SCRCOG SPECIAL MEETING NOTICE & AGENDA
January 31, 2018 – 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.scrcog.org

1. Call to Order and Introductions – Mayor Toni Harp, Chairwoman

2. Presentation: State Transportation Issues - CT DOT Commissioner James Redeker

3. Adoption of 11/15/17 SCRCOG Meeting Minutes – First Selectman James Cosgrove, Secretary

4. Adoption of 12/19/17 SCRCOG Special Meeting Minutes - First Selectman James Cosgrove, Secretary

5. Treasurer’s Report for month ending 12/31/17 – Mayor Toni Harp, Chairwoman

6. Transportation Committee Report – Mayor William Dickinson, Committee Chairman
   a. Adopt Resolution to Approve FY 2018-2021 TIP Amendment Three
   b. Adopt Resolution to endorse targets for safety performance measures as established by CTDOT
   c. Adopt Resolution to Amend FY 2018 and FY 2019 UPWP (Attached)

7. Nominating Committee Report for Calendar Year 2018 Officers and Committees – Mayor Toni Harp, Committee Chairwoman

8. Election of Officers and Appointment of Committees

9. Acceptance of Gavel by New Chairman

10. Adopt Resolution to appoint SCRCOG Bank Signatories

11. Adopt Resolution authorizing the Executive Director to sign agreements with CTDOT

12. Approve SCRCOG Fiscal Year 2017-2018 Budget Amendment #1

13. Adopt Resolution authorizing the Executive Director to execute the Notice of Grant Award for the 2018 Regional Services Grant

14. Adopt Resolution Authorizing SCRCOG Executive Director to enter into Contracts with FY 18 UPWP Consultants

15. Adopt Resolution Regarding COGs as County Equivalents

16. Report on PURA Post-Tree Trimming Cleanup/Disposal and Stump Grinding - Carl Amento, Executive Director


18. State Legislative Reports – Michael Muszynski, Advocacy Manager, CCM;

19. SCRCOG Executive Director’s Report – Carl Amento, Executive Director
20. REX Development Report – Ginny Kozlowski, Executive Director, REX Development  Pages 48-50
21. DESPP/DEMHS Report—John Field, Region 2 Coordinator  Page 51
22. Regional Planning Commission December and January Action Tables  Pages 52,53
23. Regional Cooperation/Other Business
24. Adjournment
TO: SCRCOG Board Members
FROM: First Selectman James Cosgrove, Secretary
DATE: January 23, 2018
SUBJECT: SCRCOG Minutes of November 15, 2017

Present:
Bethany First Selectwoman Derrylyn Gorski
Branford First Selectman James Cosgrove, Secretary
East Haven Salvatore Brancati, proxy for Mayor Joseph Maturo
Hamden Mayor Curt Leng
Guilford First Selectman Joseph Mazza, Vice Chairman
Madison First Selectman Thomas Banisch
Milford Mayor Benjamin Blake, Immediate Past Chairman
New Haven Mayor Toni Harp, Chairwoman
North Branford Michael Paulhus, proxy for Mayor Michael Doody
North Haven First Selectman Michael Freda
Orange First Selectman James Zeoli
Wallingford Mayor William Dickinson
West Haven Mayor Edward O’Brien, Treasurer
Woodbridge First Selectwoman Beth Heller

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa

Guests: Dr. Paul Broadie, Vicki Bozzuto and Mark Kosinski, Gateway Community College; Miriam Brody, Hamden-North Haven League of Women Voters; Ginny Kozlowski and Barbara Malmberg, REX Development; Mary Ann Bigelow, Greater New Haven Transit District; Matthew Nemerson, City of New Haven; Lou Mangini and Amy Tenenbaum, Office of U.S. Representative Rosa DeLauro; Ellen Graham, Office of U.S. Senator Richard Blumenthal; John Wardzala, The Kennedy Center; Lori Vitagiano, Regional Water Authority; Richard LoPresti, UI Holdings Corp; David Rackley, Consultant; Michael Muszynski, CT Conference of Municipalities; Betsy Gara, Council of Small Towns

1. Call to order and Introductions
Chairwoman Mayor Harp called the meeting to order at 10:10 a.m. All present introduced themselves.

2. Presentation: Dr. Paul Broadie, President of Gateway and Housatonic Community Colleges
Dr. Broadie described his role as President of both Gateway and Housatonic Community College, and detailed plans for both institutions.

3. Presentation: Tweed-New Haven Airport Update
This presentation was postponed to a subsequent SCRCOG meeting.

4. Adoption of October 25, 2017 SCRCOG meeting minutes
First Selectman Cosgrove presented the Minutes of the SCRCOG meeting of October 25, 2017, which were included in the agenda packet at pages 2-4. He moved for their approval. Mayor O’Brien seconded the motion, which passed unanimously.
5. **Treasurer’s Report for Month Ending October 31, 2017**

Mayor O’Brien presented the Treasurer’s Report for the month ending October 31, 2017, which was included in the agenda packet at pages 5-6. The Balance Sheet shows that SCRCOG has total assets of $1,216,000 with approximately $912,000 of that in cash and investments. There is also $145,000 due from CTDOT. Mayor O’Brien moved for acceptance of the Treasurer’s Report. First Selectman Blake seconded the motion, which passed unanimously.

6. **Transportation Committee Report**

First Selectman Banisch moved for adoption of a Resolution Approving FY 2018-2021 TIP Amendment Two, which had been recommended by the Transportation Committee, and which is found at Pages 7-12 of the agenda packet. First Selectman Cosgrove seconded the motion. It was approved unanimously.

7. **MPO Planning Certification**

First Selectman Zeoli moved for approval of the MPO Planning Certification found at Pages 13-14 of the agenda packet. First Selectman Cosgrove seconded. The Resolution was approved unanimously.

8. **Adopt Preliminary Dues for FY 2018-2019**

Chairwoman Harp reported that the Executive Committee had approved a recommendation that the SCRCOG Preliminary Dues for next fiscal year be increased by no more than $0.05/ per capita. First Selectman Cosgrove moved for the acceptance of the Executive Committee recommendation. Mayor O’Brien seconded, and all were in agreement.

9. **Appoint Nominating Committee**

Mayor Harp appointed a Nominating Committee for the nomination of 2018 officers and committee members consisting of: Mayor Toni Harp (Chair), First Selectman Michael Freda, and Mayor Benjamin Blake.

10. **Adopt January 2018 to January 2019 SCRCOG Calendars for Monthly Meetings**

The yearly calendars of the SCRCOG Board and Executive Committee meetings and that of the Transportation Committee are listed on Page 17 of the agenda packet. A calendar of Regional Planning Commission meetings for the next year was distributed at the meeting. First Selectman Freda moved for adoption of the meeting calendars. First Selectman Cosgrove seconded, and all were in favor.

11. **Approve Delegation of Authority Regarding Invoices Generated for the Connecticut Department of Transportation**

New policy required by CT DOT is described on Page 18 of the agenda packet. First Selectman Cosgrove moved for approval of the new policy. Mayor Leng seconded the motion. All were in favor.

12. **Congressional Report**

Louis Mangini from Congresswoman DeLauro’s Office discussed flood insurance increases and the appeals process.

13. **State Legislative Report**

Michael Muszynski from CCM reported on the state budget approval. There is a slight increase in municipal aid. A new formula for ECS will be devised for FY 2019. There was no shift of any portion of the teachers’ pension to municipalities. The motor vehicle tax cap was set at 39 mills, and is scheduled to rise to 45 mills in 2019. The prevailing wage threshold was increased to $1 million. A 15% fund balance or less cannot be taken into account as “ability to pay” in collective bargaining. 50% of the renters’ rebate program will become municipal responsibility.
Betsy Gara from COST reported that the elderly circuit breaker program was eliminated. There will probably be no funding for STEAP grants.

14. **SCRCOG Executive Director’s Report**
Executive Director Amento reported that the SCRCOG Holiday Luncheon would be on Wednesday, December 13th at noon at Goodfellas Restaurant in New Haven. The PURA tree trimming dispute continues with a second mediation session scheduled for December. Director Amento distributed information re:
1. Open Space Acquisition Grants;
2. VW Settlement information;
3. First Selectman Freda will be honored at CERC’s Celebrate CT event on November 30th;
4. A statewide historic preservation summit will be held on December 1st;
5. News about the Hartford line, fares and service beginning in the spring; and
6. Sustainable Ct program will be launched at CCM Convention on November 28-29.

15. **REX Development Report**
Ginny Kozlowski of REX Development reviewed the REX report at Pages 19-20 of the agenda packet. REX reported on that Tweed-New Haven Airport is now offering jet service to Philadelphia.

16. **Regional Planning Commission November Action Table**
The November Action Table was distributed and reviewed.

17. **Regional Cooperation/Other Business**
Mayor Dickinson expressed his concern that aspects of the state water plan violate home rule and impose costly mandates.

18. **Adjournment**
First Selectman Zeoli moved to adjourn; First Selectman Cosgrove seconded. The meeting was adjourned at 11:45 am.

Respectfully submitted,

First Selectman James Cosgrove, Secretary
TO: SCRCOG Board Members  
FROM: First Selectman James Cosgrove, Secretary  
DATE: January 23, 2018  
SUBJECT: SCRCOG Minutes of Special Meeting of December 19, 2017

Present:  
Branford First Selectman James Cosgrove, Secretary  
Guilford First Selectman Matthew Hoey  
Madison First Selectman Thomas Banisch  
Milford Mayor Benjamin Blake, Immediate Past Chairman  
New Haven Mayor Toni Harp, Chairwoman  
North Branford Michael Paulhus, proxy for Mayor Michael Doody  
North Haven First Selectman Michael Freda  
Wallingford Mayor William Dickinson  
West Haven Michael Last, proxy for Mayor Nancy Rossi  
SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci  

Guests: Thomas Maziarz, CT DOT; Ginny Kozlowski, REX Development; Mario Marrero, Greater New Haven Transit District; Giovanni Zinn and Michael Piscitelli, City of New Haven; Lou Mangini and Kristen Hernandez, Office of U.S. Representative Rosa DeLauro; Robert Hiza, Town of Orange; Abdul Quadir, City of West Haven; Howard Weissberg, City of Meriden; Mark Austin, Town of Hamden; Greg Pidluski, City of Milford; Henry Jadach, Milford Transit District

1. **Call to order and Introductions**  
   Chairwoman Mayor Harp called the Special Meeting to order at 2:10 p.m. All present introduced themselves.

2. **Discussion of Transportation Funding and the Special Transportation Fund Deficit**  
   Deputy Director Dudley reviewed a Transportation Funding Memo (Page 2- Agenda Packet); Governor Malloy’s Press Release (Pages 3-4- Agenda Packet); Special Transportation Fund Report (Pages 5-14- Agenda Packet); and Special Transportation Fund Presentation (Pages 15-38- Agenda Packet). The SCRCOG members discussed the local impact of the funding deficit in the Special Transportation Fund, and asked questions of the CTDOT representative, Thomas Maziarz, Planning Bureau Chief. Town Manager Paulhus moved that the members communicate with their state delegation concerning the importance of funding the Special Transportation Fund. First Selectman Freda seconded, and all were in agreement. The SCRCOG members asked that SCRCOG staff continue to monitor the situation and keep the members informed. The topic will be taken up again at the January 2018 SCRCOG meeting, at which CTDOT Commissioner James Redeker is expected to be in attendance and making a presentation.

3. **Adjournment**  
   First Selectman Banisch moved to adjourn; First Selectman Hoey seconded. The meeting was adjourned at 3:10 p.m.

Respectfully submitted,

First Selectman James Cosgrove, Secretary
Balance Sheet

South Central Regional Council of Governments

As of period 12/31/2017

<table>
<thead>
<tr>
<th>Assets</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Key Bank - Checking Account</td>
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<tr>
<td>State of CT - Short-Term Investment Fund</td>
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<td>Start Community Bank</td>
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<td>Municipal - Special Assessment</td>
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<tr>
<td>CT Department of Transportation - FY 16</td>
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<td>Accrued Leave &amp; Security Deposit</td>
<td>30,089.51</td>
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<tr>
<td>CT Department of Transportation</td>
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<td>CT Office of Policy and Management</td>
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<tr>
<td>Other Federal Grants (FEMA)</td>
<td>65,016.09</td>
</tr>
<tr>
<td>National Fish &amp; Wildlife</td>
<td>2,299.67</td>
</tr>
<tr>
<td>Other State Grants (CIRCA)</td>
<td>1,432.93</td>
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<tr>
<td>Furniture &amp; Equipment</td>
<td>30,899.85</td>
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<tr>
<td><strong>Total Assets</strong></td>
<td><strong>1,223,642.87</strong></td>
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</table>

<table>
<thead>
<tr>
<th>Liabilities</th>
<th>Amount</th>
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<tr>
<td>Municipal - Deferred Revenue</td>
<td>101,923.55</td>
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<tr>
<td>Deferred Revenue - LOTCIP</td>
<td>219,529.63</td>
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<tr>
<td>Deferred Rev. - Other (Election Monitor)</td>
<td>9,827.77</td>
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<tr>
<td>Municipal Special Assessment - Deferred</td>
<td>43,149.02</td>
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<td><strong>Total Liabilities</strong></td>
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<table>
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<th>Fund Balance</th>
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<td>812,296.14</td>
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<tr>
<td>Amount for Accrued Leave</td>
<td>18,426.59</td>
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<tr>
<td>Investment in Equipment</td>
<td>30,899.83</td>
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<td>Change in Fund Balance</td>
<td>(12,409.66)</td>
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<td><strong>Total Fund Balance</strong></td>
<td><strong>849,212.80</strong></td>
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<tr>
<td><strong>Total Liabilities and Fund Balance</strong></td>
<td><strong>1,223,642.87</strong></td>
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</table>
## Statement of Resources and Expenditures

South Central Regional Council of Governments  

As of period 12/31/2017

### Resources

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
<th>Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal - Revenue</td>
<td>4,054.52</td>
<td>45,676.45</td>
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<tr>
<td>Municipal - Special Assessment</td>
<td>21,672.02</td>
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<td>REX Development</td>
<td>18,711.80</td>
<td>85,200.70</td>
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<td>CT OPM - Regional Planning</td>
<td>10,000.00</td>
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<tr>
<td>CT OPM - RPI Grant, GIS Project</td>
<td>116.46</td>
<td>4,458.54</td>
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<tr>
<td>CTDOT - Transportation Planning</td>
<td>55,846.27</td>
<td>329,286.08</td>
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<td>CTDOT - Mobility Manager</td>
<td>450.00</td>
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<td>National Fish &amp; Wildlife Grant</td>
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<tr>
<td>FEMA - Hazard Mitigation Plan</td>
<td>65,016.09</td>
<td>187,500.00</td>
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<td>CT SotS - Regional Election Monitoring</td>
<td>1,138.32</td>
<td>11,111.00</td>
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<tr>
<td>CIRCA - Municipal Resilience Grant</td>
<td>3,892.93</td>
<td>25,000.00</td>
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<tr>
<td>Miscellaneous</td>
<td>328.09</td>
<td>1,059.33</td>
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<td><strong>Total Resources</strong></td>
<td><strong>79,993.39</strong></td>
<td><strong>620,953.15</strong></td>
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### Direct Expenses

