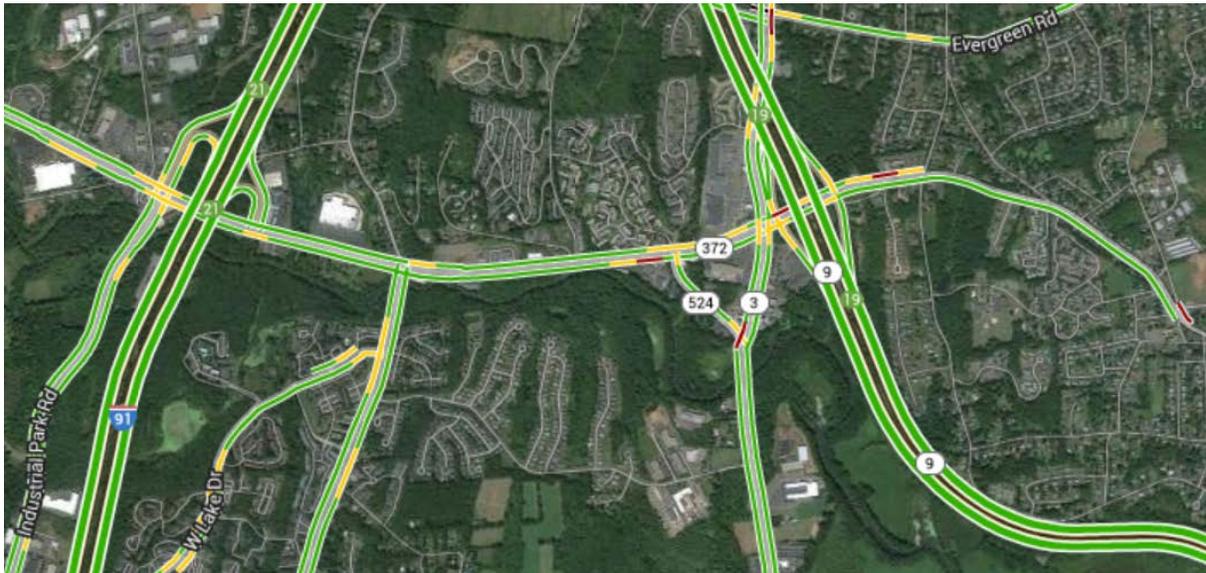


**FISCAL YEAR 2018-2019
UNIFIED PLANNING WORK PROGRAM (UPWP)
FOR THE
LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS
Metropolitan Planning Organization**



DRAFT – April 2017

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**UNIFIED PLANNING WORK PROGRAM (UPWP)
LOWER CONNECTICUT RIVER VALLEY
COUNCIL OF GOVERNMENTS
(RiverCOG)**



