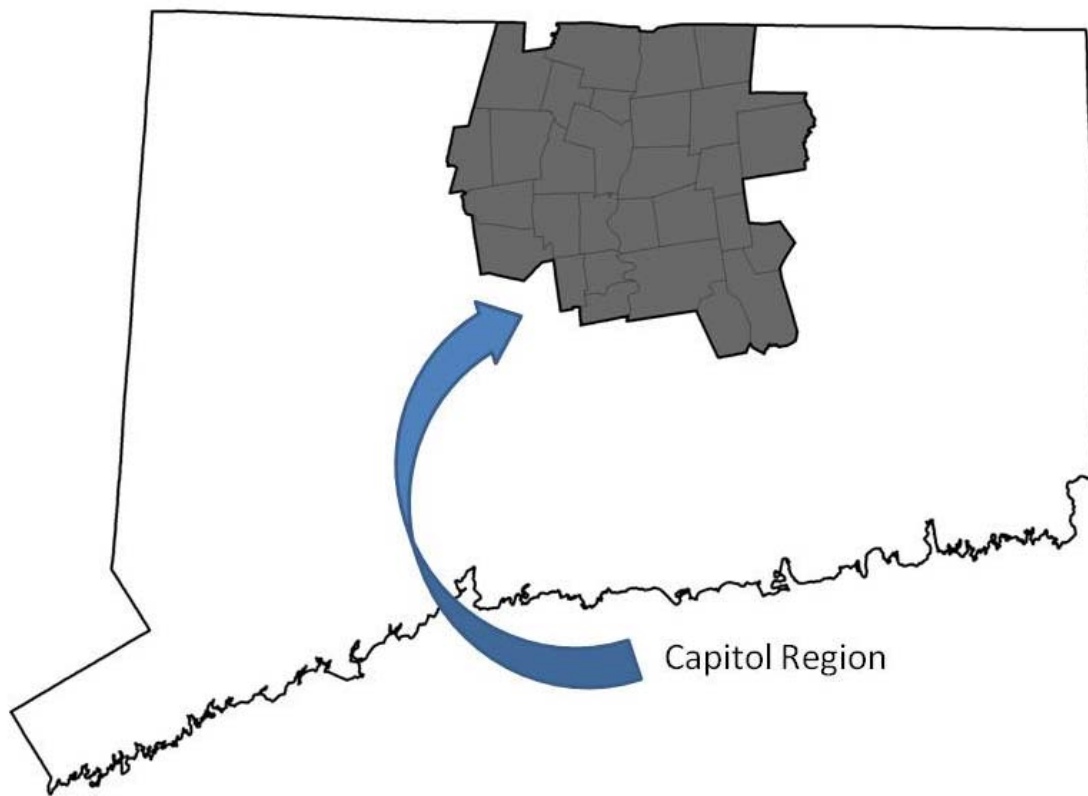


# UNIFIED PLANNING WORK PROGRAM

## TRANSPORTATION PLANNING ACTIVITIES FOR THE CAPITOL REGION

**FY 2011 & FY 2012**



**ADOPTED MAY 19, 2010**



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### Capitol Region Council of Governments

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## INTRODUCTION

### Capitol Region Council of Governments

The Capitol Region Council of Governments (CRCOG) was established under the Connecticut General Statutes as a voluntary association of municipal governments serving the City of Hartford and 28 surrounding suburban and rural communities. It is the largest of Connecticut's fifteen regional planning organizations. The Capitol Region is 760 square miles in size and houses approximately 735,000 people.

CRCOG is guided by the chief elected officials of its member municipalities. The mayors, first selectmen, and town council chairmen make up its governing Policy Board. CRCOG member communities have collaborated for more than 40 years on a wide range of projects to benefit the towns individually and the Region as a whole.

### Transportation Planning in the Capitol Region

The Capitol Region Council of Governments is committed to developing an efficient, multi-modal transportation system, which will increase the mobility of people and goods within the Capitol Region. Our strategy for achieving this is:

- described in the twenty-year Regional Transportation Plan,
- further detailed in the four-year Transportation Improvement Plan, and
- refined in the biennial Unified Planning Work Program.

The transportation planning program is undertaken at the direction of the Transportation Committee, with representatives from each town in the Capitol Region. The Transportation Committee reports to the Policy Board. The Policy Board in turn acts as the Metropolitan Planning Organization (MPO) for the Capitol Region.

### Unified Planning Work Program

CRCOG's Unified Planning Work Program (UPWP) is the transportation planning work plan for the Region. It summarizes the numerous programs, projects and products that we and other transportation agencies, including the Connecticut Department of Transportation, Connecticut Transit and the Greater Hartford Transit District, expect to conduct and accomplish over the next two years (FY2011 and FY2012.) It also documents the proposed expenditure of federal, state and local transportation planning funds over those two years.

The UPWP is required by the federal government under 23 CFR Part 450.308. Its intent is to assure that the transportation planning program in the Capitol Region is a continuous, cooperative, and comprehensive multimodal process.

We begin by discussing the most important transportation issues in the Region and follow with the specific tasks that have been developed to address those issues.