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<tr>
<th>Current</th>
<th>Year-to-Date</th>
<th>Budget</th>
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<tbody>
<tr>
<td>Transportation Planning Consultants</td>
<td>25,858.00</td>
<td>966,000.00</td>
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<tr>
<td>Land-Use Planning Consultants</td>
<td>141,893.69</td>
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<tr>
<td>Other Consultants</td>
<td>450.00</td>
<td>29,599.82</td>
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<tr>
<td>Travel</td>
<td>287.54</td>
<td>2,069.85</td>
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<tr>
<td>Data Processing</td>
<td>4,191.25</td>
<td>6,800.00</td>
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<tr>
<td>Commercial Printing</td>
<td>2,299.68</td>
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<tr>
<td>Subscriptions and Books</td>
<td>745.00</td>
<td>3,750.00</td>
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<tr>
<td>Insurance and Professional Services</td>
<td>319.62</td>
<td>2,700.00</td>
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<tr>
<td>Meeting Expenses and Advertising</td>
<td>874.89</td>
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<td>Miscellaneous</td>
<td>274.00</td>
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<td>Transportation - Reserved</td>
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<tr>
<td>LOTCIP - Reserved</td>
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<td>198,163.00</td>
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<td>Hazard Mitigation Grant - Reserved</td>
<td>1,138.32</td>
<td>11,111.00</td>
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<tr>
<td>Regional Planning - July - October, 2018</td>
<td>61,500.00</td>
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<tr>
<td><strong>Total Direct Expenses</strong></td>
<td><strong>2,357.43</strong></td>
<td><strong>213,738.90</strong></td>
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### Direct Labor

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<tr>
<th>Current</th>
<th>Year-to-Date</th>
<th>Budget</th>
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<tbody>
<tr>
<td>Direct Labor – Employees</td>
<td>33,482.56</td>
<td>171,146.96</td>
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### Overhead

<table>
<thead>
<tr>
<th>Current</th>
<th>Year-to-Date</th>
<th>Budget</th>
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<tbody>
<tr>
<td>Indirect Labor - Employees</td>
<td>19,438.84</td>
<td>106,762.32</td>
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<tr>
<td>Employee Benefits</td>
<td>13,573.03</td>
<td>82,196.01</td>
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<tr>
<td>Travel</td>
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<td>Data Processing</td>
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<tr>
<td>Rent</td>
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<td>Telephone and Internet</td>
<td>819.53</td>
<td>2,892.02</td>
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<tr>
<td>Office Supplies</td>
<td>110.88</td>
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<td>Equipment Maintenance</td>
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<td>Subscriptions and Books</td>
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<tr>
<td>Insurance and Professional Services</td>
<td>7,599.00</td>
<td>19,300.00</td>
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<tr>
<td>Meeting Expenses and Advertising</td>
<td>100.00</td>
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<tr>
<td>Miscellaneous</td>
<td>102.81</td>
<td>408.37</td>
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<td><strong>Total Overhead</strong></td>
<td><strong>45,231.24</strong></td>
<td><strong>270,894.71</strong></td>
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<td><strong>Total Operating Expenses</strong></td>
<td><strong>81,071.23</strong></td>
<td><strong>655,780.57</strong></td>
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</table>
South Central Regional Council of Governments
2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM
Amendment Number 3

Project 0092-0666 2012-A10-4 Traffic Signal Upgrade @ various Locations
Changes Amendment 3 moves project funds to new TIP
Reason In order for funds to be obligated they must be shown in the appropriate fiscal year

Project 0092-0672 2015-A3-1 Minor intersection/Ped improve near Rt 15 Exit 59
Changes Amendment 3 increases funds Construction Phase
Reason Action is necessary based on final cost estimates.

Project 0092-0675 2015-A6-1 Rehab BR 03094 over Amtrak
Changes Amendment 3 reduces funding amount for Construction Phase
Reason Action is necessary based on final cost estimates

Project 0148-0208 2017-A3-2 Hall Avenue Pedestrian Improvements
Changes Amendment 3 adds a new project
Reason Project will provide Pedestrian improvements on Hall Avenue, Washington Street and Oak Street in Wallingford, a distance of approx. 2,700 LF. The project turns off road and will create a multi-use trail from Oak Street to the Senior Center, a distance of approx. 1,350 LF.

Project 0156-0180 2015-A7-1 I-95 Resurfacing, Bridge and Safety Improvements
Changes Amendment 3 moves FD Phase to current fiscal year.
Reason Action necessary based on revised project schedule

Project 0320-0007 2017-A0-22 HARTFORD LINE OPS FY2018
Changes Amendment 3 Removes 5307 funds and reduces CMAQ funding
Reason Action necessary based on revised project schedule and available funds.

Project 0320-00071 2017-A0-23 HARTFORD LINE OPS FY 2019
Changes Amendment 3 Removes 5307 funds. CMAQ funding increased
Reason Action necessary based on revised project schedule and available funds

Project 0320-00072 2017-A0-24 HARTFORD LINE OPS FY 2020
Changes Amendment 3 Removes 5307 funds CMAQ funding increased
Reason Action necessary based on revised project schedule and available funds

Project 0320-00073 2017-A3-1 HARTFORD LINE OPS 2021
Changes Amendment 3 adds new project to continue funding NHHS operating costs
Reason Action necessary based on revised project schedule
# South Central Regional Council of Governments

## FFY2018-FFY2021 Transportation Improvement Program

### Amendment 3

**State Project #0092-0666**

**Municipality** New Haven

**Project Name** Traffic Signal Upgrade @ various Locations

**Description** Project is for the upgrade of substandard and antiquated traffic signal in New Haven for compatibility with the City’s Central Operating System

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>FYI</th>
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<tr>
<td>CMAQ</td>
<td>CON</td>
<td>Federal</td>
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<tr>
<td>REP</td>
<td></td>
<td>Federal</td>
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<tr>
<td></td>
<td>Local</td>
<td></td>
<td>118</td>
<td></td>
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</tr>
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</table>

**TIP Funds** $3,115

**Proposed TIP Funding (In Thousands)**

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>FYI</th>
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<tbody>
<tr>
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<tr>
<td>Local</td>
<td></td>
<td>118</td>
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</table>

**TIP Funds** $3,115

**Amendment Notes**

FY12 Amend 10 introduces new project. FY12 TIP Amend 23 adds FD and moves CON to FY15 FY15 TIP Amend 9 moves FD to FY16. FY15 TIP Amend 14 moves CON to FY17. FY15 TIP Amend 20 adds REP. FY18 TIP amend 3 moves project funds to new TIP

**State Project #0092-0672**

**Municipality** New Haven

**Project Name** Minor intersection/Ped improve near Rt 15 Exit 59

**Description** Project addresses capacity concerns on Rte 69 at the interchange ramps and at Pond Lilliy Avenue. and capacity and safety concerns on the exit ramps due to excessive traffic queues.

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
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<th>2019</th>
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</table>

**Total Cost** $4,100

**Proposed TIP Funding (In Thousands)**

<table>
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<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<tbody>
<tr>
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</tbody>
</table>

**TIP Funds** $5,000

**Amendment Notes**

FY18 TIP Amend 3 moves project to FY18 TIP and Increases funds
## FFY2018-FFY2021 Transportation Improvement Program
### Amendment 3

#### State Project #0092-0675

<table>
<thead>
<tr>
<th>Municipality</th>
<th>New Haven</th>
</tr>
</thead>
</table>

**Project Name**

Rehab BR 03094 over Amtrak

**Description**

Project will fund the rehabilitation of Bridge #03094 that carries I-91 over Amtrak in New Haven. This bridge was identified as structurally deficient with a poor superstructure condition rating.

#### Current TIP Funding (In Thousands)

#### Proposed TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
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</table>

**TIP Funds**

$5,800

#### Amendment Notes

FY 15 TIP Amend 6 adds new project. FY18 TIP Amend 3 reduces Funding amount for CON.

#### State Project #0148-0208

<table>
<thead>
<tr>
<th>Municipality</th>
<th>Wallingford</th>
</tr>
</thead>
</table>

**Project Name**

Hall Avenue Pedestrian Improvements

**Description**

Pedestrian improvements on Hall Avenue, Washington Street and Oak Street in Wallingford, a distance of approx 2,700 LF. The project turns off road and will create a multi-use trail from Oak Street to the Senior Center, a distance of approx 1,350 LF.

#### Current TIP Funding (In Thousands)

#### Proposed TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
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</table>

**TIP Funds**

$1,667

#### Amendment Notes

FY18 TIP Amend 3 adds a new project.
**South Central Regional Council of Governments**

**FFY2018-FFY2021 Transportation Improvement Program**

**Amendment 3**

**State Project #0156-0180**

**Municipality**: West Haven

**SCRCOG #**: 2015-A7-1

**Project Name**: I-95 Resurfacing, Bridge and Safety Improvements

**Description**: Resurfacing I-95 in West Haven and Orange reconstruct shoulders, Median & install 45” concrete barrier curb, bridge deck rehab, parapet mod and guiderail updates

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
<th>FYI</th>
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<tbody>
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**Total Cost**: $55,500

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<th>2021</th>
<th>FYI</th>
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### Proposed TIP Funding (In Thousands)

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<th>2019</th>
<th>2020</th>
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<th>FYI</th>
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**TIP Funds**: $55,500

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### Amendment Notes

FY15 TIP Amend 7 introduces new project. FY18 TIP Amend 3 moves FD Phase
### South Central Regional Council of Governments
#### FFY2018-FFY2021 Transportation Improvement Program
#### Amendment 3

<table>
<thead>
<tr>
<th>State Project #</th>
<th>0320-0007</th>
<th>SCRCOG #</th>
<th>2017-A0-22</th>
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**Project Name** HARTFORD LINE OPS FY18

**Description** Project provides operating fund for the Hartford Line

#### Current TIP Funding (In Thousands)

<table>
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<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
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<th>2019</th>
<th>2020</th>
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<th>FYI</th>
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<tr>
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<td>4,229</td>
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**Total Cost** $42,294

#### Proposed TIP Funding (In Thousands)

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<th>2020</th>
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</table>

**TIP Funds** $9,121

**Amendment Notes**
FY18 Amend 3 Reduces funding
State Project #0320-0007  
Municipality: Regional  

**Project Name**  HARTFORD LINE OPS FY19  

**Description**  Project provides operating fund for the Hartford Line  

### Current TIP Funding (In Thousands)

<table>
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<th>Funding</th>
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<th>2018</th>
<th>2019</th>
<th>2020</th>
<th>2021</th>
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<tr>
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### Proposed TIP Funding (In Thousands)

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<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2018</th>
<th>2019</th>
<th>2020</th>
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<th>FYI</th>
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**Amendment Notes**  
FY18 Amend 3 Reduces funding
### FFY2018-FFY2021 Transportation Improvement Program

#### Amendment 3

**State Project #0320-0007**

**Municipality**: Regional

**Project Name**: HARTFORD LINE OPS FY20

**Description**: Project provides operating fund for the Hartford Line

<table>
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<tr>
<th>Current TIP Funding (In Thousands)</th>
</tr>
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<tbody>
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<td><strong>Funding</strong></td>
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<tr>
<td>5307S</td>
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<tr>
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<tr>
<td>CMAQ</td>
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<td></td>
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<tr>
<td><strong>Total Cost</strong></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Proposed TIP Funding (In Thousands)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Funding</strong></td>
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<td>5307S</td>
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<tr>
<td></td>
</tr>
<tr>
<td>CMAQ</td>
</tr>
<tr>
<td></td>
</tr>
<tr>
<td><strong>TIP Funds</strong></td>
</tr>
</tbody>
</table>

**Amendment Notes**

FY18 Amend 3 Reduces funding

**State Project #0320-0007**

**Municipality**: Regional

**Project Name**: HARTFORD LINE OPS FY21

**Description**: Project provides operating fund for the Hartford Line

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<tr>
<th>Proposed TIP Funding (In Thousands)</th>
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<td><strong>Funding</strong></td>
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<td>CMAQ</td>
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<tr>
<td></td>
</tr>
<tr>
<td><strong>TIP Funds</strong></td>
</tr>
</tbody>
</table>

**Amendment Notes**

FY18 Amend 3 adds new project
Resolution  
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Three  

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

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program on July 26, 2017, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2018-2021 Transportation Improvement Program and the Region’s Long-Range Transportation Plans—2015 to 2040, (April, 2015); and  

Whereas: The Council, on July 26, 2017, indicated that periodic Program adjustment or amendment was possible; and  

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s long-range transportation plan (South Central Regional Long Range Transportation Plan—2015 to 2040, (May, 2015)); and  

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

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

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Three
(continued)

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on January 31, 2018.

Date: January 31, 2018

By: _______________________________, Secretary
South Central Regional Council of Governments
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for South Central Region; and

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2017, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures based on five year rolling averages for:

1. Number of Fatalities,
2. Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
3. Number of Serious Injuries,
4. Rate of Serious Injuries per 100 million VMT, and
5. Number of Non-Motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the CTDOT coordinated the establishment of safety targets with the 8 Metropolitan Planning Organizations (MPOs) in Connecticut at the February 22, 2017 Safety Target Setting Coordination and Training Workshop; and at the December 2016 and the April 2017 RPO Coordination meetings, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 28, 2017, and the Highway Safety Plan dated June 2017, and
WHEREAS the SCRCOG may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State’s targets, or establish its own target within 180 days of the State establishing and reporting its safety targets,

NOW THEREFORE, BE IT RESOLVED, that the SCRCOG has agreed to support CTDOT’s 2018 targets for the five safety performance targets as attached herein, and

BE IT FURTHER RESOLVED, that the SCRCOG will plan and program projects that contribute to the accomplishment of said targets.

