

UNIFIED PLANNING WORK PROGRAM

TRANSPORTATION PLANNING ACTIVITIES FOR THE CAPITOL REGION FY 2009 & FY 2010

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Capitol Region Council of Governments

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TABLE OF CONTENTS

Important Issues	1
SAFETEA Planning Goals	3
Standard Work Tasks	
1. Program Administration	4
2. Policy Planning and Plan Refinement	5
3. Transit Planning	6
4. Bicycle & Pedestrian Planning	8
5. Project Selection & Programming	9
6. Planning & Technical Assistance	10
7. Data Inventory, GIS, and Forecasting	11
8. Systems Management & Operations	12
9. Freight Planning	14
10. Title VI, Environmental Justice, & Public Participation	15
Special Planning Studies	
11. Northwest Corridor Transit Study	17
12. Buckland Area Transportation Study	18
13. Route 305 Corridor Study	19
14. Route 195 Corridor Study	20
15. Travel Model Improvement Program	21
16. New Britain Busway – Station Area Planning (Phase 2)	22
17. Route 6 Corridor Study	23
18a Route 10 Corridor Study	24
18b Route 3 Corridor Study	25
19. Granby Center Study	26
20. NHHS Rail Environmental Assessment	27
21. Jobs Access Program	28
22. I-84 Viaduct Study	29
Budget: FY2009 tables	
1. FY2009: Revenues for CRCOG Planning Program	30
2. FY2009: Costs by Task (CRCOG staff)	31
3. FY2009: Person Hours by Task (CRCOG staff)	32
Budget: FY2010 tables	
4. FY2010: Revenues for CRCOG Planning Program	33
5. FY2010: Costs by Task (CRCOG staff)	34
6. FY2010: Person Hours by Task (CRCOG staff)	35
Budget: other tables	
7. Special Studies: Costs & Responsible Agency	36
8. Maximum Hourly Rates (CRCOG staff)	37
Appendix	
Statement of MPO Planning Roles & Responsibilities	38

IMPORTANT ISSUES

Provided below is a list of some of the major issues or activities in which CRCOG will be involved in the next two years. Some of these are new, and some are a continuation of activities initiated in previous years. All are likely to require substantial effort on the part of CRCOG committee members and staff.

1. SPECIAL OPPORTUNITIES IN FY2009 AND FY2010:

- **MPO Certification Review.** Every 4 years the Federal Highway Administration and Federal Transit Administration conduct a review of our transportation planning program to determine if we comply with federal regulations and guidelines. It is important that we pass this review and get recertified, since federal funding for highway and transit projects in the region is dependent on having a 'certified' MPO planning process. The review will be late in FY2009.
- **FHWA Review of STP Urban Program.** Last year we requested that FHWA conduct a formal 'process' review of the STP-Urban program in the State of Connecticut. We expect that FHWA will conduct this review in FY2009. This will be a good opportunity to identify ways to streamline the project development and design process.
- **Reauthorization of SAFETEA.** The current federal transportation authorization act expires at the end of FY2009 (September 30, 2009). Congress has already begun the process of drafting new legislation and the next 12 months will be critical in the development of new legislation.

2. NEW STUDIES: *Start new studies (NEW)*

We anticipate starting several new studies in the next two years. These include the following:

- **Route 6 Corridor Study.** Conduct a corridor study for Route 6 in the towns of Bolton, Andover, Coventry and Columbia that is focused on traffic safety and access management improvements.
- **I-84 Viaduct Study.** Conduct a preliminary review of community issues and viaduct options in advance of ConnDOT's detailed engineering assessment.
- **Granby Center Traffic Study.** Conduct a study of traffic problems in Granby center. (This might not be needed if town and state reach agreement on a scope of improvements.)
- **Small Studies Program.** If CRCOG's proposal to establish a \$1 million project for funding small planning studies is approved by ConnDOT and FHWA, we might be ready to start one or two studies late in the year.

3. EXISTING STUDIES: *Continue existing studies*

- **Buckland Area.** The Buckland Transportation Study is being managed by ConnDOT, but CRCOG is a key partner. Concludes in FY2009.
- **Route 195.** CRCOG is managing the Route 195 study in Tolland. Concludes in FY2010.
- **Route 305.** CRCOG is managing the Route 305 study in Bloomfield and Windsor. Concludes in FY2009.
- **Northwest Transit Study.** CRCOG is managing a transit study that is assessing bus service in the corporate areas of Bloomfield and Windsor, bus circulation in downtown Hartford, and capitol and operational needs at Union Station. Concludes in FY2009.

4. TRANSIT INITIATIVES: *Support special transit initiatives*

- **Bus Shelter Program.** Renew efforts to start a program that shifts responsibility for shelters from municipalities to CT Transit. Recent change in City advertising contract should allow this program to proceed.
- **Transit Oriented Development.** Support state and municipal efforts to plan and implement transit oriented development initiatives. This includes working to secure new state TOD funds for regional TOD efforts.
- **New Britain Busway.** Continue to support the advancement of this project including advocating for more municipal involvement in the design process, providing travel forecasting assistance, supporting transit oriented development planning, and pedestrian access planning.
- **New Haven-Hartford-Springfield Commuter Rail.** Support state and municipal efforts to advance the NHHS rail proposal. This includes participating in the environmental assessment study of NHHS rail to be conducted by ConnDOT, supporting local efforts to promote TOD near proposed stations, and support state efforts to negotiate with Amtrak over the future of the New Haven – Springfield corridor (including the potential to transfer ownership from Amtrak to the state).
- **Dial-A-Ride & Related Services.** Continue efforts to find ways to improve services and coordination of services for the elderly and those with special transit needs. Recent efforts to develop a ‘locally coordinated human service transportation plan’ have identified many needs, but also many difficulties to improving coordination of existing services. We will continue to pursue those options that offer the most promise.

5. OTHER POTENTIAL EMPHASIS AREAS:

- **Regional Service Sharing Initiatives.** CRCOG will build on its success at getting new state funding for several regional service sharing initiatives. While many of the proposals receiving funds were not transportation related, we will continue to support service sharing proposals related to transportation and public works. This includes the regional traffic enforcement team that was funded, as well as the public works equipment sharing proposal that was not funded in the first round.
- **Safety Initiatives.** We expect to put more emphasis on traffic safety programs this year and in subsequent years. This includes adding a safety management element to our congestion management program, doing more to accommodate the needs of older drivers, and supporting the state’s strategic highway safety plan.
- **Bike & Pedestrian Initiatives.** We will continue to support a variety of bike and pedestrian activities, including support for recommendations from the soon to be adopted Active Transportation Initiative.
- **Travel Forecasting.** We are experiencing increased demand for travel forecasts to support projects such as our corridor studies, technical assistance to towns, and doing the service planning for the New Britain Busway. We need to assure that we can accommodate these requests for forecasts and improve our travel forecast model.

SAFETEA PLANNING GOALS

Current federal legislation (SAFETEA) identifies planning factors that Metropolitan Planning Organizations (MPOs) like CRCOG must consider in their planning programs. These general planning goals are identified below.

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 nonmotorized users.
3. **SECURITY.** Increase the security of the transportation system for motorized and nonmotorized users.
4. **MOBILITY.** Increase the accessibility and mobility of people and freight.
5. **ENVIRONMENT & PLANNING.** 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.
6. **SYSTEM INTEGRATION.** Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. **SYSTEM MANAGEMENT.** Promote efficient system management and operation.
8. **SYSTEM PRESERVATION.** Emphasize the preservation of the existing transportation system.

Task 1: Program Administration

OBJECTIVES

The primary objective is to manage and administer the activities of the Unified Transportation Planning Work Program (UPWP). This includes developing the work program, managing the work activities, and preparing required progress and financial reports.

PREVIOUS WORK

CRCOG has prepared and managed annual work programs for its transportation planning program since 1974. It has developed procedures for managing staff, reporting to CRCOG boards and committees, reporting to ConnDOT, FHWA, and FTA on program activities and financial status.

MAJOR ACTIVITIES

MPO Certification Review. CRCOG will prepare for and participate in the review and evaluation of our transportation planning program that will be conducted by FHWA and FTA.

Staff & Task Management. CRCOG will manage staff and program resources in a manner appropriate to assure all tasks in the work program are completed in accordance with the work task descriptions contained in the Work Program, in accordance with FHWA and FTA regulations, and in accordance with third party contracts executed by CRCOG. CRCOG will also assure that proper reports on program progress and financial status are provided to all funding agencies.

Budgeting. CRCOG has established fiscal and management procedures to integrate CRCOG's UPWP activity into CRCOG's overall budget, accounting and program processes.

Audits. CRCOG engages an independent Certified Public Accountant to prepare an annual audit. It is delivered to ConnDOT for its review and approval. This audit shall be performed in accordance with OMB Circular A-128, Audits of State and Local Governments.

