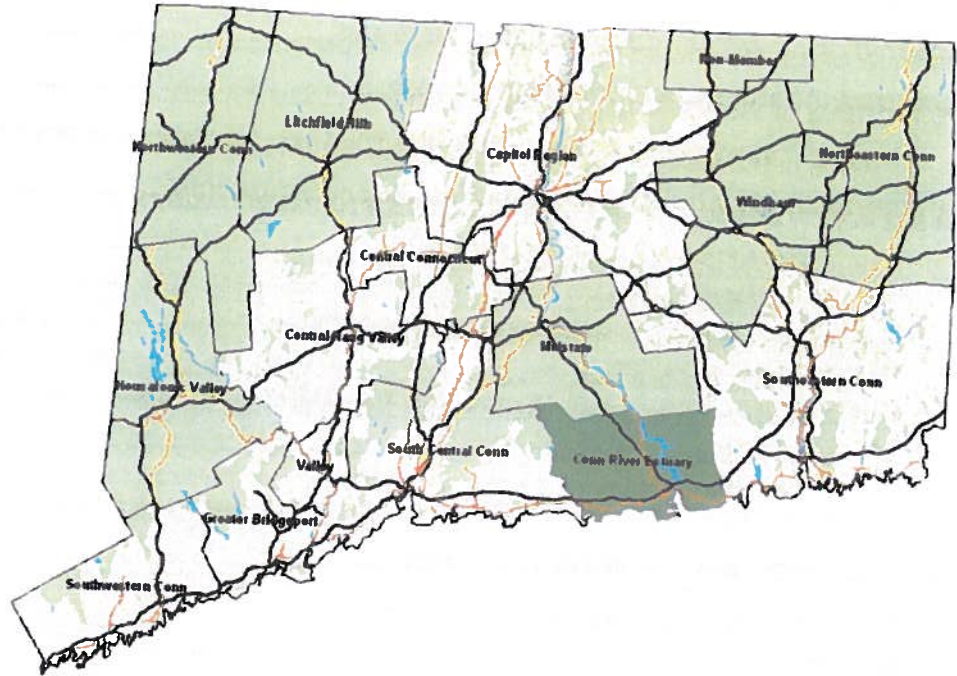




U. S. Department
of Transportation

Federal Highway Administration

Federal Transit
Administration



**Map courtesy of Connecticut River Estuary MPO*

Connecticut River Estuary MPO

Transportation Planning Certification Review Of The Metropolitan Transportation Planning Process For New Haven Transportation Management Area

Final Report
May 2013

Preface

MAP-21, Moving Ahead for Progress in the 21st Century Act (P.L. 112-141), is currently in effect at this writing as the authorizing and regulatory legislation for federally funded transportation planning activities. However, the wide majority of the time covered in this review, the Safe, Accountable, Flexible, Efficient Transportation Equity Act (SAFETEA-LU) of 2005 was the guiding legislation that set forth requirements for statewide and metropolitan transportation planning, following upon the predecessor Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) and Transportation Equity Act for the 21st Century (TEA-21). The United States Department of Transportation (US DOT) issued planning regulations on November 14, 2007 implementing SAFETEA-LU requirements governing the transportation planning process. These requirements are presented in 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule. The Metropolitan Planning Regulations are closely tied with the Clean Air Act Amendments of 1990 (CAAA) through the U.S. Environmental Protection Agency's (EPA) Air Quality Conformity Regulations. The general requirements of periodic review by USDOT of statewide and metropolitan transportation planning processes are retained in MAP-21.

The metropolitan planning regulations require that the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) jointly review and evaluate the transportation planning process conducted in each urbanized area or Transportation Management Area (TMA) with a population over 200,000 no less than every four years. This review includes meeting the requirements of the Metropolitan Planning regulations and, in air quality non-attainment or maintenance areas, evaluation of the process to ensure conformity of plans and programs to the EPA Air Quality Conformity regulations.

Upon completion of this review, FHWA and FTA will jointly Certify, Certify with Corrective Action or Decertify the Metropolitan Planning Process. This is the sixth certification review of the Metropolitan Transportation Planning Process for the New Haven Transportation Management Area (TMA). The first review was conducted on June 20 and 21, 1995, the second on July 23, 1998, the third on September 20, 2001, the fourth on November 3, 2004, and the fifth review was finalized on February 9, 2009 (the first to also include the Connecticut River Estuary Metropolitan Planning Organization). The on-site review was conducted on February 13, 2013 for the RiverCOG, representing a portion of the New Haven TMA.

