

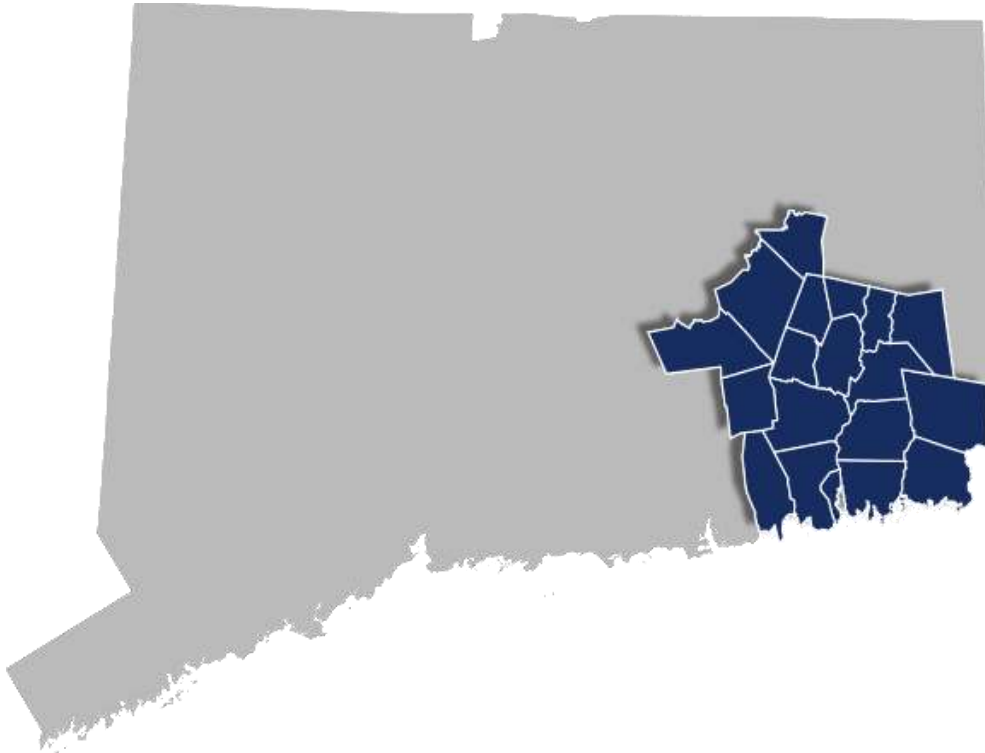
SOUTHEASTERN CONNECTICUT COUNCIL OF GOVERNMENTS

5 Connecticut Avenue, Norwich, Connecticut 06360

UNIFIED PLANNING WORK PROGRAM

SOUTHEASTERN CONNECTICUT PLANNING REGION

July 1, 2023 – June 30, 2025



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INTRODUCTION

The Southeastern Connecticut Council of Governments (SCCOG) is the region's Metropolitan Planning Organization (MPO). It was formed through local initiative to provide a basis for intergovernmental cooperation in dealing with a wide range of issues facing Southeastern Connecticut. The Council was organized in October of 1992 through the adoption of ordinances for this purpose by the original twenty towns, cities, and boroughs of the region. It succeeded its predecessor agency, the Southeastern Connecticut Regional Planning Agency (SCRPA), which had been in existence since January 1961. Its current twenty-two member municipalities include: Bozrah, Colchester, East Lyme, Franklin, Griswold, City of Groton, Town of Groton, Borough of Jewett City, Lebanon, Ledyard, Lisbon, Montville, New London, North Stonington, Norwich, Preston, Salem, Sprague, Borough of Stonington, Stonington, Waterford and Windham. SCCOG membership also includes the Mohegan Tribe and Mashantucket-Pequot Tribes (affiliate, non-voting members), CT Department of Transportation (non-voting), and Southeast Area Transit (SEAT, votes on MPO matters).

This Unified Planning Work Program, prepared and adopted in accordance with federal code (23CFR Part 450.308) describes all urban transportation planning activities anticipated to be undertaken by the Southeastern Connecticut Council of Governments in FY 2024 and FY 2025. The UPWP is designed to respond to identified transportation-related needs. It addresses both highway and transit issues facing the region at this time. The UPWP contains a description of SCCOG's transportation planning process; a description of planning tasks to address the region's major planning issues; a financial summary that breaks out federal, non-federal, and carryover funds by task; and a description of general duties for each SCCOG staff.

SCCOG's proposed FY 2024-2025 Work Program has been developed through internal discussion among its staff and between the staff and the policy board. External views have been solicited from local officials, and the public was afforded an opportunity to review and comment on the proposed content of the program during a public comment period prior to the adoption of the UPWP.

SCCOG TRANSPORTATION PLANNING PROCESS

As the federally designated transportation planning agency for southeastern Connecticut, SCCOG conducts its transportation planning process in accordance with the federal “3-C Planning Process”, ensuring that this process is continuing, cooperative, and comprehensive. The process adheres to federal regulations contained in transportation legislation up to and including the Bipartisan Infrastructure Law/IIJA. The primary tasks in SCCOG’s transportation planning process are:

- Prepare and maintain the region’s Metropolitan Transportation Plan (MTP) which covers a 25-year horizon.
- Prepare, maintain, and amend as needed the region’s Transportation Improvement Program (TIP) that allocates federal transportation funding over a five-year period, and which is consistent with the State’s Transportation Improvement Program (STIP). Ensure that the TIP and associated project descriptions are available online. Review and approve any additional TIP programs that affect Windham Regional Transit District (WRTD) and Estuary Transit, whose services are centered outside SCCOG’s geography but operate within the region. TIP shall address how programs and project selections help to achieve performance targets identified in the MTP and shall demonstrate fiscal constraint by year of funding source.
- Monitor and assess highway system performance, including collection and analysis of transportation system data.
- Develop and maintain a regional Geographic Information System (GIS) to support the transportation planning process.
- Prepare, maintain, and implement a Congestion Management Plan (CMP).
- Plan for and recommend multi-modal transportation options including bus, rail, pedestrian, bicycle, waterborne, air, and freight.
- Consult and coordinate with other agencies and stakeholders involved in the region’s transportation systems.
- Provide technical assistance to Southeast Area Transit (SEAT) the region’s primary bus

transit provider. Coordinate with Windham Regional Transit District (WRTD) and Estuary Transit District as needed.

- Provide technical assistance to the region's human service transportation providers including the Eastern Connecticut Transportation Consortium (ECTC).
- Provide technical assistance to the region's municipalities including scoping projects for funding assistance under the Surface Transportation Program (STP), Local Transportation Capital Improvement Program (LOTICIP), Congestion Mitigation and Air Quality (CMAQ), Transportation Alternative Program (TAP), and others.
- Participate in incident management and emergency planning activities that involve the region's transportation system, including identifying transportation security issues and critical transportation infrastructure.
- Conduct and maintain a public participation process to ensure that no person is excluded from participation or denied benefits as required by SCCOG's Title VI, LEP, and Environmental Justice policies.

PLANNING FACTORS

The Federal Transportation Act, Fixing America's Surface Transportation (FAST Act), identifies ten primary planning factors to guide the MPOs planning process. SCCOG conducts its transportation planning to incorporate these guiding national principles, defined as follows:

- **Economic Vitality.** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
- **Safety.** Increase the safety of the transportation system for motorized and non-motorized users.
- **Security.** Increase the security of the transportation system for motorized and non-motorized users.
- **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.