PRODUCTS

1. Unified Planning Work Program
2. DOT-CRCOG Agreement
3. Quarterly program progress reports (including Title VI activity report)
4. Audit reports for FHWA, FTA, and ConnDOT funded projects
5. Updated Affirmative Action Plan for CRCOG

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
MPO certification review				<i>review</i>				
Staff Management								
DOT-CRCOG Agreement								
Budgeting & Fiscal Mgmt								
Prepare UPWP								
Quarterly reports								
Title VI element of qtr report								
Affirmative Action Plan								
Annual Audit								

Task 2: Policy Planning & Refinement

OBJECTIVES

To encourage the development of an efficient multi-modal transportation system which will increase mobility of people and goods within the Capitol Region and minimize energy consumption and air pollution.

PREVIOUS WORK

- Regional Transportation Plan, 2007
- Regional Transit Strategy, 2001
- Regional Bicycle Plan, 2000 (2008 update pending)
- Regional Pedestrian Policy, 2005 (2008 update pending)
- ITS Strategic Plan for the Capitol Region, 1997

MAJOR ACTIVITIES

Staff Support to CRCOG Committees. CRCOG staff provides technical support to the CRCOG Transportation Committee and the CRCOG Policy Board. These are the two primary boards that are involved in developing CRCOG transportation policies and plans.

Coordination with other MPOs. CRCOG will coordinate with other MPOs in the Hartford Urbanized Area as specified in the ‘MOU on Transportation Planning & Funding in the Hartford Urbanized Area.’ The MOU spells out each MPO’s individual responsibilities as well as obligations to coordinate planning and funding activities. We will assure that the updates of the transportation plans are coordinated. This will be accomplished through an annual coordination meeting, exchange of key planning documents, and special coordination efforts on common projects such as the New Britain Busway.

Consultation with land use and resource agencies. CRCOG will consult with land use and environmental resource agencies as appropriate during the development of transportation plans and programs. We will also coordinate with air resource agencies and other planning partners to assure that they conform to the Clean Air Act Amendments and State Implementation Plan.

Consistent with Public Participation Policies. We will develop transportation plans and programs in a manner that is consistent with our public participation and environmental justice policies.

PRODUCTS

1. Decisions on major transportation policy issues as they arise.
2. Capitol Region Transportation Plan
3. Adopted plans and programs consistent with the Clean Air Act and SIP.

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Support to committees								
Policy development & refinement								

Task 3: Transit Planning

OBJECTIVE

To foster the development of sound public policy for the Region's public transportation systems.

MAJOR ACTIVITIES

Transit Planning & Policy Assistance. CRCOG will assist its own committees and other agencies in the development of transit programs and policies. Much of the effort will be devoted to cooperating with CT Transit and ConnDOT to assist with transit planning in the region. This is expected to include:

1. **Bus Shelter Program:** Working with CT Transit, CTDOT, and our municipalities, CRCOG will refine the bus shelter policy, so that it is acceptable to the municipalities and allows for advertising on shelters. This program will be developed in such a way that it can be turned over to CT Transit for implementation.
2. **Bus Users Forum:** CRCOG will assist CT Transit with any Bus Users Forums it schedules.
3. **Transit Security and Safety:** CRCOG will cooperate with ConnDOT, CT Transit and others in their efforts to maintain and improve security and safety of transit facilities in the Region.
4. **Transit Service Planning:** CRCOG will participate on the CT Transit Bus Service Review Committee. CRCOG will assist CT Transit by evaluating demographic data to help define transit needs. CRCOG will assist with identifying new service needs.

Coordinated Plan of Human Services Transportation. CRCOG will work with the Central CT Regional Planning Agency and the Midstate Regional Planning Agency to update the locally coordinated Human Services Transportation Plan, in accordance with CTDOT guidelines. In this effort, we will work with municipalities, CT Transit, and other operators of human services transportation. This planning effort builds upon other efforts already ongoing at CRCOG:

1. **Section 5310 Priorities:** Every year CRCOG works with ConnDOT and eligible agencies to develop priorities for the Section 5310 program. We expect to further refine the priorities based upon our Human Services Transportation Plan.
2. **New Freedom Program:** As part of the coordinated plan effort, CRCOG will work with ConnDOT and human service agencies to refine priorities for the Section 5317 program and to select projects for funding, through a competitive process.
3. **Demand Responsive Services, Municipal Grants:** CRCOG will continue to work with each town in the region to assist them in applying for state funding available for demand responsive services. As part of this work, we encourage the towns to work together in the delivery of demand responsive services. We will continue this effort to encourage cooperation.
4. **Jobs Access Program:** CRCOG will continue to work with the region's transit providers, social service agencies, job developers and others to operate the region's Jobs Access Transportation Program.

Northwest Corridor Transit Study. CRCOG will manage this study. See Task 11

Jobs Access. CRCOG manages the Jobs Access program. See Task 21.

NEW BRITAIN BUSWAY ACTIVITIES

Station Area Planning. CRCOG will manage this study. See Task 16.

Community Involvement in Design. We will continue to support the final design phase working with the towns and DOT to advance the final design plans. A primary goal will be to assure that communities are actively involved in the design process. See also the station area planning activity (below) and the special activity on New Starts application (below).

Technical Support for New Starts Planning & Design. CRCOG staff will provide technical support for the New Starts planning and design process. This will include conducting special ridership forecasting tasks and land use

analysis tasks needed for: (1) the design process, (2) the preparation of the annual New Starts submittal, (4) service planning, and (4) preparation of the application for the full funding grant agreement.

The preparation of the annual New Starts application will the tasks listed below. The ridership forecast and user benefit analysis will be updated as needed. We will also update all the information on employment and demographic data required in the application. Station area land use and planning information will also be updated.

1. Prepare 2030 Baseline Scenario. CRCOG will prepare the necessary data sets, highway networks, and transit networks to represent the 2030 baseline scenario. It will reflect any changes in stations and busway alignment required based on the preliminary engineering analysis in the past year.
2. Prepare 2030 Build Scenario. CRCOG will prepare the necessary data sets, highway networks, and transit networks to represent the 2030 build scenario. It will reflect any changes in stations and busway alignment required based on the preliminary engineering analysis in the past year.
3. Develop Ridership & User Benefit Estimates. Using the 2030 Baseline and Build scenarios, CRCOG will prepare all necessary forecasts and analyses of ridership and user benefits for the proposed New Britain Busway. This will include initial estimates prepared with the full model and with the special generator model. Initial estimates will be reviewed and evaluated. Opportunities for service improvements will be identified and tested prior to developing a final estimate.
4. Prepare FTA Templates & Related Documentation. CRCOG will prepare the required FTA templates and related documentation including templates 1, 2, 3, 4, 5, 7, 9, 10, and 11.
5. Service Planning as Required. CRCOG will assist ConnDOT in developing revised service plans as needed and requested by ConnDOT.

Special Funding (\$40,000)

ConnDOT will provide \$40,000 in New Britain Busway design funds for these tasks.

PRODUCTS

1. Regional transit policies and supporting reports
2. Locally Coordinated Human Services Transportation Plan
3. Successful Jobs Access program
4. Successful busway project

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
General transit planning & policy								
Coordinated services plan								
Section 5310 project selection								
New Freedom project selection								
Municipal Grant Program								
Jobs Access Program								
Northwest transit study								
Transit security	Assist others as needed				Assist others as needed			
<u>New Britain Busway</u>								
<i>Station area planning</i>								
<i>Busway design</i>								
<i>Service planning</i>								
<i>New Starts application</i>				☐				☐

Task 4: Bicycle & Pedestrian Planning

OBJECTIVE

To foster the development of sound public policy to promote bicycle and pedestrian travel in the region. To improve *safety* for cyclists and pedestrians.

MAJOR ACTIVITIES

Help the region’s decision makers to understand the importance of designing for bicycles and pedestrians and to provide the region’s towns with the tools necessary to design safe and effective bike and pedestrian facilities. CRCOG will begin to implement the Pedestrian/Bicycle Plan adopted in FY 2008.

Bicycle & Pedestrian Committee. CRCOG staff will provide support to the Bike & Pedestrian Committee.

Implement the Regional Pedestrian/Bicycle Plan. CRCOG will work to implement recommendations included in the Regional Bicycle Plan. Specific activities include:

- Provide guidance to towns on complete streets policies.
- Create a survey tool for assessing pedestrian needs.
- Develop prioritization criteria for selecting bicycle and pedestrian projects for funding.
- Provide a workshop on “How to become a League of American Bicyclists Bicycle Friendly Community.”
- Print Share the Road (bicycle) brochures.
- Work with CTDOT and municipalities in developing on road bicycle network.
- Establish a regional trails fund.
- Encourage the state to sponsor a statewide Share the Road campaign.
- Work with the Central CT Bicycle Alliance, a regional nonprofit dedicated to improving the bicycling environment and to educating bicyclists and motorists about their respective rights and responsibilities.
 - Annual Bike to Work Program. CRCOG will assist the CCBA with this effort that has expanded to the Bike Everywhere program.