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 January 31, 2018

Date: January 31, 2018

By: ______________________________________

Secretary
South Central Regional Council of Governments
Resolution

Approving the Amended Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program

Whereas: The Council of Governments adopted a final Fiscal Year 2018 and Fiscal Year 2019 Unified Planning Work Program on May 24, 2017; and

Whereas: A request has been made for funding to assist Greater New Haven Transit District in financing Phase 2 of the Move New Haven Study; and

Whereas: The Council’s Transportation Committee on January 10, 2018, reviewed the revised document and recommended that the Council of Governments adopt the amended work program.

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

That the amended Fiscal Year 2018 and Fiscal Year 2019 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 January 31, 2018.

Date: January 31, 2018

By: ________________________________

Secretary
South Central Regional Council of Governments
January 24, 2018

To: South Central Regional Council of Governments Members

From: Nominating Committee: Mayor Toni Harp (Chair), First Selectman Michael Freda, and Mayor Benjamin Blake

Subject: Nominating Committee Report for Calendar Year 2018 Officers and Committees

---

**SCRCOG Board Officers**

**Chairman**
First Selectman James Cosgrove

**Vice Chair**
First Selectman Thomas Banisch

**Secretary**
First Selectwoman Beth Heller

**Treasurer**
First Selectman Michael Freda

**Executive Committee**

1. **Chairman**
First Selectman James Cosgrove

2. **Vice Chair**
First Selectman Thomas Banisch

3. **Secretary**
First Selectwoman Beth Heller

4. **Treasurer**
First Selectman Michael Freda

5. **Immediate Past Chair**
Mayor Toni Harp

6. **Member at Large**
First Selectwoman Derrylynn Gorski

7. **Member at Large**
Mayor Benjamin Blake

8. **Member at Large**
Mayor William Dickinson

**Transportation Committee**

Mayor William Dickinson **Chairman**
Mayor Toni Harp
Mayor Nancy Rossi
Mayor Benjamin Blake
First Selectman Matthew Hoey
First Selectman James Cosgrove
Mayor Joseph Maturo
Resolution

South Central Regional Council of Governments
SCRCOG Bank Signatories

Whereas: On January 31, 2018 the South Central Regional Council of Governments elected new officers for calendar year 2018, and

Whereas: SCRCOG by-laws identify the Chairman, Vice Chairman, Secretary, Treasurer and Executive Director as signatories on all bank accounts for the South Central Regional Council of Governments.

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

Appoints, James Cosgrove, Thomas Banisch, Beth Heller, Michael Freda and Carl J. Amento as signatories on all SCRCOG bank accounts.

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 January 31, 2018.

Date: January 31, 2018

By:

Secretary
South Central Regional Council of Governments
Resolution

South Central Regional Council of Governments
Authorizing Execution of Agreements with the Connecticut Department of Transportation

Resolved, that the Executive Director, Carl J. Amento, is hereby authorized to act on behalf of the South Central Regional Council of Governments in negotiating and executing all appropriate and necessary contractual instruments with the Connecticut Department of Transportation.

Such contracts are for the purpose of obtaining financial assistance to carry on a mutually agreed upon program of transportation planning in the South Central Connecticut Region in cooperation with the Connecticut Department of Transportation for the period of July 1, 2018 through June 30, 2019.

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: January 31, 2018

Date: January 31, 2018

By: ____________________________
Secretary
South Central Regional Council of Governments
FY 2017-18 Budget Revision #1

Budget Revision #1 adds to the adopted FY 17/18 budget funds from multi-year grants not utilized in FY 17, but remain eligible this fiscal year. These grants and projects include Regional GIS Program ($1,500), CIRCA – Municipal Resilience Grant ($22,140), Regional Open Space Inventory ($10,000), Coastal Resilience Planning ($2,300), and FEMA – Regional Hazard Mitigation Plan ($10,000).

This budget revision also accounts for reductions to a portion of the FY 16/17 Regional Services Grant (-$6,200), which was planned for use this fiscal year, as well as the FY 17/18 Regional Services Grant (-$107,500). Regional Services Grant cuts were a result of the State Budget.

Actual line item revisions are below, followed by a resolution authorizing Budget Revision #1.

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Current Budget</th>
<th>Proposed Change</th>
<th>Revised Budget</th>
</tr>
</thead>
<tbody>
<tr>
<td>Municipal Contribution</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Municipal Contribution - Dues</td>
<td>165,000</td>
<td>165,000</td>
<td>165,000</td>
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<tr>
<td>Municipal Contribution - Special Projects</td>
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<td>62,500</td>
<td>62,500</td>
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<tr>
<td>REX Development Contribution</td>
<td>10,000</td>
<td>10,000</td>
<td>10,000</td>
</tr>
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</table>

| Transportation Planning | | | |
| U.S. DOT - FY 2017-2018 | 942,779 | 942,779 | 942,779 |
| U.S. DOT - Carryover | 486,026 | 486,026 | 486,026 |
| U.S. DOT - Mobility Management | 90,676 | 223 | 90,899 |
| CTDOT - FY 2017-2018 | 89,564 | 89,564 | 89,564 |
| CTDOT - Carryover | - | - | - |
| CTDOT - Mobility Management | 22,669 | 56 | 22,725 |
| CTDOT - LOTCIP | 225,571 | 225,571 | 225,571 |

| Regional Planning | | | |
| CT OPM - Regional Services Grant (RSG) | 360,000 | (107,496) | 252,504 |
| CT OPM - RSG - Carryover (Previous FY) | 22,500 | (6,231) | 16,269 |
| Regional GIS Program | 28,500 | 1,500 | 30,000 |
| CT Secretary of the State - Regional Election Monitoring | 11,111 | - | 11,111 |
| CIRCA - Municipal Resilience Grants | 25,000 | 22,140 | 47,140 |
| Regional Open Space Inventory | 64,228 | 10,000 | 74,228 |

| Coastal Resilience Planning Grant | | | |
| NFWF - Coastal Resilience Planning Grant | - | 2,300 | 2,300 |

| Regional Hazard Mitigation Plan | | | |
| Federal Emergency Management Agency | 187,500 | 10,000 | 197,500 |

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<tr>
<th>Investment Income</th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL</td>
<td>2,794,624</td>
<td>(67,507)</td>
<td>2,727,116</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Current Budget</th>
<th>Proposed Change</th>
<th>Revised Budget</th>
</tr>
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<td>Salaries</td>
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<tr>
<td>Benefits</td>
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<td>170,679</td>
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<tr>
<td>Travel</td>
<td>13,600</td>
<td>13,600</td>
<td>13,600</td>
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<tr>
<td>Computer Supplies &amp; Software</td>
<td>20,450</td>
<td>20,450</td>
<td>20,450</td>
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<td>Rent</td>
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<td>107,700</td>
<td>107,700</td>
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<td>General Office Expenses</td>
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<td>90,964</td>
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<td>Transportation Consultants</td>
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<td>(103,800)</td>
<td>862,200</td>
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<td>Other Consultants</td>
<td>400,700</td>
<td>72,240</td>
<td>472,940</td>
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<tr>
<td>MOVE New Haven (Federal Only; Match from Others)</td>
<td>-</td>
<td>100,000</td>
<td>100,000</td>
</tr>
<tr>
<td>Capital</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Contingency</td>
<td>0</td>
<td>(0)</td>
<td>-</td>
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<tr>
<td>Transportation - Reserved</td>
<td>173,258</td>
<td>(79,590)</td>
<td>93,668</td>
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<tr>
<td>LOTCIP - Reserved</td>
<td>198,163</td>
<td>(444)</td>
<td>197,719</td>
</tr>
<tr>
<td>Regional Open Space Inventory - Reserved</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>Regional Hazard Mitigation Grant - Reserved</td>
<td>38,757</td>
<td>38,757</td>
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<tr>
<td>Regional Planning Program - July 1, 2018 - Oct 31, 2018</td>
<td>61,500</td>
<td>(61,500)</td>
<td>-</td>
</tr>
<tr>
<td>CIRCA Grant - Reserved</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>TOTAL</td>
<td>2,794,624</td>
<td>(67,507)</td>
<td>2,727,116</td>
</tr>
</tbody>
</table>
Resolution

South Central Regional Council of Governments
Fiscal Year 2017-18 - Budget Revision # 1

Whereas: The South Central Regional Council of Governments adopted an operating budget for Fiscal Year 2017-18 on May 24, 2017;

Whereas: Funds from the following multi-year grants not utilized in FY 17 remain available this fiscal year - ($1,500), CIRCA – Municipal Resilience Grant ($22,140), Regional Open Space Inventory ($10,000), Coastal Resilience Planning ($2,300), and FEMA – Regional Hazard Mitigation Plan ($10,000);

Whereas: SCRCOG has agreed to contribute to the MOVE New Haven transportation study ($100,000 – federal); and

Whereas: Due to the State Budget, there were reductions to a portion of the FY 16/17 Regional Services Grant (-$6,200), which was planned for use this fiscal year, as well as the FY 17/18 Regional Services Grant (-$107,500).

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

That Fiscal Year 2017-18 Budget Revision # 1, which adds to the adopted FY 17/18 budget funds from multi-year grants not utilized in FY 17 that remain eligible this fiscal year, transfers $100,000 from future transportation work to the current fiscal year (MOVE New Haven transportation study, $100,000 – federal), and accounts for reductions in the Regional Services Grant for fiscal years 16/17 and 17/18, is 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 South Central Regional Council of Governments on January 31, 2018.

Date: January 31, 2018

By: ____________________________, Secretary
South Central Regional Council of Governments
Resolution Authorizing Executive Director to Execute Agreement for Acceptance of 2017-2018 Regional Services Grant

Whereas: SCRCOG has been awarded $252,504.00 for 2017-2018 Regional Services Grant for Councils of Governments from the Connecticut Office of Policy and Management; and

Whereas: The Office of Policy and Management requires an adopted resolution by the SCRCOG Board.

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

That SCRCOG execute and deliver to the State of Connecticut a Notice of Grant Award (the “Agreement”) in the amount of $252,504.00 for the 2018 Regional Services Grant; and

Be It Further Resolved:

That Carl Amento, as Executive Director of SCRCOG, is directed to execute and deliver the Agreement on behalf of SCRCOG and to do all things necessary or appropriate to carry out the terms of the Agreement, including executing and delivering all agreements and documents contemplated by the Agreement.

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 January 31, 2018.

Date: January 31, 2018

By: _____________________________, Secretary
South Central Regional Council of Governments
Resolution

Authorizing the Executive Director to enter into agreements for FY 18 UPWP Consultant Services

Whereas: SCRCOG’s Fiscal Year 2018 and Fiscal Year 2019 Transportation Unified Planning Work Program (UPWP), adopted by the Council on May 24, 2017, as amended 1-31-18, identified planning studies which are to be conducted with consultant services to complement staff efforts; and

Whereas: Additional work was identified for the Branford Connector Study to provide the Town with appropriate recommendations and it is in the best interest of all concerned to utilize the same consultant; and

Whereas: The Request for Qualifications for FY 18 studies allowed SCRCOG, at its sole option, to continue sign inventories in FY 18 with the same consultant; and

Whereas: Approval has been granted by the Connecticut Department of Transportation to utilize the state’s consultant for GIS services; and

Whereas: Approval has also been granted by CTDOT for the utilization of the region’s economic development partnership, REX Development, for providing travel and tourism services to the region; and

Whereas: The Move New Haven Study, Phase 2, will utilize the same consultant as per phase 1; and

Whereas: Utilizing the Connecticut Department of Transportation-defined consultant outreach process and a Consultant Selection Committee review, interview and recommendation process for the remaining projects, it is recommended that the following consultants be retained for the noted assignments:

<table>
<thead>
<tr>
<th>Service</th>
<th>Consultant</th>
</tr>
</thead>
<tbody>
<tr>
<td>GIS Enhancements</td>
<td>Sanborn</td>
</tr>
<tr>
<td>Travel and Tourism</td>
<td>REX Development</td>
</tr>
<tr>
<td>Town of Branford Connector Study</td>
<td>BL Companies</td>
</tr>
<tr>
<td>City of New Haven Sign Inventory Phase 2</td>
<td>BETA Group</td>
</tr>
<tr>
<td>City of New Haven State Street Signal Timing</td>
<td>WSP</td>
</tr>
<tr>
<td>City of New Haven Freight Study</td>
<td>WSP</td>
</tr>
<tr>
<td>Congestion Management Process Study</td>
<td>VN Engineers</td>
</tr>
<tr>
<td>City of Meriden East Main Street Study</td>
<td>Fuss and O’Neill</td>
</tr>
<tr>
<td>Move New Haven Study</td>
<td>Greater New Haven Transit District or CTDOT</td>
</tr>
</tbody>
</table>
Now, Therefore, Be It Resolved By the Council of Governments:

That the Executive Director is authorized to negotiate and sign consulting services agreements with the above consultants consistent with the UPWP.

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 January 31, 2018.

Date: January 31, 2018

By: ____________________________________

Secretary

South Central Regional Council of Governments
RESOLUTION SUPPORTING RECOGNITION OF REGIONAL COUNCILS OF GOVERNMENTS AS COUNTY EQUIVALENTS FOR CONNECTICUT BY THE U.S. CENSUS BUREAU

WHEREAS, Public Act 152 abolished county government in the State of Connecticut in 1959; and

WHEREAS, Connecticut General Statutes established regional councils of governments as political subdivisions of the state and authorizes them to provide the following services: "(1) engineering; (2) inspectional and planning; (3) economic development; (4) public safety; (5) emergency management; (6) animal control; (7) land use management; (8) tourism promotion; (9) social; (10) health; (11) education; (12) data management; (13) regional sewerage; (14) housing; (15) computerized mapping; (16) household hazardous waste collection; (17) recycling; (18) public facility siting; (19) coordination of master planning; (20) vocational training and development; (21) solid waste disposal; (22) fire protection; (23) regional resource protection; (24) regional impact studies; and (25) transportation" (Conn. Gen. Stat. § 8-31b); and

WHEREAS, regional councils of governments are enabled by Connecticut General Statutes to “accept or participate in any grant, donation or program made available to counties by any other governmental or private entity” (Conn. Gen. Stat. § 8-31b); and

WHEREAS, the South Central Regional Council of Governments (SCRCOG) is a duly organized regional council of government with approximately 570,000 residents and 15 municipalities; and

WHEREAS, federal recognition of regional councils of governments as county equivalents for the State of Connecticut would bring federal practice into conformity with Connecticut General Statutes; and

WHEREAS, federal recognition of regional councils of governments as county equivalents for the State of Connecticut would not change any provision of the Connecticut General Statutes or municipal ordinances; and

WHEREAS, federal recognition of regional councils of governments would enable regional councils of government to be treated as county equivalents for purposes of the United States Census and to apply for federal grants that are currently not available to Connecticut.
NOW THEREFORE BE IT RESOLVED, that SCRCOG supports federal recognition of regional councils of governments as county equivalents for the State of Connecticut.