The federal review team conducted a desk review of the major components of the transportation planning process and explored selected components of the planning process and major U.S. Department of Transportation (DOT) initiatives in depth during the on-site review. This report identifies recommendations for consideration by the MPO for improvement and also highlights some of the positive practices of the MPO that can serve as examples to other states and planning organizations.

Certification Action

The FTA and the FHWA have determined that the transportation planning process conducted by the Connecticut River Estuary MPO, representing the eastern portions of the New Haven TMA, meets the requirements of the Metropolitan Planning Rule, 23 CFR Part 450 Subpart C and 49 CFR Part 613. The FHWA and the FTA, therefore, are jointly certifying the transportation planning process.

Summary of Recommendations and Commendations

Recommendations:

- Due to the newly merged status of the MPO, coordination efforts will need to expand to Middletown Transit District and other appropriate organizations within the new geographic scope of the Region. The MPO and partner agencies in the metropolitan planning process should continue to look for opportunities to strengthen coordination, cooperation and resource sharing in the New Haven Urbanized Area.
- The MPO should work to develop a regional bicycle and pedestrian plan within the next two years, so that the needs of active modes in the region can be effectively integrated with transportation plans and projects at the state, local, and regional levels.
- Going forward under MAP-21, the review team recommends that the next update to the metropolitan transportation plan include measurable regional safety and operations goals and objectives based on CTDOT's goals and targets when available. It is also recommended that applicable goals, objectives, and strategies in Connecticut's SHSP, when available, should be integrated into the MPO's next update to the metropolitan transportation plan, as well as the TIP, in order to highlight safety, which is a FHWA national focus area.
- Going forward under MAP-21, the review team recommends a more collaborative, comprehensive and data-driven (CTDOT's CDIP safety data project which will offer more timely and accessible data) approach to transportation safety planning in order to identify the most critical opportunities, strategies, and projects to enhance safety in the region.
- The review team highly recommends that the MPO continue to work with encouragement and support by CTDOT to be an active stakeholder in the update and implementation of the Strategic Highway Safety Plan (SHSP), which is currently underway by CTDOT.
- The review team recommends that the MPO identify projects, strategies, and activities to promote traffic operations and management in its region, under close cooperation with and guidance of CTDOT. Specific highway traffic-oriented operations and management needs and implementation strategies (such as traffic signal timing of existing municipal traffic signal systems) should be identified and strategies and projects should be considered for inclusion in the long range plan, the TIP, and other transportation plans to implement operations improvements in the region.
- A series of recommendations are also available in FHWA/CTDOT's program report on "Local Agency Traffic Signal Operations and Maintenance" report, dated May 2012, and by reference in this report are also considered recommendations for this certification review. This program report is being provided separately to the MPO by FHWA.

roads to geographically identify regional choke points. Mapping of high crash incident sites could help support that effort to promote improvement projects.

Commendations:

- The Review Team commends the MPO and 9 Town Transit for their close, cooperative working relationship and excellent integration of transit into the regional transportation planning process. MAP-21's requirement that transit be a voting member on MPO boards demonstrates a growing national recognition that transit must play a meaningful role in transportation planning; The MPO offers an excellent example of how this can be accomplished even in a rural area with relatively limited transit service.
- Discussion during on-site review at the MPO on February 13, 2013 and at SCRCOG on February 6, 2013 revealed that excellent coordination and cooperation exists between these two regions.
- The MPO articulated in its transportation plans its efforts to increase coordination with CTDOT on ITS strategies and traffic incident management along the I-95 and Route 1 corridors in the region.
- The MPO prepared and provided an excellent PowerPoint presentation and handouts to assist the review team during the on-site certification review.
- The MPO has vastly improved the local perspective of freight and the impacts and opportunities presented by this particular facet of the transportation system from the last certification review.
- The Review Team commends the MPO for implementing the recommendations of the Title VI Coordinator.

Specific Items of Discussion at the On-site Review

In meeting the requirements of the Metropolitan Planning Regulations set forth in 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule, Metropolitan Planning Organizations (MPOs) have the flexibility to focus their particular planning expertise on the needs that they define for their planning region through the planning process. The purpose of the on-site review meetings and additional public meetings attended by the review team was to assess the technical capability of the MPO staff in meeting these planning needs and their ability to involve members of the public that may be affected by transportation investments in the transportation decision making process. In addition, the review team used these sessions to help assess the multi-modal nature of the MPO planning activities as well as their ability to respond to various DOT initiatives.

