway projects remains the annual local budget. This is often supplemented by special bonded appropriations for specific improvements, especially large reconstructions or bridge projects. Statewide surveys have been conducted in the past identifying the unmet needs for infrastructure maintenance and preservation, with very little new funding made available upon completion of the survey. Each municipality prioritizes and funds their maintenance and improvement plans as each budget allows. This results in differing levels of maintenance and improvement, depending upon the relative financial ability and competing needs in each municipality.

Aging infrastructure and increasing traffic volumes throughout the Region compound the funding problem. The challenges must be met at all levels of government to insure a first class transportation system with adequate funding for system maintenance, preservation and improvement as needed.

Municipal needs for local roads have been identified and are prioritized locally. All are beyond the fiscal constraint of the Plan. Representative responses from SCRCOG outreach to municipalities citing improvements on local roads deemed by the municipality to be important for the Plan are noted below.

Town of Branford

Town Green Project to improve pedestrian and vehicle circulation

Town of East Haven

New arterial crossing over Amtrak to provide additional north-south connection

City of New Haven

- Several Bridge Replacements
- Waterfront Street Rebuild roadway
- Pavement Rehabilitation program
- Quinnipiac Avenue improvement project

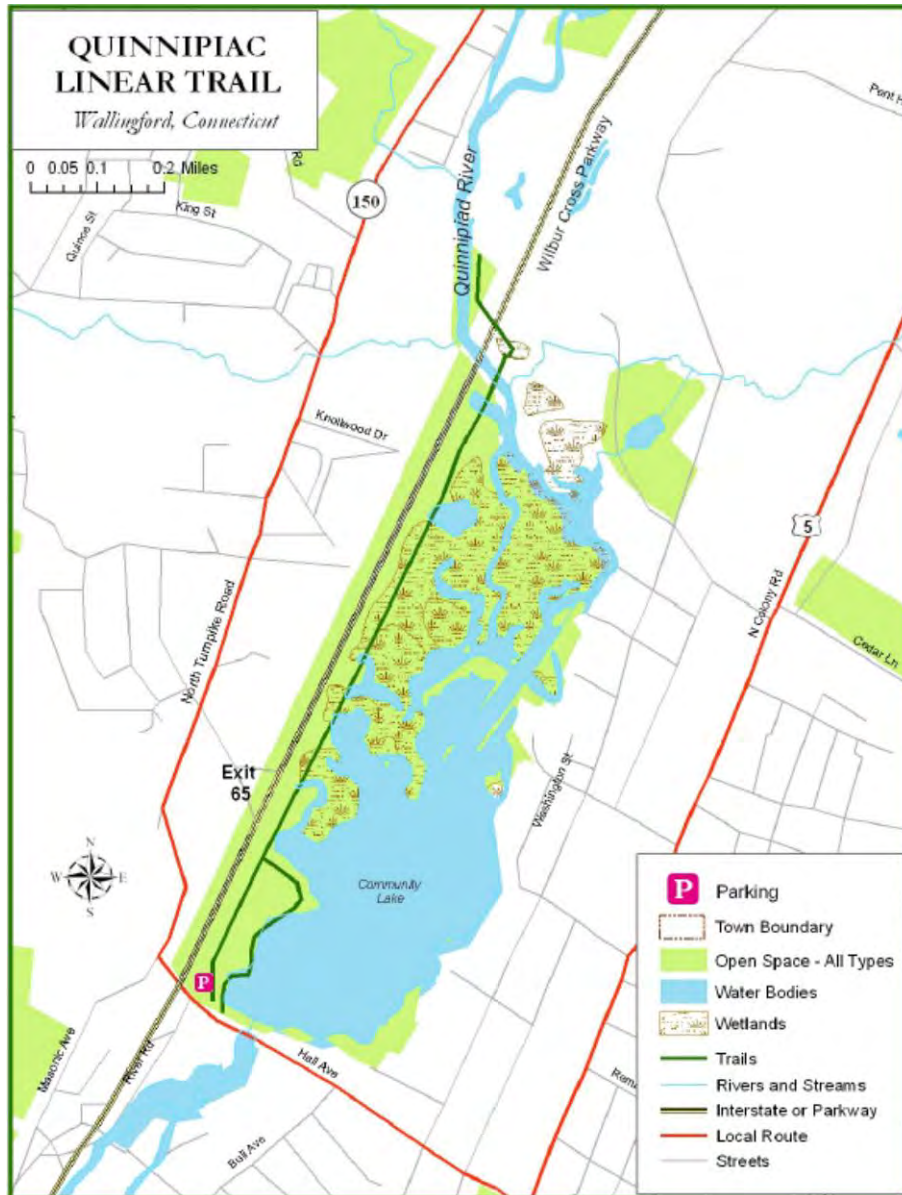
Town of North Haven

- Valley Service Road re-construction and extension

The Plan is a policy level regional plan and, as such, will not list or identify each contemplated local project. The examples are shown to emphasize the diversity and range of local projects which are necessary and to emphasize the need to improve local and regional transportation resources. Local roads are critical to a well functioning regional transportation system. The funding needs remain significantly under-funded and solutions must be found to the funding of local road needs over the timeline of the Plan to address not only the currently identified needs but also those which will be identified during the remainder of the time covered by the Plan. Many portions of the Region are not served by other transportation modes and the maintenance, preservation and improvement of the primary transportation system of local roads in these areas is vital to the residents and regional economic vitality.

Transportation Enhancement Projects

MAP-21 eliminated the specific category for funding for Transportation Enhancement Projects. These projects are now in competition with other projects for available funding.



State Project # 0148-0191 Quinnipiac River Linear Trail is an example of past enhancement funding.

Past SCRCOG projects provided substantial benefit to the Region. SCRCOG encourages the provision of specific funding for this program in future federal transportation legislation.

Bicycle and Pedestrian Regional System

The Region has many opportunities for bicycle and pedestrian use. Significant investment has been made in several areas to construct formal facilities. Many other opportunities have been created through efforts of the municipalities and volunteer organizations, often with minimal investment. These efforts have resulted in diverse and scattered opportunities for bicycle and pedestrian activities. Some efforts have spanned several municipalities while others only utilize a portion of one municipality. The challenge for the Region is to utilize the efforts of many individuals and organizations to provide the basis for a regional system. Once the regional system is planned, then specific efforts can be undertaken to connect and enhance the existing network for better connections, utilization and coverage of all portions of the Region.

Regional Bicycle and Pedestrian Plan – As part of the UPWP for FY 2007, SCRCOG engaged a consultant to prepare this plan. The consultant built upon the 2006 trail mapping project and provided a conceptual framework for increasing the attractiveness and effectiveness of bicycle and pedestrian transportation on a region-wide basis.

Consistent with SAFETEA-LU, a key area for goal-setting and evaluation was safety, with an emphasis on non-vehicular transportation access to schools, enhanced signage and roadway design for pedestrian and bicycle safety, and the role of education and outreach efforts in promoting safer travel behavior for both younger pedestrians as well as adult drivers and cyclists. A suggested Regional Bicycle and Pedestrian network was mapped. The Regional Bicycle and Pedestrian Plan provides guidance for the enhancement of the regional facilities through actions undertaken by the municipalities and various organizations.

SCRCOG anticipates the update of this plan in the near term.



Multi-use trails can provide transportation and recreational

opportunities for pedestrians and cyclists

Pedestrian Walkways – Demand for pedestrian facilities continues to grow throughout the Region. Evolving lifestyles present an expectation of safe, connected and convenient pedestrian facilities. Connection of residential neighborhoods to existing sidewalk systems is desirable and requested by residents. Most municipalities require the provision of sidewalks as an amenity with new developments. This requirement often involves interconnections, not just sidewalks within the complex. While the Regional Bicycle and Pedestrian Plan may have specific local connections, the sense of community and quality of life goals of each municipality should shape the local and neighborhood pedestrian network. The Plan encourages each municipality to undertake a local planning process to provide a framework for constructing pedestrian facilities, promoting safety and better communities.

Trails – Numerous organizations have created a vast regional trail system. The trails vary in accessibility, difficulty, size, length and location, providing opportunities for all users throughout the Region. Some trails are part of a system which extends beyond the Region while others start and end within the Region. Local development often impacts the location and connectivity of this trail system. The Plan encourages each municipality to review the impact of development on the trail system and work to maintain connectivity and opportunities for enhancement through the local planning process.

The Region completed a trail mapping project, providing maps to municipalities for distribution to the public showing individual trails. Annual updates are projected to keep the resource current and provide continued mapping availability to encourage and promote trail usage.

Bikeways – There are numerous routes utilized for bicycle travel in the Region. Several of them are formally marked and striped, while most are not. Conflicts between motor vehicles and bicycles on these routes raise significant safety concerns. These safety issues in the past have led to decisions not to formally mark a number of these routes. Exclusive bike routes on highways are not compatible with on-street parking. The elimination of on-street parking to provide bike routes leads to conflicts with adjoining property owners, who often view on-street parking as essential. In other parts of the country, this conflict has been resolved by the construction of exclusive bikeways off the highway. The adjacent land uses in this Region have made this type of bicycle facility difficult to accomplish.

The Regional Bicycle and Pedestrian Plan provides guidance on the addressing of this issue. The Plan encourages each municipality to review the impact of development on desired bicycle facilities and work to provide connectivity and opportunities for enhancement through the local planning process.

Shoreline Greenways – A major pedestrian and bicycle initiative is the proposed Shoreline Greenways Trail which is envisioned from Lighthouse Point in New Haven to Hammonasset State Park in Madison. Volunteer organizations have been established in each town and an overall organization exists to coordinate the planning for this trail. Funding has been authorized through congressional action for three earmarks to accomplish different portions of the Shoreline Greenway. As requested by the four

municipalities, SCRCOG administered a preliminary study for the overall project. Remaining funds will be utilized as determined by each municipality for construction. Projects are underway in most towns. The complete construction funding is beyond the fiscal constraint of the Plan.

Bicycle Transportation Facilities – As part of the intermodal goals of SAFETEA-LU, utilization of various modes of transportation by travelers is encouraged. To that end, provisions are encouraged for travelers utilizing bicycles for a portion of their travel and then utilizing another mode. Accommodations are necessary to allow intermodal utilization. These accommodations could include:

Bicycle Racks - Locations to store bicycles for utilization upon the traveler's return are one method of accommodating and encouraging bicycle use. Unfortunately, the value of the bicycle and the relatively poor security afforded by bicycle racks often leads to underutilization and potential undervaluing of the investment. The conditions vary by location. These factors should be studied and discussions undertaken with bicycle riders prior to the installation of these facilities.

Transit Capabilities – If bicycle racks are not appropriate or utilized, then provisions must be made for the transporting of bicycles on transit modes. The capability to transport bicycles should exist on both rail and bus. The operators and CTDOT are encouraged to include these provisions in both planning and service modifications.