CERTIFICATE
The undersigned duly qualified 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 January 31, 2018.

Date: January 31, 2018 By: ________________________________
, Secretary
South Central Regional Council of Governments
MEMORANDUM

TO: SCRCOG Mayors, First Selectmen, City/Town Managers
FROM: SCRCOG Executive Director Carl Amento
RE: Electric Utility Tree Trimming Procedures: Clean-Up/Disposal/ Tree Stump Grinding

FINAL REPORT
Please review the following attached documents:

1. Letter dated June 21, 2017 from SCRCOG to PURA (2 pages)

2. Excerpt from 2017 UI Line Maintenance Plan regarding Tree Stump Removal and Clean-up & Disposal (3 pages)

3. Excerpt from 2017 CL&P Line Maintenance Plan regarding Stumps and Wood and Chip Disposal (4 pages)

4. Joint letter dated January 23, 2018 from UI and SCRCOG to PURA (2 pages)

5. Excerpt from Revised 2018 UI Line Maintenance Plan regarding Tree Stump Removal and Clean-up & Disposal (3 pages)


The issues in dispute were Clean-up and Disposal and Tree Stump Grinding after Utility Tree Trimming (1). The utilities file with PURA before January 1st each year a Line Maintenance Plan (LMP) which includes procedures and standards for Clean-up and Disposal and Tree Stump Removal. The CL&P LMP submission for 2017 contained more specific and stricter language for these tasks (3). UI’s 2017 LMP was not as specific or stringent in its language on these two subjects (2).

After a Technical Meeting and two mediation sessions, UI agreed to revise its language to approach more closely the language contained in the CL&P LMP. By a joint letter to PURA (4), UI and SCRCOG agreed to the revised language contained in UI’s 2018 LMP (5). The agreement with regard to Tree Stump Grinding must be understood in the context of the PURA 2014 decision which concluded that “it is too costly to stump grind tree removals unless the stump causes a safety hazard”(6).
June 21, 2017

Katie Scharf Dykes, Chair
Public Utility Regulatory Authority
Ten Franklin Square
New Britain, CT 06051

RE: Electric Utility Tree Trimming Procedures: Clean-Up and Disposal/ Tree Stump Grinding

Dear Ms. Dykes:

The South Central Regional Council of Governments (SCRCOG) represents the 15 municipalities in the Greater New Haven area. At our SCRCOG Board meeting on May 24th, the mayors, first selectmen and city/town managers representing our municipal members voted to direct me to send you this correspondence. They wished to express their concerns with the lack of enforceable standards for utility tree trimming clean-up and disposal and the exorbitant cost to municipalities of tree stump grinding.

While Connecticut General Statutes, Section 16-234, provides practical standards and processes for the initiation of pruning or removal of trees in the utility vegetation management context, little or no attention is paid in the statutes to the process and cost of the aftermath of the pruning or removal of trees by utility companies. While our region’s municipalities have developed a good working relationship with their electric utilities and have been able to function well within the standards established for obtaining permission for the pruning or removal of trees in the Utility Protection Zone (UPZ), there remain problems in the post pruning/removal stage. Our municipal leaders are requesting that PURA consider developing standards for the clean-up and removal phase of the utility vegetation management process. Alternatively, it would be acceptable for the utility companies to meet with all of the representatives of the municipalities of our region to develop voluntary standards for clean-up and disposal. SCRCOG would be pleased to set up such a meeting.

Specifically, some of our municipal leaders have cited instances of long tree trunks being left behind intact, rather than being cut up into reasonable lengths (perhaps 2 feet for firewood use and easy removal). Others have cited poorly performed clean-up and long delays or lack of disposal of the remnants of tree pruning or removal. Still others complain that leaving behind high tree stumps presents an aesthetic and safety problem for the municipalities, as well as imposing a substantial cost to municipal taxpayers.

Therefore, our regions municipalities also request that PURA re-examine its decision in Docket No. 12-01-10 to not allow utility companies to pass along their costs of stump grinding. The
costs cited by the utility companies in that Decision appear to also involve the re-planting of trees. Our municipalities do not want re-planting, but they do want the option of “tree removal” being defined as being cut flush with the ground or the utility companies being responsible for stump grinding. The PURA Decision indicated that “the Authority will defer any additional stump grinding … until it completes its investigation of the circumstances as to when stump grinding may be performed in the UPZ”. Has that investigation been completed?

We understand the electric distribution system to be integrated and inter-dependent. A tree falling into a power line in one community may cause an expensive power outage to one other or many other nearby communities. Charging an individual municipality for stump grinding for a tree within its borders does not comport with the unitary nature of the electric distribution system. The cost should be borne by the ratepayers for maintenance of the reliability of the integrated system. Those costs could be mitigated by procedures allowing the local tree warden and the municipality to waive the requirement of stump grinding, in favor of cutting the tree trunk flush to the ground or leaving a stump in circumstances where the location is rural or where it is unlikely to present an aesthetic or safety concern.

We have copied the DEEP because of the requirement that the agency review the vegetation management practices of each electric distribution company. We have also copied UI (Avangrid) and Eversource in the hopes that we could reach agreement on voluntary standards for post-tree pruning/removal procedures. Finally, we ask you to determine how best this request to PURA for imposition of standards for such procedures and enforcement might be scheduled for consideration by the Authority.

Thank you for your attention to this matter.

Sincerely,

Carl Amento
Executive Director

Cc: Commissioner Robert J. Klee, CT DEEP
    Cathy Lezon, Community Relations Lead, Eversource
    Thomas Cariglio, Senior Strategic Account Manager, UIL Holdings Corp
THE UNITED ILLUMINATING COMPANY

Docket No. 16-12-37

Maintenance Plan for Transmission and Distribution Overhead and Underground Lines
Vegetation Management Specification

Areas of focus will be on:

- Identification of tree pruning and removal needs
- Obtaining municipal Tree Warden permits and property owner consent
- Objections and requests for modification and documentation of same
- Work order creation
- Scheduling of crews
- Close-out and reporting
- The process should be 'paperless'

Methods/Practices

I. General

Directional pruning, as defined in ANSI A-300 shall be used as a guide to achieve required clearances for trees that are to be maintained and not removed.

Qualified Line Clearance workers are to use their professional judgment and knowledge to obtain the necessary clearances based upon the specification for the circuit being worked on.

Climbing irons or "hooks" should not be used except in cases involving tree removal work or where field conditions make vehicular access impossible.

The completed job shall result in adherence to clearances specified in Section A, correctly pruned trees per accepted arboricultural standards as described in ANSI A-300, all required reporting forms (time sheets, approval and production forms, etc.) completed accurately, and the satisfactory and safe operation of the overhead distribution system.

II. Tree Removal

For any tree removal, the Contractor will follow the Customer Consent Process. Tree crews shall not undertake any work involving hazardous conditions that could lead to potential outages or damage to equipment. All concerns or uncertainty of risk should be directed to UI Vegetation Management.

III. Tree Stump Removal

Tree stump removal, if desired, is the jurisdiction and responsibility of the tree's owner: CT State DOT, the local municipality, or private property owner.

Stumps on private R.O.W.'s shall be cut low enough to permit unhindered travel of motorized equipment.
Vegetation Management Specification

IV. Brush

"Brush" is defined as an undesirable woody plant normally maturing at 20 feet or more in height, with single or multiple stems, and with a small, minimal, or no crown. It shall have a diameter at breast height (DBH, 4.5 feet above ground) of 6 inches or less. Brush shall be cut to the ground line where topography and obstructions will permit.

V. Clean-up & Disposal

All brush and debris resulting from all planned work and scheduled cyclical maintenance work shall be completely removed from the work area (e.g. fine twigs and litter removed from lawns, the street, sidewalks and driveways).

Brush or wood shall not be allowed to remain on public thoroughfares or on private property overnight unless arrangements have been made by the contractor’s crew leader or UI Vegetation Management personnel, or designee with the tree’s owner.

All line clearance by-products (e.g. brush, wood chips, logs, wood, etc.) must be disposed of at approved sites and in the most economical way. Brush or wood shall not be burned.

The removal of brush, debris, or wood resulting from an unplanned event, (e.g. Tree or limb failure, naturally occurring limb abscission, minor or major weather event) is not the utility contractor’s or UI’s responsibility to remove. It is the responsibility of the tree’s owner. Every effort shall be made to clear brush, debris, and wood generated from an unplanned event, from roadways, sidewalks, and driveways to allow for vehicle and pedestrian passage. Door-hangers provided by UI, are to be used to communicate to UI customers the procedures regarding clean-up and/or follow-up for unplanned events.
ELECTRIC UTILITY LINE MAINTENANCE
PLAN FILED PURSUANT TO SECTION 16-32g OF THE GENERAL
STATUTES OF CONNECTICUT AND SECTION 16-32g-1 OF THE
REGULATIONS OF CONNECTICUT
STATE AGENCIES

2017 FILING

THE CONNECTICUT LIGHT AND POWER COMPANY
D/B/A EVERSOURCE ENERGY

JANUARY 1, 2017
• Remove any tree which would after trimming to clearance exceed ANSI A300 foliage removal standard. Trees greater than 16 inches DBH shall be removed only after authorization from Eversource.

• Specific instructions on billing of removals, depending upon whether others are sharing the cost will be provided by the Owner’s Representative.

4. Stumps

All stumps shall be cut as close to the ground as possible, and in no case shall they be cut higher than 3 inches unless used as supports for a fence or approved otherwise by Eversource. All stumps shall be cut off parallel to the ground to avoid leaving sharp points on the stumps.

In Connecticut, sproutable cut-off stumps (all hardwoods, pitch pine and vines) shall be treated with an Eversource approved herbicide mixture in accordance with label directions and regulatory requirements.

5. Brush and Vine Removal

5.1. Brush

Brush shall not be trimmed or topped. The width of the brush removal area shall be 8 feet on each side of the outermost conductor or growing into that zone. Flat cutting or selective brush removal shall be approved by Eversource.

Cutting of tree brush and woody vines shall be done with care to minimize damage to non-interfering shrubs such as the following that are permitted to remain:

- Pinxterbloom Azalea
- Highbush Blueberry
- Redosier Dogwood
- Oldfield Common Juniper
- Sweetfern
- Bayberry
- Hazelnut
- Gray Dogwood
- Huckleberry
- Spicebush
- Mountainlaurel
- Rhododendron

5.2. Vines

All woody vines which are growing up poles or guy wires shall be cut at the groundline and cleared for 6 feet up the pole or guy.

6. Wood and Chip Disposal
The contractor shall make every effort to minimize the amount of wood and wood chip disposal that requires hauling away from the site. This can be accomplished by; making agreements with property owners to leave logs and larger limbs at the site for use as firewood, blowing chips onto the ground in rural and unimproved natural locations with approval, and offering chips to property owners for use as mulch. All debris shall be disposed in accordance with all local laws and regulations.

The tree contractor shall not sell any unwanted logs or chips.

The contractor shall not leave wood debris that can be chipped overnight except on off-road sections.

6.1. Chips

Smaller limbs, branches, or cut-off brush shall be chipped, normally by chipping into a truck mounted dumping chip box. However, at unimproved natural locations, chips may be blown upon the ground provided that the depth of fresh chips shall be no greater than 3 inches. Limited brush piling may be done along the edges of off-the-road pole lines, either method being subject to the land owner's approval.

6.2. Logs

Logs from the tree trunks and larger limbs shall be cut into mutually agreed or convenient handling lengths. No logs shall be split.

6.3. Debris disposal

The tree owner shall be given first preference to utilize logs and/or chips. This agreement shall be made at the time the work is scheduled.

6.3.1. Chips

Where chips cannot be left on site, they shall be delivered to the nearest appropriate disposal space.

6.3.2. Logs

Logs shall be left at the work site in a safe location, not to pose a hazard to anyone, for a maximum of 7 days, during which time they will be available for pick up. Any logs remaining after 7 days shall be delivered to the appropriate disposal site.

7. Substation Perimeter Clearing
This section describes how tree and brush work shall be performed around substations. Prior to beginning any work around a substation, Eversource personnel will provide site specific guidelines to the contractor. At no time shall contractor personnel enter the fenced area of the substation without an Eversource approved escort.

7.1. Brush removal

7.1.1. Non-visually sensitive or non-landscaped substations

Cut and remove all brush within 10 feet of the substation fence. If the land adjacent to the substation fence slopes toward the fence, the cleared area shall be 20 feet.

7.1.2. Visually sensitive or landscaped substations

Clear as far away from the fence as practical as directed by the Eversource representative.

7.2. Pruning

Trim back all branches to a minimum of 10 feet from the fence.

7.3. Ornamental Screens

Ornamental trees and shrubs (arborvitae, hemlock, white pine, yew, etc.) that have been planted to provide a visual screen of the substation shall not be removed. If necessary, shearing shall be performed as directed by the Eversource representative.

7.4. Stump treatment

All stumps from trees and brush that have been removed and are capable of re-sprouting shall be herbicide treated with an appropriate herbicide as directed by the Eversource representative (CT only).

7.5. Cleanup

Remove and dispose of all trimmings and removal debris away from the job site unless directed otherwise by Eversource. The site shall be left in at least as neat and orderly condition as it was found.
January 23, 2018

Mr. Jeffrey R. Gaudiosi, Esq.
Executive Secretary
Public Utilities Regulatory Authority
10 Franklin Square
New Britain, CT 06051

Re: Docket No. 16-12-37, PURA Review of Electric Companies’ and Electric Distribution Companies’ Plans for Maintenance of Transmission and Distribution Overhead and Underground Lines – Mediation Progress Report

Dear Mr. Gaudiosi:

On October 5, 2017, the Public Utilities Regulatory Authority (the “Authority” or “PUR A”) conducted a Technical Meeting in the above captioned docket relative to the comments filed in response to the Authority’s August 1, 2017 Notice of Request for Written Comments (“Notice”). Discussions during the Technical Meeting concerned a variety of issues, including the concerns raised in the June 21, 2017 correspondence of the South Central Regional Council of Governments (“SCRCOG”) and the August 14, 2017 Written Comments of The United Illuminating Company (“UI” or the “Company”). During the Technical Meeting, the Authority requested that representatives from SCRCOG and the Company meet to further discuss their concerns, including debris removal, stump height, and stump grinding.