- **System Integration.** Enhance the integration and connectivity of the transportation system, across and between modes for people and freight.
- **System Accessibility and Mobility.** Enhance the integration and connectivity of the transportation system across and between modes for people and freight.
- **System Management.** Promote efficient system management and operation.
- **System Preservation.** Emphasize the preservation of the existing transportation system.
- **System Resiliency and Reliability.** Improve the resiliency and reliability of the transportation system and reduce or mitigate storm water impacts of surface transportation.
- **Travel and Tourism.** Promote and enhance travel and tourism.

SIGNIFICANT ISSUES/ACTIVITIES FOR FY 2024 and 2025

Listed below are some of the major issues or activities that SCCOG will be involved in the two-year period covered by this document. Some involve new activities, while others continue activities begun in prior years.

Metropolitan Transportation Plan

The MTP is updated on a four-year cycle. During the period covered by the MTP the plan will be implemented and data updates will be performed as necessary to support subsequent updates to the plan. Amendments to the Plan will be made as needed, with significant changes requiring additional air quality conformity findings.

Continued Emphasis on Transit Improvements

SCCOG will continue to strive to work closely with SEAT, and in a coordinating role with the other three transit districts serving the region (CT Transit, Windam Region Transit and Estuary Transit), the 22 towns in the region and the Connecticut Department of Transportation (CTDOT)

toward expansion of the region's transit system; will continue to work on the implementation of the Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP); and will remain active in rail issues including the expansion of passenger and commuter rail service to southeastern Connecticut.

Comprehensive Operational Analysis

SCCOG will continue to work with SEAT implement the Comprehensive Operation Analysis (COA) for SEAT, which was completed and adopted by the SEAT Board of Directors in 2016, and which was updated by a separate SCCOG study (JLUS Implementation Study) in 2019. During this period, SCCOG plans to work with SEAT to prepare an update to the COA including new travel model data and survey.

Significant Highway Initiatives

SCCOG will continue to work toward implementation of major regional initiatives such as the improvements to I-95, upgrades to Route 82, track 6 electrification in New London, and implementation of electric bus maintenance and operation.

Congestion Management

SCCOG was designated a Transportation Management Area (TMA) in 2013 and began planning according to the Congestion Management Process framework. SCCOG will continue to review congestion in the region to prioritize congestion challenges and will update its Congestion Management Process information to include new locations as needed.

Public Involvement Process

SCCOG will continue to conduct its transportation planning program in a transparent manner, making increased use of its website and social media to provide information and documents to the residents of southeastern Connecticut. SCCOG will periodically assess the effectiveness of this process to ensure that it reflects federal transportation planning requirements

Title VI

SCCOG will continue to develop its Title VI Plan and necessary documents to ensure full compliance with Title VI of the Civil Rights Act of 1964, as amended.

Environmental Justice, Equity, and Justice 40

SCCOG will evaluate the impacts of transportation projects on vulnerable and disadvantaged populations and will coordinate with CT DOT on improving its measurement of impacts, in furtherance of the Biden Administration's Justice40 Initiative, which sets a goal of 40% of benefits of certain federal investments flowing to disadvantaged communities.

Climate Change and Resiliency

SCCOG will work in cooperation with CTDOT and other agencies to improve transportation system resiliency and reliability in the face of climate change, sea level rise, and severe storm events. SCCOG will facilitate implementation of Hazard Mitigation and Climate Adaptation Plan recommendations.

Performance-Based Planning and Programming

SCCOG will continue to implement performance-based planning and programming that supports the achievement of transportation system performance outcomes. SCCOG will continue to endorse required performance targets in accordance with federal deadlines.

Models of Regional Planning

SCCOG will promote cooperation and coordination across MPO and State boundaries where appropriate to ensure a regional approach to transportation planning. SCCOG's transportation plan, studies, and projects will be coordinated across adjacent MPO and State boundaries.

Transit and Affordable Housing

SCCOG will continue to support transit districts, services and facilities including local, regional and interregional rail, bus, ferry and air transit modes. Additionally, the SCCOG works with CTDOT to provide transportation demand management through data collection, and coordination of rideshare and park-and-ride facilities. SCCOG will identify areas, including reclaimed brownfields, in the vicinity of existing and proposed rail and bus stops that may be suitable for affordable housing.

Coordinated Public Transit Human Services Transportation Plan

SCCOG provides assistance in the solicitation for 5310 and Municipal Grant Program, providing transportation capital and operations funding service low income, disabled and elderly individuals in coordination with the LOCHSTP.

Planning and Environmental Linkages (PEL)

The SCCOG participates in CTDOT conducted PEL studies to identify transportation issues and environmental concerns prior to construction phasing.

Livability

SCCOG will, through its general planning and transportation planning process, strive to promote safe, livable communities, environmental sustainability, and economic vitality.

Complete Streets

SCCOG's planning activities consider the needs of users of all abilities, demographics, and ages,

with specific attention devoted to improving infrastructure facilitating safe conditions for bicyclists and pedestrians. In compliance with Section 11206 of the IJA, Increasing Safe and Accessible Transportation Options, not less than 2.5% of PL funding (\$51,786) shall be used to address Complete Streets. Activities shall include but not be limited to the following:

- Conduct planning to implement projects identified in SCCOG's Regional Bicycle Pedestrian Plan and prepare applications for competitive funding for these project (\$21,786)
- Review plan designs to ensure optimal incorporation of bicycle/pedestrian infrastructure (\$20,000)
- Conduct public outreach with stakeholder groups, including bike/ped advocacy groups and groups representing other vulnerable users, to build capacity and ensure projects are reflective of community needs (\$10,000)

Task 1: Management of the Planning Process

Objectives:

1. Manage the transportation planning program so as to assure that tasks are completed in a technically competent manner, on schedule and within the overall funds available for transportation planning.
2. Prepare and submit to CTDOT financial and narrative reports during the course of the program, completion reports at the end of the project and an independent audit within 90 days of the completion of the projects.
3. Assure that transportation planning is conducted as a continuing process by preparing a Unified Planning Work Program for the next planning period.
4. At the policy board level, adopt documents to meet federal and state requirements for maintaining the transportation planning program. They include: the Metropolitan Transportation Plan; the Regional Transportation Improvement Program; the annual self-certification of the planning process; the State Implementation Plan Conformancy Statement; the policy statement on involvement of private enterprise in the transportation planning process. Engage all members of the MPO including recently added voting and non-voting members representing SEAT Transit District and the CT Department of Transportation.
5. Work to see implemented the recommendations of the Comprehensive Operational Analysis and future updates to the COA for SEAT.

Major Activities:

1. Detail the scope of the planning tasks to be performed in the next two-year planning period.
2. Establish staff and budget requirements for each task and refine the work schedule.