The on-site review was held on February 13, 2013 from 9:00 am. to 4:00 pm (the agenda is found in Appendix A). A list of persons who attended the review can be found in Appendix B. The on-site review meeting included a PowerPoint presentation by the RiverCOG Assistant Director, L. Jean Davies, and

- More outreach was initiated and a successful project was implemented with Essex. A pedestrian safety plan has not yet been developed.
- Coordinate with SCRCOG in updating the existing TransCAD modeling software or in selecting new modeling software for mutual modeling purposes.
 - The MPO has not been involved in TransCAD modeling software coordination with SCRCOG, due to limited capacity, investment concern, unknown future data needs, and merger activities. The MPO is also involved with the regional incentive grant to develop a high-performance GIS.
- Due to the inability of State Agencies to enter into MOUs the MPO will need to instead add language to their UPWP prospectus detailing the roles and responsibilities in regard to air quality planning.
 - The MPO has incorporated the UPWP prospectus as the MOU with the CTDOT which outline the roles and responsibilities of the State and the Region regarding the federal requirements of the metropolitan transportation planning program.

On-site Review Observations, Commendations, Recommendations

Transportation Policy Board and Public Input:

Board Member Input

MPO policy board members, representing the member municipalities and the Estuary Transit District, gave input to the transportation planning process and the positive impacts of the recent mergers of the two former regional agencies into a consolidated form. The MPO staff was praised for their work on behalf of the regional aspirations of the members and coordinating the merger of the regional agencies. The MPO staff was commended by board members for improving the shared assets of the towns, and the transit district commended the MPO for providing technical assistance in planning. Some members expressed frustration with federal processes involved with the federal-aid program that involved cumbersome and expensive reporting requirements, reimbursement and project delays and uncertainty connected with reimbursement eligibility.

Conclusion:

Coordination from the MPO and cooperation among the member municipalities was apparent. It is important that resource sharing among the agencies and jurisdictions in the New Haven Urbanized Area continue. The MPO has demonstrated continued progress in implementing an effective 3C (comprehensive, coordinated, and continuing) process.

- Village district zoning in Deep River, which already has in place the sewer infrastructure to increase land use densities in its central core (implemented);
- A multi-project coordinated effort to enhance pedestrian, bicycle, and transit connections across the Baldwin Bridge and down Route 156 to a public beach/commercial area in Old Lyme (in progress); and
- Accessibility, streetscape improvements, and mixed use at the Bokum Center intersection in Essex, bridging a gap in the key bike link between Chester and Saybrook (upcoming).

Recommendation:

- The MPO should work to develop a regional bicycle and pedestrian plan within the next two years, so that the needs of active modes in the region can be effectively integrated with transportation plans and projects at the state, local, and regional levels.

Transit-MPO Coordination

Observations:

The MPO has a very close working relationship with the Estuary Transit District/9 Town Transit, the primary transit provider in the region. Nine Town Transit is a fairly small operation, providing mostly demand-response service alongside four flexible-route bus lines. Due in part to its small size, 9 Town Transit relies on the MPO for large-scale transportation planning services. Consequently, the two organizations are both deeply involved in every stage of the transit planning process. The MPO provides 9 Town Transit with a blueprint for future growth that fits with regional transportation and land use patterns, and 9 Town Transit has direct access to MPO staff to ensure that its projects are included in the TIP and its concerns addressed.

The MPO has also been working hard to coordinate with CTDOT. Efficient coordination extends beyond the planning bureau to other sections of CTDOT in assisting the region, and streamlining assistance is improving. The region was complimented on their maintenance of professionalism and cooperation in their dealings with the CTDOT.

Commendation:

- The Review Team commends the MPO and 9 Town Transit for their close, cooperative working relationship and excellent integration of transit into the regional transportation planning process. MAP-21's requirement that transit be a voting member on MPO boards demonstrates a growing national recognition that transit must play a meaningful role in transportation planning; The MPO offers an excellent example of how this can be accomplished even in a rural area with relatively limited transit service.