Bike Lockers – Bike lockers have proved successful in other areas of the country. Monthly rental insures availability for regular bicycle users. Provision of bike lockers should be considered in appropriate intermodal locations.

Port of New Haven

The Region has an asset in the Port of New Haven which contributes to the needs and demands of the regional transportation system. As a significant deep water port, it is an important component in the movement of goods and materials to and from the Region. The New Haven Port Authority has overall responsibility for the operation of the Port. The individual operators work with the Port Authority to demonstrate their needs and work toward coordinated efforts for the benefit of port operations.

Highway Access – The operations of the Port have been intertwined with the surrounding neighborhoods since the settling of New Haven. The construction of the Connecticut Turnpike in the 1950’s provided mixed benefits to the port. Access was improved to and from the south (west), but access to and from the north (east) remained on US Route 1. As highway traffic to the port facilities increased and business went through cycles over the ensuing decades, the access became less than ideal.

The reconstruction of the Pearl Harbor Memorial Bridge (Q-Bridge) has provided improved access to the port area. Access and ramps now under construction will allow re-oriented and dedicated access to the port area. These improvements, in conjunction with other planned improvements, will improve the overall viability of the Port.

Rail Access – Rail connections were once a key component of the movement of goods to and from the Port. Unfortunately, the long timeline for the planning and reconstruction of the Tomlinson Bridge, which provides the rail link to mainline rail service through New Haven, disrupted those shipping patterns.

Completion of the new Tomlinson Bridge construction project has restored that rail connection to the mainline service in New Haven. Older connections within Waterfront Street, primarily abandoned and paved over during the time when rail connections were not available, were insufficient to accommodate newer locomotives and rail cars. New spurs will provide better access to the waterfront. The Plan endorses increased rail utilization for freight movement as a means of addressing regional highway congestion.



Rail Service across New Haven Harbor has been restored on the Tomlinson Bridge

Port of New Haven (Courtesy CTDOT)



Truck Parking and Waiting Areas – Due to the compact nature of the port area, truck waiting and parking areas are at a premium. The operators and the Port Authority are encouraged to work together to address these issues to insure the optimal and efficient utilization of the resources of the Port for the benefit of the transportation systems and economic vitality of the Region and Connecticut.

Feeder Barge Service – There have been numerous discussions over the possibility of a feeder barge service utilizing the Port of New Haven. The Port of New Haven is uniquely situated to have a feeder barge service that would accomplish several regional benefits:

Removal of truck traffic from I-95 west of New Haven – Significant truck traffic exists in the corridor west of New Haven. Feeder barge service would remove portions of this truck traffic, thereby reducing congestion and improving interstate efficiency from New Haven to New York.

Rail connections – As noted above, the restoration of the rail connections to the Port will provide shippers with rail options for freight movements. The rail operator, Providence and Worcester, has indicated a desire to increase rail movements to the Port. Connections exist in north and east directions for increased rail freight movement.

Utilization of I-91 North or I-95 east – The junction of two interstates at New Haven gives shippers highway options for the movement of goods.

Increased economic activity – Increased utilization of the Port is good for the economic vitality of the Region. Additional support businesses are anticipated if the Feeder Barge Service is established. Container content breakdown and distribution could be an additional activity for the Region if the service comes to fruition.

Channel improvements/Dredging – The viability of the Port depends upon the maintenance of the federally defined and maintained channel. The Army Corps of Engineers is responsible for maintenance and is dependent upon Congressional appropriations for the funding of dredging projects. Funding levels have not been sufficient to meet all needs in a timely fashion in recent years.

SCRCOG endorses the proper maintenance of the New Haven Harbor and channel to maintain the viability of the Port as an important contribution to the regional transportation system, as well as the continued economic vitality of the Region.

Tweed New Haven Airport

Tweed New Haven Airport has served as a regional airport for many years. Commercial carriers and general aviation users provide transportation services for both people and goods. Connections are available for travelers to other portions of the country. Commercial carriers have changed as the industry and passenger demand has evolved. The Tweed New Haven Regional Airport Authority has adopted a Master Plan for the Airport. Implementation of the Master Plan has been limited to the improvement of Runway Safety Areas and Taxiways. Implementation of any further phases of the Master Plan will require additional action by the Authority. The safety improvements are required under Federal Aviation Agency regulations for current commercial passenger service. The existing passenger service provides air travel options for the Region and is an important component of the regional transportation system.



Freight Movement System

Freight movement in the Region is a vital part of the transportation system and a key component of regional economic health. For most of the twentieth century, rail was the predominant mode of freight transportation. As the interstate system was completed, freight movement transitioned to delivery predominantly by truck. Congestion on the interstates and stabilization of the rail industry is starting to once again make rail a viable option for the movement of freight and goods.

CTDOT has undertaken the preparation of a statewide freight plan and the Region will participate in that process to provide regional input to bolster the success of the plan. As the scope of the statewide plan develops, the Region will work with the Department to provide data and other information relevant to assist in the completion of a final document which identifies concerns and opportunities, and provides direction for efforts to address regional and statewide freight issues. These issues could include movements of freight within urban environments, freight bottlenecks, height/weight restrictions, truck parking issues, intermodal connections and other issues critical to freight movement that enhances the economic vitality of the Region and state.

As noted previously, the Region has many modes of freight transportation available. Rail, water, truck, and air all contribute to the vital movement of freight.

Air – As Tweed New Haven is a smaller regional airport, freight movements by air account for a small part of the movement of goods in the Region. Nonetheless, options for shippers are important for economic vitality and it is important to maintain existing service.

Water – The Port of New Haven provides opportunities for substantial movement of goods. Petroleum products are important to the regional economy. Other freight movements provide world-wide water connections to the global marketplace. Feeder Barge Service would increase the movement of freight by water with minimal infrastructure investment.

Rail – As passenger rail traffic increases, the capacity for freight movements on the existing rail network decreases. The positive news is that the existing rail freight network has underutilized capacity which could be utilized with minimal investment, even with some additional passenger service. Many former rail connections have been lost due to the previous instability of the rail industry. Freight movement predominantly by truck has resulted in less operating revenue for infrastructure maintenance, exacerbating prior poor connections to the national rail network. Opportunities exist for increased rail freight movements which require operator and rail bed owner cooperation and marketing. Increased use of existing rail sidings and the construction of new sidings will reduce truck utilization and potentially increase regional economic activity. Feeder Barge Service could also provide additional rail freight. The Plan encourages increased rail freight utilization as a means of reducing congestion on regional highways.

Truck – As the predominant method of moving freight, trucks contribute to the regional economy, but also to regional highway congestion. Truck routing can also have adverse impacts on neighborhoods and Environmental Justice (EJ) portions of the Region. State and local legislative changes may be required to address congestion, routing, delivery timing, and truck parking and idling concerns. A balance must be sought which allows for the movement of goods but does not cause congestion which negatively impacts the economic vitality of the Region.

The marketplace governs the selection of the mode of transportation utilized for goods. Infrastructure improvements can help influence these choices and improve the efficiency of the freight transportation systems. Marketing and operator actions can influence the means of goods transportation. The Plan encourages freight movement by underutilized modes wherever possible to optimize the economic health of the Region by the utilization of all modes of freight transportation.



Freight movement is a critical component of the regional transportation system. Increased rail utilization will remove trucks from the Region's highways and help reduce highway congestion.

Security and Safety

Increased threats to the security and safety of the United States have led to increased emphasis on the potential threats to regional transportation systems. Planning is underway at all levels of government and in the private sector to address these concerns. MAP-21 requires increased focus on both security and safety.

Transportation Security refers to both personal and homeland security, with the latter reflecting attention to vulnerability to intentional attack or natural disasters, and the associated evacuation procedures.

Safety refers to reducing the number of crashes and accidental deaths or injuries associated with the operation of surface modes.

Security – Security issues can be best addressed after a comprehensive review of the vulnerability of regional transportation systems. Each transportation mode has two vulnerable security components – the operating conveyance and the infrastructure on which it operates. Responsibility may rest with two different entities for each component who must exchange information to adequately address the threats. Issues associated with each mode for consideration are as follows:

Air – Security on airplanes is under the jurisdiction of the federal government and the operators. Security for the Airport is shared by the operators, Tweed New Haven Regional Airport Authority and the federal government.

Rail – Passenger rail security is handled by AMTRAK and Metro North. Infrastructure security is handled by AMTRAK, Metro North, CTDOT, and other railbed owners. Freight security is handled by the operators who serve the Region.

Water – Security for the Port is handled by the New Haven Port Authority, the port operators and the vessel operators, as well as the United States Coast Guard.

Highway – Depending upon the control of the highway, security is handled by Connecticut State Police, CTDOT, local police, or municipal government.

For many years, each municipality in the Region has prepared its own emergency plan, normally administered by the Civil Preparedness Director and other municipal staff. Terrorist attacks on targets at home and abroad have focused attention at all levels of government on expanded security planning for homeland security and the threats from both intentional attack and natural disaster. The Connecticut Department of Emergency

Management and Homeland Security (DEMHS) is responsible for the coordination of local efforts and those of state agencies to respond to these threats. Several initiatives are underway to address coordination and full and efficient utilization of available resources. One initiative is the preparation of the Statewide Evacuation and Shelter Plan.

Evacuation and Shelter Plan – DEMHS has divided the State into regions for homeland security and emergency management. SCRCOG municipalities have been placed in DEMHS Region 2. Each DEMHS region is staffed by a minimum of a Regional Coordinator, an Emergency Preparedness Program Specialist, and a secretary. These positions are augmented by others when needed to address threats. DEMHS Region 2 has prepared a draft Evacuation and Shelter Plan which guides the evacuation and sheltering of the residents of the DEMHS 2 Region when such measures are necessary.

When fully completed, adopted and implemented, the Evacuation and Shelter Plan will outline the coordinated evacuation procedures, traffic control, utilization of transit resources and other facets necessary to assist and protect the residents of DEMHS Region 2 if evacuation and sheltering are deemed necessary by the Governor of the State of Connecticut.

Safety – Reduction in crashes and related injury is the goal of operators of all transportation systems, whether car, bus, truck, ship, or rail. Each operator is responsible for safe operation and prevention of injury. Each mode operates under specific statutory requirements which impose varying requirements.

Safety issues can most be impacted and addressed in highway projects in the Region.

Highway Safety – MAP-21 requires the Region to conform to the Connecticut Strategic Highway Safety Plan (SHSP). The SHSP, prepared by CTDOT and updated with annual safety plans, lists a number of goals and strategies, all related to improving highway safety and reducing personal injuries and fatalities. The SHSP addresses the following data driven emphasis areas:

- Traffic Reports and Information
- Roadway Departure
- Pedestrians and Bicycles
- Work Zones
- Driver Behavior (Alcohol, Occupant Protection, Speeding)
- Motorcycle Safety
- Commercial Vehicles
- Incident Management

In general, each category outlines the pertinent issues, specific strategies, and goals to enhance CTDOT's safety program by ensuring roadway systems are as safe as possible through the 4Es – Education, Engineering, Enforcement, and Emergency Medical Services.