Representatives of SCRCOG and the Company met on October 12, 2017. Subsequently, at the Parties’ request, the Authority appointed a mediation team and a Mediation session was held with PURA on December 14, 2017. Thereafter, the Parties continued to discuss their respective concerns, and SCRCOG and the Company are pleased to report that they have resolved the issues identified during the Technical Meeting to SCRCOG’s satisfaction.

SCRCOG and the Company have agreed to develop public awareness information and educational material relating to UI’s vegetation management practices for dissemination to SCRCOG’s members. Moreover, UI has agreed to provide further guidance regarding stump height and debris cleanup timeframes in its 2018 Maintenance Plan for Transmission and Distribution Overhead and Underground Lines (“2018 T&D Plan”). UI will file in Docket No. 17-12-14 an Amended 2018 T&D Plan, which incorporates language that addresses SCRCOG’s concerns relating to debris removal and stump height, by January 31, 2018.
Mr. Jeffrey R. Gaudiosi, Esq.
January 23, 2018
Page 2

The Parties to the Mediation appreciate the Authority’s assistance in facilitating these discussions.

UI hereby certifies service of this filing upon all parties and interveners of record in this proceeding.

Please feel free to contact us with any questions or concerns.

Very truly yours,

Daniel R. Canavan

Daniel R. Canavan
Regulatory Counsel
UIL Holdings Corporation,
as Agent for The United Illuminating Company

Carl J. Amento
Executive Director
South Central Regional Council of Governments
127 Washington Avenue, 4th Floor West
North Haven, CT 06473
THE UNITED ILLUMINATING COMPANY

Docket No. 16-12-37

Maintenance Plan for
Transmission and Distribution
Overhead and Underground Lines
Areas of focus will be on:

- Identification of tree pruning and removal needs
- Obtaining municipal Tree Warden permits and property owner consent
- Objections and requests for modification and documentation of same
- Work order creation
- Scheduling of crews
- Close-out and reporting
- The process should be ‘paperless’

**Methods/Practices**

I. **General**

Directional pruning, as defined in ANSI A-300 shall be used as a guide to achieve required clearances for trees that are to be maintained and not removed.

Qualified Line Clearance workers are to use their professional judgment and knowledge to obtain the necessary clearances based upon the specification for the circuit being worked on.

Climbing irons or “hooks” should not be used except in cases involving tree removal work or where field conditions make vehicular access impossible.

The completed job shall result in adherence to clearances specified in Section A, correctly pruned trees per accepted arboricultural standards as described in ANSI A-300, all required reporting forms (time sheets, approval and production forms, etc.) completed accurately, and the satisfactory and safe operation of the overhead distribution system.

II. **Tree Removal**

For any tree removal, the Contractor will follow the Customer Consent Process. Tree crews shall not undertake any work involving hazardous conditions that could lead to potential outages or damage to equipment. All concerns or uncertainty of risk should be directed to U! Vegetation Management.

III. **Tree Stump Removal**

Tree stump removal, if desired, is the jurisdiction and ordinarily the responsibility of the tree’s owner: CT State DOT, the local municipality, or private property owner. The Company will strive to flush cut stumps as low to the ground as possible, and in no case shall they be cut higher than 3 inches. All stumps shall be cut parallel to the ground to avoid leaving sharp points on the stumps.

Stumps on private R.O.W.’s shall be cut low enough to permit unhindered travel of motorized equipment.
IV. **Brush**

"Brush" is defined as an undesirable woody plant normally maturing at 20 feet or more in height, with single or multiple stems, and with a small, minimal, or no crown. It shall have a diameter at breast height (DBH, 4.5 feet above ground) of 6 inches or less. Brush shall be cut to the ground line where topography and obstructions will permit.

V. **Clean-up & Disposal**

All brush and debris resulting from all planned work and scheduled cyclical maintenance work shall be completely removed from the work area (e.g. fine twigs and litter removed from lawns, the street, sidewalks and driveways).

Brush or wood shall not be allowed to remain on public thoroughfares or on private property overnight unless arrangements have been made by the contractor's crew leader or UI Vegetation Management personnel, or designee with the tree's owner. The tree owner shall be given first preference to utilize logs and/or chips. This agreement shall be made at the time the work is scheduled. Logs from the tree trunks and larger limbs shall be cut into mutually agreed or convenient handling lengths. Bulk wood and logs designated for removal shall be picked within 10 business days. Where chips cannot be left on site, they shall be delivered to the nearest appropriate disposal space.

All line clearance by-products (e.g. brush, wood chips, logs, wood, etc.) must be disposed of at approved sites and in the most economical way. Brush or wood shall not be burned.

The removal of brush, debris, or wood resulting from an unplanned event, (e.g. Tree or limb failure, naturally occurring limb abscission, minor or major weather event) is not the utility contractor's or UI's responsibility to remove. It is the responsibility of the tree's owner. Every effort shall be made to clear brush, debris, and wood generated from an unplanned event, from roadways, sidewalks, and driveways to allow for vehicle and pedestrian passage. Door-hangers provided by UI, are to be used to communicate to UI customers the procedures regarding clean-up and/or follow-up for unplanned events.
DOCKET NO. 12-01-10    PURA INVESTIGATION INTO THE TREE TRIMMING PRACTICES OF CONNECTICUT'S UTILITY COMPANIES

June 25, 2014

By the following Commissioners:

John W. Betkoski, III
Arthur H. House
Michael A. Caron

Lead Staff: G. Denning
Legal Advisor: L. Levesque

DECISION
5. Tree Stump Grinding and Replacement Tree Costs
Several customers proposed that the EDCs grind the stump remaining from every removed
tree and replace it with a new one. Tr. 3/27/14, p. 811. During the March 27, 2014 Technical
Meeting, the Authority requested that the EDCs estimate the cost of stump grinding for
every removed tree. Id., p. 743.

CL&P testified that the costs to stump grind a removed tree, including top soil and seed and
to replace it with a new tree would cost approximately $800 to $900. Id., p. 745. Based on
that cost, stump grinding and tree replacement would add approximately $16 to $20 million
to CL&P’s 2013 VMP that had expended $58 million. Id.

CL&P expressed concern that these increased costs would benefit only a few but would
have to be recovered from all of its customers. Id., p. 742.

Although there have been special circumstances where CL&P has replanted trees, it is not
its general policy to replant trees and has no plans to do so under its vegetation
management program. Tr. 3/5/14, pp. 380 and 381.

UI testified that it does not replace many of the removed trees due to its estimated
replacement costs. In particular, UI estimated its cost to remove a tree at approximately
$260. The cost of stump grinding which also included the costs for top soil, seed and
removal of the grindings would average $285 per removed tree. The average cost for a
replacement tree is approximately $300. Id., pp. 744 and 747.

Thus, if all removed trees are replaced with a total cost of approximately $845 per tree, UI
approximately estimated its 8-year tree trimming budget would increase by $168 million. Id.,
pp. 752 and 753. Moreover, UI stated that in many cases, towns would not want to maintain
the replacement tree or are concerned that the tree would uplift the sidewalk. Id., pp. 747
and 748.

Mr. Karl Reichle, who served over 27 years as Tree Warden for the Town of South Windsor,
testified that stump grinding costs could become excessive and would easily erode a tree
maintenance budget. Once a tree was removed and the stump flush cut, the danger to the
citizens of that tree was removed. He estimated that about a dozen stumps have been
ground over the last 20 years in South Windsor due to their cost. Id., p. 752.

The Authority seriously considered these recommendations. Due to the large increases
required for the annual VMP, the Authority agrees that it is too costly to stump grind tree
removals unless the stump causes a safety hazard. While aesthetics, economic and
environmental impacts are a very important consideration, the costs of these
recommendations to all ratepayers far outweigh the benefit that each may provide to a small
number if adopted by the Authority. Accordingly, the Authority will defer any additional
stump grinding or tree replacement activities currently budgeted for by the EDCs until it
completes its investigation of the circumstances as to when stump grinding may be
performed in the UPZ.
Business Recruitment, Retention & Expansion

Working with three healthcare/bioscience companies on retention and expansion opportunities

Meeting with new business, Fitstyle

Exhibited at ICSC at Javits Convention Center (International Council of Shopping Centers)

Infrastructure

Branding campaign for launch of jet service at Tweed

Marketing & Communications

2018 tradeshow coordination with Metro-Hartford and CERC

Visitor and Relocation Guide publications

ICSC retail recruitment collateral

Supplied content for gnhbizsource.com with the Greater New Haven Chamber of Commerce

Provided South Central Connecticut content for CERC CelebrateCT publication

Presented/Hosted/Sponsored Events

Presentation at Executive Leadership Program

CEDS presentations

- GNHCC January Board of Directors Meeting
- Milford Economic Development Commission

Featured Development Site

243 Foxon Rd., North Branford
1.61 acres for Sale
13,500 average daily traffic
Regional Collaboration/2018 CEDS
Strategic Planning Committee
Subcommittee Meetings
  • Business Recruitment, Retention & Expansion
  • Workforce & Housing
  • Infrastructure
  • Real Estate, Land Use & Sustainability
  • Marketing, Communication & Stakeholder Education
Current Status Reports
Completion of SWOT Analysis
Continuing business/sector interviews
Due on 2/2
  • Recommendations for:
    • Goals
    • Objectives
    • Evaluation structure
    • Short & long term tasks
Media
Alisa Talk & Sip Radio Show: Knights of Columbus Creche Exhibition
Arvinas (multiple media outlets)
Smart Meetings
Group Tour Media
Omni Hotels Escape Magazine
Boston Spirit

Awards & Accolades
CERC CelebrateCT awards presented to:
  • First Selectman Mike Freda of North Haven for Amazon project
  • Stony Creek Brewery for the development of a new tourism destination

REDFO
January 26, 2018
Patrick McMahon
CT Main Street

Community Outreach
  • CBRE Brokerage Tour in Wallingford
  • Sema4 presentation at BioHaven hosted by BioCT (CURE)
  • West Haven Chamber of Commerce Board Meeting
  • Greater New Haven Chamber of Commerce Governmental Affairs/Economic Development Committee Meetings
  • CERC Board of Directors
  • CERC Regional Quarterly Marketing Meeting
  • African American Mayors Association Luncheon
  • Science Park Bioscience Networking Breakfast
  • Town Green Special Service District Board Meeting

Visitor Newsletter Features
  • Flights of Fancy
  • Yale Repertory Theatre 2018 Season
  • New Year’s Eve
  • Holiday Events
  • Knights of Columbus
Integrate Arts, Culture & Preservation with Economic Development

Tourism

Meeting with Commissioner Sullivan of DRS regarding short-term online booking tax model
Meeting with Tourism Coalition
Presented at SCSU for Tourism Program
Tourism Packaging 101 Workshop at Milford Chamber of Commerce
American Bus Association Meeting & Marketplace Tradeshow, 1/26-30

Provided logistical support for
- NEPC (New England Parking Council) event
- CT Entrepreneurial Awards
- New Haven Food Truck Festival
- African American Mayors Association: Women in Leadership Conference

Connecticut Lodging Association
- Board Meeting
- TIP ( Trafficking in Persons ) Council
- ISHAE Winter National Conference, 12/6-8

Education & Training

Entrepreneurs & Startups

Launching the Elm City Innovation Collaborative (CTNext $2 million award)

Sponsor of Startup Grind—New Haven Events
- Steve Shwartz (CEO & Co-founder of Device 42)
- 4/4 Steve Kokinos (Co-founder & Executive Chairman of Fuze)

Advocacy

Testimony in support of Hotel Duncan renovation

Visitor Newsletter Features

- Flights of Fancy
- Yale Repertory Theatre 2018 Season
- New Year’s Eve
- Holiday Events
- Knights of Columbus
DEMHS Region 2
John B. Field Jr., Emergency Management Area Coordinator

Re: January 2018 COG Report

**CT DEMHS Region 2**
CT DEMHS Administration and Regional staff held their annual Emergency Management Director meeting on December 14th at Branford Fire Headquarters. To lessen the burden placed on the communities, the 2017 EPPI was held during this meeting. The 2017 EPPI (Cyber Security Workshop) provided participants with multiple injects testing their abilities to respond to a cyber security breach. Each participant will provide an after action report for their communities which will give them credit for participation in EPPI 2017.

Puerto Rico Hurricane Relief Support efforts continue. Weekly conference calls (state and regional) discuss current status, issues or concerns, and next steps. Starting January 29th the conference calls will be held biweekly. The regional calls include city/town EMDs, public health officials, social services reps, etc. State conference calls include state and federal agency reps, with each regional coordinator providing a regional update at each call. The main issue continues to be long-term housing for evacuees.

DEMHS Region 2 staff continue to work with communities located on the CT River in regards to ice jams and flooding. A conference call was held to establish schedule updates and communication between the communities, the State and the United States Coast Guard. Daily briefings from the US Coast Guard provide progress reports on their progress.