Safety Planning / Intelligent Transportation Systems (ITS) and Operations

Observations:

- Going forward under MAP-21, the review team recommends that the next update to the metropolitan transportation plan include measurable regional safety and operations goals and objectives based on CTDOT's goals and targets when available. It is also recommended that applicable goals, objectives, and strategies in Connecticut's SHSP, when available, should be integrated into the MPO's next update to the metropolitan transportation plan, as well as the TIP, in order to highlight safety, which is a FHWA national focus area.
- Going forward under MAP-21, the review team recommends a more collaborative, comprehensive and data-driven (CTDOT's CDIP safety data project which will offer more timely and accessible data) approach to transportation safety planning in order to identify the most critical opportunities, strategies, and projects to enhance safety in the region.
- The review team highly recommends that the MPO continue to work with encouragement and support by CTDOT to be an active stakeholder in the update and implementation of the Strategic Highway Safety Plan (SHSP), which is currently underway by CTDOT.
- The review team recommends that the MPO identify projects, strategies, and activities to promote traffic operations and management in its region, under close cooperation with and guidance of CTDOT. Specific highway traffic-oriented operations and management needs and implementation strategies (such as traffic signal timing of existing municipal traffic signal systems) should be identified and strategies and projects should be considered for inclusion in the long range plan, the TIP, and other transportation plans to implement operations improvements in the region.
- A series of recommendations are also available in FHWA/CTDOT's program report on "Local Agency Traffic Signal Operations and Maintenance" report, dated May 2012, and by reference in this report are also considered recommendations for this certification review. This program report is being provided separately to the MPO by FHWA.
- The review team recommends that the MPO, in concert with leadership and cooperation of CTDOT, request training in ITS and planning for operations for its region, including training on the use and implementation of the statewide ITS architecture and systems engineering for ITS projects.

Commendations:

- Discussion during on-site review at the MPO on February 13, 2013 and at SCRCOG on February 6, 2013 revealed that excellent coordination and cooperation exists between these two regions.
- The MPO articulated in its transportation plans its efforts to increase coordination with CTDOT on ITS strategies and traffic incident management along the I-95 and Route 1 corridors in the region.
- The MPO prepared and provided an excellent PowerPoint presentation and handouts to assist the review team during the on-site certification review.

Freight Planning

Observations:

- The MPO should continue to take advantage of training opportunities to broaden staff capabilities, especially in light of MAP-21 data requirements for performance management.
- The MPO should explore the feasibility of highway data collection technology and /or transducers for the needs of traffic counting compared to traditional equipment.
- The MPO should explore technical resource sharing with SCRCOG to accomplish TMA-wide tasks.
- GPS and ADL as tools to assist in transit planning should be explored.

Long-Range Transportation Plan (LRTP) and Transportation Improvement Plan (TIP)

Observations:

The Long-Range Transportation Plan (LRTP) was adopted in May 2011. The LRTP covers the federally required elements and explores in detail the local issues and opportunities town-by-town. However, the local transportation picture is also analyzed on a regional scale that plans the inter-community access and mobility goals. The MPO met with town staff about transportation issues and their relation to the region and the state, in cooperation with Estuary Transit District. The MPO wishes to strategize at the next update to maximize public input. The MPO met with the towns in the development of the TIP, but there was not much interest locally in TIP development.

Conclusion:

The region has produced a high quality LRTP, but the vision and the goals have not directly translated into TIP projects.

Recommendations:

- The latest self-certification resolution, which certifies that the MPO is a qualified agency to adopt the TIP, must be included in the TIP document.
- When the Region's LRTP is updated, and needs are identified through plan development and data compilation/analysis, the MPO should develop projects to address deficiencies, regardless of identified funding sources or unfunded sources.
- The Region should remember to discuss CMAQ project development with freight shippers and carriers.

Title VI Activities since State/Federal Review (Title VI CTDOT 2011 Review Recommendations), including Environmental Justice and Limited English Proficiency (LEP) Activities and Public Involvement

Federal legislation (23 USC 134 and 49 USC 5303) requires the designation of a Metropolitan Planning Organization (MPO) for each urbanized area with a population of more than 50,000 population. The policy board of the MPO shall consist of (A) local elected officials, (B) officials of local agencies that administer or operate major modes of transportation within the area, and (C) appropriate State officials.

This designation remains in effect until the MPO is re-designated. The addition of jurisdictional or political bodies into the MPO or members to the policy board generally does not constitute a re-designation of the MPO.