3. Monitor progress on the program, identify problems at an early stage, and take necessary corrective action.
4. Maintain financial records and monitor expenditures. Take corrective action, as necessary. Schedule the completion of an independent audit.
5. Submit monthly and/or quarterly financial and narrative progress reports to CTDOT. Submit a completion report at the end of the project.
6. Prepare and adopt the Unified Planning Work Program for the next two-year period.
7. Solicit views on transportation issues or problems in designing the Unified Planning Work Program. Prepare the program for public review and adoption by the SCCOG. Based on the adopted UPWP, apply for and execute contracts for transportation planning funds from CTDOT.
8. Amend the Metropolitan Transportation Plan as needed. Analyze and adopt performance measure targets as appropriate. As necessary throughout the year, amend the region's Transportation Improvement Program and adopt a comprehensive update of the TIP. Coordinate with CT DOT on the development of an electronic STIP/TIP.
9. Adopt a self-certification of the planning process, a State Implementation Plan Conformity Statement; and, as necessary, amend the policy statement on the participation of private enterprise operators in the planning process.
10. Address TMA certification required actions.
11. Manage consultant services, which will be used to supplement SCCOG staff on some tasks. In these instances, SCCOG will follow Qualifications Based Selection (QBS) processes and will comply with Federal and State requirements.

Products:

1. Financial records will be maintained and an independent audit conducted each year.
2. Monthly, quarterly, and final financial and narrative reports will be prepared and submitted

to CTDOT, as required.

3. Minutes will be maintained for all transportation-related meetings, including agency meetings, public hearings, workshops, and informational meetings.

4. The Unified Planning Work Program will be published.

5. The Metropolitan Transportation Plan and the Regional Transportation Improvement Program will be published.

6. The self-certification of the planning process and the State Implementation Plan Conformancy Statement will be published.

Task 2: Data Collection/Analysis

Objectives, Highway:

1. Develop, analyze and apply performance data and other information developing plans and programs, as well as in evaluation of grant applications.
2. Improve the capability of the Council's staff to use computers in the transportation planning program, including further development of the region's Geographic Information System (GIS) as well as other software applications.
3. Add to the database used for transportation planning.
4. Identify transportation network congestion and safety deficiencies.
5. Develop a closer integration/coordination between land use and transportation planning.
6. Plan for operating costs, maintenance of the system and system preservation costs, and new capital investments.
7. Work with CTDOT to assimilate data concerning freight movement and freight facilities within the region.
8. Continue the formulation of a Performance-Based Planning model for the region, in conformance with federal requirements.

Objectives, Transit:

1. Improve the capability of the Council's staff to use computers in the transit planning program, including GIS.
2. Add to the database used for transit planning.
3. Update transit performance, productivity, and financial data.
4. Assist in the analysis of pilot studies and operational changes.

Objectives, Active Transportation

1. Develop database of bicycle, pedestrian infrastructure and usage thereof.
2. Provide data and analysis to support implementation of recommendations.

Major Activities:

1. Maintain and continue to employ the SCCOG's GIS as the primary source of planning and transportation data. Gather data needed for transportation planning; add new information to the region's database. Specific area of data gathering will include: monitoring commuter lot usage; traffic volume counts; review of traffic and accident data provided by CTDOT; conducting Highway Performance Monitoring System and Section 536 surveys of local government; gathering transit system usage and financial data; and land use and zoning information.
2. Collect and analyze traffic data for Congestion Management planning.
3. Provide to CTDOT all 24-hour traffic count data collected by SCCOG.
4. Coordinate with CTDOT on issues related to the 2020 Census and the related Census Transportation Planning Package.
5. Assist the Bureau of the Census in disseminating information when available from the 2020 Census. Review, adjust, and incorporate any changes to Urbanized Areas (UZA) and Transportation Management Area (TMA) boundaries resulting from the 2020 Census.
6. Work with CTDOT, develop performance targets in the national priority areas per federal requirements.
7. Collect and analyze public opinion on transportation issues in the region.
8. Disseminate and incorporate data from the Regional Transportation Safety Plan. Amend Safety Plan as needed.
9. Collect and analyze demographic data relevant to transportation plans and projects, particularly as it relates to Justice40, EJ, and Title VI requirements.
10. Coordinate with CTDOT regarding smoothing of census boundary geographies.

Products:

1. Council staff will continue to improve its skills in the use of computers, including its Geographic Information System. The SCCOG created a regional web-based GIS in 2009 funded by a State of Connecticut Regional Performance Incentive Program grant.
2. The computerized and GIS databases will be expanded. An online property survey index was created and placed online in 2017. Information and land use and development will be collected and analyzed to identify major growth corridors and their relation to transportation improvements.
3. New data will be added to the files and will be analyzed. In some cases, brief summary reports will be published.
4. Performance targets have been adopted and will be used to evaluate the effectiveness of proposed transportation projects in the region. Performance will be tracked over time.
5. SCCOG staff will maintain a database of relevant census data for reference.
6. Programming recommendations will be mapped and analyzed with respect to their impact on environmental justice in addressing Justice 40 initiatives. SCCOG staff will contribute to ongoing state and federal efforts to develop standards for measuring and monitoring impacts of transportation projects on disadvantaged communities.
7. As needed, primary data collection will support planning functions; This may include the Regional Bicycle and Pedestrian Plan and other projects, as needed.

Task 3: Planning Activities

Objectives, Highway:

1. Improve coordination on transportation matters with federal, state, local, and tribal agencies.
2. Annually review the Metropolitan Transportation Plan (MTP) for any needed amendments.
3. Advocate for additional ITS implementation and adaptive signals along the region's road network.
4. Plan for the safe integration and accommodation of all users in transportation plans and projects through the concept of Complete Streets. Complete Streets is integrated into all projects in a context sensitive manner to provide livability, equity and economic vitality.
5. Plan for the safety and security of the region's highway system, in light of the numerous strategic assets located in southeastern Connecticut.
6. Develop an Operations and Management Strategy for the region's highway network, with a focus on mobility and safety.
7. Continue to include truck, rail, and maritime freight movement in the region's Metropolitan Transportation Plan. Multi-modal options will be considered and included in the region's transportation planning program.
8. Prepare plans that address and assist SCCOG member municipalities in addressing the reduction and mitigation of stormwater impacts from roads.
9. Assist the City of Groton in implementing the DOD JLUS-funded parking management plan in the City of Groton. This is a continuation of a task from the previous UPWP.
10. Implement Regional planning documents including the Regional Transportation Safety Plan, Regional Bike and Pedestrian Plan, CMP and MTP.
11. Incorporate electric vehicle needs into regional plans and projects.
12. Ensure the preservation of the existing transportation system.

Objectives, Transit:

1. Assess the need for demand-response transportation services to supplement fixed-route transit.
2. Cooperate with CTDOT to assess a range of alternatives for dealing with traffic associated with casinos, Electric Boat, regional tourism and other major traffic generators in the region.
3. Assure that the transit element of the Metropolitan Transportation Plan and the regional Transportation Improvement Program meet federal requirements, respond to current needs, and reflect available resources.
4. Continue to assist in implementation of the Comprehensive Operational Analysis previously prepared for SEAT; assist with updating the COA as appropriate.
5. Working with SEAT, and after updating the Comprehensive Operation Analysis, develop an Operation and Management Strategy for transit including an examination of institutional arrangements relating to bus stops, signage, and shelters.
6. Identify rail parking needs and consider rail and other multi-modal interface improvements, including new stations being contemplated in the.
7. Continue to support and promote the region's multi-modal transportation center in New London, including the anticipated location of the National Coast Guard Museum at that location, which is expected to be a large tourist attraction and significant traffic generator.
8. Assist in the management and oversight of the Jobs Access and Reverse Commute Program ensuring that the brokered services are cost-efficient and meet the needs of low-income residents. This program has become part of the LOCHSTP program.
9. Assist in the planning for and enhancement of travel to and from the development of the Preston Riverwalk property in Preston as a multi-use and tourist attraction.
10. Review plans and projects to maximize their contributions to system connectivity, including access to transit and first/last mile connections.