Safe Routes to School Program.

- CRCOG will continue to work with towns to help them develop Safe Routes to Schools plans. This will include offering the CRCOG’s Safe Routes to Schools Workshop series at least once each year.

Consultant services: CRCOG hired the consultant firm of FHI to help prepare the SRTS plans. The cost will not exceed \$25,000.

Special Funding (\$14,000): ConnDOT provided \$14,000 in Safe Routes to School funds for this task.

PRODUCTS

1. Regional bicycle & pedestrian policies and supporting reports
2. Active Bicycle and Pedestrian Committee

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Bike & Pedestrian Committee								
Ride Your Bike to Work Promotion								
Safe Routes to School								
Implement Pedestrian & Bike Plan								

Task 5: Project Selection & Programming

OBJECTIVES

To develop a program and schedule of transportation improvement projects for the Capitol Region. As part of our *safety management* program, safety considerations are integrated into all aspects of our planning program.

MAJOR ACTIVITIES

Transportation Improvement Program (TIP). CRCOG will prepare a TIP including a list of projects to be carried out in each federal funding program for a 4-year period. The TIP will include a financial plan that demonstrates how it can be implemented. CRCOG will prepare the TIP in accordance with FTA and FHWA requirements. CRCOG will also assure that (1) the TIP conforms to the State Implementation Plan for Air Quality (SIP), (2) the TIP is consistent with the Transportation Plan, (3) the pertinent public participation requirements are met, and (4) the environmental justice requirements are met.

STP-Urban Program. CRCOG will continue to administer the STP-Urban Program. Activities include programming projects, review of project scopes and costs, developing and monitoring project schedules.

HPP Programming. CRCOG will continue to work with ConnDOT to ensure High Priority Projects identified in SAFETEA-LU legislation are advanced.

Coordination with other MPOs. CRCOG will coordinate with other MPOs in the Hartford Urbanized Area as specified in the ‘MOU on Transportation Planning & Funding in the Hartford Urbanized Area.’ The MOU spells out each MPO’s individual responsibilities as well as obligations to coordinate planning and funding activities. We will meet at least annually to coordinate funding for the STP-Urban program.

Corridor Study Recommendations. CRCOG staff will work with the Transportation Committee and ConnDOT to secure funding to implement projects recommended in the various corridor studies and transit studies. CRCOG will continue to give special attention to *safety-related projects* such as the Route 44 safety improvement project on Avon Mountain that originated in the Route 44 Study.

STP-Enhancement Program. CRCOG will help advance projects in the statewide STP-Enhancement program.

Section 5310 Program. CRCOG will conduct the annual selection of the best candidate projects from CRCOG’s 29 member towns. This activity is also listed under Task 3 – Transit Planning.

New Freedom Program. CRCOG will participate in the selection of new projects. This activity is also listed under Task 3 – Transit Planning

Local Road Accident Reduction Program. CRCOG will continue to participate in the selection of projects for this statewide *safety program*. This will include the selection of the best candidates from CRCOG’s towns.

PRODUCTS

1. Transportation Improvement Program
2. STP-Urban Program – full program of projects for the CRCOG program
3. STP-Enhancement Program – advancement of region’s enhancement projects
4. Local Road Accident Reduction Program – selection of best candidates from the Region
5. Section 5310 Program – selection of best candidates from the Region

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
TIP & TIP amendments								
STP-Urban Program								
STP-Enhancement Program								
Local Road Accident Reduction								
Section 5310 Program								
New Freedom Program								

Task 6: Planning & Technical Assistance

OBJECTIVES

To conduct small transportation planning studies, to provide support for major planning studies such as corridor studies, and to provide technical assistance to towns and regional or state agencies on transportation issues.

MAJOR ACTIVITIES

Livable Communities Initiative. CRCOG promotes transportation planning and design methods that support livable communities goals. These include efforts to inform town planners and engineers on innovative and proven ways to help create more livable communities through better design of road construction projects, better design of commercial and residential developments, and better town plans and development regulations. This program addresses issues such as traffic calming, pedestrian friendly design, bicycle friendly design, and context sensitive design.

Technical Assistance to Towns. Staff will provide technical assistance to CRCOG committees so that decisions can be made on the basis of sound technical data. This includes performing traffic counts, providing transportation and GIS data, and conducting small studies as needed.

Information Dissemination. Staff will keep abreast of proposed changes in federal and state transportation programs. Information on the programs and proposed changes will be provided to town officials and CRCOG policymakers for their use in decision-making.

Assistance to State and Regional Agencies. Staff will assist ConnDOT and other State agencies on matters of mutual concern. Assistance will include work such as serving on committees and task forces, data retrieval and dissemination, serving as a liaison to local communities, and conducting small studies.

Technical Support on Corridor Studies & Other Special Projects. CRCOG provides technical support on many of the corridor studies it manages and on other studies conducted by other agencies. This includes activities such as travel forecasting, level of service analysis, and accident analysis. This support will continue.

Mutual Aid Initiative for Public Works. CRCOG staff will assist the towns of Newington, Rocky Hill, and Wethersfield in establishing a public works mutual aid agreement. The agreement will facilitate the sharing of public works equipment and personnel for both emergency and non-emergency activities.

PRODUCTS

1. Local transportation decisions based on better information and analysis.
2. Improved coordination among regional and state agencies.

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Technical Assistance to Towns								
Technical Assistance to State								
Mutual Aid Initiative								

Task 7: Data Inventory, GIS, & Forecasting

OBJECTIVES

To develop and maintain travel forecast models for CRCOG and to assist ConnDOT in the updating of data bases for their travel model. To maintain, improve and expand a regional geographic information system to support other transportation planning activities. To maintain other transportation data to support transportation planning activities of CRCOG and other agencies such as CT Transit and the Greater Hartford Transit District.

MAJOR ACTIVITIES

1. Maintain and operate the travel forecast model. The databases and networks for the model need to be continuously maintained and updated to reflect changes in the region. The model is used to prepare forecasts for projects such as the New Britain Busway and the Regional Transportation Plan.
2. Upgrade the travel forecast model. The model is periodically upgraded to incorporate new analytic capabilities, improve model performance, or reflect new travel trends. This is done with CRCOG staff as well as with a consultant (see below).
 - *Travel Model Improvement Project.* We will continue this project using the services of a consultant to make major improvements and enhancements to the travel model. This special project is funded separately from our annual planning program funds. See Task 15.
3. Maintain the regional GIS system. CRCOG will continue to maintain and update the regional GIS system and the new land use layer.
4. Web access to GIS. In FY2007, CRCOG made the GIS system accessible through CRCOG’s website. This gives towns & the public access to much of our GIS data. We will continue to provide this access.
5. Develop demographic forecasting methods. Develop improved methods for forecasting growth in population, households, and employment *by town*.
6. Develop land use forecasting methods. Continue developing improved methods for allocating forecasted growth in population, households, and employment *by TAZ* within a town.
7. Other Data. Collect other data for ConnDOT and others as needed. (example: HPMS, 536 Report)

SPECIAL DIRECT COSTS

1. Travel model: software - \$4,000 (annual software maintenance and support fees - TransCAD)
2. Travel model: training - \$2,000 (training for staff in the use of TransCAD)
3. Regional GIS: software - \$5,000 (annual software maintenance and support fees - ArcGIS)

PRODUCTS

1. Regional travel forecast model
2. Regional GIS
3. Web access to regional GIS
4. Accurate land use data for both the regional and state travel forecast models.

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Maintain travel model								
Maintain regional GIS								
Public access to GIS on website								
Demographic forecast methods								
Land use forecast methods								

Task 8: Systems Management & Operations

OBJECTIVES

To encourage and promote the safe and efficient management and operation of integrated, intermodal surface transportation systems to serve the mobility needs of people and freight and foster economic growth and development.

PROJECT SPONSORS

Regional efforts - Joint effort of CRCOG, ConnDOT Highway Operations, CCRPA, and MRPA
State efforts – Transportation Strategy Board Incident Management Taskforce

MAJOR ACTIVITIES

Congestion Management. Conduct the congestion management process (CMP) as a joint effort of the 3 MPOs

- *Monitor Regional Traffic & Congestion.* Monitor and evaluate transportation system performance on an annual basis and identify key problems: freeway system & arterial system.
- *Monitor Progress.* Monitor progress in addressing the problems. Identify which problems are being addressed through projects programmed in the TIP, the Regional Transportation Plan, or elsewhere; and which problems still need to be addressed.
- *Evaluate Projects.* Conduct special efforts to measure the congestion relief provided by selected projects after they have been constructed.
- *State CMP.* Continue coordination with ConnDOT on statewide CMP.
- Coordinate with CT DOT, CCRPA, & MRPA to conduct the congestion management process.