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.**
John B. Field Jr.
DEMHS Region 2
Emergency Management Area Coordinator
P.O. Box 2794
1111 Country Club Road
Middletown, CT 06457
(860)685-8105 Office
(860)685-8366 Fax
(860)250-3453 Cell
(860)708-0748 24-Hour Pager
john.field@ct.gov
### December 2017 Action Table

<table>
<thead>
<tr>
<th>Ref. #</th>
<th>Received</th>
<th>Description</th>
<th>Adjacent RPC Towns</th>
<th>Abridged RPC Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>2.1</td>
<td>11/9/2017</td>
<td><strong>Town of North Branford:</strong> Proposed Zoning Regulation Amendments to allow residential units above businesses in all Business Zones (B-1, B-2, and B-3).</td>
<td>Branford, East Haven, Guilford, North Haven, Wallingford</td>
<td>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.</td>
</tr>
<tr>
<td>2.2</td>
<td>11/17/2017</td>
<td><strong>City of New Haven:</strong> Proposed Zoning Ordinance Text Amendment regarding a Moratorium on the conversion, demolition, or rehabilitation of boarding-room units into non-residential uses.</td>
<td>East Haven, Hamden, North Haven, Orange, West Haven, Woodbridge</td>
<td>By resolution, the RPC has determined that the proposed zoning ordinance text 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.</td>
</tr>
<tr>
<td>2.3</td>
<td>12/5/2017</td>
<td><strong>City of Milford:</strong> Proposed Zoning Regulation Amendments to Section 5.2.1 regarding outdoor lighting on residential dwellings.</td>
<td>Orange, West Haven</td>
<td>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.</td>
</tr>
<tr>
<td>2.4</td>
<td>12/6/2017</td>
<td><strong>Town of Woodbridge:</strong> Proposed Zoning Regulation Amendments to Section 3.1.2.1(2) regarding multiple-family dwellings in the GB District.</td>
<td>Bethany, Hamden, New Haven, Orange</td>
<td>Tabled to the January Regional Planning Commission meeting.</td>
</tr>
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</table>
### January 2018 Action Table

<table>
<thead>
<tr>
<th>Ref. #</th>
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<tbody>
<tr>
<td>2.1</td>
<td>12/6/17</td>
<td>Town of Woodbridge: Proposed Zoning Regulation Amendments to Section 3.1.2.1(2) regarding multi-family dwellings in the GB District</td>
<td>Bethany, Hamden, New Haven, Orange</td>
<td>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.</td>
</tr>
<tr>
<td>2.2</td>
<td>12/28/17</td>
<td>Town of Orange: Proposed Zoning Regulation Amendments to Chapter 383 – Article XII Planned Residential Development (PRD) Regulations</td>
<td>Milford, New Haven, West Haven, Woodbridge</td>
<td>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.</td>
</tr>
<tr>
<td>2.3</td>
<td>12/22/17</td>
<td>City of West Haven: Proposed Zoning Regulation Amendment to Section 39.2 regarding multi-family dwellings in the Neighborhood Business (NB) and Residential Planned Development (RPD) Districts</td>
<td>Milford, New Haven, Orange</td>
<td>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.</td>
</tr>
</tbody>
</table>
| 3.1    |          | 2018 Officers and Executive Committee Members | | Chairman: David White, Meriden  
Vice Chair: Michael Calhoun, Bethany  
Secretary: Jeffrey Kohan, Wallingford  
Executive Committee:  
David White, Meriden  
Michael Calhoun, Bethany  
Jeffrey Kohan, Wallingford  
Charles Andres, Branford  
Robert Roscow, Hamden  
Ralph Aschettino, Orange  
James Giulietti, North Haven |
Transportation Planning Work Program
Unified Planning Work Program

Fiscal Year 2018 and Fiscal Year 2019
July 2017 - June 2018
July 2018 - June 2019

Adopted 5-24-17
Amendment recommended by Transportation Committee 1-12-18

South Central Regional Council of Governments
127 Washington Avenue, 4th Floor West
North Haven, Connecticut 06473
Tel. (203) 234-7555
Fax (203) 234-9850
Website: www.sercog.org
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Task 2: Data Collection/Analysis – Monitoring and Projections ...................................................... 7

Task 3: Transportation Planning Activities ......................................................................................... 8

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Appendix B: Statement of Cooperative MPO/State/Transit Operators Planning Roles and Responsibilities .......................................................... 26
Introduction

The South Central Connecticut Region includes the entire corporate limits of the fifteen municipalities in the Greater New Haven area - Bethany, Branford, East Haven Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The Region is a Council of Governments, as permitted by the Connecticut General Statutes, with each municipality represented by its chief elected official. The Council meets monthly to act on regional business and oversee the transportation activities of the Region. Recommendations concerning transportation actions are forwarded to the Council from the Transportation Committee, consisting of seven members of the Council, and the Transportation Technical Committee, which includes an appointed staff person from each municipality. These two committees meet jointly each month to recommend actions for consideration by the Council on transportation matters.

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

It is noted that the FY 19 activities shown herein are subject to SCRCOG approval of the SCRCOG FY19 budget and may be adjusted after funding levels are confirmed.

Key Issues for the 2018 and 2019 Program Years

Responding to the Goals of FAST Act

The Federal transportation act, Fixing America’s Surface Transportation (FAST), identifies ten (10) planning factors that Metropolitan Planning Organizations (MPOs), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

1. **Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
2. **Safety** – Increase the safety of the transportation system for motorized and non-motorized users;
3. **Security** – Increase the security of the transportation system for motorized and non-motorized users;
4. **Environment** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
5. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;

6. **System Accessibility and Mobility** – Increase the accessibility and mobility for people and freight;

7. **System Management** – Promote efficient system management and operation;

8. **System Preservation** – Emphasize preservation of the existing transportation system;

9. **System Resiliency and Reliability** – Improve the resiliency and reliability while reducing or mitigating the stormwater impacts of surface transportation, and;

10. **Travel and Tourism** – Promote and enhance travel and tourism.

Responding to State and Federal guidelines, SCRCOG completed, in May 2015, an update of the Long Range Transportation Plan (LRTP). The LRTP incorporates all responses to outreach and establishes regional goals. During the period covered by this UPWP, an update of the LRTP must be accomplished and completed by May, 2019. Similarly, the update of the 2008 Regional Plan of Conservation and Development (POCD) will be completed by spring 2018. The SCRCOG POCD suggests strategies for future actions in the Region.

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

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

The addition of travel and tourism as a planning goal allows SCRCOG to work with REX Development. REX currently provides travel and tourism promotion for the region. The current state budget has reduced tourism and travel promotion. Working with REX, SCRCOG can meet this planning goal.

SCRCOG’s FY 2018 and FY 2019 UPWP addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CTDOT and the related staff work at our member cities and towns.

This UPWP summarizes ongoing staff work, such as inter-agency coordination, analysis and utilization of the latest available census and demographic data, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year. The FY 2018 and FY 2019 UPWP utilizes and builds upon previous year activities.

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2018 and FY 2019 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.
The FY 2018 and FY 2019 Unified Planning Work Program consists of five work tasks:

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

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

**Task 3: Planning Activities

Task 4: Other Technical Assistance

**Task 5: Public Participation

**Work Program Highlights - FY 2018**

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Meriden</td>
<td>East Main Street Study from I-91 to Paddock Avenue</td>
<td>$65,000</td>
</tr>
<tr>
<td>City of New Haven Sign Inventory Program, Phase 2</td>
<td>Phase 2 to complete citywide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance</td>
<td>$150,000</td>
</tr>
<tr>
<td>City of New Haven State Street Signal Timing</td>
<td>Optimization Timing Study for Pedestrian and Vehicle Flow along State Street from Audubon Street to Ferry Street</td>
<td>$90,000</td>
</tr>
<tr>
<td>Town of Branford–Branford Connector Corridor Study</td>
<td>Corridor Study of Branford Connector to improve safety, operational concerns, and geometric deficiencies while addressing circulation and pedestrian issues – completion of study in FY 18</td>
<td>$45,000</td>
</tr>
<tr>
<td>Congestion Management Process</td>
<td>Additional data collection and implementation of CMP recommendations from previous study. Continued input to tie our CMP efforts with the Lower Connecticut River Valley COG as the two main areas of the New Haven TMA</td>
<td>$60,000</td>
</tr>
<tr>
<td>New Haven Freight Study</td>
<td>Study to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities.</td>
<td>$90,000</td>
</tr>
</tbody>
</table>
### Regionwide Street Centerline Update

Utilize recent aerial flight data to improve and enhance street centerline information for all highways in the region. $50,000

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

Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics $500,000

### *Travel and Tourism Enhancement*

Utilize REX Development to further advance and promote travel and tourism in the region $35,000

### Phase 2 Move New Haven Study

Assist Greater New Haven Transit District with partial funding for an origin-destination survey for all routes in the New Haven Division of CTTRANSIT. Funding would consist of $100,000 federal transportation funds with match provided from non-federal and non-SCRCOG sources. $125,000

**Total** $1,210,000

* Expected to continue into FY19

### Work Program Highlights - FY 2019

<table>
<thead>
<tr>
<th>Program Element/Study</th>
<th>Description</th>
<th>Consultant Support</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of New Haven Two-way Transit Study</td>
<td>Building on previous traffic two-way studies, study transit routing options made viable by changes to traffic flow directions on city streets</td>
<td>$90,000</td>
</tr>
<tr>
<td>City of New Haven Transportation Demand Management</td>
<td>Study to plan and promote a Transportation Management Association with the City and major employers</td>
<td>$65,000</td>
</tr>
<tr>
<td>Transportation Vulnerability and Resiliency Study Phase 2</td>
<td>Additional regional study to assess major transportation vulnerability and resiliency issues and identify options and projects to improve resiliency and reduce vulnerability</td>
<td>$60,000</td>
</tr>
<tr>
<td><strong>Regionwide GIS and data upgrade for asset management and planning purposes</strong></td>
<td>Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics</td>
<td>$10,000</td>
</tr>
<tr>
<td>Regional GIS Viewer</td>
<td>Hosting and Maintenance</td>
<td>$20,000</td>
</tr>
</tbody>
</table>
**Travel and Tourism Enhancement** | Utilize REX Development to further advance and promote travel and tourism in the region | $35,000
---|---|---
**Total** |  | **$280,000**
**Continued from FY 18**

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

**Objectives**
1. Schedule planning activities and allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.

2. Prepare and adopt a planning work program for the next fiscal period.

3. Ensure that expenditures are well documented and cost-effective.

**Major 2018 and 2019 Activities**

**Mid-Year FY 2018 Work Program Review**
Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

**Review of FY 2019 Work Program**
Review and amend FY 2019 program in response to final funding levels and emerging requests from member municipalities. (February-May 2018)

**Prepare FY20 and FY 21 UPWP**
Preparation of FY20 and FY21 UPWP for adoption prior to start of FY 20. (February-May 2019)

**Certification**
Re-certification process was accomplished in FY 2017. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2018 and FY 2019, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

**Products/Reports**

- **Financial Control.** Maintain financial records and develop reports in accordance with USDOT and CTDOT regulations and guidance.
- **Quarterly Reports.** Develop quarterly narrative and financial status reports for funding agencies.
- **Annual Audit.** Comprehensive audit of Council FY 2017 and FY 2018 revenue, expenditures and internal management practices (November 2017 and November 2018).

This task requires continuing activity throughout the years. Reporting milestones are noted above.
Task 2: Data Collection/Analysis – Monitoring and Projections

Objectives

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

2. Maintain regional highway and transit databases as components of SCRCOG’s regional travel demand model.

3. Coordinate data acquisition with CTDOT and member municipalities to ensure the utility and compatibility of data.

Major 2018 and 2019 Activities

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

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

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

Congestion Monitoring
SCRCOG staff will work with municipal staff to identify target areas for operations and management strategies (O&M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region, as well as Travel Demand Management (TDM). Consultant-supported work will include preparation of required reports. Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP): (1) Determining the CMP network in the Region, (2) defining congestion, identifying congested links, (3) developing strategies to address congested links, (4) implementing strategies: (5) short and (6) long term, and monitoring the network. Activities will focus on the recommendations from previous consultant supported studies and as per CTDOT guidance.

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

**Capital Expenditures Report**
Assist CTDOT with the Local Highway Finance Report (form FHWA-536) on capital expenditures on local roads.

**Products**

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

**Schedule**

**Traffic Data Collection**
Any counting will occur with FY 2018 and FY 2019 consultant-supported projects.

**Rail and Commuter Parking Lot Occupancy Survey**
Quarterly rail and commuter parking lot occupancy data collection. (September and December 2017; March and June 2018, September and December 2018; March and June 2019).

**Congestion Monitoring**
Activities will occur over the fiscal years as recommended by previous studies and as per CTDOT and FHWA guidance.

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

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**Task 3: Transportation Planning Activities**
Objectives

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and FAST Act transportation planning requirements. Adopt new TIP in accord with CTDOT timeframe. Accompany TIP actions with an air quality conformity statement, as appropriate, establishing relationships to the State Implementation Plan for Air Quality.

2. Facilitate public awareness of the adoption process for the TIP and STIP, and provide the opportunity for public comment on TIP-related actions at the SCRCOG level.


4. Develop recommended capital and operational improvements to enhance the existing transportation system, including consideration for the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Intelligent Transportation Systems (ITS) strategies and technologies in the region, as well as Travel Demand Management measures.

5. Coordinate the Regional Plan of Conservation and Development with member municipalities.

6. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.

7. Continue to work with the State of Connecticut Governor’s Transit Oriented Development initiatives, the Connecticut Department of Transportation (CTDOT) and other state agencies to plan transit improvements and provide support for transit oriented development (TOD) and affordable housing in the vicinity of existing and proposed transit corridors.

8. Continue coordinated planning to promote safety, livable communities and environmental sustainability.

9. Continue to advance programs for the preservation of the existing transportation system, including actions which maintain the transportation system in a “state of good repair”.

10. Continue to meet FAST Act requirements, with the inclusion of performance measures as they are finalized.
**Major 2018 and 2019 Activities**

**Review of Land Use and Transportation Models**
SCRCOG staff will work with municipal staff to assess impacts of projected land uses on transportation in the Region. Land use decisions will be analyzed to assess and promote consistency with Long Range Transportation Plan and the State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. Help advance initiatives that reduce dependence on single occupancy vehicles and improve the region’s air quality. Technical assistance will be provided to the Region’s municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD through CTDOT projects. These include the West Haven train station related TOD, Union Station proposed TOD, pilot program TOD in Meriden as authorized by statute and other potential TOD proposals throughout the Region. These efforts, in coordination with other tasks outlined herein, will move the region towards the goal of safe, livable communities, and work towards environmental sustainability.

**Maintain FY2015-FY2018 TIP adopt FY2018-FY2021 TIP**
Update as required the adopted four-year Transportation Improvement Program (TIP). The TIP is consistent with the region’s Long Range Transportation Plan 2015-2040 and state-defined financial constraints. Adopt and maintain FY2018-FY2021 TIP in accord with CTDOT timeline.

**Review and update Long Range Transportation Plan**
Review as necessary the Region’s Long Range Transportation Plan to insure consistency with regional and state goals. Update through coordination with CTDOT and various other entities in accord with guidance and federal requirements completing the update by the May, 2019 deadline.

**Environmental Justice and Title VI**
Utilize 2010 Census data and latest available American Community Survey data to identify changes to EJ areas and evaluate impacts of plans and programs on these areas. Continue outreach and activities to meet the requirements of Title VI.

**Surface Transportation Program**
Establish regional priorities with CTDOT to facilitate the annual statewide program development process. Maintain a multi-year program that balances priorities, costs, available funds and the progress of individual projects. Sustain a continuous interchange with municipalities advancing Surface Transportation Program and Local Transportation Capital Improvement Program (LOTCIP) projects on municipal roads per CTDOT guidelines. Continue Council monitoring of programmed work through monthly review. Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven-Meriden urbanized areas.

**Air Quality/ Environmental Planning**
Work with CTDOT to give consideration to the impacts of climate change and air quality on the transportation decision making process. Work with CTDOT to make the necessary air conformity determinations based upon CTDOT modeling.

