

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

Fiscal Year 2018 and Fiscal Year 2019

July 2017 - June 2018

July 2018 - June 2019

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South Central Regional Council of Governments

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Introduction

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

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

Program Element/Study	Description	Consultant Support
City of Meriden	East Main Street Study from I-91 to Paddock Avenue	\$65,000
City of New Haven Sign Inventory Program, Phase 2	Phase 2 to complete citywide inventory of road and street signs, providing software for management and recommendations for upgrades and regulatory compliance	\$150,000
City of New Haven State Street Signal Timing	Optimization Timing Study for Pedestrian and Vehicle Flow along State Street from Audubon Street to Ferry Street	\$90,000
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 FY 18	\$45,000
Congestion Management Process	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	\$60,000
New Haven Freight Study	Study to enhance the freight functions of the port and surrounding areas to maximize freight operations and improve facilities.	\$90,000

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
Total		\$1,085,000

* Expected to continue into FY19

Work Program Highlights - FY 2019

Program Element/Study	Description	Consultant Support
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	\$90,000
City of New Haven Transportation Demand Management	Study to plan and promote a Transportation Management Association with the City and major employers	\$65,000
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	\$60,000
**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	\$135,000
Regional GIS Viewer	Hosting and Maintenance	\$20,000
**Travel and Tourism Enhancement	Utilize REX Development to further advance and promote travel and tourism in the region	\$35,000
Total		\$405,000

** 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 Affirmative Action Plan.* Review and revise Affirmative Action Plan (February 2018 and February 2019).
- *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.

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.
3. Develop transportation planning proposals and studies that are consistent with the goals identified in the Long Range Transportation Plan, FY2015-FY2018 and FY 2018-FY2021 TIPs and the Regional Plan of Conservation and Development (prepared during FY 2008), the updated Regional Plan of Conservation and Development to be adopted in Spring 2018, Connecticut's *Conservation and Development Policies Plan, 2013-2018* and any updates, state and local municipal economic development objectives and the region's economic development program.
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 (LOTICIP) 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

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

*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

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Federal Highway Administration</i>	749,329	71,186	116,146	936,661
<i>FY 2015 Carryover</i>	486,026	0	121,506	607,532
<i>Federal Transit Administration</i>	193,450	18,378	29,985	241,813
Total	1,428,805	89,564	267,637	1,786,006

Table 2

Fiscal Year 2018 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	46,242	5,780	5,780	57,802
<i>Transportation Planning Activities</i>	313,508	39,189	39,189	391,886
<i>Data Collection / Analysis</i>	19,026	2,378	2,378	23,782
<i>Planning Projects</i>	1,024,191	128,024	128,024	1,280,239
<i>Public Participation</i>	25,838	3,230	3,230	32,298
Total	1,428,805	178,601	178,601	1,786,006

Table 3

Fiscal Year 2018 - Direct Salaries by Task - Hours & Cost (Hourly Rate) ¹

	<i>Personnel Costs by Task</i>									
	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Planners</i>		<i>Field</i>		<i>Total</i>	
	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>	<i>Hrs</i>	<i>Cost</i>
<i>Management of the Planning Process</i>	215	14,122	100	5,264	100	4,653	0	0	415	24,039
<i>Transportation Planning Activities</i>	427	28,046	189	9,952	3,935	122,422	0	0	4,551	160,420
<i>Data Collection / Analysis</i>	0	0	0	0	230	9,059	50	600	280	9,659
<i>Planning Projects</i>	100	6,568	650	34,225	1,042	39,938	0	0	1,792	80,731
<i>Public Participation</i>	55	3,612	100	5,265	100	3,695	0	0	255	12,572
Total	797	52,348	1,039	54,707	5,407	179,766	50	600	7,293	287,421

¹ See Table 15 for FY 2018 maximum hourly rates

Table 4
Fiscal Year 2018 - Total Labor by Task - Salaries & Overhead Applied ¹

	<i>Labor Costs by Task</i>				
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Field</i>	<i>Total</i>
<i>Management of the Planning Process</i>	33,749	12,581	11,121	0	57,452
<i>Transportation Planning Activities</i>	67,027	23,783	292,577	0	383,387
<i>Data Collection / Analysis</i>	0	0	21,649	1,434	23,083
<i>Planning Projects</i>	15,697	81,795	95,447	0	192,939
<i>Public Participation</i>	8,633	12,584	8,830	0	30,047
Total	125,107	130,743	429,624	1,434	686,908