Implementation of the goals and strategies of the SHSP will improve safety of all residents of the Region. The Plan encourages CTDOT to work cooperatively with the municipalities and the Region to meet these goals.

Local Accident Reduction Program – CTDOT provides limited funding for highway improvements which will reduce accidents through this program. The program expenditures are capped for each project and require a local match and a commitment to fund any costs over the cap. This program has provided funding for the correction of numerous safety concerns statewide. Proposals are solicited as funds are available for ranking by CTDOT based upon several criteria, including the frequency of accidents at the location.

The continuation of this program is important to the Region. It is suggested, however, that the cap on funds available for each project be raised as increasing costs, with no increase in the cap, limit the work which can be accomplished under the program and therefore reduce the effectiveness of the program in improving the safety of the highway system in the Region.

Special Policies and Programs

MAP-21 requires several special policies which have been considered in the preparation of the Plan. These special policies address coordination and integration with other initiatives and legislative priorities.

Metropolitan Planning Organization (MPO) Coordination –SCRCOG is one of many MPOs in the State. It is clear that inter-regional cooperation is critical in a State the size of Connecticut. Many projects and issues extend beyond the boundaries of the Region and must be addressed together with other regions. The Plan reaffirms the importance of communication and inter-regional cooperation in improving accessibility, mobility and travel options for the Region and the State of Connecticut.

Air Quality Conformity – The Region is part of the New York-New Jersey-Long Island NY-NJ-CT Ozone and PM_{2.5} (Fine Particular Matter) Nonattainment Area. Transportation Conformity is the process established by the United States Department of Transportation (USDOT) and United States Environmental Protection Agency (USEPA) to ensure that transportation improvements will contribute to improved air quality in areas where concentrations of certain pollutants exceed national air quality standards. CTDOT undertakes the analysis for air quality conformity for Connecticut. The transportation investments outlined within the fiscal constraint of this Plan have been reviewed by CTDOT. The following documents, prepared by CTDOT, outline the air quality conformity for the Region:

- Connecticut Department of Transportation - *PM 2.5 Air Quality Conformity Determination of the 2015 Regional Transportation Plans and the FY 2015-2018 Transportation Improvement Programs for the Connecticut portion of the NY-NJ-CT PM 2.5 Nonattainment Area, March, 2015.*
- Connecticut Department of Transportation - *Ozone Air Quality Conformity Determination of the 2015 Regional Transportation Plans and the FY 2015-2018 Transportation Improvement Programs for the Connecticut portion of the NY-NJ-CT Ozone Nonattainment Area and the Greater Connecticut Ozone Nonattainment Area, March 2015.*

Copies of these documents are on file with the Region.

Additional programs established by the Department of Energy and Environmental Protection will help improve air quality in the Region. The Anti-idling initiative, which seeks to reduce idling through the enforcement of DEEP's 3 minute anti-idling limit regulation, will reduce ozone and particulate matter. DEEP's diesel retrofit program seeks to reduce diesel emissions through the retrofitting of emission controls on diesel

truck and bus fleets. The utilization of these and other programs to improve air quality will be important to the health of the residents of the Region.

Congestion Management Process – Highway congestion impacts many locations within the Region. The numerous negative impacts of congestion noted within the various components of the Plan and MAP-21 require a process for the management of congestion.

The Congestion Management Process for the regional transportation system must include consideration of congestion issues in each transportation decision made for the Region. Municipal and SCRCOG staff have reviewed the impacts on congestion as part of the normal review process. The Plan endorses this review and suggests that it is a critical for consideration of funding priorities, project timing, project scope, and legislative requests for transportation funding of any mode.

Recent SCRCOG congestion-related activities concentrate on providing data for monitoring congestion. Regional congestion chokepoints were identified and associated morning and afternoon peak hour related average speeds were documented. Congestion choke points were classified by interstate, arterial and core congestion impacts. Volume and operational impacts are key components of the observed congestion. Goals were noted for minimum speeds in the congested sections based upon the roadway classification. As performance measures are adopted, goals for reduced congestion will be determined.



Congestion adversely impacts the Region's economic vitality

The worst performing portions of the corridors are those associated with the I-95 New Haven Harbor Corridor Improvement Program. Many segments of the congested corridors within the Region will be addressed by improvements programmed or under construction. Other corridors have been or are programmed for corridor studies under the annual Unified Planning Work Program (UPWP) undertaken by SCRCOG. The corridor studies will identify opportunities for congestion mitigation within the corridor. Corridor studies represent the first step of framing potential solutions to congestion. The study process involves public outreach, a key step to a successful and viable study

recommendation. Public participation allows input into the planning process which often leads to a recommendation which is more closely aligned with the goals of safety, context-sensitive design, livable communities, and regional economic vitality. The I-95 corridor in the New Haven area was not reviewed due to the ongoing construction projects. Once the projects are completed, operations review of those components will resume.

Updates of the Congestion Management System Report will be undertaken periodically to provide a current framework for the prioritization of congestion solutions.

Demand Management Policy – Regional congestion can be addressed either with supply-side tactics or demand-side tactics. It is important to note that neither of these tactics necessarily envisions reducing the number of trips undertaken in the Region. On a policy level, supply-side tactics include increasing roadway capacity, increasing transit capacity, and better managing highway incidents and accidents. Demand-side tactics are designed to reduce or manage the number of persons or vehicles traveling during peak periods, or change the mode or length of the trip. These include flexible employer work schedules, telecommuting, pricing and market-oriented strategies, land use policies and local growth management policies.

SCRCOG recognizes that congestion is best addressed through both supply-side and demand-side tactics. Supply-side efforts include additional highway capacity projects programmed through the SCRCOG TIP approval process, the Regional Transit Study, regional planning recommendations, and SCRCOG-led Unified Response Manual (URM) preparation to improve incident and accident response. Demand-side efforts include CTRIDES' efforts to reduce dependence upon the single occupant vehicle, the pursuit of housing strategies which reduce trip generation, and the update of the Regional Plan of Conservation and Development, with an emphasis on land use policies which encourage livable communities, control of sprawl, and the preservation of open space.

Intelligent Transportation System (ITS) Policy and Opportunities – The Region's *Intelligent Transportation System Strategic Deployment Plan, New Haven Meriden Metropolitan Area (1999)* frames ITS policy. While primarily identified with highways, ITS is a useful tool for the major modes of transit, highway and pedestrian travel. Transit ITS opportunities include:

- *Improved information on available parking* – Monitoring of parking in high demand areas can make available information on currently unoccupied parking.
- *Improved on-time performance* – Additional data collected on operations and adherence to schedule can be utilized to implement adjustments to route, timing or schedules to improve on-time performance, making transit options more reliable for riders.
- *Improved coordination of transit services* – The ability to readily obtain information on various transit options in the Region is limited. Coordinated information would provide options to the traveler in the event of delays and missed connections to other providers.

- *Improved planning of transit services* – Coordination of schedules among the various providers is hampered by the number of operating agencies. Additional coordination would enhance the interconnection of the various transit options.
- *Improved information availability* – Better interchange of information from the operators will enhance the traveler’s experience with a goal of increasing ridership and service utilization.
- *Real-time information* – Information available to the traveler could be enhanced with real-time information on each route or service.
- *Cost effective transit* – Through the use of ITS strategies, a review of the various services could be undertaken to optimize service, while minimizing the costs of providing the service.

Consultation with other agencies – MAP-21 requires better coordination and communication with other agencies, specifically regarding environmental protection, tribal government, wildlife management, land management, and historic preservation. The Act looks to establish a minimum level of contact with these other agencies. In Connecticut, we are fortunate that the existing permitting process has many of these coordination processes in place. Opportunities for improved coordination and communication always exist and the Plan recognizes the need for a high level of coordination and communication. In cooperation with FHWA, CTDOT, FTA, and other necessary agencies, SCRCOG will seek input from other agencies to provide the Region with better transportation projects.

Environmental mitigation – MAP-21 requires review for the restoration and maintenance of environmental functions that could be impacted by the activities in the Plan. The Connecticut Department of Energy and Environmental Protection permitting requirements are met as part of the design, review, approval, and construction process. Transportation projects and services must address environmental impacts and mitigation has been utilized in numerous instances to address unavoidable project impacts while reducing or eliminating overall long term adverse environmental impacts. Opportunities for environmental mitigation could include:

- Inland or tidal wetland restoration
- Wetland creation
- Stormwater control facilities
- Stormwater quality facilities
- Alternate pavement treatments
- Streambed or channel restoration
- Pollution remediation
- Clean fuel for construction equipment improving air quality

Each project is evaluated to address the environmental impacts and assess the opportunities for environmental mitigation, in light of the specifics of the project and proximity to environmental resources. Specific mitigation activities are then proposed or evaluated and, as pertinent, incorporated into the design. SCRCOG encourages the continuation of this important environmental review.

Tourist and Visitor Welcome Centers and Information Access – Tourism is an important component of the economic vitality of the Region. Transportation alternatives and information are vital to the promotion of the Region as a destination, and the reduction of transportation trips through the Region to other destinations. Strategically placed facilities, in locations such as Union Station, New Haven, Tweed –New Haven Airport, and at the I-95-I-91 interchange, can provide regional attraction and travel information which will benefit travelers and regional economic vitality.

Financial Plan

The Plan is required by federal guidelines to be fiscally constrained. As a long range plan, the fiscal constraint must be based upon the estimates of the available revenue for transportation needs over the timeframe of the Plan.

CTDOT estimates level anticipated highway funding for the timeframe of the plan, adjusted for inflation. These estimates are allocated to the major categories of system preservation and system improvements. The allocation of funding for preservation versus improvement is determined by weighting factors which include vehicle miles of travel, congested vehicle miles of travel and lane miles.

In addition, CTDOT has prepared a five year capital plan.

The lists of projects in this plan is not a complete list of projects and priorities of concern to the Region. The Region continually reviews the regional priorities for transportation improvements. It is clear that there is not sufficient funding for all identified needs. Regional priorities may not always align with CTDOT priorities and the Region will work to advance its priorities from the projects noted in the Plan.

Non-highway revenue for other modes of transportation is required for operating costs, system improvements and system preservation. Funding is available for rail and bus operations and capital is programmed by CTDOT and, per CTDOT guidance, is sufficient to maintain existing service and for system preservation during the timeline of the Plan. Maintaining existing service and system preservation are the fiscally constrained portions of the Plan.