Safety Management. Conduct & support safety planning in the Hartford area & the state

- *Regional Safety Management Principles.* CRCOG will advance the regional safety management principles outlined in the Regional Transportation Plan.
 - Include safety in all studies.
 - Improve safety for all modes.
 - Monitor regional safety conditions & trends.
 - Support incident management as a safety tool.
 - Support the CT Strategic Highway Safety Plan.
- *Examples of Safety-Related Activities.* Below is a partial list of safety-related activities CRCOG conducts.
 - Support Safe Routes to School projects
 - Project selection for Local Roads Accident Reduction program
 - Safety planning as part of bike and pedestrian planning program
 - Inclusion of safety analyses in corridor studies
 - Inclusion of safety criterion in STP Urban project selection

Incident Management. Support incident management planning in the Hartford area & the state

- Support the Capitol Region Emergency Planning Committee & the RESF-1 subcommittee, which serves as the incident management planning group for the Hartford metro area (CRCOG, CCRPA, MRPA.)
- Participate in statewide Incident Management Taskforce.
- Coordinate with CT DOT, CCRPA, & MRPA to conduct the incident management program.

Security Planning & Emergency Management. CRCOG will work with its own Public Safety Council, ConnDOT, CT Transit and others to maintain and improve security of transportation facilities in the Region. (Note: CRCOG's Public Safety Council is responsible for Homeland Security issues in the Region.)

- Support state and regional efforts to develop emergency evacuation plans
- Support security planning and implementation efforts at CT Transit
- Support Capitol Region Public Safety Council’s security planning activities

ITS Planning. Use technology to help manage transportation systems and improve operations

- ITS planning & implementation efforts
- Maintain regional ITS architecture
- Coordinate with CT DOT, CCRPA, & MRPA to conduct the ITS planning program.

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Congestion management	<i>refine methods</i>				<i>survey</i>		<i>new report</i>	
Safety management	<i>develop methods</i>							
Incident management								
Security Planning-Emergency Mgmt								
ITS & ITS architecture	<i>As needed</i>				<i>As needed</i>			

Task 9 Freight Planning

OBJECTIVES

Compared to the traditional highway and transit planning conducted by MPOs like CRCOG, freight planning needs to be conducted on a much broader geographic scale, and with much more private sector involvement. Due to the expanded geographic scale of most freight issues, we are working cooperatively with neighboring Hartford area MPOs, with the Springfield area MPO, and with the State DOT to develop an effective analytic and institutional approach to freight planning. This includes private sector involvement as well.

PRIOR WORK

CRCOG started its freight transport planning program in FY 2005. The first few years of the program were dedicated largely to identifying and exploring issues, and establishing an organizational format for conducting the planning program. These tasks have been completed:

1. Formation of interagency MPO working group (CRCOG, CCRPA, MRPA, PVPC, DOT)
2. Freight flow study and report.

MAJOR ACTIVITIES

Interstate nature of freight problems. The freight flow study clearly established that solutions to most freight flows problems in the Hartford metro area require bi-state or multi-state actions, and collaboration private industries. A major hurdle to initiating these types of actions is the lack of awareness of the importance of freight in our service economy, and the lack of precedents for collaborative efforts among New England states on freight issues. Therefore, we believe that one of the best roles that we can play in affecting solutions is to raise awareness and promote interstate and interregional collaborations.

1. *Interstate Initiative.* Work with partner agencies and other non-traditional partners (economic development agencies, for example) to raise awareness and promote interstate and interregional collaborations. This will involve at least the following.
 - a. *Conferences.* Sponsor one or more conferences on freight issues and the importance of freight in the Hartford – Springfield economy.
 - b. *Encourage Collaboration.* Pursue various methods to encourage collaboration between CT and MA.
 - c. *Strategic Assessment.* Work with partner agencies to explore options for funding development of a strategic assessment and plan for improving transportation and freight logistics infrastructure supporting the economic growth of the Hartford-Springfield metro area. *We have reserved \$25,000 to complete a strategic assessment as a first step to preparing a full strategic plan.* The assessment is expected to exceed \$25,000, but we anticipate contributions from other partners in this collaborative effort. An assessment will not be conducted unless we can gain this additional support.
2. *Interagency Working Group.* Continue to work with the interagency working group to identify & prioritize regional freight issues.
3. *Training.* Continue to provide training opportunities for staff and working group members.

SPECIAL DIRECT COSTS

- Strategic Assessment (\$25,000) See Activity 1c above.

PRODUCTS

1. Effective interagency and interstate coordination & private sector involvement in freight planning

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Interstate initiative								
Working group	<i>As needed</i>				<i>As needed</i>			
Training	<i>As needed</i>				<i>As needed</i>			

Task 10 Title VI, Environmental Justice, & Public Participation

OBJECTIVES

1. To involve the widest possible range of individuals and groups in the transportation planning process.
2. To assure low-income and minority groups are involved in the planning process.
3. To assure that requirements of the federal environmental justice regulations regarding the fair and equitable distribution of impacts and benefits of transportation programs are satisfied.

MAJOR ACTIVITIES

PUBLIC INVOLVEMENT ACTIVITIES.

Web Site Accessibility. CRCOG has completed a redesign of its website. We have also taken steps to make that website accessible to more people. CRCOG will continue to work with State and national resources for making the site more accessible to the blind and to persons with low-vision.

Media Contact List. CRCOG will continue to maintain and update its media list.

Standard Public Involvement Activities. CRCOG will continue to conduct extensive community involvement efforts for all its major projects and programs. These efforts are tailored to each specific agency program or activity as required by our public involvement policy.

Annual Self-Assessment. CRCOG will conduct an assessment of its public involvement efforts on an annual basis, and prepare a report documenting the results of the assessment.

TITLE VI & ENVIRONMENTAL JUSTICE ACTIVITIES.

Environmental Justice Advisory Board. CRCOG will continue to convene the Advisory Board to review major CRCOG policies and plans such as the TIP, Transportation Plan, and public participation plan. We will continue to expand our efforts to make programs more available to those with limited ability to speak English.

Title VI. CRCOG will expand its environmental justice program to address the full spectrum of Title VI concerns. We will assure that our transportation programs do not adversely impact or benefit persons based on their age, their sex, or their disabilities.

Work with Upper Albany Neighborhood. CRCOG will continue to work with the Upper Albany neighborhood as a follow up to the Route 44 Corridor Study. We are working with members of the largely minority community to pursue implementation of the study recommendations and to address related issues.

Reducing Language Barriers. Our goal is to open more communication channels to the region’s Hispanic community. This will include continuing established relationships with Hispanic organizations, publishing selected meeting notices in Spanish, publishing Spanish-language summaries of key documents, and making translators available for public meetings (generally on an as requested basis). See special direct costs below.

SPECIAL DIRECT COSTS

- Document translation (\$1500 per year)
- Spanish-language interpreter for meetings (\$1000 per year)
- Interpreter for the deaf for meetings (\$2000 per year)

SCHEDULE

	FY2009				FY2010			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Conduct public involvement process								
Conduct EJ/Title VI activities								
Upper Albany neighborhood assist.								
Annual assessment	<input type="checkbox"/>				<input type="checkbox"/>			
Web Site improvements								

SPECIAL STUDIES & PROJECTS

The previous section contained descriptions of all the work activities CRCOG performs as part of its regular transportation planning program. These tasks are all funded with CRCOG's regular planning budget. In addition to these standard tasks, CRCOG and other agencies in the Region perform a number of other special studies during a any given program year. These special studies are typically funded through other funding sources such as the STP-Urban program. Special studies that might be underway are described in this section.

Compliance with NEPA

All studies conducted in the following tasks will be done in a manner consistent with the requirements of the National Environmental Policy Act (NEPA).

Task 11 Northwest Corridor Transit Study

As a follow up to and continuation of the Griffin Busway Feasibility Study, CRCOG will undertake a planning study to build transit ridership in the corridor, to insure the viability of Union Station as the busway terminus, and to insure that busway buses can be efficiently added to downtown transit traffic.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: GHTD, CT Transit, CTDOT, City of Hartford, Towns of Windsor and Bloomfield

ACTIVITY

CRCOG has hired a consultant to accomplish the work, and the project is underway. CRCOG is administering and managing the project. We are also conducting the public outreach for the project. The project includes three distinct elements:

1. Service plan for Griffin/Day Hill Road Area
2. Union Station Planning (capital and operational)
3. Evaluation of Downtown Transit Circulation

PRODUCTS

The project includes the following work products:

Griffin/Day Hill Area:

- o Development of a transit service plan for the area.
- o Identification of park n ride lot locations.
- o A marketing plan for service.
- o A best practices document outlining land use principles that can best insure that future development in the corridor can be well-served by transit.
- o Recommendations for revised land use regulations.

Union Station Planning:

- o An operating plan for Union Station.
- o A capital improvement plan for Union Station
- o A traffic circulation plan for the station area.
- o A parking plan for the station area.
- o A summary of next steps to insure transit oriented development in the station vicinity.