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## 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 FY2011 AND FY2012:

- **Transportation Reauthorization.** The current federal transportation authorization act expired at the end of FY2009 (September 30, 2009). Congress has been drafting new legislation; however, there is no certainty when a new transportation bill will be enacted. Transportation monies have been available on a continuing resolution basis; however, the recently enacted HIRE Act (signed into law by the President on March 18, 2010) extends transportation funding until the end of 2010. CRCOG will continue to monitor the reauthorization of a transportation bill.
- **Promoting Livable and Sustainable Communities.** CRCOG acknowledges the importance of taking an integrated regional approach to transportation, land use and the environment. Staff will continue to promote transportation planning and design that supports livable communities' goals. Funding through potential new programs such as the Transportation Housing and Urban Development Program (T-HUD) and the Livable Communities Act will be monitored and pursued.
- **Long Range Transportation Plan Update.** CRCOG will prepare a new Long-Range Transportation Plan (LRP) based on a twenty-nine year time frame (from 2011 through 2040). The plan will incorporate recommendations from recent and ongoing studies including the Route 175 Traffic Circulation and Access Study, the Route 305 Corridor Study, the Route 195 Corridor Study and the Northwest Corridor Transit Study. The plan will be completed in May 2011.
- **Review of STP Urban Program.** CRCOG will work with ConnDOT, FHWA and municipal officials to identify opportunities to streamline the STP-Urban program. The review is expected to be an informal review, building upon lessons-learned during the programming of \$17.5 million in less than one-year under the American Recovery and Reinvestment Act (ARRA) within the Capitol Region.

### 2. NEW STUDIES: *Advance new studies*

- **Route 10 Special Study.** CRCOG initiated consultant selection for a corridor study in the town of Simsbury during FY 2010. The project is expected to begin in FY 2011 and be completed in FY 2012. The study will address safety, access management and development potential / growth along the Route 10 corridor.
- **Route 3 Special Study.** CRCOG initiated consultant selection for a corridor study in the town of Rocky Hill during FY 2010. The project is expected to begin in FY 2011 and be completed in FY 2012. The study will analyze existing traffic and land use conditions, evaluate the area's growth potential and develop future improvement alternatives to address critical areas.

### 3. EXISTING STUDIES: *Complete existing studies*

- **Route 195 Corridor Study.** CRCOG has been managing a study on Route 195 in the town of Tolland, and the study is expected to be completed early in FY 2011.
- **I-84 Viaduct Study.** CRCOG has been managing a study to evaluate preliminary viaduct replacement alternatives and community concerns. The study is expected to be completed during FY 2011.
- **Route 6 Corridor Study.** CRCOG initiated a traffic safety and access management study along Route 6 in the towns of Bolton, Andover, Coventry and Columbia during FY 2010. The study is expected to be complete in FY 2011.

**4. TRANSIT INITIATIVES: *Support special transit initiatives***

- **New Britain Busway.** Continue to support the advancement of this project as it moves toward design completion and construction. Expected tasks include working with the busway towns to ensure design concerns are addressed and plans that support transit oriented development are put in place. CRCOG will also provide special assistance to ConnDOT by helping with service plan adjustments, parking demand forecasts and possible downtown route adjustments as a result of the New Britain – Hartford busway. Travel demand modeling, especially related to the development of before and after analysis data, will also be developed by CRCOG.
- **New Haven-Hartford-Springfield Commuter Rail.** Support state and municipal efforts to advance the NHHS rail project. This includes continued participation in the environmental assessment study of NHHS rail being conducted by ConnDOT, and supporting local efforts to promote transit oriented development near proposed stations.
- **Transit Oriented Development.** Support state and municipal efforts to plan and implement transit oriented development initiatives. This includes working to secure new sources of TOD funding for regional efforts.
- **Bus Shelter Program.** Monitor implementation of a program that shifts responsibility for shelters from municipalities to a private firm with CT Transit providing oversight.
- **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:**

- **Congestion Management Process (CMP).** CRCOG will monitor and report on regional traffic and congestion, building upon the system performance analysis conducted in 2005. This effort will be a joint effort of the three Metropolitan Planning Organizations and done in coordination with the statewide CMP.
- **Regional Service Sharing Initiatives.** CRCOG will build on its success in advancing regional service sharing initiatives, continuing to support service sharing proposals related to transportation and public works. This includes continued involvement in the regional traffic enforcement team, as well as pursuing opportunities to encourage municipalities to share public works equipment.
- **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.
- **Freight.** CRCOG will work with our statewide partners in developing and evaluating effective approaches to freight planning. We will also coordinate with FHWA to participate in their freight advisory group.
- **Bicycle & Pedestrian Initiatives.** CRCOG will continue to support a variety of bicycle and pedestrian activities intended to make the region more bicycle and pedestrian friendly, including continued advancement of Safe Routes to School planning and the region's 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 service planning for the New Britain Busway. CRCOG will work to assure that we can accommodate these requests for forecasts and improve our travel forecast model. We will also update the regional model with information found in the 2010 Census, likely available late in FY 2011.

## PLANNING GOALS

Federal legislation 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: Management of the Planning Process

### 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:

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:

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
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: 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:

Maintain and operate the travel forecast model. The databases and networks for the model need to be continuously maintained and verified to reflect changes in the region. The model also needs to be re-calibrated for any specific studies for which it is used. The model has been used to prepare forecasts for projects such as the New Britain Busway and the Regional Transportation Plan.