As a result of TEA-21, 23 USC 134(b)(2) was modified with respect to Transportation Management Areas (TMA). Upon designation of a MPO as a TMA (rather than only when the MPO itself is (re)-designated), the policy board shall be structured to include (A) local elected officials, (B) officials of local agencies that administer or operate major modes of transportation within the area, and (C) appropriate State officials. Requirement: The organizational requirements for Metropolitan Planning Organizations are spelled out in Federal Regulation CFR 23 Section 450.310 (d). This structure is reiterated in MAP-21. To the extent possible there will be one Metropolitan Planning Organization for each urbanized area in the State, designated by the Governor through enabling State legislation. The MPO should have a defined organizational structure.

Observations:

The Estuary Planning Region is made up of the municipalities of Chester, Clinton, Deep River, Essex, Killingworth, Lyme, Old Lyme, Old Saybrook, and Westbrook. The Connecticut River Estuary MPO (RiverCOG's predecessor) was designated as an MPO on September 8, 2003, by the Governor of Connecticut.

Conclusion:

The MPO meets the requirements for organization and designation of 23CFR 450.310 (d), and is cognizant of recent requirements from MAP-21 that will necessitate some by-law modifications.

Boundary

Regulatory Basis:

Federal legislation 23 USC 134(e) requires boundaries of a metropolitan planning area to be determined by agreement between the metropolitan planning organization and the Governor.

Each metropolitan planning area shall encompass at least the existing urbanized area and the contiguous area expected to become urbanized within a 20- year forecast period; and may encompass the entire metropolitan statistical area or consolidated metropolitan statistical area, as defined by the Bureau of the Census. Requirement: CFR 23 Section 450.312 defines the boundary requirements for Metropolitan Planning Organizations.

Observations:

3. Memorandum of Understanding between CREMPO (RiverCOG) and CTDOT – October 17, 2006

Conclusion:

The MPO has a number of MOUs that help to define the planning process. The description of roles and responsibilities in the UPWP now serves as the new MOU between MPO and the Connecticut Department of Transportation (CTDOT), as allowed under a 2004 change in federal regulations.

UPWP Development

Regulatory Basis:

23 CFR 450.308 identifies the requirements for unified planning work programs (UPWPs) to be prepared in Transportation Management Areas. CFR 420.109 governs how FHWA planning funds are distributed to the MPOs. MPOs are required to develop the UPWP in cooperation with the State and public transit agencies [450.308 (c)].

Elements to be included in the UPWP are:

- Discussion of the planning priorities facing the metropolitan planning area and
- Description of all metropolitan transportation planning and transportation-related air quality planning activities anticipated within the next 1- or 2-year period, regardless of funding source or agencies conducting activities, indicating: Who will perform the work, Schedule for completion of the work, and Intended products;
- Include all activities funded under Title 23 and the Federal Transit Act [450.308(b)]

Observations:

As part of the desk review the UPWP was reviewed. The UPWP includes a list of all transportation related activities and issues that the MPO will be involved in over the next two fiscal years, and outlines the challenges faced in the region, in the context of the eight federal planning factors. The UPWP lists the tasks necessary to carry out the objectives of the Long-Range Transportation Plan and elements of the transportation planning process. For each project or activity the MPO outlines the funding sources, products that will be produced, the anticipated work schedule, and sponsoring agencies and participants.

Conclusion:

The MPO meets the requirements of 23 CFR 450.308 for the UPWP.

Metropolitan Transportation Plan Development

Regulatory Basis:

The requirements for development of a Metropolitan Transportation Plan are spelled out in § 450.322 of 23 CFR Part 450 and 49 CFR Part 613, Statewide and Metropolitan Planning Final Rule.

“The metropolitan transportation planning process shall include the development of a transportation plan addressing no less than a twenty year planning horizon as of the effective date... The transportation plan shall include both long-range and short-range strategies/actions that lead to the development of an

TIP Development/Approval/Amendments

Regulatory Basis:

The MPO is required, under *23CFR 450.324*, to develop a transportation improvement program (TIP) in cooperation with the State and public transit operators. Specific requirements and conditions, as specified in the regulations, include:

“The MPO, in cooperation with the State(s) and any affected public transportation operator(s), shall develop a TIP for the metropolitan planning area. The TIP shall cover a period of no less than four years, be updated at least every four years, and be approved by the MPO and the Governor... The TIP must be compatible with the STIP development and approval process.” *[23CFR 450.324(a)]*