Downtown Transit Circulation

- o A report on free downtown fare zones and the suitability of such a scheme in Hartford.
- o A recommended downtown transit circulation system.
- o A recommended location for a downtown transportation center.

COST: \$733,028

SCHEDULE

NW Transit study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4
							□				

Task 12 Buckland Area Transportation Study

OBJECTIVES

The Buckland is one of six regional growth centers in the Capitol Region. The objective of the study is to improve and preserve traffic flow and safety in the Buckland area in Manchester and South Windsor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement.

PROJECT SPONSORS

Lead Agency: ConnDOT
 Participants: CRCOG, Manchester, South Windsor, East Hartford

ACTIVITIES

The study was started in FY2007 and will be completed in FY 2009.

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, evaluation of alternatives.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Buckland area.

COST:

\$796,000 Total Project
 \$296,000 federal funds (STP-Urban)
 \$500,000 state bond funds

SCHEDULE

Buckland study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4
							□				

Task 13 Route 305 Corridor Study

OBJECTIVES

The Route 305 corridor is a major access route to the Griffin and Day Hill employment areas in Bloomfield and Windsor. The objective of the study is to improve and preserve traffic flow and safety in the corridor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement.

This study is being conducted consistent with NEPA requirements and in anticipation that additional environmental assessments might be required for any recommended projects.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: Bloomfield, Windsor, ConnDOT

PRIOR WORK

The study has been underway since late FY2007.

ACTIVITIES

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, evaluation of alternatives.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Route 305 corridor.

COST:

\$300,000 total project
 \$240,000 federal funds (STP-Urban)
 \$60,000 state bond funds

SCHEDULE

	FY2008				FY2009				FY2010			
	1	2	3	4	1	2	3	4	1	2	3	4
Route 305 study								□				

Task 14 Route 195 Corridor Study

OBJECTIVES

Route 195 in Tolland serves Tolland’s commercial area east of I-84, its town center west of I-84, and also provides access to the University of Connecticut. The objective of the study is to improve and preserve traffic flow and safety in the corridor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement.

This study is being conducted consistent with NEPA requirements and in anticipation that additional environmental assessments might be required for any recommended projects.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: Tolland, ConnDOT

PRIOR WORK

The study has been underway since late FY2007.

ACTIVITIES

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, evaluation of alternatives. It will also include some preliminary design activities to develop conceptual plans to a greater level of detail. The study will focus on two areas: the historic town center west of I-84, and the commercial area east of I-84.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Route 195 corridor.

COST:

- \$605,000 total project
- \$185,000 federal funds (STP-Urban)
- \$46,000 state bond funds
- \$300,000 federal funds (Congressional earmark in FFY 2006 appropriations bill)
- \$75,000 other nonfederal match

SCHEDULE

	FY2008				FY2009				FY2010			
	1	2	3	4	1	2	3	4	1	2	3	4
Route 195 study										☐		

Task 15 Travel Model Improvement Program

CRCOG hired a consultant to help us improve and enhance the regional travel forecast model. Due to increasing demands for various travel forecast data, it is necessary to upgrade the model to do more complicated analyses and provide more accurate forecasts.

PROJECT SPONSORS

Grant Recipient: CRCOG

PRIOR WORK

A consultant was hired in 2007. Phase 1 of the improvement project will be completed by June 30, 2008. Phase 2 will start shortly thereafter and continue for about 2 years.

ACTIVITY

A consultant was hired to evaluate CRCOG’s travel forecast model, prepare recommendations for improving the model, and make the recommended improvements.

Phase 1. Model assessment & initial improvements.

Phase 2. Additional improvements

PRODUCTS

1. Improved travel forecast model

COST:

Phase 1: \$100,000 total project, \$80,000 federal funds (STP-Urban), \$10,000 state, \$10,000 CRCOG

Phase 2: \$125,000 total project, \$100,000 federal funds (STP-Urban), \$12,500 state, \$12,500 CRCOG

SCHEDULE

1. Phase 1
2. Phase 2

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4

Task 16 New Britain Busway – Station Area Planning (Phase 2)

The station area planning study for the New Britain Busway is finished, but CRCOG’s efforts will continue. We’ve programmed \$105,000 in STP-Urban funds to continue working with the four busway municipalities to encourage the adoption of appropriate plans and policies to implement the recommendations from the station area planning project. This will include providing communities with access to consultant services.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: Hartford, New Britain, Newington, West Hartford

ACTIVITY

CRCOG hired an consultant to assist towns in planning and promoting transit oriented development along the New Britain Busway. This is a continuation of work done under the first phase of the project. Examples of what this work might include are listed below.

- Conduct design review of planned/proposed developments for compatibility with TOD principles
- Prepare land assembly strategies
- Prepare marketing strategies
- Finalize TOD zoning language
- Conduct design review of ConnDOT’s final design for stations to ensure compliance with TOD principles
- Planning for off-site pedestrian improvements and assistance with funding strategies and applications
- Structuring of public/public, public/private and public/local development corporation partnerships
- Preparation of developer RFP’s for TOD sites
- Review of design and financial analyses of developer responses to RFPs

Pedestrian Planning Task. In FY2008, CRCOG assigned the consultant the task of preparing pedestrian improvement plans at several stations.

PRODUCTS

More effective municipal programs to promote transit oriented development at stations.

COST: \$105,000

SCHEDULE

1. Pedestrian planning task
2. Other tasks as needed

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4

Task 17 Route 6 Corridor Study

OBJECTIVES

Conduct a corridor study for Route 6 in the towns of Bolton, Andover, Coventry and Columbia that is focused on traffic safety and access management improvements.

This study is being conducted consistent with NEPA requirements and in anticipation that additional environmental assessments might be required for any recommended projects.

PROJECT SPONSORS

Lead Agency: CRCOG

Participants: Andover, Bolton, Columbia, Coventry, WINCOG, ConnDOT

ACTIVITIES

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, evaluation of alternatives. It will also include some preliminary design activities to develop conceptual plans to a greater level of detail. The study will focus on the issues of safety and access management along the Route 6 corridor; evaluate existing and future land use within the corridor and develop a strategy for economic development and the supporting transportation system. The study will focus on three items (1) components that address safety concerns at a few key locations, (2) access management along the corridor inclusive of both existing and undeveloped / underutilized properties along Route 6, and (3) development potential of larger vacant sites along the corridor and their impacts to the existing Route 6 corridor.

The study will be carried out over an 18- to 24-month period by CRCOG assisted by a consultant. Representatives from ConnDOT and the Route 6 towns of Andover, Bolton, Columbia and Coventry will be consulted with throughout the process and a Steering Committee will help direct the study.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Route 6 corridor.

COST:

\$420,000 total project

\$336,000 federal funds (STP-Urban)

\$84,000 state match

SCHEDULE

1. CRCOG-DOT contract
2. Conduct study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4

Task 18a Route 10 Corridor Study

OBJECTIVES

Route 10 is the primary north-south route in Simsbury. It serves a mix of residential and commercial uses in the corridor, including the town center. The town is concerned about potential development in the corridor and how the development might affect traffic flow and safety. The objective of the study is to improve and preserve traffic flow and safety in the corridor with special attention to the southern part of the corridor where there are some large tracts of undeveloped land. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement.

This study is being conducted consistent with NEPA requirements and in anticipation that additional environmental assessments might be required for any recommended projects.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: Simsbury, ConnDOT

ACTIVITIES

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, and evaluation of alternatives. The study will focus on traffic issues related to development in the Route 10 corridor – particularly in the southern part of Simsbury.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Route 10 corridor.

COST:

- \$150,000 total project
- \$120,000 federal funds (STP-Urban)
- \$15,000 state funds
- \$15,000 local funds

SCHEDULE

		FY2009				FY2010				FY2011			
		1	2	3	4	1	2	3	4	1	2	3	4
Route 10 study											☐		

Task 18b Route 3 Corridor Study

OBJECTIVES

The Route 3 corridor serves a growing commercial and industrial area in the southern part of Rocky Hill and the northern part of Cromwell. The objective of the study is to improve and preserve traffic flow and safety in the corridor. The study includes (1) a comprehensive analysis of current and future traffic conditions and land use in the area, and (2) the development of a strategic plan for maintaining safe and efficient traffic movement.

This study is being conducted consistent with NEPA requirements and in anticipation that additional environmental assessments might be required for any recommended projects.

PROJECT SPONSORS

Lead Agency: CRCOG
 Participants: Rocky Hill, ConnDOT

ACTIVITIES

Technical activities. Activities will include all technical elements of a comprehensive transportation planning study such as data collection, analysis of existing and future conditions, and evaluation of alternatives. The study will focus on traffic issues related to development in the Route 3 corridor – particularly in the southern part of Rocky Hill.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Route 3 corridor.