Update the travel forecast model. The model is updated every five years to reflect the employment and population as well as transportation system changes in the model area. CRCOG will compare the new Census data, likely available late in FY 2011, with existing data from our model as it relates to population. Also, CRCOG is working with DOL to obtain more accurate and up-to-date employment data. In addition, CRCOG will obtain models from PVPC and state of Massachusetts. The input from their models will be used as the base for updating the MA section of CRCOG model.

Upgrade the travel forecast model. The model is periodically upgraded to incorporate new analytic capabilities, improve model performance, or reflect new travel trends. This upgrade is also necessary when TransCAD, the platform of the model, is improved.

Maintain the regional GIS system. CRCOG will continue to maintain and update the regional GIS system and the land use layer.

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.

Develop demographic forecasting methods. Develop improved methods for forecasting growth in population, households, and employment *by town*.

Develop land use forecasting methods. Continue developing improved methods for allocating forecasted growth in population, households, and employment *by TAZ* within a town.

Other Data. Collect other data for ConnDOT and others as needed. (example: HPMS, FHWA 536 Report)

### SPECIAL DIRECT COSTS:

1. Travel model: software - \$4,000 (annual software maintenance and support fees - TransCAD)
2. Travel model: training - \$2,500 (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:

	FY2011				FY2012			
	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 3: Planning and Policy Development

**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. Categories under this task include:

- a. Transit Planning
- b. Project Selection and Programming
- c. Bicycle and Pedestrian Planning
- d. System Management and Operations
- e. Freight Planning
- f. Livability and Sustainable Communities

**PREVIOUS WORK:**

- Regional Transportation Plan, 2007
- Regional Transit Strategy, 2001
- Regional Pedestrian and Bicycle Plan, 2008
- 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 and the New Haven – Hartford – Springfield Rail.

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. CRCOG will also work with ConnDOT in giving consideration to the impact of the transportation system on climate change and make conformity determinations as needed.

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**

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Support to committees								
Policy development & refinement								

## Task 3a: 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 monitor the implementation of a program that shifts the responsibility for shelters from municipalities to a private firm. CT Transit will provide oversight.
2. **Bus Users Forum:** CRCOG will assist CT Transit with any Bus Users Forums it schedules.
3. **Transit Parking Needs.** CRCOG will assist our partners to identify transit parking needs and local interface improvements.
4. **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.
5. **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.
6. **Travel Demand Management.** CRCOG will work with communities and major employers to develop TDM strategies and work toward implementing them.

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 service 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 manages this program and 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. See Task 12.

### NEW BRITAIN – HARTFORD BUSWAY ACTIVITIES

Station Area Planning. CRCOG will work with municipalities along the busway to ensure Transit-Oriented Development principles and plans are advanced.

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 and concerns are properly addressed.

Technical Support for New Starts Planning & Design. CRCOG staff will provide technical support for the New Starts planning and design process. This will include assisting ConnDOT by helping with service plan adjustments, parking demand forecasts and possible downtown route adjustments. Travel demand modeling, especially related to the development of before and after analysis data, will also be developed by CRCOG. We will also update ridership forecast and user benefit analysis as needed.

**Special Funding (\$80,000)**

ConnDOT will provide \$40,000 in FY 2011 and \$40,000 in FY 2012 in New Britain Busway design funds for these tasks.

**NEW HAVEN–HARTFORD–SPRINGFIELD (NHHS) RAIL ACTIVITIES**

Environmental Assessment. CRCOG will continue our efforts in supporting ConnDOT as they complete the NHHS Rail Environmental Analysis.

Station Area Planning. CRCOG will work with municipalities along the rail line to ensure Transit-Oriented Development principles and plans are considered, developed and advanced.

Community Involvement in Design. We will continue to support the advancement of the work being managed by ConnDOT. A primary goal will be to assure that communities are actively involved in the process and concerns are properly addressed.

**PRODUCTS**

- Regional transit policies and supporting reports
- Locally Coordinated Human Services Transportation Plan
- Successful Jobs Access program
- Successful New Britain – Hartford Busway project
- Successful NHHS Rail project

**SCHEDULE**

	FY2011				FY2012			
	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								
Transit security	Assist others as needed							
<u>New Britain Busway</u>								
<i>Station area planning</i>								
<i>Busway design assistance</i>								
<i>Forecasting / Modeling assistance</i>								
<i>Before and After Analyses</i>								
<u>NHHS Rail</u>								
<i>Environmental Assessment</i>	Assist others as needed							
<i>TOD Planning</i>								
<i>Design Assistance</i>								

## Task 3b: 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

Update of the Long-Range Transportation Plan. CRCOG will complete a new Long-Range Transportation Plan (LRP) in FY 2011, consistent with the statewide conformity analysis processes beginning in mid-2010. The LRP will be prepared on a twenty-nine year time frame, from 2011 through 2040, in order to be consistent with the five-year cycle of Air Quality conformity analysis in the later years. CRCOG will also consult with various agencies involved with land use planning and natural resources.

Transportation Improvement Program (TIP). CRCOG will maintain the TIP through amendment and actions, 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.