New sources of funding must be provided for service improvements and related operating costs and are beyond the fiscal constraint of the Plan.

Near Term (2015-2018) Fiscally Constrained Projects

Near term (2015-2018) projects are currently programmed for both highways and transit. These projects are included within the fiscal constraint of the Plan and are noted in Appendix B.

A favorable bidding climate has helped advance several projects. As the economy recovers, it is expected that costs will again start to increase. CTDOT current policy on estimating addresses these increases to the estimated time of construction. While always an inexact method of estimating, this has led to increased confidence that adequate funding is programmed for the projects. Fiscal constraint always requires the adjustment of anticipated project schedules into future funding allocations. The Region responds to

the funding adjustments with the appropriate amendments to the TIP and looks forward to reprogramming any available funds to help implement the long list of in progress, but not yet fully funded, projects

Mid to Long Term Projects

Mid to long term projects (2018-2040) are outlined below. The estimated costs and dates for each phase of the project are shown where identified or noted and are to be determined (TBD) if not stated. Projects will be funded as they are prioritized in the future and may utilize highway system improvement funds noted above or additional revenue provided in the future. As such, these needed improvements can be utilized to program the system improvement funds. Subsequent plans and revisions will frame evolving needs and priorities, while meeting the requirements of fiscal constraint.

Transit

Existing service will be funded by existing revenue streams. The Enhanced Service noted below will be accomplished by new funding. Provision of additional funding may adjust certain enhancements to near term projects.

Bus

- Implement 10 minute headways on major lines for peak commute
- Utilize articulated busses for improved capacity
- Extend hours of service for employee needs
- Crosstown west service from West Haven to Hamden
- High speed to core bus service as per Transit Study
- LOCHSTP additional service
- Flex Route Implementation to meet needs and reduce congestion

Rail

- New Haven/Hartford/Springfield Commuter and Expanded Service
 - Minimum additional 14 one-way trips (7 each direction)
 - New Stations
 - North Haven (2 locations)
- Shore Line East
 - Reverse Commute Expansion
 - Additional parking
 - New Station – East Haven
- Metro North
 - Express Service to Grand Central
 - Additional Union Station, New Haven Parking
 - Additional Milford Parking
 - West Haven Station
 - Orange Station
- Feeder Barge Freight Service

Highways

To be funded by System Improvement funds or additional future funding as determined by future priority rankings. Costs shown are early estimates.

Interstates/ Limited access highways

I-95 Branford Exit 53 improvements – Relocation and four way interchange

I-691 Meriden Exit 5,6,7 interchange improvements

Wilbur Cross interchange improvements

I-95 East of Exit 54 widening

I-95 east of Exit 54 interim exit improvements

Arterials

Candidate Route	Arterials Town	Limits	Distance (feet)	Option		2005 ADT
				Existing	3 Lanes 4 or 5 Lanes	
Rte 10	Hamden	Washington Ave to Route 40	3500	4		X 16,500
Rte 10	Hamden	Rt 40 to Todd St	9000	4		X 21,900
Rte 10	Hamden	Todd St so to Shepard Ave	3600	2		X 19,700
Rte 10	Hamden	River St to Cheshire TL	6600	2		X 17,500
Rte 122	West Haven	US 1 to Elm St	7200	2	X	18,700
Rte 150	Wallingford	Rt 71 overpass	500	1	X	14,000
Rte 150	Wallingford	South of Old Colony Rd to Rt 68	2750	2	X	14,000
Rte 162	West Haven	Elm St to Greta St	2750	2	X	15,800
Rte 162	Orange	West Haven TL to US 1	1450	variable		X 14,300
Rte 162	Milford	West of Old Gate Ln to Gulf St	4200	2	X	15,700
Rte 162	Milford	Clark St to US 1	3100	2	X	14,000
Rte 17	No. Branford	N & S Rte 22 intersection	2350	2	X	17,600
Rte 63	New Haven/Woodbridge	Dayton St (NH) to Landin St (Wdbg)	6200	variable		X 15,600
Rte 68	Wallingford	Hanover St to No. Main St	5850	2		X 16,000
Rte 69	New Haven/Woodbridge	Rte 63 to Landin St	3000	2		X 18,700
Rte 80	No. Branford	East Haven TL to Doral Farms Rd	6750	2 to 3	X	17,100
Rte 80	No. Branford	Rt 22 to Guilford TL	8500	2	X	
US 1	Branford	East Haven TL to Echlin Rd	8000	4		X
US 1	Branford	Rt 146 to Cedar St	3800	2		X 17,200
US 1	Branford	Cedar St to East Main	4400	2	X	14,000
US 1	Branford	E. Main to I-95 x55	5100	2	X	19,500
US 1	Branford	I-95 x55 to Leetes Island Rd	5500	2	X	20,500
US 1	West Haven	Campbell Ave to Orange TL	8500	4		X 17,900
US 1	Guilford	State St to Tanner Marsh Rd	6800	2	X	15,700
US 5	Wallingford	S. Orchard St to Ward St	2750	2	X	12,500
US 5	Wallingford	Christian St to Meriden City Line	9800	variable		X 18,900
US 5	Meriden	Wallingford TL to Olive St	9400	variable		X 15,400
US 5	Hamden/No. Haven	Olds St(Hmdn) to Sackett Point Rd	3700	variable		X 15,100

Candidate arterials for lane additions are noted above.

Implementation of Corridor Study Recommendations

- Route 5
- Route 10
- Route 22
- Route 34
- Route 68
- Route 162

Local Bridges

- New Haven
 - Grand Avenue over Quinnipiac River
- North Haven

Sackett Point Road over Quinnipiac River

\$12,000,000

Port of New Haven

Feeder Barge Service

Tweed New Haven Airport

Safety improvements

Additional passenger service

It is recognized that numerous projects will be included over the timeline of the Plan which have not yet been identified. Future programming will address emerging needs.

Preliminary cost estimates for these highway and port projects, excluding any airport expenditures, approximately equal the estimated allocations for “system improvements” for the Region. As the needs and costs become clearer later in the timeline of the Plan, fiscal constraint will require priorities to be set and project schedules be adjusted to meet the fiscal constraint requirement or additional funding will need to be allocated. Mid to long term cost estimates and schedules rely on assumptions which provide a high level of uncertainty and variability.

The Region recognizes the need for fiscal constraint and will continue to adjust the Plan and transportation planning decisions to meet these requirements.

Transportation issues in Connecticut are under continual review by the highest levels of state government. We anticipate that the updated recommendations will parallel the goals and policies outlined in the Plan. Further legislative review and action will govern the response to any recommendations and guide state policy for the future.

SCRCOG encourages the consideration of the needs outlined in this Plan for funding to address the regional transportation policies and goals.

Appendix A

List of transportation projects by municipality

This compilation includes projects identified by each municipality for inclusion in the Plan. Projects which are important to more than one municipality are listed under each municipality. The list does not include local road projects which would be funded with local revenues.

The estimated cost and schedule is not known for many of the transportation projects noted herein. Notations are entered for projects under CTDOT control and schedule and estimated costs should be obtained from CTDOT. CTDOT information available as of the date of this Plan is shown in Appendix B. Other information provided is subject to further revision as scope and schedule is refined. If no notations are provided, schedule and estimated cost remain to be determined. Projects noted with an asterisk (*) are beyond the fiscal constraint of the Plan.

Town of Bethany

Arterials

Route 63

Route 69 Intersection/ Area Improvements *CTDOT project*

Town of Branford

Interstate 95

Expansion from Exit 54 east(*)

Exit 53 improvements (*)

Redirection to Commercial Parkway

Provisions for all north and south movements

Arterials

Route 1(*)

Intersection improvements

Jefferson Road

Chestnut Street

Route 139

Route 146(*)

Scenic Highway Gateway Plan Improvements
Main Street Roundabout
Limewood Ave. Beach/barrier improvements
Jarvis Creek flooding impacts
Intersection improvements Totoket, Damascus and Stony Creek Roads

Brushy Plains Road – SR 740
Re-alignment at Snake Hill

CTDOT project

Local Roads (*)

Town Green enhancement for pedestrian and parking
Gould Lane Intersection with Featherbed Lane
Harbor Street Culvert

Rail

CTDOT projects

Shore Line East (*)
Service enhancement
Reverse Commute
Station expansion (up and over)

Trails (*)

Shoreline Greenways

Stony Creek Harbor Dredging

Town of East Haven

I-95(*)

Improvements to Exit 52

Arterials(*)

Route 80
Corridor Study New Haven to Mill Street
Implement recommendations
New arterial crossing over Amtrak to provide additional north-south connection.
Elevate the intersection of Hemingway Avenue and Short Beach Road (Routes and 142) to reduce flooding and improve safety, emergency response, and access to portions of East Haven during storm events.
Route 100 improvements at exit 52

Rail

CTDOT project

Shore Line East (*)
New Station
Service enhancements associated with new station
Possible connection to New Haven Hartford Springfield bypassing Union Station

Trails
Shoreline Greenways (*)

Tweed New Haven Airport (*)
Safety improvements
Service improvements

Town of Guilford

Interstate 95(*)
Branford to Rhode Island upgrade
Exit 59 Near term improvements
Expansion of incident management/traffic advisory system

Arterials *CTDOT project*
Route 146
Pedestrian facilities upgrades at Green
Long Hill Road
Reconstruction from US 1 to Hubbard Road \$ 750,000
Bullard Road
Extension to Route 77 including bridge
over West River \$2,730,000
Nut Plains Road West
Extension to Route 77 \$ 750,000

Rail *CTDOT project*
Shore Line East
Parking improvements
Service enhancements (*)
Reverse commute (*)

Trails
Shoreline Greenways (*)

Town of Hamden

Federal Local Bridge Program
Skiff Street over Mill River Project 61-650
Willow Street over Willow Brook(*)

State Local Bridge Program

- Chatterton Way Bridge over Jepp Brook
- Sanford Street Bridge over Shepard Brook
- Woodin Street Bridge over Wilmot Brook
- Connolly Parkway Bridge over Mill River

LOTICIP

- Waite and Mather Street Bridges and sidewalks
- STP Urban
- Hamden Center Traffic Signal Replacement

CMAQ

- Dixwell Avenue Traffic Signal Replacement

Trails

- Farmington Canal Line Trail

CTDOT Project

Town of Madison

Interstate 95(*)

- I-95 – Branford to Rhode Island upgrade
- Incident Management
- I-95 Exit 62 near term improvements

Rail

- Shore Line East
 - Station improvements
 - Parking improvements
 - Service enhancements (*)
 - Reverse commute (*)

CTDOT projects

Trails

- Shoreline Greenways (*)

City of Meriden

Interstates

- I-91
 - Incident Management/ Traffic Advisory system improvements
 - Exit 17 and 18 Reconstruction (*)
- I- 691

CTDOT project

Exit 5,6,7 interchange improvements(*)

Arterials

US 5 Drainage and sidewalk improvements(*)

Conversion of Rte 71 to two way between West Main St. and Hanover St. (*)

Rte 70 and 71 Drainage improvements(*)

Rte 70 Embankment Wall located between Chrshire town line and Coe Ave. (*)

LOTICIP (*)

Pratt Street Gateway Boulevard

Johnson Ave.