Objectives, Active Transportation:

1. Implement recommendations of the 2019 Bike/Pedestrian Plan.

Major Activities: *Consultant services will be used to supplement SCCOG staff.*

1. Coordination: Coordinate and cooperate with other public and private agencies to encourage consistent planning for the region and the implementation of programs and projects of benefit to the region.
2. Transportation Plan: Implement the Metropolitan Transportation Plan, including a transit element with a LOCHSTP Plan. In developing the Plan special attention was paid to:
 - Environmental mitigation issues, including air quality and climate change, in consultation with the relevant regulatory agencies.
 - Fiscal constraint must be confirmed for capital projects and for system O and M activities covered in the Plan.
3. Through the planning process, examine local/state land use management practices, natural and historic resources. Other agencies will be consulted during the development of the Plan, which will be coordinated with available conservation plans, maps, and inventories of historic and natural resources.
 - Environmental Justice, where projects adversely impact low income or minority neighborhoods.
 - Complete streets, first/last mile connections and access to public transit.
 - Open Space and Conservation Goals and Objectives, as they intersect with active transportation infrastructure.
 - Safety and security issues with respect to the transportation system.
 - Development of strategies for capital and operational improvements which are needed to preserve the existing highway and transit systems; recommend updates to ITS architecture, including transit ITS.
 - Where applicable, scenario plans have been prepared and included in the Plan.
 - The resiliency and reliability of the region's transportation system in light of the

impacts associated with climate change.

4. Transportation Improvement Program: As needed, update the regional Transportation Improvement Program to provide a fiscally-constrained, five-year schedule of anticipated transportation system improvement costs to be federally funded. During these updates, appropriate environmental justice analyses will be performed. Adopt the updated TIP.
5. Environmental and Air Quality: Respond to transportation planning requirements of the Clean Air Act Amendments and of FAST Act. Consider the impact of the transportation system on air quality within the region. All planning studies conducted shall be coordinated with the NEPA process.
6. Casino and other Major Traffic Generator Impact: Continue casinos and other large traffic generators impact response: monitor expansion and their impact on the transportation system; conduct traffic surveys; participate with CTDOT in the evaluation of and planning for transportation system improvements in the casinos impact corridors; as needed, assist municipalities in responding to land use/transportation impacts.
7. Ramp-up in Submarine Ship Building: Work with the Joint Land Use Study Implementation Committee to support parking and transportation improvements in the City of Groton to manage the impact of expanded hiring at Electric Boat in the City of Groton. Work with CTDOT, SEAT, and other agencies to mitigate/address the impacts on the region's roads, parking facilities, and transit.
8. Project Consultation: Respond to requests for information and consultation regarding major studies and development projects in the region, including: Port of New London improvements; the Groton-New London Airport; casino traffic impact; potential transportation centers in Niantic, Groton, Mystic, Westerly, RI, and the Regional Intermodal Transportation Center and anticipated location of the National Coast Guard Museum in New London; and other regionally significant local projects including the 195 Planning and Environmental Linkage Study (PEL) and Eastern Connecticut Commuter Rail Study.

9. Congestion Management: Continue to work with CTDOT on the development of Congestion Management Process (CMP) strategies including determination of the CMP network in the region, defining congestion, identifying congested links, developing and implementing strategies to address congested links, and monitoring the network. Review the 2017 Congestion Management Process Report findings for continued applicability, determine if additional congested segments should be addressed, and make recommendations to address new congestion areas. Coordinate with RiverCOG and Rhode Island to address congested corridors in TMA portions of Lyme and Old Lyme and in Stonington/Westerly.
10. Work to ensure that the issues of safety and security have been considered and made an integral part of all planning efforts and project development activities. Safety and security goals and strategies will be reviewed, critical facilities and transportation systems will be identified, and the role of various players in promoting security will be defined. The recently adopted Regional Transportation Safety Plan, Southeastern Region will be incorporated into the Metropolitan Transportation Plan, and will be updated every five years.
11. Elicit grant applications from the region's municipalities for TRIP, LOTCIP, CMAQ, 5310 and other discretionary grants as they arise, and ensure that they are consistent with the goals and objectives of the Metropolitan Transportation Plan. Assist with project development. Prepare inter-municipal and regional grant applications for competitive grant funding. Review applications and develop regional prioritizations.
12. Conduct regional studies/planning activities, to be prepared in accordance with NEPA requirements.
 - Cooperate with CTDOT in completing an air quality assessment of the Metropolitan Transportation Plan and Transportation Improvement Program and coordinate with the Connecticut Department of Energy and Environmental Protection (DEEP) on the State Implementation Plan (SIP).
 - Assist or respond to discretionary grants as they become available to program projects recommended in our core documents or those consistent with our

goals.

- Cooperate with CTDOT, the management of casinos, and the Mashantucket Pequot and Mohegan Indian Tribes in developing strategies to manage casino impact on the region's transportation system.
 - Assist SEAT and others in developing transit services to serve the region's expanding tourism industry, including an update of the Comprehensive Operational Analysis (COA).
 - Coordinate with CTDOT efforts to examine methods to move freight to and through the region, reducing the impact of freight movement on highway traffic.
 - Coordinate with CTDOT and administer the preparation of corridor studies, including approved studies of Route 32 in New London, Route 161 in East Lyme, and Downtown Norwich.
 - Initiate and coordinate other planning studies as additional funding permits, which may include a route and facility planning study for the Eastern Shoreline Path (ESP); a study of Water Street from Governor Winthrop Boulevard to Williams Street underpass in New London; study of the Route 1 intersection in the Pawcatuck section of Stonington; a CMP corridor study of Bank Street, Truman Street, Jay Street, Huntington Street in New London; and other planning studies as requested by SCCOG member municipalities, including possible bicycle route studies and streetscape improvement studies.
13. Participate in initiatives that address livability issues including implementation of the TOD recommendations of the Regional Intermodal Transportation Center Study; smart growth efforts planned and underway in the regions' towns; planning for bike/pedways; and planning for additional rail service (i.e. SLE) to and from the region.
14. Assist SEAT in pursuing the recommendations of the Comprehensive Operational Analysis and initiate an update to this analysis.
15. Implement the corrective actions and recommendations resulting from the TMA planning certification review as needed and coordinate regularly with FHWA on TMA best practices.

16. Freight planning in southeastern Connecticut will focus on both pass-through and localized generated freight. Pass-through freight will focus on the key highway interstate corridors of I-95 and I-395 as well as secondary arterials that include State Routes 2, 6, and 85. Equally important will be the examination of the region's three rail corridors, the New England Central rail line on the west side of the Thames River, the Providence and Worcester rail line which runs on the east side of the river, and the Northeast Corridor rail line. Toward this end, outreach will be initiated and include regular communications with shippers and carriers, in an effort to better understand and analyze the freight operations specific to the region. Additionally, this region expects to be working in close cooperation with CTDOT's freight planning initiative to add additional efficiency to the analysis process. The SCCOG will collaborate with CTDOT on permitting, weigh stations and rest stops as needed.