E-STIP: CRCOG will work with ConnDOT to review the requirements for and to develop a plan for transition to the electronic review, approval and administration of the TIP and STIP review.

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*.

System Investment and Performance. CRCOG will assist ConnDOT in the development of regional goals for the transportation system, and in the development of a set of performance measures by which the attainment of these goals may be tracked. CRCOG will also assist ConnDOT with FHWA Report 536 related to capital expenditures on local roads.

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

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.

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 3a – Transit Planning.

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

### PRODUCTS:

- Long-Range Transportation Plan
- Transportation Improvement Program
- STP-Urban Program – full program of projects for the CRCOG program
- STP-Enhancement Program – advancement of region's enhancement projects
- Local Road Accident Reduction Program – selection of best candidates from the Region
- Section 5310 Program – selection of best candidates from the Region

**SCHEDULE:**

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Long-Range Transportation Plan								
TIP & TIP amendments								
STP-Urban Program								
System Investment and Performance								
STP-Enhancement Program								
Local Road Accident Reduction								
Section 5310 Program								
New Freedom Program								

### Task 3c: 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 continue 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 continue to work in implementing recommendations included in the Regional Bicycle Plan. Specific activities include:

- Provide guidance to towns on complete streets policies.
- Evaluate options for assessing pedestrian needs.
- Develop prioritization criteria for selecting bicycle and pedestrian projects for funding.
- Provide workshops, sponsor webinars and research other educational opportunities related to bicycle and pedestrian safety and design.
- Work with CTDOT and municipalities in developing on road bicycle network.
- Evaluate options for establishing a regional trails fund.
- Work with other stakeholders to organize a statewide Share the Road campaign.
- Work with Bike Walk Connecticut, a nonprofit organization dedicated to improving the bicycling environment and educating bicyclists and motorists about their respective rights and responsibilities.
- Annual Bike to Work Program. CRCOG will assist Bike Walk Connecticut with this effort that has expanded to the Bike Everywhere program.
- Launch the region’s Bicycle Education program with assistance from a 2010 NHTSA Grant.

Safe Routes to School Program. CRCOG will continue to work with towns to help them develop Safe Routes to Schools plans, providing technical assistance and program guidance.

Livable and Sustainable Communities. CRCOG will work with municipalities in promoting safe, environmentally sustainable communities with strong walking and bicycling alternatives. Connectivity enhancements that link multiple transportation modes will also be evaluated.

**PRODUCTS:**

- Regional bicycle & pedestrian policies and supporting reports
- Active Bicycle and Pedestrian Committee

**SCHEDULE:**

	FY2011				FY2012			
	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								
Livable and Sustainable Communities								

## Task 3d: 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 to 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 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.
- 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 RESF-1 subcommittee, which serves as the incident management planning group for the Hartford metro area (CRCOG, CCRPA, MRPA.)
- Participate in the Statewide Incident Management Task Force.
- 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 the Capitol Region Emergency Planning Committee & the RESF-1 subcommittee, which also serves as the transportation component of the emergency management planning group for the Hartford metro area (CRCOG, CCRPA and MRPA)
- 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:**

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Congestion management								
Safety management	<i>Develop methods</i>							
Incident management								
Security Planning-Emergency Mgmt								
ITS & ITS architecture	<i>As needed</i>				<i>As needed</i>			

### Task 3e: 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 flow problems in the Hartford metro area require bi-state or multi-state actions, and collaboration with 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. *Webinars / Conferences.* Work with others to organize webinars and/or 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 Review.* Work with partner agencies to explore options for funding a strategic review of transportation improvements and freight logistics infrastructure supporting the economic growth of the Hartford-Springfield metro area.
2. *Interagency Working Group.* Continue to work with the interagency working group to identify & prioritize regional freight issues.
3. *Freight Advisory Group.* Participate in FHWA’s organized freight advisory group to develop effective approaches to freight planning.
4. *Training.* Continue to provide training opportunities for staff and working group members.

**PRODUCTS:**

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

**SCHEDULE:**

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Interstate initiative								
Interagency Working group	<i>As needed</i>				<i>As needed</i>			
Freight Advisory Group	<i>As needed</i>				<i>As needed</i>			
Training	<i>As needed</i>				<i>As needed</i>			

## Task 3f: Livability and Sustainable Communities

### OBJECTIVES:

In September 2009, CRCOG started a Sustainable Communities Initiative in an effort to link work that is already being done by transportation, community development, public safety and homeland security departments toward supporting sustainable community development and preservation activities, and climate change goals. Components of the initiative would include the following:

- Establishment of regional sustainable communities goals
- Establishment of a Capitol Region Committee on Sustainability
- Identification of opportunities for improved integration of CRCOG and other agency activities that fall under the sustainable communities umbrella
- Identification of new program opportunities that forward regional sustainable communities goals

### PRIOR WORK:

In 2009, HUD, DOT and EPA came together to form the Partnership for Sustainable Communities for the purpose of better coordinating federal housing, transportation and environmental protection investments and collectively identifying strategies that provide more transportation choices, promote equitable affordable housing, increase economic competitiveness, support existing communities, leverage federal investment and value the health and safety of communities and neighborhoods. Ultimately this partnership will provide a vision for the future sustainability of the nation. CRCOG has been active in discussing and creating policies related to sustainable development and sustainable communities and, over the past several years, has engaged in many programs such as the New Britain – Hartford Bus Rapid Transit Station Area Planning Project, Regional Bicycle and Pedestrian initiatives and clean diesel buses.