Preston Ave.

Baldwin Ave.

West Main St. – Johnson Ave. to Southington line

Westfield Road – Bee St. to Middletown line

Rail

CTDOT project

New Haven Hartford Springfield (*)

Service enhancements

Commuter service

TOD Roadway improvements(*)

Harbor Brook Flood Control and Linear Trail

Transportation Enhancement

CTDOT project

Quinnipiac River Trail - north bank west of Oregon St.

City of Milford

Interstate I-95

CTDOT project

Improvements/upgrade

Moses Wheeler Bridge replacement

Arterials

CTDOT project

US 1 improvements

STP Urban Projects – Potential (*)

Oronoque and Plains Road Railroad Crossing

Rail

Station Parking Expansion (*)

City of New Haven

1) Transit Investments

a. Public Bus

- i. General Service Improvements (*)
- ii. Implement Reduced Headways: 10 Minute Service on major lines for extended peaks (*)
- iii. Extend hours of service to meet employee needs (*)
- iv. Initiate Cross Town West Service from West Haven to Hamden (*)
- v. Initiate U-Pass for Yale, SCSU, Albertus and Gateway Community College Users(*)
- vi. Study cooperative fare agreements for multi-mode commuters (*)
- vii. Bus shelter Upgrades *GNHTD*
- viii. Equipment Upgrades *CTDOT*
- ix. Study Articulated bus or reduced headways to increase capacity on routes (*)
- x. Improve coordinated services of CTTransit GNHTD, and shuttle services (public and private)

b. Rail – passenger

- i. Metro North Railroad Service Improvements
 1. Initiate Express Service to New York City (*)
 2. Add trains to State Street Station Schedule (*)
- ii. New Haven Hartford Springfield Commuter Service (*) *CTDOT*
- iii. Shore Line East Service Improvements and Reverse Commute (*) *CTDOT*
- iv. AMTRAK
 1. Implement NEC Master Plan
 2. Schedule enhancements to Boston and Washington
 3. Maintenance to state of good repair
- v. Union Station TOD 2008 Plan(*)
- vi. Additional Union Station Garage, including a Transit Oriented Development component (*)
- vii. Union Station Sustainable Communities Initiative(*)
- viii. Yard Improvements with enhanced environmental protections and diesel plug-in systems (*)

c. Tweed New Haven Airport (*)

- i. Safety Improvements
- ii. Service Improvements
- iii. Implementation of Master Plan
- iv. Initiate Regional/ Statewide Funding Approach for General Operations

d. Intermodal Ferry – Initiate Service to Long Island (*)

- e. Downtown Streetcar
 - i. Alternatives Analysis
 - ii. Design and Permitting
 - iii. ROW Acquisition
 - iv. Construction
- 2) Freight Systems
- a. Rail Freight
 - i. Waterfront Street Rail Completion *CTDOT*
 - ii. Waterfront Street Spurs to Terminals
 - iii. “Northside” Rail Access at Port (*)
 - iv. Grand Avenue / East Street safety improvements (*)
 - b. Port of New Haven
 - i. Initiate Feeder Barge Service/Maritime Highway (*)
 - ii. Dredging – Channel Maintenance and Channel Deepening (*)
 - iii. Implement Land Use Plan (*)
 - iv. Waterfront Street Reconstruction(*)
 - c. Implement SCRCOG Truck Study Recommendations (*)
- 3) Complete Streets Program Implementation
- a. Downtown Bike/Ped Improvements
 - i. Union Station Interconnect
 - ii. Downtown bike lanes/cycletrack
 - iii. Bike parking/amenities at transit centers
 - iv. Pedestrian signal upgrades throughout Downtown
- 4) Non-Motorized Trail System
- a. Farmington Canal Trail *CTDOT*
 - b. Shoreline Greenways (*)
 - c. Harborside – Savin Rock Trail to Lighthouse Park (*)
 - d. West River Park to SCSU
 - e. Fair Haven – Ferry Street, Grand Avenue, Front Street, Criscuolo Park and Mill River (*)
- 5) Highway Projects
- a. Interstate 95 *CTDOT*
 - i. Pearl Harbor Memorial Bridge Replacement
 - ii. I-91, I-95, and Route 34 Reconfiguration
 - iii. Long Wharf
 - 1. “No build” design solution and complete streets transition to Long Wharf Park
 - 2. Boathouse Replacement and Shoreline Improvements, In-Water Maintenance and Pier Access
 - iv. West River Bridge Replacement
 - v. ROW Surplus Land Releases
 - b. Interstate 91 *CTDOT*

- i. Exit 8 Improvements
 - ii. Incident Management System Expansion
- 6) Roadway Projects
 - a. Route 34
 - i. West of York Street Urban Boulevard and Development/ Implementation of future Route 34 MDP
 - ii. Downtown Crossing - Reconstruction of Route 34 East
 - iii. Downtown Crossing – Phase 1 Tiger Grant implementation
 - b. Route 63 *CTDOT*
 - i. Route 69 Intersection / Area Improvements (Amity Project)
 - c. Route 10(*)
 - i. Implementation of 2008 Corridor Study
 - d. Route 80 (*)
 - i. Corridor and Complete Streets Study – I-91 to East Haven
 - ii. Implement Recommendations
 - e. Medical District Street Grid(*)
 - i. New roadway and re-alignments to complement Downtown Crossing
 - f. Bridge Replacement and/or Reconstruction Projects
 - i. State Street over Mill River
 - ii. Grand Avenue over Quinnipiac River (*)
 - iii. East Rock Road Bridge(*)
 - iv. West Rock Bridge(*)
 - g. Waterfront Street – Rebuild roadway(*)
- 7) Safety and Environmental Improvements
 - a. Traffic Signal Upgrades(*)
 - i. Phases III and IV
 - ii. Mast arm replacement as needed
 - iii. Traffic Signal progression/timing study and improvements on major city corridors
 - b. Enhanced truck inspection(weight, pollution, safety) program – roving and port specific (*)

Town of North Branford

Arterials

- Church Street improvements
- Implement Route 22 Corridor Study recommendations
- Realign intersection Route 22 and Route 150 (*)

Town of North Haven

Arterials

- Implement Route 22 Corridor Study recommendations

STP Urban Project/Local Bridge Project
Sackett Point Road \$12,000,000 / 2016

Local Roads \$2,500,000 / 2017
Valley Service Road earmark and construction

Rail *CTDOT project*
New Haven Hartford Springfield Service (*)
New station
Commuter service

Town of Orange

Arterials *CTDOT project*
US 1 Improvements
Implement Route 162 Corridor Study recommendations

Rail *CTDOT project*
New station (*)

Town of Wallingford

Arterials
US Route 5
Implementation of portions of Corridor Study recommendations(*)
Tolles Road and Route 702 (I-91 Ramps)
Improvements *CTDOT Project*
Wilbur Cross Parkway Rte 15
Yale Avenue/ US Route 5 interchange #66 improvements(*)
River Road Exit 65 improvements
Route 68
Implement Corridor Study recommendations(*)
Route 150
Improvements between Rte 15 and Parker Farms Rd. (*)
Improvements to eliminate one lane restriction at Amtrak overpass(*)

Rail *CTDOT project*
New Haven, Hartford, Springfield (*)
Commuter service
Relocation of Station

Transit

Service enhancements as per consultant recommendations(*)

Trails

Quinnipiac River Linear Trail Project(*)

Phase IV – Community Lake Park south to North Haven

Phase V – Fireworks Island north to Meriden

Phase VI – Completion of loop around Community Lake

Transportation Enhancement (*)

Town Downtown Streetscape

Phase IV – Municipal Parking Lot and Cherry Street(Rte 150)

Phase V – US Rte 5 – Prince Street to Church Street

Phase VI – Ct Rte 150 – Fair St to N/s Elm Street

City of West Haven

Interstates

I-95

CTDOT project

West River Bridge Replacement

Improvements and upgrades

Arterials

Implement Route 162 Corridor Study recommendations

Route 34 at Route 122 improvements

Rail

CTDOT project

New Station (*)

Trails

Harborside Trail - Savin Rock Trail to Lighthouse Park (*)

Town of Woodbridge

Arterials

Route 63

CTDOT projects

Route 69 Intersection/Area Improvements

Route 67 Intersection improvements

Appendix C

Public Outreach Process

Staff outreach in the Region is noted below:

Regular meetings of Transportation Committee and SCRCOG, March and April 2015.

Outreach to Chief elected officials and staff concerning input to Plan

The following is a tabulation of comments and response to the outreach from the Region concerning the draft Plan:

No Comments were received at the regular Transportation Committee and SCRCOG meetings in March and April 2015.

In addition, a public information meeting was held on Monday April 20, 2015 at noon to allow for additional public input. No member of the public attended or provided written comments.



CTrides.com

1-877- CTrides (287-4337)

info@CTrides.com

A Service of the Connecticut Department of Transportation

CTrides Program Activity: Quarter 1

January—March 2015

CTrides Promotional Activities

Following a targeted effort in the final quarter of 2014 to strengthen relationships with Worksite Partners, the CTrides team kicked off 2015 with a new partner initiative, the CTrides Business Forums.

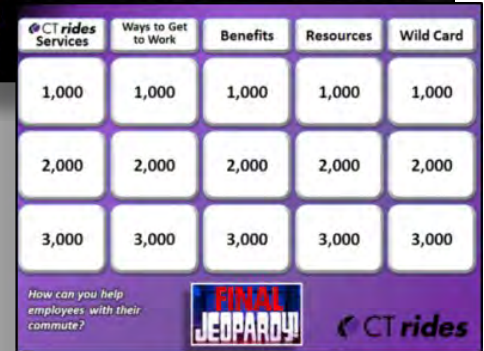
CTrides Business Forums

The CTrides business Forums were held in North Haven and Stamford CT on January 21 & 22. The goal of these events was to allow program worksite partners the opportunity to meet, share ideas and brainstorm on the most effective initiatives for commuter programming.

The event provided employers the ability to see how tailored commuter programs can be a meaningful benefit to employees.

The two-hour regional events included speakers with overview of National TDM Best Practices and Strategies including real worksite success stories and strong program return on investment. A CTrides overview followed with program updates and a Telework presentation. An interactive Partner panel and Q & A spotlighted companies using innovation to engage employees. The event closed with a spirited, interactive Commuter Jeopardy game.