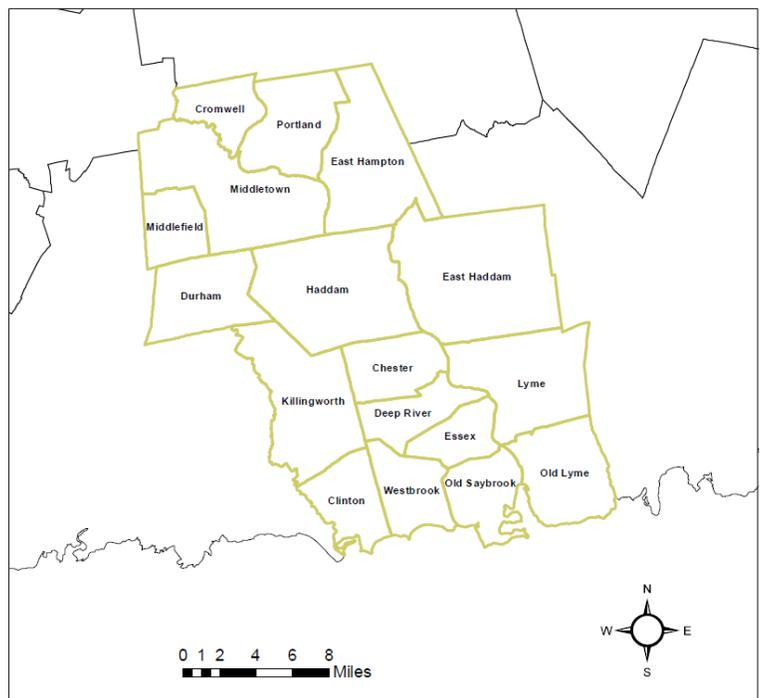
May 2017

PROSPECTUS

The Prospectus is a detailed description which serves as administrative and fiduciary support to the Lower Connecticut River Valley Council of Governments (RiverCOG) as well as the cooperative and integrative concept involved in the preparation of the Fiscal Year 2018-2019 Unified Planning Work Program (UPWP) for the Lower Connecticut River Valley Region. It defines the regionally agreed upon planning priorities and the roles and responsibilities of the various participants in the metropolitan planning process. The Prospectus complements the annual work program and provides a narrative that outlines the region's anticipated transportation agenda and linkage to the many planning issues facing the RiverCOG's metropolitan area.

RiverCOG Metropolitan Planning Organization (MPO) encompasses seventeen towns with a combined 2010 Census population of over 175,000 people and a land area of approximately 460 square miles. RiverCOG's MPO is comprised of the seventeen Chief Elected Officials from the towns within the RiverCOG region, a representative from the Middletown Transit District, a representative from the Estuary Transit District, and a representative from the Middlesex Chamber of Commerce representing business and freight interests.

The forum for the cooperative decision making, with regard to transportation planning, rests with this designated RiverCOG - MPO and is supported through assistance from RiverCOG staff, the Estuary Transit District staff and Middletown Transit staff, and voluntary cooperation from planning staff from several of the member towns. The region partners with neighboring Regional Planning Organizations (RPOs), CTDOT, FHWA



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and FTA in the delivery of planning and construction services to promote an interconnected statewide transportation network.

RiverCOG's neighboring RPOs include: South Central Regional Council of Government (SCRCOG), the Southeastern Connecticut Council of Governments (SCCOG), and the Capitol Region Council of Governments (CRCOG). Together, these regions work cooperatively toward improving mutual transportation goals and improving connectivity for the New Haven Transportation Management Area (TMA), the Hartford Transportation Management Area (TMA), and the Southeastern Transportation Management Area (TMA). This includes bridging transportation networks within the lower Connecticut River valley region; a region which connects the urbanized areas of Hartford, New Haven, and New London. The RiverCOG works to facilitate long range, sustainable transportation management including: infrastructure improvements, maintenance, safety, environmental resource management and preservation, emergency management planning, land use analysis, economic growth, and sustainable capital planning.

Federal legislation governing the Metropolitan Planning process has been regulated by the 1991 enactment of the Intermodal Surface Transportation Efficiency Act (ISTEA), the 1998 federal transportation initiative known as the Transportation Equity Act for the 21st Century (TEA-21), the 2012 enabling federal legislation for transportation. Similarly, Moving Ahead for Progress in the 21st Century (MAP21) continues to promote the role of Metropolitan Planning Organizations in long range transportation planning.

MPOs, outlining the planning requirements associated with the metropolitan planning process, are charged with numerous responsibilities such as the region's Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRP). Other planning tasks include; congestion management, air quality, safety planning, transportation alternatives, system preservation, freight planning, homeland security, environmental justice, performance measures, broader based public participation/outreach efforts and inter-agency consultation and coordination.

The primary focus of the RiverCOG's Unified Planning Work Program for Fiscal Years 2018-2019 will be to administer and implement the planning requirements of the MPO. Tasks will include designing and implementing new programs that address maximization of existing assets and mitigation of deficiencies identified in the 2015 Transportation plan. Work will include more comprehensive analysis for the next update to the Long Range Transportation Plan, a new Transportation Improvement Program, completing and implementing recommendations in the new Bicycle and Pedestrian Plan, a Regional Freight Study, a new Long Range Transit Plan. The MPO will also assist with a comprehensive operations analysis for transit, emergency transportation planning, special study of significant regional corridors, and the associated research to develop these new documents. Another priority for 2018-2019 UPWP is the associated studies and research to support the integration of the Regional Transportation Plan and associated research into the Regional Plan of Conservation and Development. Research will include: demographic analysis, underserved population sectors, economic growth and valuation analysis, land use analysis, mapping, freight movement, environmental and conservation research, intermodal and transit analysis, land use patterns to ameliorate existing and future congestion, river and waterway transportation modes, travel demand, and other associated research. The research completed for this plan will be valuable for the next update of the region's Transportation Plan.