FTA Section 5310 Outreach to Private Non-Profit Organizations and Local Public Bodies
Share notice of an annual Section 5310 grant funding and help potential applicants advance proposals consistent with FTA and CTDOT guidelines (January 2018 and January 2019).

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

Local Accident Reduction Program
Prepare municipal local accident reduction program applications per annual state/regional outreach, emphasizing a state/federal pedestrian safety focus. Develop proposals with municipal staff, frame material for municipal review and advance proposals for Council review per longstanding practice (April 2018 and April 2019).

Congestion Mitigation/ Air Quality
As per CTDOT guidance, solicit proposals from the Region for ranking and forwarding to CTDOT for new congestion mitigation/air quality funding under the FAST Act.

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

FY 2018 Consultant Supported Activity

Ten studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome. It is the goal of the Region to accomplish these studies within FY18 unless noted otherwise.

City of Meriden East Main Street – Study to evaluate access options, safety improvements and configuration options and costs to improve safety and operations.

City of New Haven Sign Inventory Phase 2 – Program to complete citywide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance.

City of New Haven, State Street Signal Timing Study – Optimization Timing Study for Pedestrian and Vehicle Flow along State Street from Audubon Street to Ferry Street
Town of Branford Branford Connector Corridor Study - Corridor Study of Branford Connector to improve safety, operational concerns, and geometric deficiencies while addressing circulation and pedestrian issues - completion of study in FY18.

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

City of New Haven Freight Study - Study to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities.

GIS Centerline Update - Utilize recent aerial flight data to improve and enhance street centerline information for all highways in the region.

Regionwide GIS and data upgrade for asset management and planning purposes* - Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics.

Travel and Tourism Enhancement* - Utilize REX Development to further advance and promote travel and tourism in the region.

Phase 2 Move New Haven Study – Assist Greater New Haven Transit District with partial funding for an origin-destination survey for all routes in the New Haven Division of CTTRANSIT. Funding would consist of $100,000 federal transportation funds with match provided from non-federal and non-SCRCOG sources.

*This project to be continued into FY19.

FY 2019 Consultant Supported Activity

Six studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome. It is the goal of the Region to accomplish these studies within FY19 unless noted otherwise.

City of New Haven Two Way Transit Study - Building on previous traffic two way studies, study transit routing options made viable by changes to traffic flow directions on city streets

City of New Haven Transportation Demand Management - Study to plan and promote a Transportation Management Association with the City and major employers.
Transportation Vulnerability and Resiliency Study Phase 2 – Additional regional study to assess major transportation vulnerability and resiliency issues and identify options and projects to improve resiliency and reduce vulnerability.

Regionwide GIS and data upgrade for asset management and planning purposes** - Utilize recent flight data to enhance current GIS and asset management data and provide improved asset management tools for use by region and member municipalities as well as advanced planning data through planimetrics.

Travel and Tourism Enhancement** - Utilize REX Development to further advance and promote travel and tourism in the region.

Regional GIS Viewer – Hosting and Maintenance

** This project continued from FY18.

Other Planning Activities

Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)
This requirement is the planning element under which SCRCOG will continue to coordinate transit services to provide for the basic mobility needs of the Region’s elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities. In 2014, the Region established a Mobility Management Program and engaged a Mobility Ombudsman to facilitate outreach to potential users, service providers and municipalities to identify service gaps and needs. During FY 2018 and FY 2019, staff will continue outreach to service providers and CTDOT and work with them to implement service priorities.

Municipal Assistance
SCRCOG will assist its member municipalities in ongoing programs such as STP-Urban, CMAQ, TAP, LOTCIP, and other appropriate programs. The assistance shall include information dissemination, assistance in application preparation, screening and prioritization as necessary.

Transit Planning
Most day-to-day operational planning for the transit systems in the South Central region is done at the individual agency level (i.e. by Greater New Haven Transit District, CTTransit, Milford Transit District and Meriden Transit District). SCRCOG staff play a role in coordinating programs among these operators, assessing demographic and land use policies that will impact the viability of transit services, and identifying new opportunities for transit service outside the existing route network and service areas. Staff attends transit meetings in the region. Recommendations of the FY 2008 Regional Transit Implementation Project will be pursued. Initiatives that increase transit usage and reduce the usage of single occupancy vehicles and contribute to improving air quality in the region will be prioritized. It is anticipated that the recommendations of the currently underway Move New Haven Study will be utilized to form additional future initiatives.


**Freight Planning**

Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas has been a key element of previous UPWP studies. SCRCOG staff will continue to monitor freight movement trends in the region and identify opportunities for improved movements and efficiencies which will also reduce the impacts of all modes of goods movement on the air quality in the region.

Staff will work with CTDOT on the state freight plan and assist the Department identifying bottlenecks, needed improvements and estimated costs to improve freight movement into and through the region, the state, and surrounding states.

Staff will work with CTDOT to maintain the list of freight stakeholders and operators in the region, as well as GIS data on freight-related land uses and stakeholders and major generators. As known, staff will maintain a multi-modal list of freight movement constraints. Staff will also work with CTDOT on the difficult issue of providing sufficient truck parking opportunities. As appropriate, outreach to freight stakeholders will be made under the Public Participation Guidelines.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential expanded utilization, assisting, as appropriate, the City of New Haven and the Port Authority of New Haven with their evaluation of site and development alternatives for the proposed intermodal terminals at the Port. Staff will continue to work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region.

Improvements to track connections in the vicinity of the Port of New Haven completed with the cooperation of the property owners allow direct connection between the port area and the mainline rail network. This connection substantially enhances the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

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

**Operations and Management Strategies**

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

**Safety Activities**
SCRCOG staff will continue to work with CTDOT, member municipalities and other regional entities to advance safety programs and activities in the region. SCRCOG will participate in the implementation of CTDOT’s Strategic Highway Safety Plan and incorporate its recommendations into regional plans and activities. SCRCOG has agreed to partner with CTDOT as an urban model in the development of a regional transportation safety plan.

**Climate Change and Resiliency**
Work in cooperation with CTDOT and other state and local agencies to improve transportation system resiliency in the face of climate change, sea level rise and severe storms. Support CTDOT’s climate change and resiliency planning efforts. SCRCOG’s other climate change, coastal resilience, and hazard mitigation efforts in conjunction with additional partners will further regional planning efforts and identify potential opportunities for improving transportation resiliency.

**Transition to Performance Based Planning and Programming**
As federal and state standards required under FAST Act are finalized and adopted, SCRCOG staff will work to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes.

**Models of Regional Planning**
SCRCOG coordinates with Lower Connecticut River Valley Council of Governments, the other major planning region sharing our urban area. In addition, our participation in the Connecticut Association of Councils of Governments (CTCOG), as well as numerous staff contacts, keeps us in contact and cooperation with not only the other neighboring Councils, but the entire state regional planning community. We will continue to build upon this strong base of cooperation and collaboration.

**Ladders of Opportunity**
SCRCOG staff continue to look for means to identify and address transportation connectivity issues. Our previous Transit Study, our commencement of a Mobility Manager Service for elderly and persons with disabilities, and our Jobs Access Study, produced in cooperation with the local NAACP chapter and the Workforce Alliance, among other partners, are examples of the region’s commitment to identifying and working to address transportation connectivity issues. These efforts will continue during FY2018 and FY2019.

**Products**

- **FY2015-2018 TIP.** Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- **Adopt FY2018-FY2021 TIP**
- **Review and update of Long Range Transportation Plan – Spring 2019**
- **Local Accident Reduction Program.** Prepare applications for CTDOT review in association with interested municipalities (April 2018 and April 2019).
- **FTA Section 5310 Program Priorities.** Review and approval of grants, in conjunction with CTDOT (April 2018 and April 2019).
• New regional transportation safety plan (Under CTDOT timing).

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

Task 4: Other Technical Assistance

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

Major 2018 and 2019 Activities

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

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

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

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

REX Development
Promote regional economic vitality through representation on the REX Board. Chief Elected Officials serve on the REX Board, which identifies regional economic opportunities. Continued Board membership and participation, with periodic reports to the Council, will help promote economic vitality and opportunities. REX serves as the regional coordinator of brownfields funds, utilizing these opportunities to encourage adaptive reuse of brownfields sites to contribute to the improved economic environment of the region.

This task requires continuing activity throughout the years.

Task 5: Public Participation

Objectives
1. Facilitate a timely flow of information to interested individuals and organizations through media outreach and our agency website.

2. Provide a focus for public input relative to the region’s Transportation Plan, Transportation Improvement Program and other key products by elected officials, any interested citizens, and specifically by minority, low-income and non-English speaking communities.

3. Solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general. Ensure that outreach, review and project definition respond to USDOT/CTDOT Environmental Justice requirements contained in the FAST federal transportation act and federal planning regulations, utilizing latest available census and demographic data.

4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

**Major 2018 and 2019 Activities**

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

**Annual Report**
SCRCOG’s annual report will be made available at the conclusion of each fiscal year.

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

**Transportation Committee and Technical Transportation Committee**
The Region’s Transportation Committee (chief elected officials) and Transportation Technical Committee (municipal staff), meeting together monthly, will continue to interact with CTDOT personnel, federal staff and other interested parties. The committees advance programming and planning proposals to the Council as a whole. Over 100 organizations and individuals, including advocacy organizations, environmental groups, social services organizations, and transit operators, will be notified of committee meetings by email. Notice of meetings is also provided on the SCRCOG website. Council-adopted *Public Participation Guidelines* clearly identify the Council’s commitment to broad, ongoing participation, and highlight the avenues for public input in the transportation planning process.

**Public Meetings**
- Quarterly Greater New Haven Transit District meetings and periodic attendance at meetings of the Milford and Meriden transit districts to facilitate planning and programming activities.

- REX Development, the region’s non-profit economic development organization, was established jointly by SCRCOG and the private sector. Chief Elected Officials serve on the REX Board.

- Regional Alliance work sessions. The fourteen-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.

- Regional Chambers of Commerce – Municipal Economic Development Directors from the region meet with SCRCOG staff periodically to address business-related transportation issues.

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

**SCRCOG Web Site**
The agency website provides ready access to Council meeting agendas, reports and memos including Public Participation Guidelines, the UPWP, the TIP and proposed TIP amendments, and South Central Regional Long Range Transportation Plan 2015-2040. Links to CTDOT, municipalities, data sources and transit/transportation sites are also included on the website.

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

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

Efforts will focus on enhanced public awareness and understanding the region’s transportation needs. In FY 2018 and FY 2019, public outreach will continue to emphasize the implementation
of the Regional Long Range Transportation Plan and the Regional Plan of Conservation and Development, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context-sensitive design solutions. Chief elected officials and SCRCOG staff will continue to participate in the organizations as noted above.

Public outreach will include opportunities for public input on the FY2018 and FY 2019 Consultant supported activity and CTDOT transit improvements.

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

Appendix A

Unified Planning Work Program
Financial Tables – Fiscal Years 18 and 19*
*All FY 19 Activities are subject to SCRCOG approval of the SCRCOG FY 19 budget and may be adjusted as funding availability is confirmed
Table 1
Fiscal Year 2018 - Anticipated Revenues

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Admin.</td>
<td>749,329</td>
<td>71,186</td>
<td>116,146</td>
<td>936,661</td>
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<tr>
<td>FY 2015 Carryover</td>
<td>486,026</td>
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<td>121,506</td>
<td>607,532</td>
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<td>Federal Transit Admin.</td>
<td>293,450</td>
<td>27,878</td>
<td>45,485</td>
<td>366,813</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>1,528,805</strong></td>
<td><strong>99,064</strong></td>
<td><strong>283,137</strong></td>
<td><strong>1,911,006</strong></td>
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</tbody>
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*25,000 in local match provided by MOVE New Haven Funding Partners

Table 2
Fiscal Year 2018 - Planning Costs by Task

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Process</td>
<td>46,242</td>
<td>5,780</td>
<td>5,780</td>
<td>57,802</td>
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<tr>
<td>Transportation Planning Activities</td>
<td>313,508</td>
<td>39,189</td>
<td>39,189</td>
<td>391,886</td>
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<tr>
<td>Data Collection / Analysis</td>
<td>19,026</td>
<td>2,378</td>
<td>2,378</td>
<td>23,782</td>
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<td>Planning Projects</td>
<td>1,124,191</td>
<td>140,524</td>
<td>140,524</td>
<td>1,405,239</td>
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<tr>
<td>Public Participation</td>
<td>25,838</td>
<td>3,230</td>
<td>3,230</td>
<td>32,298</td>
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<td><strong>Total</strong></td>
<td><strong>1,528,805</strong></td>
<td><strong>191,101</strong></td>
<td><strong>191,101</strong></td>
<td><strong>1,911,006</strong></td>
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Table 3
Fiscal Year 2018 - Direct Salaries by Task - Hours & Cost (Hourly Rate)

<table>
<thead>
<tr>
<th></th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
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<tr>
<td></td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
<td>Cost</td>
<td>Hrs</td>
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<tr>
<td>Management of the Process</td>
<td>215</td>
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<td>5,264</td>
<td>100</td>
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<td>Transportation Planning Activities</td>
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<td>189</td>
<td>9,952</td>
<td>3,935</td>
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<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>230</td>
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<td>Planning Projects</td>
<td>100</td>
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<td>Public Participation</td>
<td>55</td>
<td>3,612</td>
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<td>5,265</td>
<td>100</td>
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<td><strong>Total</strong></td>
<td><strong>797</strong></td>
<td><strong>52,348</strong></td>
<td><strong>1,039</strong></td>
<td><strong>54,707</strong></td>
<td><strong>5,407</strong></td>
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Personnel Costs by Task

1 See Table 15 for FY 2018 maximum hourly rates
Table 4  
**Fiscal Year 2018 - Total Labor by Task - Salaries & Overhead Applied**

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
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<td>12,581</td>
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<td>67,027</td>
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<td>21,649</td>
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<td>8,830</td>
<td>0</td>
<td>30,047</td>
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<td><strong>Total</strong></td>
<td>125,107</td>
<td>130,743</td>
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<td>1,434</td>
<td>686,908</td>
</tr>
</tbody>
</table>