Products:

1. The Metropolitan Transportation Plan and the regional Transportation Improvement Program, including transit elements, will be readied for update by their respective deadlines for doing so. These documents will be in conformance with federal requirements including Performance Measures and Targets.
2. A Congestion Management Process (CMP) will be maintained and made public, and will include regional and multimodal options. The CMP incorporates the eight elements contained in FHWA's CMP Guidebook including: development of regional objectives for congestion management; determine the CMP network in the region; development of multimodal performance measures; collection of data and monitoring system performance; analysis of congestion problems and needs on road links; programing and implementation of both short-range and long-range strategies, included in the Metropolitan Transportation Plan and TIP; and evaluation of strategy effectiveness through network monitoring.
3. Regional studies will be published and made public including the three corridor studies

currently under way. Other planning studies and reports will be published and made available when completed. Studies will consider the impact and needs of the region's major tourist destinations and tourism-related travel.

4. An inventory of freight corridors and facilities will be maintained. Toward this end, outreach will be initiated and include regular communications with shippers and carriers, in an effort to better understand and analyze the freight operations specific to the region.
5. The recently adopted Regional Transportation Safety Plan, Southeast Region, prepared in accordance with the Strategic Highway Safety Plan, will be included/referenced as a component of the Metropolitan Transportation Plan.
6. SCCOG will continue to participate in highway diversion planning in partnership with municipalities and CT DOT.
7. SCCOG will continue to pursue funding for brownfields assessment and remediation, particularly for parcels adjacent to highway or rail infrastructure.
8. Administer the Local Transportation Capital Improvement Program (LOTICIP). Monitor town project schedules. This program is funded entirely by State of Connecticut funds, and as such the funding to administer the program is not included in this UPWP.
9. Administer the Transportation Rural Improvement Program (TRIP). This program provides State of Connecticut capital funds to rural municipalities.
10. Administer the Transportation Alternatives Program, which funds local projects.
11. Work with municipalities and CT DOT to plan and acquire funding for electric vehicle charging stations.
12. Identify where investments are needed to ensure the preservation of existing transportation infrastructure.

Task 4: Other Technical Assistance

Objectives, Highway:

1. Assist federal and state agencies, local officials, private organizations, and individuals concerned with transportation problems.
2. Assist towns in studying specific emerging transportation technologies and mode, particularly as they relate to local responsibility.
3. Assist towns in their bike-pedestrian planning efforts, including the planning for bike-pedestrian facilities.
4. Assist SCCOG towns in funding transportation needs using LOTCIP, STP, and other federal and state funds available to the region.
5. Provide information to municipal elected officials and staff regarding the transportation funding process, and assist with project development.
6. Assist SCCOG towns with more than 50 employees to create ADA Transition Plans.

Objectives, Transit:

1. Assist Southeast Area Transit to improve its functional and management efficiency.
2. Assist in improving the delivery of paratransit services to the elderly and disabled, within the context of the state action plan for such services, and to meet the requirements of The Americans with Disabilities Act, including assistance to the Eastern Connecticut Transportation Consortium.
3. Assist in the quadrennial FTA review of Southeast Area Transit.

Major Activities: *Consultant services will be used to supplement SCCOG staff.*

13. **Coordination:** Coordinate and cooperate with other public and private agencies to encourage consistent planning for the region and the implementation of programs and projects of benefit to the region. Coordination and cooperation across MPO regional and State boundaries will also be encouraged to promote a truly regional approach to transportation planning. In 2016, SCCOG entered into a Memorandum of Understanding

with the adjacent State of Rhode Island MPO.

14. Provide technical assistance related to transportation issues to member municipalities of the Council of Governments.
15. Provide technical and administrative support to: the Groton New London Airport Advisory Committee; CTDOT in maintenance of an Intelligent Transportation System along the I-395 and I-95 corridors; to CTDOT during the implementation of the improvements recommended in the I-95 Feasibility Study. As necessary, assist CTDOT in statewide transit studies and in transportation planning related to Connecticut's Jobs First Employment Services (JFES) initiative.
16. Assist the region's municipalities and private non-profit agencies serving the elderly and disabled to coordinate services in the development of applications for capital assistance under the FTA 5310 program.
17. Provide planning support to SEAT including the use of remix and TBEST to model impacts to ridership of potential service changes.
18. Annually, review applications for the FTA 5310 program and rank them according to the criteria jointly established with CTDOT, thereby ensuring that they are consistent with the goals and objectives of the LOCHSTP program.
19. Assist the region's municipalities in developing coordinated programs with other municipalities for the Municipal Grant Program for the Elderly and Disabled.
20. Coordinate with CTDOT and provide technical assistance to SCCOG towns concerning the STP program, assist CTDOT with project development, regional review and prioritization, and monitoring municipal project schedules.
21. Conduct regional studies/planning activities.
 - a. Provide on-going technical assistance to the Eastern Connecticut Transportation Consortium.
 - b. Provide on-going technical assistance to Southeast Area Transit, to include updating the region's plan to provide transit services under the Americans with Disabilities Act.
 - c. Continue to work with CTDOT, SEAT, EWIB, the CT Department of Social Services,

CT Department of Mental Health, the CT Department of Labor, NECCOG, CT Rides staff, ECTC, and other municipal and private non-profit agencies in coordinating programs and projects under the LOCHSTP program.

- d. Provide information and assistance to public and private entities involved in major economic development initiatives in the region, including the redevelopment of the Norwich State Hospital Site, construction of the Coast Guard Museum in New London, and proposed Norwich Business Park North.
 - e. Work with CTDOT to expand Shoreline East passenger commuter rail service to New London's Union Station and easterly towards Wickford Junction, RI. Continue to provide support and coordination in efforts to develop additional passenger rail service in the region.
 - f. Advocate for and assist CTDOT in the development of and implementation of ITS in the region.
22. Assist CTDOT 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.
 23. Work with CTDOT to review the requirements for and to develop a plan for transition to electronic review, approval, and administration of the TIP and STIP.
 24. Maintain an online version of the TIP to spatially illustrate locations, costs, and descriptions of projects in the region.
 25. Develop and provide traffic count data, including bike/pedestrian counts, to CTDOT Bureau of Policy and Planning.
 26. Work with CTDOT to educate SCCOG municipalities on their responsibilities under ADA and Section 504 to ensure their programs, activities, and services are examined to identify barriers to access.

Products:

1. Studies completed for municipalities under the technical assistance task will be

published.

2. SEAT financial and productivity analyses will be published.
3. Memos and short studies are expected to be produced in the course of providing technical assistance to Southeast Area Transit. In addition, a narrative report summarizing assistance provided will be prepared at the end of the project.
4. Some memos and/or brief reports may be produced during the efforts to implement the elderly/handicapped transportation action plan. Additionally, a narrative report summarizing activities undertaken during the project will be prepared.
5. Vehicle replacement grants will be awarded.
6. Any studies or plans prepared in response to the Americans With Disabilities Act will be published, including Municipal ADA Transition Plans. SCCOG shall coordinate with CTDOT to educate municipalities on their responsibilities under ADA and Section 504 to ensure that all programs, activities, and services under the municipality's jurisdiction are examined to identify barriers to access for persons with disabilities.
7. Additional solicitations and prioritization of projects for LOTCIP funding will be conducted.
8. Assist CTDOT, as required, with coordination of applications and prioritization of projects under the STP-Urban program, the Local Road Accident Reduction program, the Section 5310 program, CMAQ and any other funding programs.
9. An online TIP will be maintained on the SCCOG website, including a project location map.
10. Provide staff assistance to the Eastern CT Workforce Investment Board (EWIB) for the region's LOCHSTP program. This program is part of SCCOG's Human Services Transportation planning element.
11. Initiate plans and assist in procuring funding for projects that address climate resilience issues, especially as identified in SCCOG's Multijurisdictional Hazard Mitigation Plan. SCCOG's activities will support CT DOT's climate change and resiliency planning efforts.