Local transportation vendors and bike groups were also at the event to feature and promote their services. The events were enjoyed by partners (see comments below) and received great media coverage.



Partner Comments from CTrides Business Forums...

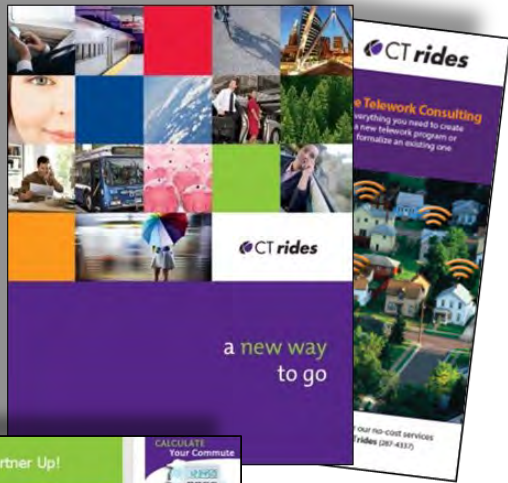
“Great event, educational, and fun. Not too long. This was an event long time coming. Enjoyed myself.”

“I’m delighted to have been able to take part.”

“More events like this - quick yet very informative.”

“It was interesting to hear how other companies implemented alternate commuting options.”

“It’s great to be around others from the area dealing with the same parking and transit struggles - enjoyed hearing ideas.”



Additional Partner Marketing

In other partner marketing activities, the CTrides team used the momentum gained from the Business Forums to build and strengthen employer relations, as well as plan for CTrides' major spring events.

CTrides sent out its Winter Partner Newsletter, including a story on the Forums, for those partners who were not able to attend, as well as an article on telework, and a preview of major upcoming program events, like Earth Week and CTrides Week.

A CTrides mailer packet was developed and sent to every Chamber of Commerce in the state to make them aware of new offerings and remind them of existing services and programs.

CTrides also reached out individually to partners met at the Business Forum interested in offering new types of events. In one case — this led to a stalwart Lunch & Learn partner series.

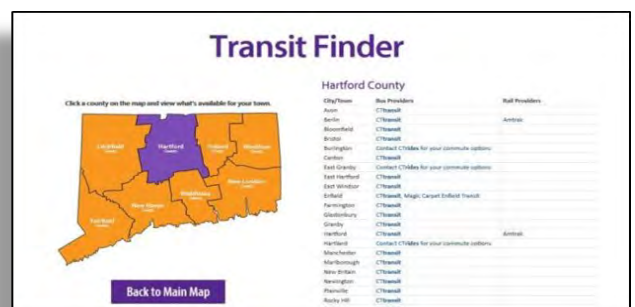
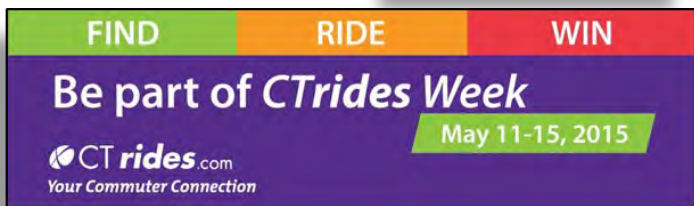
As the quarter ended, CTrides ramped up its efforts in planning for Earth Week in April and CTrides Week in May. This included materials development, various social campaigns, PR, advertising and community partnerships to gain the most exposure for the series of events.

Website

Another major initiative for the first quarter of 2015 included the build and launch of a Transit Finder page on CTrides.com.

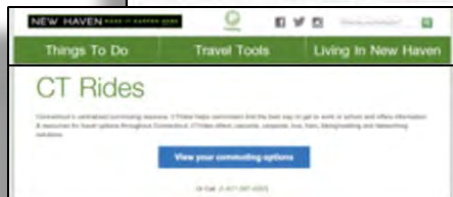
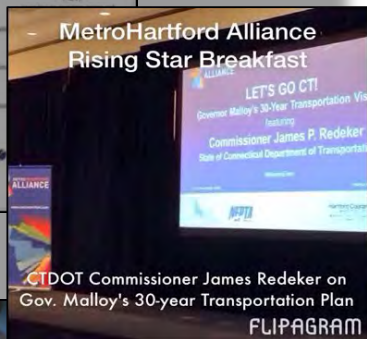
This page allows users to see all the transportation options available to them in their town or area. The interactive page has a regional map with transit servicing each town.

It has received very positive feedback from commuters using the tool to check out commuting options.



Quarterly Report

Jan—March 2015



Public Relations

PR efforts of 2015's first quarter involved expanding cross-promotion with various community partners. By participating in various event's speaking panels or posting affiliate happenings on owned communication channels, like social media, **CTrides** was able to reach a much broader market more deeply with much less PR funding.

Some of the events attended were the MetroHartford Alliance breakfast, featuring CT DOT Commissioner Redeker, a HYPE transportation forum and the Wesleyan University panel on Ride Sharing. This also helped strengthened existing community relationships while building new ones.

CTfastrak

In March, Connecticut launched its first ever Bus Rapid Transit system, **CTfastrak**. The **CTrides team** helped promote the launch of that system by attending the "Test Run" and launch and posting videos, flipagrams and photos on social media.

This effort helped link the two programs together to show the public the brand in action.



Social Media

CTrides continued to expand its suite of social media tools by adding an Instagram account. It has already gained traction with consistent follower growth and has allowed the program to feature more consumer submitted images, increasing their engagement.

CTrides' social pages cover an array of topics of interest commuters and partners alike, such as:

- CTrides program news & promotions
- Commuter event announcements
- Partner news
- Commuter resource highlights
- Transit updates and outages
- Commuter Reward offerings
- Engagement questions
- Super Commuter Spotlight

Analytical tracking metrics show positive growth and special interest in certain posts (at right and below). The consumer audience appears to enjoy transportation and worksite related posts as well as those with a touch of humor and wit.



Paid Advertising

CTrides paid advertising flights were active in February, following a quiet period during the winter holidays. Media channels included television, radio (standard, internet and Pandora), outdoor billboards, digital banners and print Ads (in business journals targeting our partner audience).

Of note, the majority of paid advertising focused on southern and southwestern regions of the state due to an extensive central Connecticut campaign by partner program, CTfastrak.



CT DOT Commissioner James Redeker with CTrides



Gov. Dannel Malloy, Lieutenant Governor Nancy Wyman and New Britain Mayor Erin Stewart launch CTfastrak with CTrides



Worksite Activity

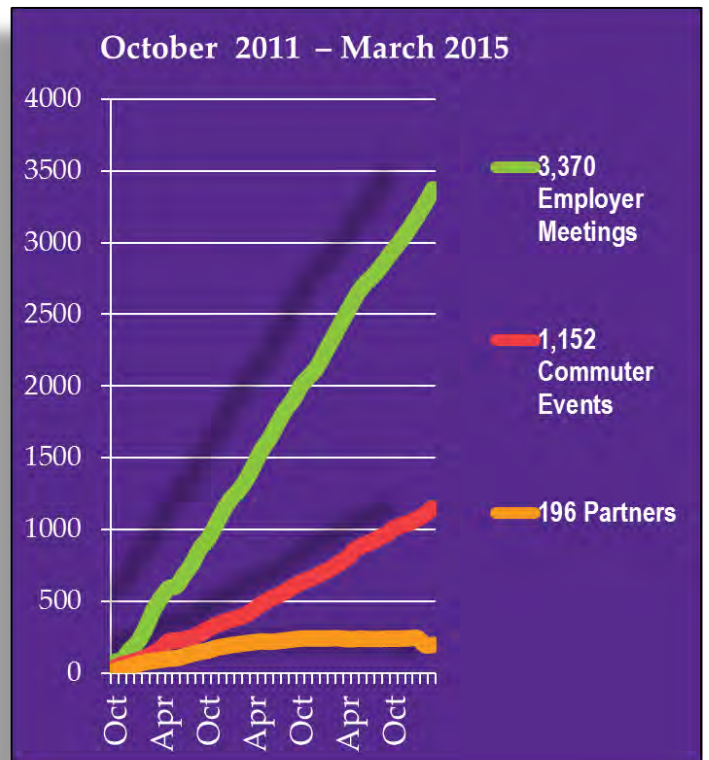
In January 2015, the CTrides partner database was audited to ensure that all worksite partner files were current. Once this was complete, outreach program expansion goals were set for each worksite and corresponding program coordinator.

In other activity, each Outreach Coordinator personally invited all worksite partners in their territories to attend the January CTrides Business Forums. Following the Forums, staff worked with partners on ideas generated at the Forums and also in preparation of the Spring’s large promotional events.

The outreach team also participated in the successful launch of the state’s first Bus Rapid Transit system, CTfastrak. The team volunteered as program ambassadors during the service’s first few weeks to assist the public with questions or concerns.

With worksite partners during Q1, the Outreach Team held **271 Worksite Meetings**, **104 Commuter Events** and signed up **6 new Partners**, including *Voya Financial (formerly ING)*, *Memry Corporation*, and *United Technologies Aerospace* bringing the partner total to **196** and the stakeholder total to **104**.

Outreach details are segmented by region on the following pages with a full list of current partners in Appendix I.



Regional Worksite Highlights



Eastern CT includes the Hartford, North and Central regions of Connecticut

Highlights

- **United Technology Aerospace:** New partnership.
- **UConn Health Center:** 2,500 in attendance interested in CTfastrak, which launched on same day; distributed all maps.
- **CTfastrak:** Successful collaboration in launch of new service.
- **Duncaster Retirement:** Strong interest in bus stop outside facility. Commuter origin map very well received.
- **Burriss Logistics (Rocky Hill):** Previous Rideshare paying client, now looking to partner with CTrides.
- **Walgreens Distribution:** Collaborative effort w/ MassRides to setup vanpools for late-shift workers.