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The RiverCOG MPO is responsible for conducting the continuing, cooperative and comprehensive (3-C) transportation planning process for the lower river valley metropolitan region in accordance with the metropolitan planning requirements of Section 134 (Title 23 U.S.C.) of the Federal Highway Act of 1962 and Section 8 of the Federal Transit Act.

The UPWP is developed bi-annually beginning in January and with a draft UPWP approved by the Council of Governments and the Metropolitan Planning Organization in May, and is the result of continued cooperation among state (specifically transportation, air quality and planning divisions), local and other regional entities. The FY 2018-2019 UPWP was prepared with the involvement of these organizations, acting through the metropolitan planning organization (MPO) for the RiverCOG region. The work tasks delineated in the 2018-2019 UPWP are performed primarily by RiverCOG staff with assistance as needed through voluntary cooperation of the RiverCOG board members or their municipal staff, municipal commissions and in partnership with the Estuary Transit District, Middletown Transit, and regional stakeholders such as: residents, representative groups of underserved populations, the Middlesex Chamber of Commerce and other regional Chambers of Commerce, Amtrak, and other public-private freight and transportation operators.



RIVERCOG STAFF

ADMINISTRATIVE

Executive Director

The Executive Director provides lead management of the RiverCOG team, directs staff assistance to the RiverCOG board, and support to RiverCOG Committees as required. This person initiates and sets the overall RiverCOG work program, prioritizes general project development and establishes draft budgets from year to year. This position also provides guidance and management of daily operations with staff, board and committee members, and the public. This person also interacts and represents the region with other state Regional Planning Organizations, and various State boards and committees. The Executive Director also will provide technical expertise on various state boards and commissions such as; Connecticut Legislative or Governor appointed committees and other statewide committees as required. Where time permits, the Executive Director will also provide professional planning support to the transportation planning process.

Principal Planner/Deputy Director

The Principal Planner manages the day to day operation agency work program, develops the transportation work program, and provides professional planning support for the organization. This position acts as supervisory manager for the transportation and general planning programs including but not limited to: regional plan of conservation and development and associated projects and research, regional emergency management and mitigation planning, general planning assistance for member municipalities, and technology development. Key transportation support functions include:

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assistance with development and review of the Regional Transportation Plan, transit and transit oriented development planning, public participation and outreach, municipal transportation project planning support, freight planning, intermodal planning, special plans and studies. This position also provides supervision to ensure integration of transportation planning into regional land use, environmental, and economic regional planning projects. This position also assists with town transportation projects, serves on or provides support to various state and regional committees as needed, including but not limited to the Transit Districts, TMA Committees, Transportation Committee, CCAPA, CAA, liaison to CTDOT, and serves as transportation chair for DEMHS Region 2.

Financial/Human Resource Administrator

The Financial/Human Resource Administrator is a multi-tasked supervisory position within the agency which specializes in financial and human resource administration. This position is responsible for the financial administration of the agency and its associated committees and boards including RiverCOG. The tasks associated with this position include: coordination with staff on work program development and maintenance including, but not limited to budgeting, audit, billing, payments, payroll, support of agency culture and personnel resources. This person may also be responsible for various planning support activities as determined by the Executive Director. Some of these duties may include: supervision of administrative support staff, editorial support, specialized transportation and agency financial reports, and budget programming for RiverCOG projects and liaison to state agencies including, but not limited to CTDOT financial services.

SENIOR PLANNERS

Senior Planner

The Senior Planner serves as administrative support to the seventeen towns in the region for RiverCOG and provides back up to the Executive Director and the Principal Planner/Deputy Director for agency projects and programs. This supervisory position acts as the municipal outreach coordinator for member town assistance requests, zoning issues, and municipal referrals in the RiverCOG. Responsibilities include: inter-municipal referrals and reviews, including impacts from transportation issues, review of site plans and zoning regulations, including traffic circulations and impact. Another responsibility of this position is staff support to the CT River Gateway Commission and riverine, harbor and coastal transportation planning. Ancillary primary duties include: supervision of natural hazard mitigation planning, municipal harbor management planning, coastal resiliency for transportation and other capitol infrastructure, planning and zoning consultation to municipal planning and zoning commissions, coastal grants manager (canoe trail maps, dock studies). An additional responsibility for this position includes developing new methods for public participation and outreach, specifically agency website development and updates, and social media innovation to promote government transparency through technology. This includes legislative testimony, cable programming, and website outreach.