Task 5: Public Participation

Objectives, Highway:

1. Assure that the Metropolitan Transportation Plan and the regional Transportation Improvement Program meet federal requirements, respond to current needs, and reflect available resources.
2. Implement strategies to ensure that projects and processes meet requirements for Environmental Justice and Title VI requirements for public involvement. Work with CT DOT to improve SCCOG's ability to communicate with hearing-impaired individuals. Coordinate with CT DOT and US DOT regarding implementation of the Justice 40 initiative.
3. Continuously evaluate the effectiveness of the public involvement process. Ensure that SCCOG's public involvement process meets federal requirements, including opportunities for bicyclists, pedestrians, and persons with disabilities to comment on the Metropolitan Transportation Plan. Regularly re-assess the SCCOG's Public Participation and Consultation Process for Transportation Planning.
4. Provide information to local officials and the general public on transportation-related issues and planning through a variety of means. Materials should be public-friendly, posted on SCCOG's web site, and where appropriate, be presented in a visual format.
5. Prepare and submit to CTDOT such Title VI reports as may be required.

Objectives, Transit:

1. Improve public awareness of, and thus access to, the range of public transportation services available in southeastern Connecticut.
2. Evaluate the effectiveness of the public involvement process.

Major Activities:

1. Publish information periodically on the SCCOG website and an annual report; maintain the SCCOG web site; distribute advance notices of meetings and summaries of documents to private operators, local officials, and interested citizen groups; hold public meetings, hearings or forums on transportation matters; provide technical support to the Groton New London Airport Advisory Committee, and to other citizen groups, as appropriate.
2. Update, as needed, the agency's Affirmative Action Program.
3. Assist CTDOT in the public participation portion of ongoing studies and implementation efforts for previously completed studies.
4. Continue to develop and implement a strategy addressing Title VI and Environmental Justice mandates, and consider the impacts on under-served communities of any recommendation contained in plans and programs. The SCCOG's Title VI Coordinator will be trained on Title VI responsibilities and requirements and will keep SCCOG staff informed.

Products:

1. An annual report will be published and distributed.
2. The policy statement on participation in the planning process to assure Environmental Justice will be published. Particular attention will be paid to the impacts of recommendations in the Metropolitan Transportation Plan and projects in the TIP on underserved communities. The plan includes social media methods being used to provide public outreach. Mapping of population clusters under LEP and EJ is included, along with TIP project locations to determine where community impact reviews might be warranted.
3. The Affirmative Action Program and the Public Participation and Consultation Process for Transportation Planning will be published and the Public Participation and

Consultation Process will be annually reviewed and updated as needed. The SCCOG's interested party list will be maintained and updated as required.

4. Through the SCCOG website, the region's transportation planning documents have been made available to the public.
5. A section will be included in the Metropolitan Transportation Plan documenting the region's public participation efforts, including public comments received and how these have been addressed.

Table 1: Maximum Hourly Rates

Position	FY 2024 & FY 2025 Maximum Hourly Rate
Executive Director	\$76
Deputy Director	\$70
Planner III/ Transp. Prog. Mgr.	\$55
Planner III	\$46
Planner II	\$40
Planner I	\$38
Land Use Specialist	\$45
GIS Coordinator	\$38
Office Manager	\$46
Senior Advisor	\$90

Table 2: Financial Summary

Tasks		FY 24-25 PL				Carryover			
		Total	Federal PL	State Match	Local Match	Total	Federal PL	State Match	Local Match
1	Management of the Planning Process	\$167,685	\$134,148	\$16,768	\$16,768	\$0	\$0	\$0	\$0
2	Data Collection/Analysis	\$184,273	\$147,419	\$18,427	\$18,427	\$0	\$0	\$0	\$0
3	Planning Activities	\$942,184	\$753,747	\$94,218	\$94,218	\$433,969	\$347,175	\$43,397	\$43,397
4	Other Technical Assistance	\$254,355	\$203,484	\$25,435	\$25,435	\$0	\$0	\$0	\$0
5	Public Participation	\$90,199	\$72,159	\$9,020	\$9,020	\$0	\$0	\$0	\$0
	All Activities	\$1,638,696	\$1,310,957	\$163,870	\$163,870	\$433,969	\$347,175	\$43,397	\$43,397
Percent Management:		10%				0%			

Table 3. Planning Tasks

	FY 24	FY 25	Carry over
Task 1: Management of the Planning Process			
SCCOG Staff	\$ 83,842	\$ 83,842	\$ -
Direct Costs	\$ -	\$ -	\$ -
Consultants	\$ -	\$ -	\$ -
Task 1 Total:	\$ 83,842	\$ 83,842	\$ -
Task 2: Data Collection/Analysis			
SCCOG Staff	\$ 92,137	\$ 92,137	\$ -
Direct Costs	\$ -	\$ -	\$ -
Consultants	\$ -	\$ -	\$ -
Task 2 Total:	\$ 92,137	\$ 92,137	\$ -
Task 3: Planning Activities			
SCCOG Staff	\$ 391,836	\$ 363,848	\$ 131,974
Direct Costs	\$ 500	\$ 1,000	\$ -
Consultants	\$ 85,000	\$ 100,000	\$ 301,995
Task 3 Total:	\$ 477,336	\$ 464,848	\$ 433,969
Task 4: Other Technical Assistance			
SCCOG Staff	\$ 118,491	\$ 130,993	\$ -
Direct Costs	\$ 2,443	\$ 2,428	\$ -
Consultants	\$ -	\$ -	\$ -
Task 4 Total:	\$ 120,934	\$ 133,421	\$ -
Task 5: Public Participation			
SCCOG Staff	\$ 45,100	\$ 45,100	\$ -
Direct Costs	\$ -	\$ -	\$ -
Consultants	\$ -	\$ -	\$ -
Task 5 Total:	\$ 45,100	\$ 45,100	\$ -
All Tasks Total:	\$ 819,348	\$ 819,348	\$ 433,969

Table 4: Task Work Schedule

Task No. & Title	Products	FY 24	FY 25
1. Management of the Planning Process	UPWP Draft		March
	UPWP Final		May
	Amend Metropolitan Transportation Plan – as needed	As Needed	As Needed
	Amend TIP	May	As Needed
	UPWP Adoption		April
	Self-certification	June	June
	SIP Conformancy Statement	June	June
	Quarterly Reports	Quarterly	Quarterly
	Annual Audit	September	September
	Consultant Management	Throughout	Throughout
2. Data Collection/Analysis	Data Management	Throughout	Throughout
	Maintain 2020 Census	Throughout	Throughout
3. Planning Activities	Metropolitan Transportation Plan – review/amend	As Needed	As Needed
	TIP Draft	April	
	Major Generators Traffic Analysis	Throughout	Throughout
	Project Monitoring	Throughout	Throughout
	Congestion Management	Throughout	Throughout
	ITS	Throughout	Throughout
	Comprehensive Operational Analysis Implementation/Update	Throughout	Throughout
4. Other Technical Assistance	Coordination	Throughout	Throughout
	Technical Assistance	Throughout	Throughout
	SEAT Assistance	Throughout	Throughout
	LOCHSTP	Throughout	Throughout
	Alternative Fuels	As Needed	As Needed
	5310 Vehicle Replacement	February	February
5. Public Participation	Update Affirm. Action/Environ. Justice /LEP/Title VI Programs	June	June
	Review/Update as Needed Public Participation Policy	January	January
	Annual Report	January	January
	Maintain Website and Social Media Platforms	Throughout	Throughout

Appendix A: Statement of Cooperative MPO/State/Transit Operator's Planning

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

Purpose

The purpose of this statement is to outline the roles and responsibilities of the State, the Southeastern Connecticut Council of Governments and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h) "Metropolitan Planning Agreements."