- Conformity determination by FHWA and FTA in non-attainment and maintenance areas. *[23CFR 450.324(a)]*
- Reasonable opportunity for public comment in accordance with *23CFR 450.316(a)* and, in non-attainment TMAs, an opportunity for at least one formal public meeting during the TIP development process. *[23CFR 450.324(b)]*
- The TIP shall include a financial plan identifying projects that can be implemented using public or private sources. The State and the transit operator must provide MPOs with estimates of Federal and State funds available for the transportation system serving the metropolitan area. *[23CFR 450.324 (h)]*
- The TIP shall include: all transportation projects, including bicycle and pedestrian facilities, proposed for funding under Title 23, U.S.C., including Federal Lands Highway projects, but excluding safety projects funded under *23 U.S.C 402*, emergency relief projects, and planning and research activities not funded with NHS, STP or MA funds; all regionally significant transportation projects for which FHWA or FTA approval is required and, for informational purposes, all regionally significant projects to be funded from non-Federal sources; only projects that are consistent with the Transportation Plan. *[23CFR 450.324(c)]*
- Information shall be provided as follows for each project included in the TIP: sufficient descriptive material to identify the project or phase; estimated total cost; the amount of Federal funds proposed to be obligated during each program year; proposed source of Federal and non-Federal funds; identification of funding recipient/project sponsor; in non-attainment and maintenance areas, identification of TCMs and sufficiently detailed description to permit conformity determination. *[23CFR 450.324(e)]*
- Projects that the State and MPO do not consider to be of appropriate scale for individual identification in a given program year may be grouped by function, geographical area, and work type. *[23CFR 450.324(f)]*. In non-attainment and maintenance areas, classifications must be consistent with the exempt project classifications contained in the U.S. EPA conformity requirements. *[40 CFR part 51]*
- As a management tool for monitoring progress in implementing the Transportation Plan, the TIP shall identify the criteria and process for prioritizing the implementation of Transportation Plan elements through the TIP; list major projects implemented from the previous TIP and identify significant delays in implementation. *[23CFR 450.324(l)(1) and (2)]*
- In non-attainment and maintenance areas, the TIP shall describe progress in implementing required TCMs *[23CFR 450.324(l)(3)]*;

Several other regulations govern different aspects of TIP development and implementation:

Financial Planning

Regulatory Basis:

There are two sections of CFR 23 which define financial requirements of MPOs they are Section 450.322(e)(10) and Section 450.324(h).

The provisions related to the Transportation Plan include the following requirements:

- Contain system level estimates of costs and revenue sources that will be expected to operate Federal-aid highways and public transportation
- The MPO, Transit Operator and the State should cooperatively estimate funding sources required to support metropolitan transportation plan implementation
- Include recommendations on other financing strategies
- For nonattainment and maintenance areas, the financial plan shall address the specific financial strategies required to ensure implementation of TCMs in the applicable SIP.

The provisions related to the TIP include the following requirements:

- Includes a financial plan demonstrating which projects can be implemented with current revenue sources and which projects require proposed revenue sources
- Takes into account the costs of adequately maintaining and operating the existing transportation system
- Developed by the MPO in cooperation with the State and transit operator
- Developed with estimates of available federal and state funds provided by the state and transit operator
- Includes only projects for which construction and operating funds can reasonably be expected to be available
- Includes strategies for ensuring the availability of new funding sources
- For the financial analysis, considers all projects funded with Federal, state, local private resources.
- In nonattainment/maintenance areas, only includes projects for which funds are available and committed in the first two years.

Observations:

The MPO notes that CTDOT is working on financial constraint of TIPs and the STIP on a coordinated statewide basis.

All projects contained in the TIP are consistent with the fiscally constrained metropolitan transportation plan and the CTDOT 20-year revenue estimate, which serves as the basis for TIP development and fiscal constraint, was used for the development of the metropolitan transportation plan. The TIP is prepared in cooperation with CTDOT and area transit operators. The TIP for Federal Fiscal Years 2012-2015 is financially constrained to the congressionally authorized funding for FHWA and FTA. The State of Connecticut and the municipalities of the Greater New Haven Region have committed to provide non-federal matching funds. The TIP contains a listing of transportation projects by federal funding categories that will be financed during the 4-year period from 2012 through 2015. The projects listed in the TIP are funded from reasonably expected public resources.