Senior Transportation Planner

The Senior Transportation Planner serves as administrative support to the seventeen towns for RiverCOG and provides administrative backup to the Executive Director and the Principal Planner/Deputy Director for transportation issues and programs. This supervisory position acts as the principal transportation planner for the region providing oversight of the day to day operations of the transportation planning programs and planner/advisor for specialized transportation programs

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including but not limited to: the Regional Transportation Plan, the Transportation Improvement Program (TIP), Certification Review Process, drafting of the Unified Planning Work Program (UPWP), quarterly reports, budget, Incident Management, Title VI planning, Congestion Management, Air Quality, Travel Demand Modeling, municipal support for local transportation projects, the LOTCIP program, STP-Urban programming, general transportation planning, and municipal referrals in the RiverCOG. This position acts as liaison to CTDOT and other organizations as needed, and provides administrative support as needed.

Environmental Planner

The Environmental Planner provides professional and supervisory support for the agency as project manager for environmental projects and environmental analysis in the realm of data compilation and analysis. This includes research on air quality improvement through research of transportation alternatives, Brownfield Programs, economic base integration with transportation modes, wildlife management planning for publically accessible multi-modal recreational sites, including native plants and pollinator habitat corridors, invasive species (along navigable waters and other transportation vectors), land preservation, scenic roads and viewsheds, hydrology and storm water management, trails, greenways, non-vehicular transportation access, and riparian protection. Another responsibility is oversight and support of the Title VI research and planning to promote access to underserved populations. The environmental planner also acts as the agency's primary geospatial (GIS) administrator providing supervision and technical support for agency projects including: regional projects for technological innovation, mapping of transportation services; environmental justice, grant implementation support; and coordination of interoperability of the region with municipal geospatial databases.

REGIONAL PLANNERS

Regional Planners

The Regional Planners within the agency provide support to the agency in the realm of census and statistical data collection and dissemination; research and planning for transportation projects, oversee planning and coordination of enhancement programs, agricultural and food freight and distribution systems, economic development support, development and implementation of bicycle and pedestrian plans and projects, housing projects, transportation asset inventory, assist with transit planning projects, LOTCIP coordination, and environmental justice, preparation of CTDOT required reports, and other specialized transportation data collection, research, and planning as required. Other responsibilities of the position include but are not limited to: geographic information systems (GIS), housing analysis, freight analysis, natural hazard mitigation, emergency management planning, administering the household hazardous waste facility, agriculture council support, data collection, research, public outreach, coordination of recycling programs, newsletters, media analysis, census data collection, and coordination with member municipalities.

Planner/Planning Intern

The Planner/Planning Intern position is an entry level position within the agency and provides support to agency administrative and planning staff including but not limited to: census and statistical data collection, research for transportation projects, traffic counts, economic development, freight analysis, bicycle and pedestrian plans and projects, housing, natural hazard

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mitigation, emergency management planning, agriculture council support, and underserved populations.

Office Administrative Assistant(s)

The Office Administrator works within the agency to provide administrative support to the staff and for the various agency functions including equipment updates and maintenance, meeting minutes, public notification and outreach, correspondence, purchasing and inventory, records maintenance, vendor interface, marketing and brochures, email and social media maintenance, and other administrative support for RiverCOG as determined by the Executive Director.

CONSULTING PLANNERS-ENGINEERS-SPECIALISTS

While RiverCOG completes much of the PL work in house, the agency has provided for a direct cost estimate of \$84,000 to support planning and engineering analysis by potential consultants throughout FY16/17. It is anticipated that there will be a need for support with outside consultants for freight analysis, engineering review of LOTCIP submittals, updates to public outreach methods, and data collection.



IMPORTANT ISSUES FOR FY 2018-2019

Transportation infrastructure issues in the RiverCOG region are less financially complex than other densely populated urbanized areas in Connecticut. While the agency provides transportation support to the urbanized area of Middletown, for the most part the region is an ex-urban/rural geographic template that connects three urbanized areas and is located on major interstate highway and rail networks. That said, the agency works at integrating larger objectives into both regional and inter-regional goals to ensure that environmental protection goals and community improvement through land use, transportation, economics, and design are cohesive.