### MAJOR ACTIVITIES:

- *Encourage Collaboration.* Monitor the range of CRCOG program activities to identify their relationship to regional Sustainable Communities Goals, and the interrelatedness of activities being conducted by the various CRCOG Departments and other agencies.
- *Continue CRCOG Programs and Policies.* CRCOG has been active in discussing and creating policies related to sustainable development and sustainable communities. We will continue our efforts with our municipal partners with the goal of leveraging federal investments in sustainability. Tasks will 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, addressing issues such as traffic calming, pedestrian friendly design, bicycle friendly design, and context sensitive design.
- *Research.* Monitor and research regional climate change and best practices.
- *Outreach:* Develop a communication system to disseminate information collected in a Sustainability Clearinghouse for information on green building and infrastructure design
- *Education.* Implement education programs and host workshops related to green building technologies and green infrastructure.
- *Monitor Funding Opportunities.* CRCOG will monitor funding opportunities through such programs as the Transportation Housing and Urban Development Program (T-HUD) and the Livable Communities Act.

### PRODUCTS:

- Effective coordination related to Sustainable Communities with partner agencies
- Sustainability Clearinghouse

**SCHEDULE:**

	FY2011				FY2012			
	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun
Encourage collaboration								
Continue sustainability initiatives								
Research, outreach & education								
Monitor funding opportunities								

## Task 4: Technical Assistance and Project Development

### 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

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 towns in establishing public works mutual aid agreements to 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

Technical Assistance to Towns  
 Technical Assistance to State  
 Mutual Aid Initiative

FY2011				FY2012			
Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun	Jul-Sep	Oct-Dec	Jan-Mar	Apr-Jun

## Task 5: Public Participation, Title VI & Environmental Justice

### 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:

	FY2011				FY2012			
	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 any given program year. These special studies are typically funded through other funding sources such as the STP-Urban program.

Special studies that are expected to be worked on during FY 2011 and FY 2012 are described in this section. The studies are broken out into two sections: Existing Studies which includes those studies that were initiated prior to FFY 2011 and New Studies which includes those studies that will be initiated in FY 2011/2012.

### ***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).

**Existing Studies**

**Task 6: Route 195 Corridor Study**

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.

**PROJECT SPONSORS:**

Lead Agency: CRCOG  
 Participants: Tolland, ConnDOT

**PRIOR WORK:**

The study has been underway since late FY2007.

**ACTIVITIES:**

Technical activities have included data collection, analysis of existing and future conditions, and evaluation of alternatives. It also includes some preliminary design activities to develop conceptual plans to a greater level of detail. The study is focused on the historic town center west of I-84. Local officials, businesses, and residents have been involved throughout the process. Activities to be completed in FY 2011 will include completion of the final report and documentation.

**PRODUCTS:**

Transportation improvement plan for the Route 195 corridor in the vicinity of the Town Green.

**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:**

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Complete Study												

### Task 7: I-84 Viaduct Study

This study will 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 continue to help guide CRCOG and the consultant through a planning process to develop and evaluate options for reconstructing 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:**

	FY2010				FY 2011				FY 2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Alternative Evaluation												
Complete Alternative Evaluation												
Complete Final Recommended Plan												

## Task 8: Route 6 Corridor Study

CRCOG, with assistance from a consultant, will 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.

### PROJECT SPONSORS:

Lead Agency: CRCOG  
 Participants: Andover, Bolton, Columbia, Coventry, WINCOG, ConnDOT

### ACTIVITIES:

Technical activities will include data collection, analysis of existing and future conditions, and 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. 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:

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Conduct study												

## Task 9: 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

### ACTIVITIES:

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

To date, the consultant has assisted in developing pedestrian improvement plans at several stations.

### PRODUCTS:

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

### COST:

\$105,000 total project

### SCHEDULE:

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Pedestrian planning task												
Other tasks as needed												

**New Studies**

**Task 10: Route 10 Corridor Study**

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. 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 will include all 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. 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:**

\$200,000 total project  
 \$160,000 federal funds (STP-Urban)  
 \$20,000 state funds  
 \$20,000 local funds

**SCHEDULE**

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Conduct Study										<input type="checkbox"/>		

### Task 11: Route 3 Corridor Study

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  
 Participant: Rocky Hill, ConnDOT

**ACTIVITIES:**

Technical 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. 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:**

\$200,000 total project  
 \$160,000 federal funds (STP-Urban)  
 \$20,000 state funds  
 \$20,000 local funds

**SCHEDULE:**

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Conduct Study										<input type="checkbox"/>		

**Other Programs**

**Task 12: Jobs Access Program**

The Jobs Access program is a multi-agency effort to provide transportation services to help low-income persons find and keep jobs at work sites not well served by the regular transit system. While the program was initially focused on persons making the transition from welfare to full time employment, it is available to any low-income resident. Approximately 3,000 trips to or from jobs are provided on an average daily basis through a variety of transportation services including fixed-route bus service, Easy Street vanpools, and Transit District paratransit service.