- An agreement is required between the MPO and the designated agency responsible for air quality planning describing their respective roles and responsibilities (Also see *Agreements and Contracts* topic area) [23 CFR 450.314 (c)]
- The MPO is required to coordinate development of the Transportation Plan with the SIP development process, including the development of transportation control measures (see *Regional Transportation Plan* topic area). [23 CFR 450.322 (d)] The MPO shall not approve any Transportation Plan or program that does not conform with the SIP [23 CFR 450.322 (d)]
- In TMAs designated as nonattainment areas, Federal funds may not be programmed for any project that will result in a significant increase in carrying capacity for single occupant vehicles, unless the project results from a CMP meeting the requirements of 23 CFR part 500, subpart E. [23 CFR 450.320 (b)].
- The Transportation Plan shall identify SOV projects that result from a CMP meeting Federal requirements. [23 CFR 450.322 (f) (4)] and include design concept and scope descriptions of all existing and future transportation facilities to permit conformity determinations [23 CFR 450.322 (f)(6)]. The FHWA, FTA, and MPO must make a conformity determination on any new or revised Transportation Plan in nonattainment and maintenance areas (see *Regional Transportation Plan* topic area). [23 CFR 450.322(l)]
- In non-attainment and maintenance areas, the FHWA, FTA and MPO must make a conformity determination on any new or amended TIPs [23 CFR 450.324 (a)].
- In non-attainment TMAs, there must be an opportunity for at least one formal public meeting during the TIP development process [23 CFR 450.324 (b)]
- In non-attainment and maintenance areas, the TIP shall give priority to eligible TCMs identified in the approved SIP and shall provide for their timely implementation. [23 CFR 450.324(i) and 450.330 (b)]
- In non-attainment and maintenance areas, the TIP shall include all regionally significant transportation projects proposed to be funded with Federal and non-Federal funds [23 CFR 450.324 (d)] and identify projects identified as TCMs in the SIP [23 CFR 450.324 (e)(5). Projects shall be specified in sufficient detail to permit air quality analysis in accordance with U.S. EPA conformity requirements. [23 CFR 450.324 (e)(6)]
- In non-attainment or maintenance areas, if the TIP is amended by adding or deleting projects that affect transportation-related.

In TMAs that are non-attainment or maintenance areas, the FHWA and FTA will review and evaluate the transportation planning process to assure that the process is adequate to ensure conformity of plans and programs in accordance with procedures contained in 40 CFR part 93. Air Quality requirements are spelled out in 23 CFR Section 450.324(a). "In nonattainment and maintenance areas subject to transportation conformity requirements, the FHWA and the FTA, as well as the MPO, must make a conformity determination on any updated or amended TIP, in accordance with the Clean Air Act requirements and the EPA's transportation conformity regulations (40 CFR part 93)."

Observations:

The metropolitan transportation plan was developed in consideration of the clean air control strategies of the STIP and guidance of CTDOT's air quality modeling staff and policy and planning section. A conformity determination was made pursuant to 40 CFR 51 or 93 before adoption by the MPO. The

- A minimum public comment period of 45 days before adoption or revision of the public involvement process
- Minimum 30-day review period for Transportation Plan, TIP and major amendments in nonattainment areas classified as serious and above
- Explicit consideration and response to public input
- Consideration of the needs of people traditionally underserved by transportation systems, including low-income and minority households; consistency with Title VI of the Civil Rights Act of 1964, including actions necessary to comply with the Americans with Disabilities Act of 1990
- Periodic review of public involvement effectiveness
- Coordination of metropolitan and statewide public involvement processes
- MPO should consult with other agencies and officials responsible for planning activities such as federal agencies, Tribal governments, transit operators, etc.

The requirements pertaining to the Transportation Plan (450.322(i)) are further elaborated as follows:

- Opportunity for public official and citizen involvement in the development of the Transportation Plan, in accordance with 450.316(a).

TIP related requirements [450.324 (b)] include:

- MPOs must provide reasonable opportunity for public comment in accordance with the requirements of 450.316(a) and, in nonattainment TMAs, an opportunity for at least one formal public meeting during the TIP development process and provision for public review and comment.

Public involvement in the transportation planning process is a major feature of all federal transportation authorizing legislation. The metropolitan planning regulations state that, "The metropolitan transportation planning process shall include a proactive public involvement process that provides complete information, timely public notice, full public access to key decisions, and supports early and continuing involvement of the public in developing plans and TIPs". To this end, MPOs must develop and adopt a formal public involvement process for planning and program development.