General Roles & Responsibilities

The Southeastern Connecticut Council of Governments 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 a two-year Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during this two-year period.
2. Preparation and update of a long range, multi-modal metropolitan 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 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 evaluates the benefits and burdens of transportation projects and/or investments to ensure significant or disproportionate impacts on low income and minority populations are avoided and/or mitigated. This will be accomplished using traditional and non-traditional outreach to Title VI populations, including outreach to LEP 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.
10. Self-certify the metropolitan planning process at least once every four years, concurrent with TIP adoption and submittal, certifying the planning process is being conducted in accordance with all applicable federal requirements and addressing the major issues facing the area.

Long Range Metropolitan Transportation Plan

1. Southeastern Connecticut Council of Governments will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.
2. Southeastern Connecticut Council of Governments 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. CT DOT 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. *(CT DOT will provide this only if requested since Southeastern Connecticut Council of Governments may maintain their own travel forecast model.)*

c. Traffic count data for state roads in the Southeastern Connecticut Council of Governments 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 long-range metropolitan 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. Southeastern Connecticut Council of Governments may conduct transportation modeling for the area.

5. Southeastern Connecticut Council of Governments 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 selection of projects in the TIP and the development of the TIP will occur through a consultative process between CT DOT, Southeastern Connecticut Council of Governments, and the appropriate provider(s) of public transportation.

2. CT DOT will send a draft proposed 5-year Capital Plan to the, Southeastern Connecticut Council of Governments for review and comment. The draft list will reflect input that the CT DOT received from the, Southeastern Connecticut Council of Governments during the consultation process on the previous year's plan.

3. CT DOT 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 the 5- year Capital Plan.

4. CT DOT will consult with and solicit comments from the Southeastern Connecticut Council of Governments and transit providers on the TIP and incorporate where practicable.

5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the Southeastern Connecticut Council of Governments to explain the projects to the policy board and the general public.

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

7. The Southeastern Connecticut Council of Governments 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. The Southeastern Connecticut Council of Governments will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the TIP/STIP Administrative Action/Amendment/Notification process.

8. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.

9. CT DOT will include one STIP entry each for the Bridge program and the Highway Safety Improvement 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 Bridge Report and the Safety Report monthly. The one-line entry will reduce the number of entries needed in the STIP. Any projects listed in the Bridge and or Safety Report that are over \$5m and on the NHS, will be transferred directly into the STIP as its own entry per the TIP/STIP Administrative Action/Amendment/Notification process.

10. CT DOT will provide proposed amendments to the Southeastern Connecticut Council of Governments for consideration. The amendment will include a project description that provides sufficient detail to allow the Southeastern Connecticut Council of Governments to explain the proposed changes to the Southeastern Connecticut Council of Governments board and project management contact information. It will also provide a clear reason and justification for the amendment. If it involves a new project, CT DOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.

11. When an amendment to the TIP/STIP is being proposed by the Southeastern Connecticut Council of Governments, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.

12. CT DOT will provide a financial assessment of the STIP with each update. The Southeastern Connecticut Council of Governments should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment, demonstrating and maintaining financial constraint by year.

Air Quality Planning

1. CT DOT and the Southeastern Connecticut Council of Governments should meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.

2. CT DOT will conduct the regional emissions analysis, which includes the Southeastern Connecticut Council of Governments area and provide the results to the Southeastern Connecticut Council of Governments. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range metropolitan transportation plans and TIP.

3. The Southeastern Connecticut Council of Governments 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. The Southeastern Connecticut Council of Governments will make the regional emissions analysis available to the public.

Public Participation Program

1. The Southeastern Connecticut Council of Governments will annually review and evaluate their public participation program.
2. The Southeastern Connecticut Council of Governments 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 Southeastern Connecticut Council of Governments will work to ensure that low-income, minority and transit dependent individuals 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. The Southeastern Connecticut Council of Governments will comply with federal legislation on these issues.
4. The Southeastern Connecticut Council of Governments' 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 Southeastern Connecticut Council of Governments 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 Southeastern Connecticut Council of Governments 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 Southeastern Connecticut Council of Governments will provide the opportunity for the transit provider(s) to review and comment on planning products relating to transit issues within the region.
3. The Southeastern Connecticut Council of Governments will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to ensure the consideration of any appropriate comments.
4. The Southeastern Connecticut Council of Governments and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CT DOT will provide the Southeastern Connecticut Council of Governments 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 and state funding resources for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. Will hold annual meetings to discuss authorized funds for the STP-Urban and LOTCIP accounts.
 - c. Annual authorized/programmed funds for the FTA Section 5307 Program as contained in the STIP and the annual UZA split agreements.
 - d. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The CT DOT will notify the Southeastern Connecticut Council of Governments when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP Administrative Action/Amendment/Notification process.
3. The Southeastern Connecticut Council of Governments will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The Southeastern Connecticut Council of Governments, if located in a TMA, will conduct a highway performance monitoring program that includes the gathering of available traffic counts and travel time information and determination of travel speeds and delay.
2. The Southeastern Connecticut Council of Governments will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The Southeastern Connecticut Council of Governments will work with CT DOT on programming possible congestion-reducing projects.
4. The Southeastern Connecticut Council of Governments 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 CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the Southeastern Connecticut Council of Governments.

2.The Southeastern Connecticut Council of Governments will maintain and update the Regional ITS Architecture for the Southeastern Connecticut Council of Governments where appropriate.

Performance Based Planning and Programming

A.Collection of Performance Data

1.All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP 21/FAST ACT provisions and requirements, unless the MPO decides to set its own performance target, in which case the MPO will be responsible for collecting their own data.

2.All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures and Safety performance measures established under the Public Transportation Agency Safety Plan (PTASP) will include data provided by the Transit Districts to the National Transit Database (NTD) and through CTDOT, in accordance with the Transit Asset Management Rule.

3.CTDOT will make the compiled data collected for each performance measure available on a platform accessible by CTDOT and the MPO's.

4.CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the Southeastern Connecticut Council of Governments.

B.Selection of Performance Targets

CTDOT will draft statewide performance targets for each of the FAST Act performance measures and coordinate with the MPOs and Transit Representatives, as required by 23 CFR Parts 450 and 771, as well as 49 CFR Part 613 as outlined below:

- 1.The CTDOT will discuss performance measures at each of the regularly scheduled monthly meetings (via teleconference or in person meeting).
- 2.The CTDOT will present data collected for each performance measure and collaborate with the Southeastern Connecticut Council of Governments and Transit Representatives on assumptions.
- 3.The CTDOT will provide Southeastern Connecticut Council of Governments and Transit Representative with 30 days to provide feedback on the data received and the assumptions provided.
- 4.The feedback received will be discussed at the next scheduled monthly meeting.
- 5.CTDOT will set targets for each performance measure with consideration of feedback received.