The program is managed by CRCOG, but policy direction is provided through the Northcentral Connecticut Jobs Access Task Force, which is a consortium of social service agencies, job development agencies, and transportation operators in the area. The Task Force reviews the program’s budget, reviews requests for new transportation services, and evaluates the performance of existing services provided through the program. CRCOG contracts with the various transportation operators to provide the services that have been approved by the Task Force. Funding for the services comes primarily through the CT Department of Social Services and special grants through the Federal Transit Administration.

**PROJECT SPONSORS:**

Lead Agency & Grant Applicant: CRCOG (lead agency and grant applicant for CT DSS program)  
 ConnDOT (grant applicant for the FTA funds)

**PREVIOUS WORK:**

CRCOG has managed the program since 1997.

**ACTIVITY:**

CRCOG will provide planning and management support to the Jobs Access Program. We will continue to serve as the convener of the Jobs Access Task Force, and will continue to manage the contracts with transportation operators who supply the various transportation services provided to Jobs Access clients. CRCOG will also provide planning services such as updates of the Regional Jobs Access Plan, and assistance to ConnDOT in the preparation of grant applications for FTA Jobs Access and Reverse Commute funds.

Also see Task 3a – Transit Planning.

**COST** \$2,000,000 approximate annual budget - inclusive of CT DSS, FTA, and special state funds (ECTAP)

**PRODUCTS:**

- Management of the Jobs Access Transportation program.
- Transportation service to jobs for low-income persons who have no other means to commute to their workplace.

**SCHEDULE:**

	FY2010				FY2011				FY2012			
	1	2	3	4	1	2	3	4	1	2	3	4
Jobs Access Program	done											

Table 1

**FY2011: Revenues for CROCO Planning Program**

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

**Standard Work Tasks:**

Funding Source	FY2011			
	Total	Federal	State	CROCO G
FHWA-FTA	1,465,404	1,172,322	146,541	146,541
FHWA - releases (2008)	522,078	417,662	52,208	52,208
FTA - New Britain Busway design funds <sup>(1)</sup>	40,000	32,000	8,000	0
<b>TOTAL:</b>	<b>2,027,482</b>	<b>1,621,984</b>	<b>206,749</b>	<b>198,749</b>

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

Funding Source	Total	Federal	State	Local
Route 6 Corridor Study	30,000	24,000	6,000	0
Station Area Planning (Phase 2)	25,000	20,000	2,500	2,500
Route 10 Study	5,000	4,000	500	500
Route 3 Study	5,000	4,000	500	500
Jobs Access Program	60,000	0	60,000	0
<b>TOTAL:</b>	<b>125,000</b>	<b>52,000</b>	<b>69,500</b>	<b>3,500</b>

**GRAND TOTAL: 2,152,482 1,673,984 276,249 202,249**

<sup>1</sup> Funds to supplement work related to transit planning. To be used to assist ConnDOT in travel demand modeling especially related to the development of 'before' and 'after' analysis data for FTA.

**Table 2**  
**FY2011: "CRCOG" Costs by Task**

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

<i>FY2011 Standard Work Tasks</i>	<b>FHWA &amp; FTA</b>	<b>CT DSS</b>	<b>ConnDOT</b>	<b>CRCOG</b>	<b>Local</b>	<b>TOTAL</b>
Management of the Planning Process	84,766	0	10,596	10,596	0	<b>105,958</b>
Data Inventory, GIS & Forecasting	223,475	0	27,934	27,934	0	<b>279,344</b>
Planning & Policy Development (a)	427,610	0	57,451	49,451	0	<b>534,512</b>
Technical Assistance & Project Develop.	315,929	0	39,491	39,491	0	<b>394,911</b>
Title VI, Env. Jus., Public Particip.	116,220	0	14,528	14,528	0	<b>145,275</b>
<b>Total Salaries + BF&amp;O</b>	<b>1,168,000</b>	<b>0</b>	<b>150,000</b>	<b>142,000</b>	<b>0</b>	<b>1,460,000</b>
<b>Direct costs</b>	<b>33,520</b>	<b>0</b>	<b>4,190</b>	<b>4,190</b>	<b>0</b>	<b>41,900</b>
<b>Reserved (b)</b>	<b>420,466</b>	<b>0</b>	<b>52,558</b>	<b>52,558</b>	<b>0</b>	<b>525,582</b>
<b>Total planning (PL) funds</b>	<b>1,621,986</b>	<b>0</b>	<b>206,748</b>	<b>198,748</b>	<b>0</b>	<b>2,027,482</b>
<i>Check against Table 1 Revenues:</i>	<i>1,621,984</i>		<i>206,749</i>	<i>198,749</i>	<i>0</i>	<i>2,027,482</i>

**Special Studies** (*CRCOG staff costs*)

Route 6 Corridor Study	24,000	-----	6,000	0	0	<b>30,000</b>
Station Area Planning (Phase 2)	20,000	-----	2,500	2,500	0	<b>25,000</b>
Route 10 Study	4,000	-----	500	0	500	<b>5,000</b>
Route 3 Study	4,000	-----	500	0	500	<b>5,000</b>
Jobs Access Program	-----	60,000	0	0	0	<b>60,000</b>
<b>Total special study funds</b>	<b>52,000</b>	<b>60,000</b>	<b>9,500</b>	<b>2,500</b>	<b>1,000</b>	<b>125,000</b>

(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 other special tasks / studies.