1. Audited overhead rate @ 1.3899

Table 5  
**Fiscal Year 2018 - Direct Expenditures by Task**

<table>
<thead>
<tr>
<th>Task</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc 1</th>
<th>Capital</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>100</td>
<td>0</td>
<td>0</td>
<td>250</td>
<td>0</td>
<td>350</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>1,000</td>
<td>3,700</td>
<td>1,300</td>
<td>0</td>
<td>2,498</td>
<td>0</td>
<td>8,498</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>200</td>
<td>200</td>
<td>200</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>700</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>200</td>
<td>0</td>
<td>1,850,000</td>
<td>1,900</td>
<td>0</td>
<td>0</td>
<td>1,087,300</td>
</tr>
<tr>
<td>Public Participation</td>
<td>300</td>
<td>150</td>
<td>0</td>
<td>0</td>
<td>1,800</td>
<td>0</td>
<td>2,250</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,800</td>
<td>4,350</td>
<td>1,500</td>
<td>1,085,000</td>
<td>6,448</td>
<td>0</td>
<td>1,099,098</td>
</tr>
</tbody>
</table>

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

Table 6  
**Fiscal Year 2018 - Planning Projects with Consultant Assistance**

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Meriden - East Main Street Study</td>
<td>65,000</td>
</tr>
<tr>
<td>New Haven - Sign Inventory, Phase 2</td>
<td>150,000</td>
</tr>
<tr>
<td>New Haven - State Street</td>
<td>90,000</td>
</tr>
<tr>
<td>Branford Connector</td>
<td>45,000</td>
</tr>
<tr>
<td>Congestion Management</td>
<td>60,000</td>
</tr>
<tr>
<td>New Haven Freight</td>
<td>90,000</td>
</tr>
<tr>
<td>GIS Centerline</td>
<td>50,000</td>
</tr>
<tr>
<td>Planimetrics*</td>
<td>500,000</td>
</tr>
<tr>
<td>Travel and Tourism Enhancement*</td>
<td>35,000</td>
</tr>
<tr>
<td>Origin-Destination Study for MOVE New Haven**</td>
<td>125,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,210,000</td>
</tr>
</tbody>
</table>

*project expected to continue into FY 2019
**$100,000 federal share only; $25,000 local match to be provided by MOVE New Haven Funding Partners

Table 7  
**Fiscal Year 2018 - Total UPWP Program Cost**

<table>
<thead>
<tr>
<th>Item</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCRCOG Salaries</td>
<td>287,421</td>
</tr>
<tr>
<td>Overhead - Indirect Applied (1.3899)</td>
<td>399,487</td>
</tr>
<tr>
<td>Print &amp; Reproductions</td>
<td>1,800</td>
</tr>
<tr>
<td>Travel</td>
<td>4,350</td>
</tr>
<tr>
<td>Data Processing</td>
<td>1,500</td>
</tr>
<tr>
<td>Consultants</td>
<td>1,210,000</td>
</tr>
<tr>
<td>Meeting, Advertising &amp; Miscellaneous</td>
<td>6,448</td>
</tr>
<tr>
<td>Capital</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,911,006</td>
</tr>
</tbody>
</table>

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Table 8
**Fiscal Year 2019 - Anticipated Revenues**

<table>
<thead>
<tr>
<th></th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Highway Administration</td>
<td>749,329</td>
<td>71,186</td>
<td>116,146</td>
<td>936,661</td>
</tr>
<tr>
<td>Federal Transit Administration</td>
<td>93,450</td>
<td>8,878</td>
<td>14,485</td>
<td>116,813</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>842,779</td>
<td>80,064</td>
<td>130,631</td>
<td>1,053,474</td>
</tr>
</tbody>
</table>

Table 9
**Fiscal Year 2019 - Planning Costs by Task**

<table>
<thead>
<tr>
<th>Task</th>
<th>Federal</th>
<th>State</th>
<th>Local</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>50,877</td>
<td>6,360</td>
<td>6,360</td>
<td>63,597</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>345,894</td>
<td>43,237</td>
<td>43,237</td>
<td>432,368</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>20,962</td>
<td>2,620</td>
<td>2,620</td>
<td>26,202</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>396,645</td>
<td>49,581</td>
<td>49,581</td>
<td>495,807</td>
</tr>
<tr>
<td>Public Participation</td>
<td>28,400</td>
<td>3,550</td>
<td>3,550</td>
<td>35,500</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>842,778</td>
<td>105,347</td>
<td>105,347</td>
<td>1,053,474</td>
</tr>
</tbody>
</table>

Table 10
**Fiscal Year 2019 - Direct Salaries by Task - Hours & Cost (Hourly Rate)**

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
<td>Hrs</td>
</tr>
<tr>
<td>Management of the Planning Process</td>
<td>223</td>
<td>105</td>
<td>105</td>
<td>0</td>
<td>433</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>444</td>
<td>198</td>
<td>4,129</td>
<td>0</td>
<td>177,073</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>241</td>
<td>52</td>
<td>10,656</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>104</td>
<td>682</td>
<td>1,094</td>
<td>0</td>
<td>1,880</td>
</tr>
<tr>
<td>Public Participation</td>
<td>57</td>
<td>105</td>
<td>104</td>
<td>0</td>
<td>266</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>828</td>
<td>1,090</td>
<td>5,673</td>
<td>52</td>
<td>7,643</td>
</tr>
</tbody>
</table>

1 See Table 16 for FY 2019 maximum hourly rates

23
Table 11
Fiscal Year 2019 - Total Labor by Task - Salaries & Overhead Applied

<table>
<thead>
<tr>
<th>Task</th>
<th>Ex. Dir.</th>
<th>Trans. Dir.</th>
<th>Planners</th>
<th>Field</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>36,896</td>
<td>13,927</td>
<td>12,306</td>
<td>0</td>
<td>63,129</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>73,462</td>
<td>26,262</td>
<td>323,462</td>
<td>0</td>
<td>423,186</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>0</td>
<td>0</td>
<td>23,901</td>
<td>1,566</td>
<td>25,467</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>17,207</td>
<td>90,459</td>
<td>105,625</td>
<td>0</td>
<td>213,291</td>
</tr>
<tr>
<td>Public Participation</td>
<td>9,431</td>
<td>13,927</td>
<td>9,679</td>
<td>0</td>
<td>33,037</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>136,996</td>
<td>144,575</td>
<td>474,973</td>
<td>1,566</td>
<td>758,111</td>
</tr>
</tbody>
</table>

1. Estimated overhead rate @ 1.3899

Table 12
Fiscal Year 2019 - Direct Expenditures by Task

<table>
<thead>
<tr>
<th>Task</th>
<th>Print &amp; Repro</th>
<th>Travel</th>
<th>Data Proc</th>
<th>Consult</th>
<th>Misc 1</th>
<th>Capital</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management of the Planning Process</td>
<td>0</td>
<td>105</td>
<td>0</td>
<td>0</td>
<td>363</td>
<td>0</td>
<td>468</td>
</tr>
<tr>
<td>Transportation Planning Activities</td>
<td>1,152</td>
<td>3,885</td>
<td>1,430</td>
<td>0</td>
<td>2,714</td>
<td>0</td>
<td>9,181</td>
</tr>
<tr>
<td>Data Collection / Analysis</td>
<td>315</td>
<td>210</td>
<td>210</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>735</td>
</tr>
<tr>
<td>Planning Projects</td>
<td>210</td>
<td>210</td>
<td>0</td>
<td>405,000</td>
<td>2,095</td>
<td>0</td>
<td>407,515</td>
</tr>
<tr>
<td>Public Participation</td>
<td>315</td>
<td>158</td>
<td>0</td>
<td>0</td>
<td>1,990</td>
<td>0</td>
<td>2,463</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>1,992</td>
<td>4,568</td>
<td>1,640</td>
<td>405,000</td>
<td>7,161</td>
<td>0</td>
<td>420,361</td>
</tr>
</tbody>
</table>

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

Table 13
Fiscal Year 2019 - Planning Projects with Consultant Assistance

<table>
<thead>
<tr>
<th>Project</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>New Haven - Two Way Transit Study</td>
<td>90,000</td>
</tr>
<tr>
<td>New Haven - Transportation Demand</td>
<td>65,000</td>
</tr>
<tr>
<td>Travel and Tourism Enhancement**</td>
<td>35,000</td>
</tr>
<tr>
<td>Coastal Vulnerability - Phase 2</td>
<td>60,000</td>
</tr>
<tr>
<td>Planimetrics**</td>
<td>10,000</td>
</tr>
<tr>
<td>Regional GIS Viewer Hosting/Maintenance</td>
<td>20,000</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>280,000</td>
</tr>
</tbody>
</table>

Table 14
Fiscal Year 2019 - Total UPWP Program Cost

<table>
<thead>
<tr>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>SRCOG Salaries</td>
</tr>
<tr>
<td>Overhead - Indirect Applied (1.3899)</td>
</tr>
<tr>
<td>Print &amp; Reproductions</td>
</tr>
<tr>
<td>Travel</td>
</tr>
<tr>
<td>Data Processing</td>
</tr>
<tr>
<td>Consultants</td>
</tr>
<tr>
<td>Miscellaneous</td>
</tr>
<tr>
<td>Capital</td>
</tr>
<tr>
<td><strong>Total</strong></td>
</tr>
</tbody>
</table>

**project to be continued from FY18
Table 15
**Fiscal Year 2018 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 70.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planners</td>
<td>$ 50.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 12.00</td>
</tr>
</tbody>
</table>

Table 16
**Fiscal Year 2019 - Job Titles and Maximum Hourly Rates**

<table>
<thead>
<tr>
<th>Job Title</th>
<th>Maximum Hourly Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td>Executive Director</td>
<td>$ 75.00</td>
</tr>
<tr>
<td>Transportation Director</td>
<td>$ 60.00</td>
</tr>
<tr>
<td>Planners</td>
<td>$ 55.00</td>
</tr>
<tr>
<td>Field Personnel</td>
<td>$ 15.00</td>
</tr>
</tbody>
</table>
Appendix B

Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities

Purpose
The purpose of this statement is to outline the roles and responsibilities of the State, the South Central Regional Council of Governments (SCRCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a)’’Metropolitan Planning Agreements’’ [formerly 23CFR 450.310(e)].

General Roles & Responsibilities
SCRCOG will perform the transportation planning process for the South Central Region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal regional transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

Long Range Transportation Plan
1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for the South Central Region.
2. SCRCOG may develop a consolidated transportation plan summary report for the South Central Region that includes the key issues facing the area and priority programs and projects.
3. CTDOT will provide the following information and data in support of developing the transportation plan:
   a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
   b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode.
   c. Traffic count data for state roads in the South Central Region, and transit statistics as available.
d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the regional transportation plans.

e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. (Refer to air quality tasks.)

4. SCRCOG may conduct transportation modeling for the area

5. SCRCOG will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, SCRCOG, in cooperation with CTDOT, will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

**Transportation Improvement Program (TIP)**

1. The TIP will be prepared and compiled through a consultative process among CTDOT, SCRCOG, and the appropriate provider(s) of public transportation.

2. CTDOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.

3. CTDOT, SCRCOG and transit provider(s) – CTDOT will solicit comments on the TIP and incorporate where practicable.

4. CTDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to explain the projects to SCRCOG and the general public.

5. CTDOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.

6. SCRCOG will compile the TIP for the Region, including preparing a narrative. Projects will be categorized by federal aid program and listed in summary tables. The TIP will be converted into a format that will allow it to be downloaded to the Region’s website. SCRCOG will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the administrative action process.

7. CTDOT will develop the STIP based on the MPO’s TIPs and projects located in the rural regions of the State.

8. CTDOT will include one STIP entry each for the Bridge program, the Highway Safety Improvement program and the Recreational Trails program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Connecticut Bridge Program, the Office of Traffic Engineering Safety Plan and the Recreational Trails program administered by the Department of Environmental Protection. The one line entry will reduce the number of entries needed in the STIP.

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

11. CTDOT will provide a financial assessment of the STIP with each update. SCRCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on CTDOT’s financial assessment.

**Air Quality Planning**

1. CTDOT and SCRCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.

2. CTDOT will conduct the regional emissions analysis, which includes the South Central Region and provide the results to SCRCOG. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range transportation plans and TIP. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.

3. The report provided by CTDOT on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.

4. SCRCOG will make the regional emissions analysis available to the public.

**Public Participation Program**

1. SCRCOG will annually review and evaluate its public participation program.

2. SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of SCRCOG plans, programs and projects.

3. SCRCOG will work to ensure that low-income, minority and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. SCRCOG will comply with federal legislation on these issues.

4. SCRCOG’s process for developing plans, projects, and programs will include consultation with state and local agencies responsible for land use and growth management, natural resources, environmental protection, conservation and historic preservation.

5. SCRCOG will maintain its website to provide clear and concise information on the transportation planning process and provide an opportunity to download reports and documents. This will include developing project and study summaries, converting reports into a pdf or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

**Public Transportation Planning**

1. SCRCOG will allow for, to the extent feasible, the participation of transit providers at all Transportation Committee and SCRCOG meetings to provide advice, information and consultation on transportation programs within the South Central Region.

2. SCRCOG will provide the opportunity for the transit providers to review and comment on planning products relating to transit issues within the Region.

3. SCRCOG will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to insure the consideration of any appropriate comments.
4. SCRCOG and CTDOT will assist the transit provider(s) to the extent feasible with planning for transit related activities.

**Fiscal/Financial Planning**

1. The CTDOT will provide SCRCOG with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
   a. Anticipated federal funding resources by federal aid category for the upcoming federal fiscal year, as shown in the TIP financial chart.
   b. Annual authorized funds for the STP-Urban account.
   c. Annual authorized funds for the FTA Section 5307 Program.
   d. A listing of FTA Section 5309 Bus and Section 5309 New Starts projects that are earmarked in federal legislation and also as appropriated by Congress.
   e. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.

2. The CTDOT will notify SCRCOG when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.

3. SCRCOG will prepare and distribute summary tables and charts that display financial information.

**Congestion Management Process (CMP) Program**

1. The CTDOT, as state’s primary CMP, will provide SCRCOG its congestion screening report.

2. SCRCOG will review the congestion screening report and select critical corridors for analysis as a second level CMP in the state.

3. SCRCOG will conduct a highway performance monitoring program that includes the collection of traffic counts, conduct of travel time surveys, and determination of travel speeds and delay.

4. SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.

5. SCRCOG will work with CTDOT on programming possible congestion-reducing projects.

6. SCRCOG will, upon implementation of a congestion reduction improvement, assess post-improvement operations and determine level of congestion relief.

**Intelligent Transportation Systems (ITS) Program**

1. The CTDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the South Central Planning Region.

2. SCRCOG will maintain and update the Regional ITS Architecture for the South Central Planning Region, where appropriate.

**Amendment**

This Statement on Transportation Planning may be amended from time to time or to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.
Effective Date
This Statement will be effective after it has been endorsed by SCRCOG as part of the UPWP, and as soon as the UPWP has been approved by the relevant Federal transportation agencies.

No Limitation on Statutory Authority
Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.