COST:

\$150,000 total project
 \$120,000 federal funds (STP-Urban)
 \$15,000 state funds
 \$15,000 local funds

SCHEDULE

	FY2009				FY2010				FY2011			
	1	2	3	4	1	2	3	4	1	2	3	4
Route 3 study										☐		

Task 19 Granby Center Study

Conduct a study of traffic problems in Granby center. This is a follow up to the Route 10 corridor study that identified some general concepts for improving traffic in the center where routes 10, 189, and 20 converge. The Town now wants to update and advance those or similar concepts.

Prior to initiating a study, CRCOG, ConnDOT, and the Town of Granby are conducting a preliminary project scoping process to determine if a full study is needed, or if they can quickly reach agreement on project scope that can be submitted for design. **If agreement can be reached, the study will not be required.**

PROJECT SPONSORS

Grant Applicant: CRCOG
 Participants: Town of Granby, ConnDOT

ACTIVITY

Technical activities. Activities will include all technical elements of a transportation planning study such as data collection, analysis of existing and future conditions, evaluation of alternatives. It will also include some preliminary design activities to develop conceptual plans to a greater level of detail.

Public involvement activities. Local officials, businesses, and residents will be involved through advisory committees, public meetings, and other outreach efforts.

PRODUCTS

Transportation improvement plan for the Granby center.

COST:

\$100,000 STP Urban (80% federal)

SCHEDULE (to be determined)

1. CRCOG-DOT contract
2. Consultant selection
3. Conduct study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4

Task 20 NHHS Rail Environmental Assessment

ConnDOT completed a feasibility study of enhanced passenger rail service in the New Haven-Hartford-Springfield rail corridor. The next step is to conduct an environmental assessment.

PROJECT SPONSORS

Lead agency: : Connecticut Department of Transportation
 Participants: CRCOG, CCRPA, SCRCOG, towns along rail line

ACTIVITY

ConnDOT has hired a consultant and will conduct an environmental assessment of the proposed New Haven-Hartford-Springfield commuter rail service. It will include a technical and environmental analysis as well as a full public and community involvement process.

The "Start-Up" commuter rail service would build on the existing AMTRAK service in the New Haven-Hartford-Springfield corridor and would consist of:

- Bi-directional service, New Haven - Springfield, Monday - Friday at 30 minute peak period schedule.
- A minimum of 18 miles of additional tracks (double-track).
- Supplement and adjust existing Amtrak service.
- Add North Haven, Newington and Enfield stations.
- Enhance Windsor Locks station with a bus connection with BDL Airport.
- Modify local bus services to connect with passenger stations.
- High level platforms and grade-separated passenger facilities at all stations.
- Integrate rail freight.

The Full Build Option may include the following additional **future enhancements** to the corridor:

- Double-track the remaining 20.6 miles of single track sections to improve reliability and allow service at least as frequent as every 15 minutes;
- Construct second high-level platforms and grade-separated pedestrian facilities at Wallingford, Berlin and Windsor Locks Stations. It is of note that these stations were on single-track segments in the start-up service and therefore only one platform and no grade-separated pedestrian facilities were necessary. With the additional double-tracking of the entire line, these elements would be necessary.
- Construct an additional station in the Wharton Brook area on the former Pratt and Whitney property as development takes place;
- Provide new commuter rail parking in the new Meriden parking structure to be constructed with downtown development plans in Meriden.

PRODUCTS

1. Environmental assessment of proposed improvements

COST:

\$1.5 million state funds

SCHEDULE

1. Consultant contract
2. Conduct study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4
		done									

Task 22 I-84 Viaduct Study

OBJECTIVES

Conduct a preliminary review of community issues and viaduct options in advance of ConnDOT’s detailed engineering assessment. The goal is to work with the affected neighborhoods and businesses to develop strategic alternatives that support broader community goals and that can guide and inform the subsequent study and engineering evaluation of the I-84 viaduct that will be conducted by the Connecticut Department of Transportation. The purpose of this study is to provide an array of alternatives for how the viaduct and its surrounding area can be improved.

PROJECT SPONSORS

Grant manager: CRCOG

Lead group: Special City advisory committee composed of City, neighborhood, business, and state representatives

ACTIVITIES

A special community advisory committee will help guide a consultant (hired by CRCOG) through a planning process to develop and evaluate options for reconstruction or replacing the I-84 viaduct in Hartford.

PRODUCTS

- A set of alternative concepts for the replacement or reconstruction of this section of I-84, which are structurally feasible and in sufficient detail to evaluate the impacts of each. These alternatives will be advanced for further study through ConnDOT’s subsequent engineering analysis.
- Community consensus of the relative merits of each alternative.
- A set of evaluation criteria that ConnDOT can use to further evaluate the alternatives as it conducts its more detailed engineering analysis of the alternatives.

COST:

\$260,000 total project

\$100,000 City of Hartford funds

\$160,000 STP Urban funds

SCHEDULE

1. Execute CRCOG-City contract
2. Execute CRCOG-State contract
3. Consultant selection
4. Conduct study

FY2008				FY2009				FY2010			
1	2	3	4	1	2	3	4	1	2	3	4
										☐	

Table 1

FY2009: Revenues for CRCOG Planning Program

These reflect CRCOG staff and direct costs. Consultant costs are not included.

Standard Work Tasks:**FY2009**

Funding Source	Total	Federal	State	CRCOG
FHWA & FTA	1,352,067	1,081,653	135,207	135,207
FHWA - releases (2006)	399,676	319,740	39,968	39,968
FTA - New Britain Busway design funds (1)	40,000	32,000	8,000	0
TOTAL:	1,791,743	1,433,393	183,175	175,175

Special Studies: (estimated funds available for CRCOG staff)

Funding Source	Total	Federal	State	CRCOG
Northwest Corridor Transit Study	10,000	8,000	1,000	1,000
Buckland Area Transportation Study	0	0	0	0
Route 305 Corridor Study	14,000	11,200	2,800	0
Route 195 Corridor Study	0	0	0	0
Travel Model Improvement Project	0	0	0	0
TOD Planning	0	0	0	0
Route 6 Corridor Study	0	0	0	0
Small Studies Program	0	0	0	0
Granby Center Study	0	0	0	0
NHHS Rail Environmental Assessment	0	0	0	0
DSS: Jobs Access	69,000	0	69,000	0
I-84 Viaduct Study	0	0	0	0
TOTAL:	93,000	19,200	72,800	1,000

GRAND TOTAL: 1,874,743 1,444,593 254,975 175,175

(1) Funds to supplement work on Task 3 - Transit Planning. To be used to help prepare forecasts for busway service planning & New Starts application.

Table 2
FY2009: "CRCOG" Costs by Task

These reflect *CRCOG staff & direct costs*. Consultant costs not included unless otherwise stated.

<i>FY2009</i> Standard Work Tasks	<i>FHWA & FTA</i>	<i>CT DSS</i>	<i>ConnDOT</i>	<i>CRCOG</i>	<i>TOTAL</i>
1 Program Administration	86,965	0	10,871	10,871	108,707
2 Policy Planning and Plan Refinement	84,621	0	10,578	10,578	105,776
3 Transit Planning (a)	182,023	0	24,753	20,753	227,528
4 Bicycle & Pedestrian Planning	112,979	0	14,122	14,122	141,224
5 Project Selection & Programming	121,298	0	15,162	15,162	151,622
6 Planning & Technical Assistance	132,188	0	16,523	16,523	165,234
7 Inventory and Forecasting	138,010	0	17,251	17,251	172,513
8 Systems Management & Operations	147,161	0	18,395	18,395	183,951
9 Freight Planning	23,292	0	2,911	2,911	29,115
10 Title VI, Env. Justice, Public Particip.	147,463	0	18,433	18,433	184,329
Total Salaries + BF&O	1,176,000	0	149,000	145,000	1,470,000
Direct costs	30,240	0	3,780	3,780	37,800
Reserved (b)	<u>227,154</u>	<u>0</u>	<u>28,394</u>	<u>28,394</u>	<u>283,943</u>
Total planning (PL) funds	1,433,394	0	181,174	177,174	1,791,743
<i>Check against Table 1 revenues:</i>	<i>1,433,393</i>		<i>183,175</i>	<i>175,175</i>	<i>1,791,743</i>
Special Studies (CRCOG staff costs)					
11 Northwest Corridor Transit Study	8,000	-----	1,000	1,000	10,000
12 Buckland Area Transportation Study	0	-----	0	0	0
13 Route 305 Corridor Study	11,200	-----	2,800	0	14,000
14 Route 195 Corridor Study	0	-----	0	0	0
15 Travel Model Improvement Project	0	-----	0	0	0
16 New Britain BRT - TOD Planning	0	-----	0	0	0
17 Route 6 Corridor Study	0	-----	0	0	0
18 Small Studies Program	0	-----	0	0	0
19 Granby Center Study	0	-----	0	0	0
20 NHHS Rail Environmental Assessment	0	-----	0	0	0
21 Jobs Access Program	-----	69,000	69,000	0	69,000
22 I-84 Viaduct Study	0	-----	0	0	0
Total special study funds	19,200	69,000	72,800	1,000	93,000

(a) Includes \$20,000 from New Britain Busway funds for ridership and user benefits forecasting.