Observations:

The Public Participation Plan reflects an effort to be as inclusionary as possible.

Conclusion:

The MPO's public involvement process meets the requirements of 23 CFR, Section 450.316, Section 450.322 and Section 450.324 and provides for significant opportunity for participation by communities and other stakeholders in the planning process.

Self-Certification

Regulatory Basis:

According to 23 CFR 450.334 certification review by FTA and FHWA is required in TMAs, concurrent with the TIP submission, the state and MPO shall certify at least every four years that the metropolitan transportation planning process is being carried out in accordance with the following requirements:

Management Systems

Regulatory Basis:

Under SAFTEA-LU regulations 23 CFR 450.320 a metropolitan-wide congestion management process (CMP) is required for new and existing multimodal transportation facilities in the TMA to ensure safe and efficient use of the system. Performance measures and strategies for congestion management should be reflected in the TIP and metropolitan transportation plan. The congestion management processes should include [23 CFR 450.320 (c)] the following elements:

- Methods to monitor and evaluate the performance of the multimodal transportation system identify the causes of recurring and non-recurring congestion
- Performance measures that are tailored to the locality
- Data collection system coordinated with other data collection efforts
- Congestion management strategies could include:
 - Demand management measures
 - Traffic operational improvements
 - ITS technologies
 - Additional system capacities
- Identification of an implementation strategy and funding sources

Observations:

The MPO supports the SCRCOG in operations management activities in the TMA.

Conclusions:

The MPO has a fledgling operations management focus that would benefit from new tasks to study opportunities for planning for operations added to the UPWP.

ITS

Regulatory Basis:

The FHWA Final Rule and FTA Policy on Intelligent Transportation Systems (ITS) Architecture and Standards were issued on January 8, 2001, to implement section 5206(e) of the Transportation Equity Act for the 21st Century (TEA-21). This Final Rule/Policy requires that all ITS projects funded by the Highway Trust Fund and the Mass Transit Account conform to the National ITS Architecture, as well as to USDOT adopted ITS Standards. The Final Rule on ITS Architecture and Standards is published in 23 CFR Part 940.

23 CFR Part 940 states that:

- Regions implementing ITS projects at the time the Final Rule/Policy was issued must have a regional ITS architecture in place by April 8, 2005. Regions not implementing ITS projects at the time the Final Rule/Policy was issued must develop a regional ITS architecture within four years from the date their first ITS project advances to final design.

Appendix A – Agenda for the On-Site Review

NEW HAVEN

TRANSPORTATION MANAGEMENT AREA (TMA) CERTIFICATION REVIEW

February 13, 2013

CONNECTICUT RIVER ESTUARY METROPOLITAN PLANNING ORGANIZATION (RIVERCOG) IN ADMINISTRATIVE PARTNERSHIP WITH THE LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS**

- | | |
|---------------|--|
| 9:00 – 9:15 | Introduction |
| 9:15 – 10:00 | Review Recommendations from 2009 Federal Transportation Management Area (TMA) Certification Review/ Review status of MPO merger-transition. |
| 10:00-10:20 | Intermodal Transportation <ul style="list-style-type: none">- Bicycle and Pedestrian Planning/ Transit Planning and Livability- Safety Planning |
| 10:20- 10:30 | Break |
| 10:30 – 11:00 | Intermodal Transportation (continued) <ul style="list-style-type: none">- Discussion with partnering agencies<ul style="list-style-type: none">o Coordination with CTDOT, CT Transit, Transit District- Freight Planning |
| 11:00 – 11:30 | Building Technical Capabilities - Future 17 Town MPO |
| 11:30 – 12:30 | Transportation Policy Board (PB) and Public Input <ul style="list-style-type: none">- Discussion with PB members and other interested persons regarding RIVERCOG's planning process |
| 12:30 – 1:30 | Lunch |
| 1:30 – 2:15 | Update on Title VI Activities since State/Federal Review <ul style="list-style-type: none">- Environmental Justice & Limited English Proficient (LEP) Activities- Title VI CTDOT 2011 Review Recommendations- Public Involvement |
| 2:15- 3:15 | Long Range Transportation Plan and Transportation Improvement Plan (TIP)
Project Selection Procedures |
| 3:15 – 3:30 | Break |
| 3:30 –4:00 | Congestion Management Process (CMP) |