Table 3

**FY2011: Person Hours by Task (CRCOG staff)**

<b>FY2011 Standard Work Tasks</b>	Executive Director	Transportation Director	Community Dev. Director	Transportation Planners	Community Dev. Planners	Clerical	<b>Total</b>	% of Sub-total A	% of Grand Total
Management of the Planning Process	0	250	0	300	0	550	1,100	7.3%	6.6%
Data Inventory, GIS & Forecasting	0	50	0	2,850	0	0	2,900	19.1%	17.5%
Planning & Policy Development	231	950	231	2,967	470	700	5,549	36.6%	33.4%
Technical Assistance & Project Develop.	0	200	0	3,600	300	0	4,100	27.0%	24.7%
Title VI, Env. Jus., Public Particip.	0	96	0	1,022	100	290	1,508	10.0%	9.1%
<b>Subtotal A: PL &amp; FTA tasks</b>	<b>231</b>	<b>1,546</b>	<b>231</b>	<b>10,740</b>	<b>869</b>	<b>1,540</b>	<b>15,157</b>	<b>100.0%</b>	<b>91.3%</b>
% of Subtotal A	1.5%	10.2%	1.5%	70.9%	5.7%	10.2%	100.0%		
<b>Special Studies</b>	Exec Dir.	Transp Dir.	Com. Dev. Dir.	Transp Plnrs.	Com. Dev. Plnrs.	Clerical	<b>Total</b>		% of Grand Total
Route 6 Corridor Study	0	0	0	309	0	0	309	----	1.9%
Station Area Planning (Phase 2)	0	0	222	0	0	0	222	----	1.3%
Route 10 Study	0	0	0	0	74	0	74	----	0.4%
Route 3 Study	0	0	0	56		0	56	----	0.3%
Jobs Access Program	0	0	0	783	0	0	783	----	4.7%
<b>Subtotal B: special studies</b>	<b>0</b>	<b>0</b>	<b>222</b>	<b>1,149</b>	<b>74</b>	<b>0</b>	<b>1,444</b>	<b>----</b>	<b>8.7%</b>
<b>GRAND TOTAL</b>	<b>231</b>	<b>1,546</b>	<b>453</b>	<b>11,888</b>	<b>943</b>	<b>1,540</b>	<b>16,601</b>		
% of Grand Total	1.4%	9.3%	2.7%	71.6%	5.7%	9.3%	100.0%		

Table 4

**FY2012: Revenues for CRCOG Planning Program**These reflect CRCOG staff and direct costs. Consultant costs are not included.

Standard Work Tasks: Funding Source	FY2011			
	Total	Federal	State	CRCOG
FHWA-FTA	1,465,404	1,172,322	146,541	146,541
FHWA - releases (2009) <sup>1</sup>	439,883	351,905	43,989	43,989
FTA - New Britain Busway design funds <sup>2</sup>	40,000	32,000	8,000	0
<b>TOTAL:</b>	<b>1,945,287</b>	<b>1,556,227</b>	<b>198,530</b>	<b>190,530</b>

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

Funding Source	Total	Federal	State	Local
Route 6 Corridor Study	Estimated to be spent in FY 2011			
Station Area Planning (Phase 2)	Estimated to be spent in FY 2011			
Route 10 Study	Estimated to be spent in FY 2011			
Route 3 Study	Estimated to be spent in FY 2011			
Jobs Access Program	60,000	0	60,000	0
<b>TOTAL:</b>	<b>60,000</b>	<b>0</b>	<b>60,000</b>	<b>0</b>
<b>GRAND TOTAL:</b>	<b>2,005,287</b>	<b>1,556,227</b>	<b>258,530</b>	<b>190,530</b>

<sup>1</sup> Based on Uncertified Audited Figures<sup>2</sup> Funds to supplement work related to transit planning. To be used to assist ConnDOT in travel demand modeling especially related to the development of 'before' and 'after' analysis data for FTA.

**Table 5**  
**FY2012: "CRCOG" Costs by Task**

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

<i>FY2012 Standard Work Tasks</i>	<b>FHWA &amp; FTA</b>	<b>CT DSS</b>	<b>ConnDOT</b>	<b>CRCOG</b>	<b>Local</b>	<b>TOTAL</b>
Management of the Planning Process	85,346	0	10,668	10,668	0	<b>106,683</b>
Data Inventory, GIS & Forecasting	225,003	0	28,125	28,125	0	<b>281,254</b>
Planning & Policy Development (a)	474,679	0	63,335	55,335	0	<b>593,349</b>
Technical Assistance & Project Develop.	338,203	0	42,275	42,275	0	<b>422,754</b>
Title VI, Env. Jus., Public Particip.	116,769	0	14,596	14,596	0	<b>145,961</b>
<b>Total Salaries + BF&amp;O</b>	<b>1,240,000</b>	<b>0</b>	<b>159,000</b>	<b>151,000</b>	<b>0</b>	<b>1,550,000</b>
<b>Direct costs</b>	<b>33,520</b>	<b>0</b>	<b>4,190</b>	<b>4,190</b>	<b>0</b>	<b>41,900</b>
<b>Reserved (b)</b>	<b><u>282,710</u></b>	<b><u>0</u></b>	<b><u>35,339</u></b>	<b><u>35,339</u></b>	<b><u>0</u></b>	<b><u>353,387</u></b>
<b>Total planning (PL) funds</b>	<b>1,556,230</b>	<b>0</b>	<b>198,529</b>	<b>190,529</b>	<b>0</b>	<b>1,945,287</b>
<i>Check against Table 4 Revenues:</i>	<i>1,556,227</i>		<i>198,530</i>	<i>190,530</i>	<i>0</i>	<i>1,945,287</i>