(b) Reserved for undefined tasks and to supplement work on special studies (tasks 11 - 22)

Table 3

FY2009: Person Hours by Task (CRCOG staff)

FY2009 Standard Work Tasks	<i>Executive Director</i>	<i>Transportation Director</i>	<i>Transportation Planners</i>	<i>Community Devel. Dir.</i>	<i>Community Dev. Planners</i>	Total	% of Sub-total A	% of Grand Total	
1 Program Administration	0	300	300	0	0	550	1,150	7.4%	6.9%
2 Policy Planning and Plan Refinement	0	150	500	0	0	469	1,119	7.2%	6.7%
3 Transit Planning	0	350	1,836	0	0	221	2,407	15.5%	14.4%
4 Bicycle & Pedestrian Planning	0	50	1,444	0	0	0	1,494	9.6%	9.0%
5 Project Selection & Programming	0	150	1,454	0	0	0	1,604	10.3%	9.6%
6 Planning & Technical Assistance	0	50	1,698	0	0	0	1,748	11.2%	10.5%
7 Data Inventory, GIS, & Forecasting	0	50	1,475	0	300	0	1,825	11.7%	10.9%
8 Systems Management & Operations	0	154	1,792	0	0	0	1,946	12.5%	11.7%
9 Freight Planning	0	100	35	0	173	0	308	2.0%	1.8%
10 Title VI, Env. Justice, Public Particip.	0	200	1,450	0	0	300	1,950	12.5%	11.7%
Subtotal A: PL & FTA tasks	0	1,554	11,984	0	473	1,540	15,551	100.0%	93.2%
% of Subtotal A	0.0%	10.0%	77.1%	0.0%	3.0%	9.9%	100.0%		
Special Studies	<i>Exec. Dir.</i>	<i>Transp. Dir.</i>	<i>Transp. Plnrs.</i>	<i>Com. Dev. Dir.</i>	<i>Com. Dev. Plnrs.</i>	<i>Clerical</i>	Total	% of Grand Total	
11 Northwest Corridor Transit Study	0	0	110	0	0	0	110	—	0.7%
12 Buckland Area Transportation Study	0	0	0	0	0	0	0	—	0.0%
13 Route 305 Corridor Study	0	0	142	0	0	0	142	—	0.9%
14 Route 195 Corridor Study	0	0	0	0	0	0	0	—	0.0%
15 Travel Model Improvement Project	0	0	0	0	0	0	0	—	0.0%
16 New Britain BRT - TOD Planning	0	0	0	0	0	0	0	—	0.0%
17 Route 6 Corridor Study	0	0	0	0	0	0	0	—	0.0%
18 Small Studies Program	0	0	0	0	0	0	0	—	0.0%
19 Granby Center Study	0	0	0	0	0	0	0	—	0.0%
20 NHHS Rail Environmental Assessment	0	0	0	0	0	0	0	—	0.0%
21 Jobs Access Program	0	0	886	0	0	0	886	—	5.3%
22 I-84 Viaduct Study	0	0	0	0	0	0	0	—	0.0%
Subtotal B: special studies	0	0	1,138	0	0	0	1,138	—	6.8%
GRAND TOTAL	0	1,554	13,122	0	473	1,540	16,689		
% of Grand Total	0.0%	9.3%	78.6%	0.0%	2.8%	9.2%	100.0%		

Table 4

FY2010: Revenues for CRCOG Planning Program

These reflect CRCOG staff and direct costs. Consultant costs are not included.

Revised April 2009

Standard Work Tasks:

FY2010

Funding Source	Total	Federal	State	CRCOG	Local
FHWA-FTA	1,443,955	1,155,163	144,396	144,396	0
FHWA - release from audit of FY07 contract	410,347	328,277	41,035	41,035	0
FHWA-FTA - carryover from year 1 of FY09-FY10 contract	400,000	320,000	40,000	40,000	0
FTA - New Britain Busway design funds (1)	40,000	32,000	8,000	0	0
TOTAL:	2,294,302	1,835,440	233,431	225,431	0

Special Studies: *(estimated funds available for CRCOG staff)*

Funding Source	Total	Federal	State	CRCOG	Local
11 Northwest Corridor Transit Study	0	0	0	0	0
12 Buckland Area Transportation Study	0	0	0	0	0
13 Route 305 Corridor Study	0	0	0	0	0
14 Route 195 Corridor Study	0	0	0	0	0
15 Travel Model Improvement Project	0	0	0	0	0
16 New Britain BRT - TOD Planning	0	0	0	0	0
17 Route 6 Corridor Study	30,000	24,000	6,000	0	0
18a Route 10 Study	5,000	4,000	500	0	500
18b Route 3 Study	5,000	4,000	500	0	500
19 Granby Center Study	0	0	0	0	0
20 NHHS Rail Environmental Assess.	0	0	0	0	0
21 Jobs Access Program	60,000	0	60,000	0	0
22 I-84 Viaduct Study	0	0	0	0	0
TOTAL:	100,000	32,000	67,000	0	1,000

GRAND TOTAL: 2,394,302 1,867,440 300,431 225,431 1,000

(1) Funds to supplement work on Task 3 - Transit Planning. To be used to help prepare forecasts for busway service planning & New Starts application.

Table 5
FY2010: "CRCOG" Costs by Task

These reflect *CRCOG staff & direct costs* . Consultant costs not included unless otherwise stated.

FY2010 - revised April 2009

Standard Work Tasks

	<i>FHWA & FTA</i>	<i>CT DSS</i>	<i>ConnDOT</i>	<i>CRCOG</i>	<i>Local</i>	<i>TOTAL</i>
1 Program Administration	98,107	0	12,263	12,263	0	122,634
2 Policy Planning & Plan Refinement	96,145	0	12,018	12,018	0	120,182
3 Transit Planning (a)	224,364	0	32,045	24,045	0	280,455
4 Bicycle & Pedestrian Planning	78,033	0	9,754	9,754	0	97,541
5 Project Selection & Programming	122,861	0	15,358	15,358	0	153,576
6 Planning & Technical Assistance	211,761	0	26,470	26,470	0	264,701
7 Inventory and Forecasting	204,969	0	25,621	25,621	0	256,211
8 Systems Management & Oper.	97,051	0	12,131	12,131	0	121,314
9 Freight Planning	7,547	0	943	943	0	9,433
10 Title VI, Env. Jus., Public Particip.	123,162	0	15,395	15,395	0	153,953
Total Salaries + BF&O	1,264,000	0	162,000	154,000	0	1,580,000
Direct costs	30,720	0	3,840	3,840	0	38,400
Reserved (b)	<u>540,722</u>	<u>0</u>	<u>67,590</u>	<u>67,590</u>	<u>0</u>	<u>675,902</u>
Total planning (PL) funds	1,835,442	0	233,430	225,430	0	2,294,302
<i>Check against revenues:</i>	<i>1,835,440</i>		<i>233,431</i>	<i>225,431</i>	<i>0</i>	<i>2,294,302</i>

Special Studies (CRCOG staff costs)

11 Northwest Corridor Transit Study	0	-----	0	0	0	0
12 Buckland Area Transportation Study	0	-----	0	0	0	0
13 Route 305 Corridor Study	0	-----	0	0	0	0
14 Route 195 Corridor Study	0	-----	0	0	0	0
15 Travel Model Improvement Project	0	-----	0	0	0	0
16 New Britain BRT - TOD Planning	0	-----	0	0	0	0
17 Route 6 Corridor Study	24,000	-----	6,000	0	0	30,000
18a Route 10 Study	4,000	-----	500	0	500	5,000
18b Route 3 Study	4,000	-----	500	0	500	5,000
19 Granby Center Study	0	-----	0	0	0	0
20 NHHS Rail Environmental Assess.	0	-----	0	0	0	0
21 Jobs Access Program	-----	60,000	0	0	0	60,000
22 I-84 Viaduct Study	0	-----	0	0	0	0
Total special study funds	32,000	60,000	7,000	0	1,000	100,000

(a) Includes \$40,000 from New Britain Busway funds for ridership and user benefits forecasting.