1. Audited overhead rate @ 1.3899

Table 5
Fiscal Year 2018 - Direct Expenditures by Task

	<i>Direct Expenditures by Task</i>						
	<i>Print & Repro</i>	<i>Travel</i>	<i>Data Proc</i>	<i>Consult</i>	<i>Misc ¹</i>	<i>Capital</i>	<i>Total</i>
<i>Management of the Planning Process</i>	0	100	0	0	250	0	350
<i>Transportation Planning Activities</i>	1,000	3,700	1,300	0	2,498	0	8,498
<i>Data Collection / Analysis</i>	300	200	200	0	0	0	700
<i>Planning Projects</i>	200	200	0	1,085,000	1,900	0	1,087,300
<i>Public Participation</i>	300	150	0	0	1,800	0	2,250
Total	1,800	4,350	1,500	1,085,000	6,448	0	1,099,098

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

Table 6
Fiscal Year 2018 - Planning Projects with Consultant Assistance

	<i>Cost</i>
<i>Meriden - East Main Street Study</i>	65,000
<i>New Haven - Sign Inventory, Phase 2</i>	150,000
<i>New Haven - State Street</i>	90,000
<i>Branford Connector</i>	45,000
<i>Congestion Management</i>	60,000
<i>New Haven Freight</i>	90,000
<i>GIS Centerline</i>	50,000
<i>Planimetrics*</i>	500,000
<i>Travel and Tourism Enhancement*</i>	35,000
Total	1,085,000

Table 7
Fiscal Year 2018 - Total UPWP Program Cost

	<i>Cost</i>
<i>SCRCOG Salaries</i>	287,421
<i>Overhead - Indirect Applied (1.3899)</i>	399,487
<i>Print & Reproductions</i>	1,800
<i>Travel</i>	4,350
<i>Data Processing</i>	1,500
<i>Consultants</i>	1,085,000
<i>Meeting, Advertising & Miscellaneous</i>	6,448
<i>Capital</i>	0
Total	1,786,006

Table 8
Fiscal Year 2019 - Anticipated Revenues

	Federal	State	Local	Total
Federal Highway Administration	749,329	71,186	116,146	936,661
Federal Transit Administration	193,450	18,378	29,985	241,813
Total	942,779	89,564	146,131	1,178,474

Table 9
Fiscal Year 2019 - Planning Costs by Task

	Federal	State	Local	Total
Management of the Planning Process	50,877	6,360	6,360	63,597
Transportation Planning Activities	345,894	43,237	43,237	432,368
Data Collection / Analysis	20,962	2,620	2,620	26,202
Planning Projects	496,645	62,081	62,081	620,807
Public Participation	28,400	3,550	3,550	35,500
Total	942,778	117,847	117,847	1,178,474

Table 10
Fiscal Year 2019 - Direct Salaries by Task - Hours & Cost (Hourly Rate) ¹

	Personnel Costs by Task									
	Ex. Dir.		Trans. Dir.		Planners		Field		Total	
	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost	Hrs	Cost
Management of the Planning Process	223	15,438	105	5,827	105	5,149	0	0	433	26,415
Transportation Planning Activities	444	30,738	198	10,989	4,129	135,346	0	0	4,771	177,073
Data Collection / Analysis	0	0	0	0	241	10,001	52	655	293	10,656
Planning Projects	104	7,200	682	37,851	1,094	44,196	0	0	1,880	89,247
Public Participation	57	3,946	105	5,827	104	4,050	0	0	266	13,824
Total	828	57,323	1,090	60,494	5,673	198,742	52	655	7,643	317,214

¹ See Table 16 for FY 2019 maximum hourly rates

Table 11
Fiscal Year 2019 - Total Labor by Task - Salaries & Overhead Applied ¹

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

1. Estimated overhead rate @ 1.3899

Table 12
Fiscal Year 2019 - Direct Expenditures by Task

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

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

Table 13
Fiscal Year 2019 - Planning Projects with Consultant Assistance

	Cost
New Haven - Two Way Transit Study	90,000
New Haven - Transportation Demand	65,000
Travel and Tourism Enhancement**	35,000
Coastal Vulnerability - Phase 2	60,000
Planimetrics**	135,000
Regional GIS Viewer Hosting/Maintenance	20,000
Total	405,000

Table 14
Fiscal Year 2019 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	317,214
Overhead - Indirect Applied (1.3899)	440,899
Print & Reproductions	1,992
Travel	4,568
Data Processing	1,640
Consultants	405,000
Miscellaneous	7,161
Capital	0
Total	1,178,474

Table 15
Fiscal Year 2018 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 70.00
<i>Transportation Director</i>	\$ 60.00
<i>Planners</i>	\$ 50.00
<i>Field Personnel</i>	\$ 12.00

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

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 75.00
<i>Transportation Director</i>	\$ 60.00
<i>Planners</i>	\$ 55.00
<i>Field Personnel</i>	\$ 15.00

Appendix B

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

Purpose

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

General Roles & Responsibilities

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

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

Long Range Transportation Plan

1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for the South Central Region.
2. SCRCOG may develop a consolidated transportation plan summary report for the South Central Region that includes the key issues facing the area and priority programs and projects.
3. 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.