C.Reporting of Performance Targets

- 1.CTDOT will notify the Southeastern Connecticut Council of Governments and Transit Representatives by email when final statewide targets are established.

2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to the Southeastern Connecticut Council of Governments for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The Southeastern Connecticut Council of Governments has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the Southeastern Connecticut Council of Governments is establishing their own targets, the Southeastern Connecticut Council of Governments will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The Southeastern Connecticut Council of Governments will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The Southeastern Connecticut Council of Governments will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures via the DOT.Map21@ct.gov email box.
7. For FTA performance measures, it is noted that the Southeastern CT Council of Governments provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the Southeastern Connecticut Council of Governments. However, the Southeastern Connecticut Council of Governments' targets are not required to be updated annually, only revisited whenever the Southeastern Connecticut Council of Governments updates their MTP and/or TIP on or after October 1, 2018.
8. For FTA safety performance measures as part of the PTASP, the Southeastern Connecticut Council of Governments has received the Plan which included safety performance targets and will have 180 days to support these initial targets. Each transit provider is required to review its agency Safety Plan annually and update the plan, including the safety performance targets, as necessary.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets annually, and report to the NTD. Information will be available to the Southeastern Connecticut Council of Governments and transit representatives for use in updates to the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share updated TAM Plans with the Southeastern Connecticut Council of Governments in a timely manner, and the MPOs will incorporate them into their planning process.
3. The Southeastern Connecticut Council of Governments will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet via email. The CTDOT will collect this information and file until requested from FHWA/FTA.

E. The Collection of data for the State asset management plan for the NHS

1. CTDOT will collect all asset management data required for all NHS routes, regardless of ownership.

30 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times
Congestion and Air Quality(beg 2024)	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per “vehicle revenue miles.” by mode.

FTA C 5010.1E	Number of serious injuries per “vehicle revenue miles.” by mode.
PTASP safety performance targets	Fatalities (total number of reported fatalities)
PTASP safety performance targets	Fatalities (fatality rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Injuries (total number of reportable injuries)
PTASP safety performance targets	Injuries (injury rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Safety Events (total number of reportable safety events)
PTASP safety performance targets	Safety Events (safety event rate per total vehicle revenue miles by mode)
PTASP safety performance targets	System Reliability (mean distance between mechanical failures by mode)

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 Southeastern Connecticut Council of Governments 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.

Appendix B: MPO Staff General Duties

Executive Director: Responsible for the complete administration and management of the programs conducted and the staff employed by the SCCOG. Works to implement the policy and goals of the SCCOG board, directing, planning, and organizing all activities at the SCCOG. Principal responsible for conduct of the MPO's transportation planning program, including overseeing preparation and implementation of MTP, TIP/STIP, UPWP, compliance with Title VI and Public Participation and Consultation Process. Prepares and oversees budgets and contracts funded associated with the SCCOG's transportation planning program.

Deputy Director, Senior Advisor: Assists the Executive Director in administering and managing the programs and staff of the SCCOG. Oversees and manages the conduct of assigned special projects and studies. Conducts research and analysis. Assists in overseeing the MPO transportation planning program. Supports and participates in the conduct of the SCCOG's Public Participation and Consultation Process.

Planner III/Transportation Program Manager: Serves as SCCOG's chief transportation planner. Leads SCCOG's work on MTP update, TIP/STIP amendments/actions, CMP maintenance, and special transportation studies such as Regional Bike – Ped Plan. Along with Executive Director, represents SCCOG in all coordination efforts with CTDOT, USDOT and other agencies involved in the transportation planning process. Manages the SCCOG's LOTCIP program. Solicits municipal applications/projects for funding opportunities administered by the SCCOG on behalf of CTDOT including TAP, Section 5310, Local Road Accident Reduction, and Corridor Studies. Supports and participates in the conduct of the SCCOG's Public Participation and Consultation Process. Provides staff support to SEAT, WRTD, and ECTC.

Planner I/II/III/Land Use Specialist: Staff planners participating in all facets of the SCCOG's planning program, including transportation planning. Assist Planner III/Transportation Program Manager on various components of SCCOG's transportation planning program. Collects data such as commuter parking lot counts and traffic data, analyzes and evaluates information, prepares reports and studies. Provides assistance to SCCOG member municipalities and the

general public as staff planners and in capacity as contract planners to assigned municipality.

GIS Coordinator: Maintains SCCOG regional Geographic Information System (GIS). Supports all SCCOG projects, including transportation planning program, using GIS technology. Keeps GIS database current. Generates maps and reports for use by SCCOG staff, municipal officials, and the general public. Links transportation and transit data to GIS.

Office Manager (not budgeted directly using UPWP funds): Responsible for the organization and coordination of office operations, procedures, and resources. Maintains financial records, accounts payable, grant fund management. Provides administrative support to Executive Director and SCCOG staff. Manages and oversees maintenance of office equipment. Assists in preparation of transportation planning documents, including preparation of invoices and reports to CTDOT.

Appendix C: Delegation of Authority

DELEGATION OF AUTHORITY

COG Name: **Southeastern Connecticut Council of Governments**

The following is the approved Delegation of Authority for the Southeastern Connecticut Council of Governments dated May 24, 2023 for the July 1, 2023 – June 30, 2025 timeframe.

The Chairman is authorized to approve Executive Director timesheets, mileage sheets, meeting expenses and all other documentation relating to reimbursement by the Connecticut Department of Transportation. In the absence of the Chairman, the Treasurer may perform this responsibility.

The Executive Director is authorized to approve planning staffs' timesheets, mileage sheets, meeting expenses and all other documentation relating to reimbursement by the Connecticut Department of Transportation. In the absence of the Executive Director, the Chairman may perform this responsibility.

The Executive Director is authorized to approve administrative staffs' timesheets, mileage sheets, meeting expenses and all other documentation relating to reimbursement by the Connecticut Department of Transportation. In the absence of the Executive Director, the Chairman may perform this responsibility.

The Executive Director is authorized to approve the Invoice Summary and Processing (ISP) form and the Invoice Summary Sheet – COG forms and submit to CTDOT. In the absence of the Executive Director, the Chairman may perform this responsibility.

The above was approved by vote of the full SCCOG at a meeting on May 24, 2023.

Appendix D: Automobile Liability Coverage

Jennifer Pacacha
Bureau of Policy & Planning
State of Connecticut Department of Transportation
2800 Berlin Turnpike
Box 317546
Newington, CT 06131-7546

April 28, 2023

Subject: Automobile Liability Coverage

Dear Ms. Pacacha:

This is a letter of clarification regarding Southeastern Connecticut Council of Governments' automobile liability coverage. Our agency does not own any company issued vehicles. Agency employees use their own personal or rented vehicles in undertaking any work-related travel for the agency.

In those instances where a vehicle is utilized by an agency employee or employees, in order to conduct work related to this project, the Agency will provide proof of automobile liability insurance for each authorized employee. This confirmation will be via submittal of an Association for Cooperative Operations Research and Development in Insurance (ACORD) form, containing proof of employee(s) auto liability insurance, to the CT Department of Transportation for approval.

Sincerely,



Amanda E. Kennedy
Executive Director
Southeastern Connecticut Council of Governments