

**Review of Recommendations from  
2004 Federal TMA Certification Review**

<b>RECOMMENDATION - 2004</b>	<b>STATUS - 2009</b>
<p>The Capitol Region COG, the Central Connecticut RPA and the Midstate RPA should continue to work together to explore ways of sharing resources to utilize the technical strength of CRCOG and any individual strengths that each region may bring to the planning process for the TMA rather than seeking to duplicate capabilities.</p>	<p>The three MPOs have continued to work together to explore the sharing of resources and technical strengths. Examples include:</p> <ol style="list-style-type: none"> <li>1. Pooled PL funds for freight study</li> <li>2. Jointly serve on Jobs Access Task Force</li> <li>3. Jointly prepared LOCHSTP plan</li> <li>4. Jointly collected arterial data for CMP</li> </ol> <p><i>See detailed information in separate MPO Coordination document.</i></p>
<p>The concept of cooperation among the planning regions within the Hartford TMA should continue to be explored and refined both in the area of sharing technical capability, as discussed earlier, and in the area of consistency of plans and programs for the entire TMA region.</p> <p>The CRCOG should continue to participate with the planning agencies within the Hartford TMA to explore and further develop the precedent already set by the Congestion Management System (CMS), Incident Management and Intelligent Transportation Systems (ITS) coordination activities. Other areas might include contracting or sharing of resources between the agencies for the completion of specific studies, development of a coordinated, TMA wide, transportation model and coordinated GIS system or the sharing of expertise relative to Environmental Justice (EJ), public participation, or other DOT planning requirements.</p>	<p>CRCOG has worked with the neighboring planning regions to assure the consistency of our plans and programs. For example, the three agencies in the Hartford TMA continue to work together on developing a congestion management system, on incident management efforts and on ITS project development. We support a common Jobs Access program and have developed a Locally Coordinated Human Services Transportation Plan. We work with CCRPA on projects of mutual benefit, including the New Britain Busway, the Farmington Canal Multi-Use Trail and the New Haven – Hartford – Springfield Commuter Rail Project.</p> <p>We regularly share our individual planning products to allow commentary and also to afford the sharing of expertise in a particular area such as EJ planning, public participation, etc.</p> <p>CRCOG also works with the Pioneer Valley Planning Commission on items of mutual interest, including Bradley International Airport, ITS and incident management on I-91, transit services for Enfield, the New Haven – Hartford – Springfield Commuter Rail proposal, the study of the West Springfield freight rail yard, and the Farmington Canal Trail. We still coordinate with the New Haven MPO as needed for projects such as the New Haven – Hartford – Springfield Commuter Rail.</p>
<p>The next time the Public Participation Policy is updated discussion of the Administrative Adjustment process should be included and the STP-Urban Program process should be made a part of the Public Participation Policy and referenced in the TIP and Transportation Plan.</p>	<p>An updated Public Improvement Policy was adopted in 2005. In accordance with SAFETEA-LU regulations, a Public Participation Plan was adopted in 2007. A discussion of the Administrative Adjustments which are made to an existing TIP and a section on the STP-Urban Program process were included in both documents.</p>

<b>RECOMMENDATION - 2004</b>	<b>STATUS - 2009</b>
<p>The CRCOG should continue to implement the activities already underway in the area of Environmental Justice and Limited English Proficiency (LEP) including the development and use of equity assessment methods, analysis to determine the spatial location of persons with LEP, and distribution of informational material in alternative languages.</p>	<p>CRCOG continues to implement activities related to Environmental Justice and Limited English Proficiency. These include the translation of the following documents into Spanish:</p> <ol style="list-style-type: none"> <li>1. An MPO informational brochure, original and updated version</li> <li>2. The Executive Summary of the 2007 RTP</li> <li>3. A bicycle safety brochure</li> </ol> <p>CRCOG has also written EJ-LEP analyses for the following special studies:</p> <ol style="list-style-type: none"> <li>1. Rt. 195 Corridor Study</li> <li>2. Rt. 305 Corridor Study</li> <li>3. Northwest Corridor Transit Study</li> <li>4. I-84 Viaduct Study (<i>draft</i>)</li> <li>5. Buckland Hills traffic study (<i>for the State DOT</i>)</li> </ol> <p>CRCOG continues to have an EJ representative as a voting member of the Transportation Committee. This has proven to be the most effective element of our EJ policy as it provides the EJ community an ongoing and continuous opportunity to participate in CRCOG's regular decision-making process.</p> <p>CRCOG has also continued to work with the Connecticut Coalition for Environmental Justice organization to pursue goals and projects of common interest such as:</p> <ul style="list-style-type: none"> <li>• Retrofitting CT Transit buses with diesel particulate filters</li> <li>• Passing state legislation requiring consideration of environmental justice impacts in the siting of noxious facilities. CCEJ used CRCOG's EJ assessment methodology as a model for the state legislation.</li> </ul>