(b) Reserved for undefined tasks and to supplement work on special studies (tasks 11 - 22)

Table 6

FY2010: Person Hours by Task (CRCOG staff)

	<i>Executive Director</i>	<i>Transportation Director</i>	<i>Transportation Planners</i>	<i>Community Devel. Dir.</i>	<i>Community Dev. Planners</i>	<i>Clerical</i>	Total	% of Sub-total A	% of Grand Total
FY2010 - revised April 2009									
Standard Work Tasks									
1 Program Administration	0	250	500	0	0	550	1,300	7.8%	7.2%
2 Policy Planning and Plan Refinement	231	150	424	0	0	469	1,274	7.6%	7.1%
3 Transit Planning	0	350	2,402	0	0	221	2,973	17.8%	16.6%
4 Bicycle & Pedestrian Planning	0	50	984	0	0	0	1,034	6.2%	5.8%
5 Project Selection & Programming	0	150	1,478	0	0	0	1,628	9.7%	9.1%
6 Planning & Technical Assistance	0	100	2,233	0	473	0	2,806	16.8%	15.6%
7 Data Inventory, GIS, & Forecasting	0	50	2,266	0	400	0	2,716	16.2%	15.1%
8 Systems Management & Operations	0	154	1,132	0	0	0	1,286	7.7%	7.2%
9 Freight Planning	0	100	0	0	0	0	100	0.6%	0.6%
10 Title VI, Env. Justice, Public Particip.	0	200	1,060	0	72	300	1,632	9.7%	9.1%
Subtotal A: PL & FTA tasks	231	1,554	12,479	0	945	1,540	16,749	100.0%	93.2%
% of Subtotal A	1.4%	9.3%	74.5%	0.0%	5.6%	9.2%	100.0%		
Special Studies									
	<i>Exec. Dir.</i>	<i>Transp. Dir.</i>	<i>Transp. Plnrs.</i>	<i>Com. Dev. Dir.</i>	<i>Com. Dev. Plnrs</i>	<i>Clerical</i>	Total		% of Grand Total
11 Northwest Corridor Transit Study	0	0	0	0	0	0	0	----	0.0%
12 Buckland Area Transp. Study	0	0	0	0	0	0	0	----	0.0%
13 Route 305 Corridor Study	0	0	61	0	0	0	61	----	0.3%
14 Route 195 Corridor Study	0	0	61	0	0	0	61	----	0.3%
15 Travel Model Improvement Project	0	0	0	0	0	0	0	----	0.0%
16 New Britain BRT - TOD Planning	0	0	0	0	0	0	0	----	0.0%
17 Route 6 Corridor Study	0	0	309	0	0	0	309	----	1.7%
18a Route 10 Study	0	0	0	0	0	0	0	----	0.0%
18b Route 3 Study	0	0	0	0	0	0	0	----	0.0%
19 Granby Center Study	0	0	0	0	0	0	0	----	0.0%
20 NHHS Rail Environmental Assess.	0	0	0	0	0	0	0	----	0.0%
21 Jobs Access Program	0	0	783	0	0	0	783	----	4.4%
22 I-84 Viaduct Study	0	0	0	0	0	0	0	----	0.0%
Subtotal B: special studies	0	0	1,214	0	0	0	1,214	----	6.8%
GRAND TOTAL	231	1,554	13,693	0	945	1,540	17,963		
% of Grand Total	1.3%	8.7%	76.2%	0.0%	5.3%	8.6%	100.0%		

Table 7
revised April 2009

<i>Special Studies</i> TOTAL project costs (Can extend over 2-3 years)	TOTAL funds	CRCOG staff	CRCOG consultant	Other Agency	Lead Agency	Funding Source	Comment
11 Northwest Transit Study	733,028	40,000	693,028	----	CRCOG	FTA earmark	ends in 2009
12 Buckland Transp. Study	796,000	----	----	796,000	ConnDOT	STP-Urban & State funds	ends in 2009
13 Route 305 Corridor Study	300,000	20,000	280,000	----	CRCOG	STP-Urban	ends in 2009
14 Route 195 Corridor Study	230,000	0	230,000	----	CRCOG	STP-Urban	
15 Travel Model Improvement	225,000	0	225,000	----	CRCOG	STP-Urban	
16 Busway TOD Planning	105,000	0	105,000	----	CRCOG	STP-Urban	
17 Route 6 Corridor Study	420,000	60,000	330,000	30,000	CRCOG	STP-Urban	
18a Route 10 Study	150,000	10,000	125,000	15,000	CRCOG	STP-Urban	
18b Route 3 Study	150,000	10,000	125,000	15,000	CRCOG	STP-Urban	
19 Granby Center Study (1)	100,000	0	100,000	----	CRCOG	STP-Urban	see note (1) below.
20 NHHS Rail Environ. Asmt.	1,500,000	----	----	1,500,000	ConnDOT	State funds	
21 Jobs Access Program	2,060,000	60,000	----	2,000,000	CRCOG	CT DSS & FTA	\$2,000,000/year for contracted transit services
22 I-84 Viaduct Study	260,000	0	244,000	16,000	CRCOG & City	City funds & STP Urban	

(1) Prior to initiating a Granby center traffic study, CRCOG, ConnDOT, and the Town of Granby are conducting a preliminary project scoping process to determine if a full study is needed, or if they can quickly reach agreement on project scope that can be submitted for design. If agreement can be reached, the study will not be required

Table 8
Maximum Hourly Rates

Executive Director	\$85.00
Director of Transportation	\$65.00
Director of Community Development	\$65.00
Deputy Director	\$60.00
Special Projects/Principal	\$50.00
Principal Planner or Engineer *	\$50.00
Senior Planner or Engineer *	\$41.00
Planner or Engineer *	\$36.00
Assistant Planner or Engineer *	\$32.00
Planning Assistant*	\$26.00
Administrative Program Assistant	\$26.00
Secretary/Office Assistant	\$24.00
Planning Intern	\$21.00

* Titles are applied to both Transportation and Community Development staff. Examples: *Transportation* Senior Planner and *Community Development* Senior Planner.

Appendix

Statement of MPO Planning Roles & Responsibilities

Purpose

The purpose of this statement is to outline the roles and responsibilities of the State, the Capitol Region Council of Governments (CRCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.310. This statement is in lieu of a formal Memorandum of Agreement, per Section 450.310(e), and is incorporated in the Unified Planning Work Program per 23CFR450.314.

General Roles & Responsibilities

The CRCOG will perform the transportation planning process for their 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. CRCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for its respective region.
2. CRCOG may develop a consolidated transportation plan summary report for the planning region that includes the key issues facing the area and priority programs and projects.
3. ConnDOT 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. *(ConnDOT will provide this only if requested since CRCOG maintains its own travel forecast model.)*
 - c. Traffic count data for state roads in the Capitol Region Planning 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. CRCOG may conduct transportation modeling for the area.
5. CRCOG 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, they 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 between ConnDOT, CRCOG, and the appropriate provider(s) of public transportation.
2. ConnDOT 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. ConnDOT, CRCOG and transit provider(s) – ConnDOT will solicit comments on the TIP and incorporate where practicable.
4. ConnDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the CRCOG to explain the projects to the policy board and the general public.
5. ConnDOT 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. CRCOG 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. CRCOG will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the administrative action process.
7. ConnDOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
8. ConnDOT 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. ConnDOT will provide proposed amendments to the CRCOG for consideration. The amendment will include a project description that provides sufficient detail to allow the CRCOG to explain the proposed changes to the CRCOG board. It will also provide a clear reason and justification for the amendment. If it involves a new project, ConnDOT 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 the CRCOG, the project sponsor will consult with ConnDOT to obtain concurrence with the proposed amendment and ensure financial consistency.
11. ConnDOT will provide a financial assessment of the STIP with each update. CRCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on ConnDOT's financial assessment.

Air Quality Planning

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

2. ConnDOT will conduct the regional emissions analysis, which includes the CRCOG area and provide the results to the CRCOG. 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.
3. CRCOG will prepare a summary report of the conformity process and regional emissions analysis for the Region. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.
4. The summary report on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.
5. CRCOG will make the regional emissions analysis available to the public.

Public Participation Program

1. The CRCOG will annually review and evaluate its public participation program.
2. The CRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of MPO plans, programs and projects.
3. The CRCOG 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. They will comply with federal legislation on these issues.
4. The CRCOG'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. The CRCOG will maintain their 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. The CRCOG will allow for, to the extent feasible, the participation of transit providers at all transportation committee and policy board meetings to provide advice, information and consultation on transportation programs within the planning region.
2. The CRCOG will provide the opportunity for the transit providers to review and comment on planning products relating to transit issues within the region.
3. The CRCOG 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. The CRCOG and ConnDOT will assist the transit provider(s) to the extent feasible with planning for transit related activities.

Fiscal/Financial Planning

1. The ConnDOT will provide the CRCOG 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 ConnDOT will notify the CRCOG 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. The CRCOG will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The ConnDOT, as state's primary CMP, will provide CRCOG its congestion screening report.
2. The CRCOG will review the congestion screening report and select critical corridors for analysis as a second level CMP in the state.
3. The CRCOG 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. The CRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
5. The CRCOG will work with ConnDOT on programming possible congestion-reducing projects.
6. The CRCOG 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 ConnDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the CRCOG Planning Region.
2. The CRCOG will maintain and update the Regional ITS Architecture for the CRCOG 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 the CRCOG 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.