Events

- Aetna
- Branford Hall (Windsor campus)
- Capital Community College
- CT Children's Medical Center
- CT Department of Labor
- CT DCF
- CTfastrak
- CTrides
- DAS
- Department of Energy and Environmental Protection (DEEP)

- Department of Admin. Services
- Department of Children & Families
- Duncaster Retirement Comm.
- Lincoln Life Insurance
- MassMutual
- Prudential
- Shipman & Goodwin
- Stone Academy (East Hartford)
- UConn Health Center



Meetings

- Walgreens Distribution Center
- University of Saint Joseph
- United Aerospace Technologies
- UConn Health Center
- UConn - Greater Hartford
- Tunxis Community College
- Town of Windsor
- Town of Farmington
- Town of Enfield
- Stone Academy (East Hartford)

- Shipman & Goodwin
- Saint Francis Hospital
- Prudential
- MassMutual
- Lowe's Distribution Center
- Lincoln Life Insurance
- Johnson Memorial Hospital
- IRS
- ING (Voya)
- HomeGoods Distribution
- Hartford Public Schools
- Hartford Hospital
- Goodwin College
- Evergreen Health Care Center
- Duncaster Retirement
- Dept of Admin. Services
- DEEP
- CTrides
- CTfastrak

- CT DCF
- CT Department of Labor
- CT Children's Medical Center
- Cigna
- CCMC
- Capital Community College
- Burriss Logistics
- Branford Hall (Windsor campus)
- Bank of America (Farmington)
- Asnuntuck Community College
- Aetna

Regional Worksite Highlights



Southern CT includes Middlesex, New Haven & coastal regions

Highlights

- **Wesleyan University:** Panelist at “Future of Travel” event
- **Windham Region Transit District & Middletown Area Transit:** New participant in 10-trip pass program
- **Campus events:** Quinnipiac University, Connecticut College, Southern CT State University, Middlesex Community College
- **Mohegan Sun:** Interested in Commuter Tax Benefit with possible partnership agreement on horizon
- **Frontier Communications:** Interested in vanpool for relocation
- **Job Corps – New Haven:** Sustainable transportation events
- **Connecticut Valley Hospital:** First-ever Vanpool formation event with commute origin map
- **City of New Haven:** Plans to set up City Hall vanpools
- **University of New Haven:** Implementing Commuter Tax Benefit for staff

Events

- Albertus Magnus
- City of New Haven
- Connecticut Valley Hospital
- CTfastrak
- ECSU
- Gateway Community College
- HYPE Hartford
- Job Corps New Haven
- Kennedy Center
- Lower CT River Valley COG
- Middlesex Community Colleges
- Pratt and Whitney

- Quinnipiac University
 - Southern CT State University (SCSU)
 - Three Rivers Community College
 - University of New Haven
 - Wesleyan University
- ### Meetings
- Zipcar
 - Yale-New Haven Hospital
 - Windham Region Transit
 - Wheeli
 - Wesleyan University
 - University of New Haven
 - Tri-Com Consulting Group, LLC
 - Town of Hamden
 - Town Green Special Services Dist.
 - Three Rivers Community College
 - The Kennedy Center, Inc,
 - Subway World Headquarters
 - Stone Academy
 - Star Distributors, Inc.
 - SCSU
 - Southeastern Connecticut COG
 - South Central COG
 - Quinnipiac University
 - Pratt & Whitney - Middletown
 - PMA Companies
 - New Haven Register
 - Mohegan Sun Casino
 - Mitchell College
 - Milford Hospital
 - Middlesex County COC
 - Middlesex Community Colleges
 - Lyme Academy of Fine Arts
 - Lower CT River Valley COG
 - Lawrence + Memorial Hospital

- Job Corps New Haven
- HYPE Hartford
- GoNHGo
- Gateway Community College
- FTD
- Frontier Communications
- Elm City Cycling
- EDC New Haven
- ECSU
- Dichello Distributors Inc.
- CTrides Business Forum
- Connecticut College
- Community Enterprises
- City of New Haven
- Bristol-Myers Squibb
- Branford Hall (Branford)
- Bike-New London
- Backus Hospital
- Albertus Magnus
- Advanced Nursing & Rehab Center



Regional Worksite Highlights



Western CT includes *Litchfield, Housatonic, Bridgeport & Stamford regions.*

Highlights

- **Memry Corp.:** Partnership agreement
- **Student events:** Norwalk Community College, Naugatuck Valley Community College, Stone Academy
- **Cartus:** Lunch & Learn series with HARTransit & vRide successful. Commuter Tax Benefit moving forward as a result of current programs
- **Wright Investment:** Relocation project with CTrides as 50% of workforce will telework or use mass transit
- **ASML:** 2015 Kick-off commuter event with focus on vanpool program to address parking demand.
- **Housatonic Community College & University of Bridgeport:** Staff meeting on CTrides programs and future events
- **Deloitte & Touche:** Increased transit options following relocation and implementing commuter tax benefit
- **City of Bristol:** Economic Development office sending out CTrides marketing information for awareness with local businesses
- **Siemens:** Relocating in 2016 and requesting CTrides assistance w/ possible vanpools

Events

- ASML, Inc.
- BLT Management, LLC
- City of Stamford
- CTfastrak
- CTrides Business Forum
- DCF - Bridgeport
- Deloitte & Touche

- Greater Bridgeport Transit
- Housatonic Community College
- Memry Corporation
- Naugatuck Valley Community College
- Norwalk Community Tech. College
- PEP - Lacey Manufacturing
- Southwest Community Health Center
- Stone Academy (Waterbury)
- University of Bridgeport
- Waterbury Hospital
- Wright Investors' Service Inc.

Meetings

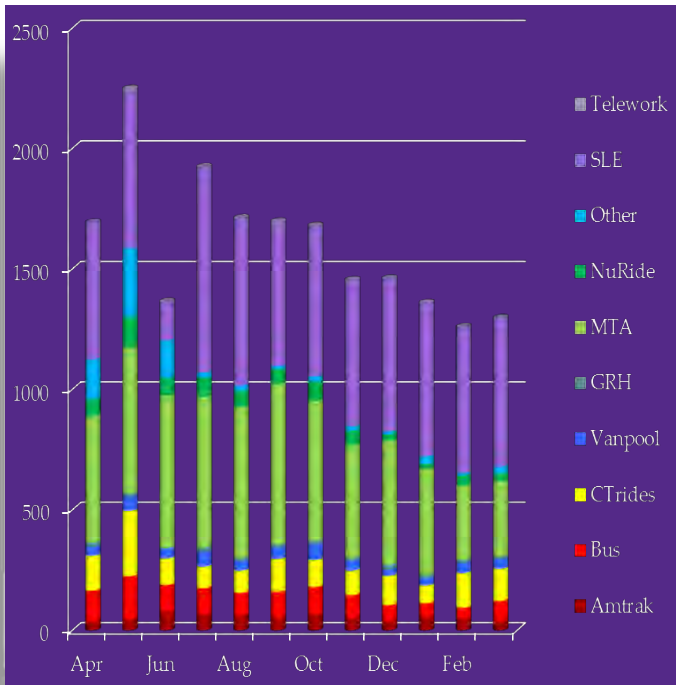
- Western Connecticut State University
- Waterbury VNA
- vRide
- Towns of Fairfield, Monroe, Seymour, Trumbull, Greenwich
- The Watermark at 3030 Park
- The Greens at Connondale
- SWRPA
- Stamford Partnership
- Stamford Family YMCA

- Stamford Downtown Special Services
- St. Vincent's Medical Center
- Siemens Healthcare Diagnostics
- Share Food Program
- Redniss & Mead
- Reckson/SL Green
- Purdue Pharma
- Pitney Bowes-Shelton
- Pitney Bowes-Danbury
- Oracle Corporation
- Norwalk Transit
- Northwest Hills COG
- NBC Sports
- Naugatuck Valley COG
- Merritt Parkway Trail Alliance
- Meridian Manor Health Center
- Melissa & Doug
- MacDermid
- Konover Residential
- Kennedy Center
- HARTransit
- Greater Bridgeport Reg. Council
- Eversource Energy
- Enthone
- Entegris
- Emerson-Branson
- DCF - Danbury
- Comet Technologies
- City of Bridgeport
- Cartus
- Bridgeport YMCA
- Bridgeport Public Schools
- Bridgeport Hospital
- Bridgeport Health Care Center
- Beiersdorf



Quarterly Report

Jan—March 2015



Customer Inquiry Details:

- **3,540 Total Inquires** into CTRides
 - * **1,885 inbound calls** - Including 4 callers using Spanish as their primary language and 12 from people with disabilities
 - * **Responded to 895 email inquiries**
 - * **Made 468 marketing and Informational outbound calls**
 - * **Facilitated 259 live chats**
- **Provided 73 Guaranteed Rides** to 48 monthly vanpool riders, 20 express bus commuters and 5 Shore Line East train riders.
- **Sent 14 trial bus passes to commuters** meeting the program's Trial Ride criteria.
- **A follow-up survey** for the quarter netted the following results: 5 follow-up survey respondents, 5 used the pass, 5 will continue to use transit and 3 rated service 4-5 out of 5.

Customer Service & Operations

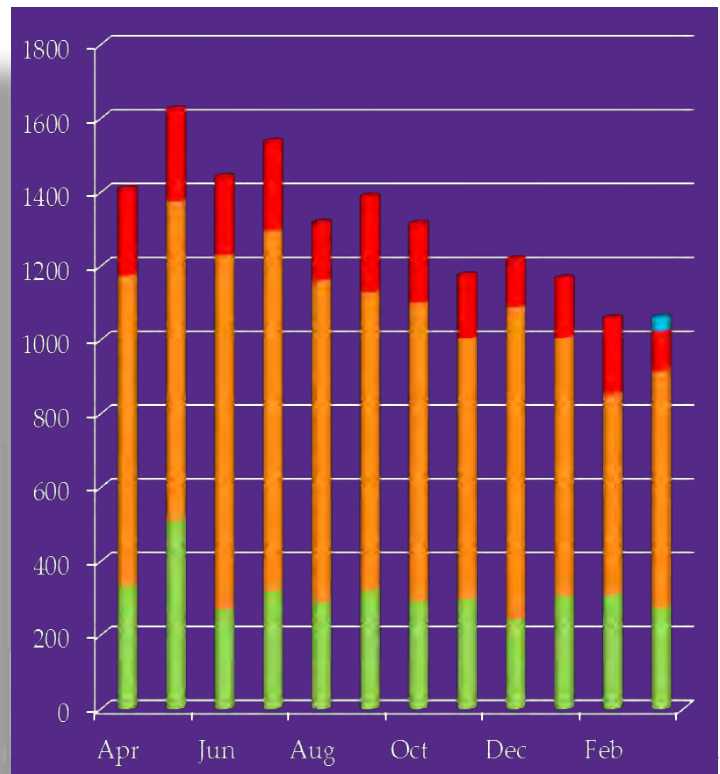
During the first quarter of 2015, the Customer Service Team collaborated with the Outreach Coordinators with a mailer marketing campaign targeting the state's local chambers of commerce to increase awareness and participation in CTRides' programs and services.

On the operations level, the team crafted a detailed process and protocols to use in the event of an emergency at any of the Connecticut's rail stations. Following this was team training to ensure the staff was comfortable executing all aspects of the plan. The after-hours answering service was also trained with the new process for consistency and to ensure the highest level of quality when the main office was offline.

Further, the entire team was setup to telework, affording greater overall accessibility, and business continuity in the event of bad weather.