**Special Studies** (*CRCOG staff costs*)

Route 6 Corridor Study	0	-----	0	0	0	<b>0</b>
Station Area Planning (Phase 2)	0	-----	0	0	0	<b>0</b>
Route 10 Study	0	-----	0	0	0	<b>0</b>
Route 3 Study	0	-----	0	0	0	<b>0</b>
Jobs Access Program	-----	60,000	0	0	0	<b>60,000</b>
<b>Total special study funds</b>	<b>0</b>	<b>60,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>60,000</b>

(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 other special tasks / studies.

Table 6

**FY2012: Person Hours by Task (CRCOG staff)**

<b>FY2012 Standard Work Tasks</b>	Executive Director	Transportation Director	Community Dev. Director	Transportation Planners	Community Dev. Planners	Clerical	<b>Total</b>	% of Sub-total A	% of Grand Total
Management of the Planning Process	0	250	0	300	0	550	1,100	6.9%	6.6%
Data Inventory, GIS & Forecasting	0	50	0	2,850	0	0	2,900	18.1%	17.3%
Planning & Policy Development	231	950	616	3,076	545	700	6,118	38.3%	36.5%
Technical Assistance & Project Develop.	0	200	0	3,859	300	0	4,359	27.3%	26.0%
Title VI, Env. Jus., Public Particip.	0	96	0	1,019	100	290	1,505	9.4%	9.0%
<b>Subtotal A: PL &amp; FTA tasks</b>	<b>231</b>	<b>1,546</b>	<b>616</b>	<b>11,104</b>	<b>945</b>	<b>1,540</b>	<b>15,982</b>	<b>100.0%</b>	<b>95.3%</b>
% of Subtotal A	1.4%	9.7%	3.9%	69.5%	5.9%	9.6%	100.0%		
<b>Special Studies</b>	Exec Dir.	Transp Dir.	Com. Dev. Dir.	Transp Plnrs.	Com. Dev. Plnrs	Clerical	<b>Total</b>		% of Grand Total
Route 6 Corridor Study	0	0	0	0	0	0	0	----	0.0%
Station Area Planning (Phase 2)	0	0	0	0	0	0	0	----	0.0%
Route 10 Study	0	0	0	0	0	0	0	----	0.0%
Route 3 Study	0	0	0	0		0	0	----	0.0%
Jobs Access Program	0	0	0	783	0	0	783	----	4.7%
<b>Subtotal B: special studies</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>783</b>	<b>0</b>	<b>0</b>	<b>783</b>	<b>----</b>	<b>4.7%</b>
<b>GRAND TOTAL</b>	<b>231</b>	<b>1,546</b>	<b>616</b>	<b>11,887</b>	<b>945</b>	<b>1,540</b>	<b>16,765</b>		
% of Grand Total	1.4%	9.2%	3.7%	70.9%	5.6%	9.2%	100.0%		

**Table 7**

<i>Special Studies</i>	<b>TOTAL funds</b>	<b>CRCOG staff</b>	<b>CRCOG consultant</b>	<b>Other Agency</b>	<b>Lead Agency</b>	<b>Funding Source</b>	<b>Comment</b>
Route 6 Corridor Study	420,000	60,000	330,000	30,000	CRCOG	STP-Urban	
Station Area Planning (Phase 2)	105,000	25,000	80,000	---	CRCOG	STP-Urban	
Route 10 Study	145,000	5,000	125,000	15,000	CRCOG	STP-Urban	
Route 3 Study	145,000	5,000	125,000	15,000	CRCOG	STP-Urban	
Jobs Access Program	2,060,000	60,000	----	2,000,000	CRCOG	CT DSS & FTA	\$2,000,000/year for contracted transit services

*Table 8*  
***Maximum Hourly Rates***

Executive Director	\$94.00
Director of Transportation	\$75.00
Director of Community Development	\$75.00
Deputy Director	\$65.00
Special Projects / Principal	\$57.00
Principal Planner or Engineer <sup>1</sup>	\$57.00
Senior Planner or Engineer <sup>1</sup>	\$42.00
Planner or Engineer <sup>1</sup>	\$37.00
Assistant Planner or Engineer <sup>1</sup>	\$33.00
Administrative Program Assistant	\$29.00
Secretary / Office Assistant	\$25.00
Planning Intern	\$22.00

<sup>1</sup> Titles are applied to both Transportation and Community Development staff. Examples: Transportation Senior Planner and Community Development Senior Planner

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## 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 (25–30 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 25-30 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.
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 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.