1st Quarter 2015

- ▶ **1,885 — Inbound Calls**
- ▶ **468 — Outbound Calls**
- ▶ **895 — Email Inquiries**
- ▶ **259 — Online Chats**
- ▶ **33 — Social Media**
(started tracking in March)



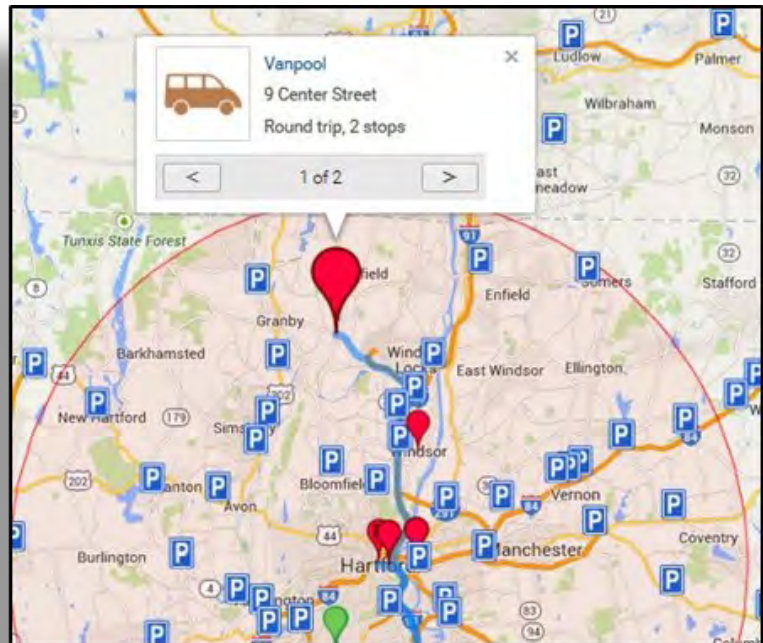
Commuter Rewards Program

The Commuter Reward program added **1,423 new members** in the first quarter of 2015. The majority of these members were the direct result of CTrides outreach at Partner worksites.

Additionally, a new vanpool locator was added to the CTrides Commuter Rideshare & Reward Website including all 169 vanpools in the state. Now, consumers will be able to use the online service for both carpools and vanpools.

Other Enhancements to the web tool launched this quarter were:

- Improvements regarding bounced emails
- Email delivery improvements
- New trip validation process
- Improved polling capability



Rewards

A number of rewards were offered to members with major companies including:

- The semi-annual Smugglers' Notch family vacation for 4
- Boston Celtics tickets
- Zipcar
- Cardullo's Gourmet Shop
- Omaha Steaks
- Advance Auto Parts
- Avis
- Sears
- Yale Peabody Museum





CTrides Telework

The CTrides team beefed-up exposure for the Telework program in a multifaceted campaign. The pieces of the campaign were designed to work together to outline key features of the services as well as build program awareness among Connecticut employers.

To do this, a brochure was developed for direct person-to-person outreach by the Telework specialists. Additionally, new prospects were developed, contact made and followed-up with phone calls and an email reiterating the campaign’s messages and emphasizing the program’s no-cost resources.

Print and digital ads were also placed in the primary business journals used by local companies.

And finally, social media was used to push Telework in a feature called “Telework Tuesday”.

Client Activity

- **Connecticut Department of Labor, Wethersfield:** “Green Light” from the Labor Commissioner and executives to move forward with the implementation of telework program to be launched by end of 2015. Internal committee formed to help in these efforts.
- **State Education Resource Center, Middletown:** On-site consultation with Partner Communications, with a desire to improve existing telework program. HR documents have been distributed with future meetings set.
- **Wright Investor/Financial Services, Milford:** Ongoing technology assessment and overview being conducted as a plan is put in place.
- **NBC Sports, Stamford; New Haven Register, New Haven; Siemens, Brookfield:** Interested telework prospects relayed by the outreach team to CTrides telework specialist with initial contacts made and meetings set.
- **TPS Group, North Haven:** The client is interested in integrating current telework trends and updating the program.
- **Diageo, Norwalk:** Cross-promotional opportunities identified by the outreach team as the client is looking to update the existing telework program.



As of the 1Q 2015, there are nearly 200 businesses, agencies and municipalities partnered with CTrides — *New Partners highlighted in bold*

1. 1-169th Aviation Regiment
2. 3M Purification
3. Aaron Manor
4. Albertus Magnus
5. Allied World Assurance Inc.
6. American Cancer Society
7. American Heart Association
8. Anthem Blue Cross Blue Shield
9. ASML, Inc.
10. Aurora Products Inc.
11. Avon Health Center
12. BELIMO Aircontrols
13. Bigelow Tea
14. BikewalkCT
15. Bishop Woods Executive Academy
16. BLT Management, LLC
17. Branford Hall (Branford campus)
18. Branford Hall (Southington campus)
19. Branford Hall (Windsor campus)
20. Bridgeport Fittings
21. Bridgeport Public Schools
22. Building & Land Technology
23. Capital Community College
24. Cartus
25. Cheshire Public Schools
26. CHUBB Specialty Insurance
27. Cigna
28. City of Bridgeport
29. City of Danbury
30. City of New Haven
31. City of Stamford Land Use Bureau
32. City of Waterbury
33. City of Waterbury - Dept of Public Works
34. City of Waterbury - Public Health
35. Comet Technologies
36. Connecticutare
37. Connecticut Children's Medical Center
38. Connecticut Dept of Administrative Services
39. Connecticut Dept of Economic and Community Development
40. Connecticut Dept of Emergency Services & Public Protection
41. Connecticut Dept of Energy and Environmental Protection (Hartford)
42. Connecticut Dept of Energy and Environmental Protection (New Britain)
43. Connecticut Dept of Public Health (Rocky Hill)
44. Connecticut Dept of Revenue Services
45. Connecticut Dept of Labor
46. Connecticut Dept of Transportation
47. Connecticut Valley Hospital
48. Connecticut Water
49. Connecticut Water Company
50. Coventry Public Schools
51. Covidien
52. Danbury Public Schools
53. Diageo, Inc.
54. Duncaster Retirement Community
55. Eastern CT State University
56. Eastern CT Transportation Consortium
57. Eastern CT Workforce Investment Board
58. Eastern Workforce Investment Board
59. Electric Boat
60. Fairfield Public Schools
61. Ferguson Electric CO
62. FTD
63. Fusco Corporation
64. Gateway Community College
65. Generations Family Health Center
66. Glastonbury Chamber of Commerce
67. Globe Pequot Press
68. Goodwin College
69. Greater Bridgeport Regional Council
70. Greater Bridgeport Transit
71. Greater Waterbury YMCA
72. Hartford Steam Boiler
73. HARTransit
74. Housatonic Community College
75. Hughes Health and Rehabilitation
76. IKEA - New Haven
77. Job Corps New Haven
78. Kimberly Hall Healthcare
79. Lawrence + Memorial Hospital
80. Legrand Ortronics
81. Lincoln Culinary Institute (Hartford)
82. Lincoln Life Insurance/Freemont Group Management
83. Lincoln Technical Institute (New Britain)
84. Litchfield Public Schools
85. Lord Chamberlain Nursing Center
86. Lower CT River Valley Council of Governments
87. Lowe's Distribution Center
88. Macy's Logistics & Operations
89. Macy's.com
90. Malkin Properties
91. Manchester Community College
92. Marrakech
93. Marrakech, Inc.
94. MassMutual
95. **Memry Corporation**
96. Middlesex Community College (Middletown Campus)
97. Middlesex Community College (Meriden Campus)
98. Middlesex Hospital
99. Middletown Downtown Business District
100. Morgan Stanley

- 101. Mystic Aquarium
- 102. Naugatuck Valley Community College
- 103. New Britain CT Works Center
- 104. New Britain Downtown District
- 105. Newtown High School
- 106. Northeast Utilities
- 107. Northeastern Connecticut Council of Governments
- 108. Northwest Connecticut Chamber of Commerce
- 109. Norwalk Community Technical College
- 110. Norwalk Transit
- 111. Oracle Corporation
- 112. Pratt & Whitney - Middletown
- 113. Pratt and Whitney
- 114. Projects Inc
- 115. Prudential
- 116. Purdue Pharma
- 117. Quinebaug Valley Community College
- 118. Quinebaug Valley Community College Willimantic Center
- 119. Quinnipiac University
- 120. Reckson/SL Green
- 121. RM Bradley
- 122. Saint Francis Hospital
- 123. Seabury Retirement Community
- 124. Shipman & Goodwin
- 125. Siemens Healthcare Diagnostics
- 126. South Central Regional Council of Governments**
- 127. Southeastern Connecticut Council of Governments
- 128. Southern Connecticut State University
- 129. Southwest Community Health Center
- 130. St. Mary's Hospital
- 131. Stamford Chamber of Commerce
- 132. Stamford Downtown Special Services District (SDSSD)
- 133. Starwoods Hotel
- 134. Stone Academy (East Hartford)
- 135. Stone Academy (Waterbury)
- 136. Thames Valley Council for Community Action
- 137. The Davis Companies
- 138. The Kennedy Center, Inc.
- 139. Thomaston Public Schools
- 140. Three Rivers Community College
- 141. Torrington Public Schools
- 142. Town Green Special Services District
- 143. Town of Barkhamsted
- 144. Town of Brookfield
- 145. Town of Cheshire
- 146. Town of Coventry
- 147. Town of Fairfield
- 148. Town of Farmington**
- 149. Town of Greenwich
- 150. Town of Hamden
- 151. Town of Hartland
- 152. Town of Lebanon
- 153. Town of Manchester
- 154. Town of Monroe
- 155. Town of New Milford
- 156. Town of North Branford
- 157. Town of Redding
- 158. Town of Rocky Hill
- 159. Town of Scotland
- 160. Town of Thomaston
- 161. Town of Wallingford
- 162. Town of Westport
- 163. Town of Wethersfield
- 164. Town of Windham
- 165. Town of Windsor**
- 166. Travelers
- 167. Trinity College
- 168. Triumph
- 169. UConn Health Center
- 170. Ultra Electronics
- 171. United Illuminating
- 172. United Steel
- 173. United Tech. Aerospace**
- 174. University of Bridgeport
- 175. University of Connecticut (Storrs)
- 176. University of Connecticut-Stamford
- 177. University of Hartford
- 178. University of New Haven
- 179. Valley Transit District
- 180. Veterans Affairs Connecticut Healthcare System (Newington)
- 181. Veterans Affairs Connecticut Healthcare System (West Haven)
- 182. Walgreens Distribution Center
- 183. Waterbury Board of Education
- 184. Waterbury Hospital
- 185. Watson Foods
- 186. Wesleyan University
- 187. West Hartford Health and Rehab
- 188. Westport Police Department
- 189. Whole Foods (Glastonbury)
- 190. Windham Region Transit District**
- 191. XL Group
- 192. Yale New Haven Hospital
- 193. Yale New Haven Hospital
- 194. Yale University
- 195. YMCA Greater Hartford