The objective is to plan for a cost effective, safe, and efficient system for all modes of transportation within the region. The primary focus for the River region is coordinated access that is cost efficient, purposeful, provides for sustainable land use, works toward environmental justice tenets, and enacts best management practices for non-motorized and motorized transportation improvements within the region. The overall goal is to integrate access for all modes of transportation to ensure quality of life for residents, enhanced mobility, hospitality, and ease of access for visitors, and community-oriented economic development.

Coordination of transportation improvements within the towns and region is paramount, including maintenance of existing transportation systems through exploration of road and bridge improvements, including expansion of options to reduce Vehicle Miles Traveled (VMTs), improvement of transit oriented development, and coordination of intermodal transportation as outlined within the Long-Range Transportation Plan.

INTERMODAL TRANSPORTATION

Although the region is designated as an urban area, the relative location of town and city centers to one another remains ex-urban for transportation planning purposes. With their geographic proximity on Interstate 95 and the Amtrak rail line, the region's shoreline towns are under increasing pressure from the possibility of expanded commercial land development. Without a plan for strategic intermodal access for transit-oriented development, non-motorized access, a larger percentage of land will be required to access development, mitigate traffic congestion, and improve safety for automobile transportation. Added impacts include: a decrease on efficiency of freight access, air pollution, impacts on wastewater options, degradation of public water supplies, and storm water impacts to the region's coves and harbors.

While much of current transportation planning at the state and regional level could be described as system maintenance, RiverCOG works to identify issues and deficiencies and plan for the efficient and coordinated use of transportation funding at state, regional, and municipal levels. For instance, economic benefit and quality of life for the region can only be maximized through increased efficient use of transportation funds. Intermodal coordination of sidewalk construction, crosswalk placement, bikeways, commuter access to business and industry, transit-oriented development, preservation of greenways, preservation of rural road character for tourism, and dependable access for residents to transit options are all elements of a strategic transportation system that supports community vitality.

The need for alternative transportation and more efficient use of the automobile is expected to increase as limited resources for mobility are challenged. Intermodal planning and provision for alternatives with varied forms of transportation are currently limited with regard to funding and opportunities. The most immediate venue for improving intermodal coordination and improvements to the existing road system is through coordination with CTDOT. Another important intermodal goal is to continue the expansion of the popular public transit system for multiple users, college students, and commuters and support policy initiatives that promote transit options and associated land use. Eventually, infrastructure that promotes bicycle commuting corridors, and improved access to rail and associated parking will be achieved once funding is obtained for preliminary and final engineering. While efforts have been made in the past to provide intermodal connections, improved inter-town and inter-regional transit options, creative land use and zoning, reduced Vehicle Miles Traveled (VMTs) and enhanced options for commuters are key objectives for the towns and the region.

PUBLIC TRANSIT

There are two public bus systems (Middletown Transit District and Estuary Transit District) in the RiverCOG region and train service is provided by Amtrak and Shoreline East along the coastline. The MPO has worked closely with rail officials and public transit (bus service) boards and staff to promote expansion and opportunities for integrated access.

The region's transit system connects to New London in Southeastern Connecticut, the New Haven area, and Hartford area. The MPO works closely with the Middletown Transit District which is a direct recipient of FTA funds. The MPO continues its active role in the emergence and development of coordination and collaboration between the two transit districts and long range transit planning.

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Support of both public bus services and coordination of their respective operations is vital to a seamless public transit system in the 17 town region. To increase efficiency in service and dependability, the RiverCOG MPO will work with both transit districts to locate funding for a system wide comprehensive operations analysis. This will identify operation and gaps within the system to improve service, operations costs and efficiencies. An operations analysis of this type is an important baseline for a Long Range Transit Plan developed in cooperation with the transit providers, both bus and rail.

The AMTRAK Northeast Corridor service makes several stops daily at the Old Saybrook train station and there is ever-expanding public bus transit service from the station to locations within the region. Shoreline East Rail service with stops in Clinton, Westbrook, and Old Saybrook and connections to New Haven and New London offers additional opportunities for affordable travel (with connections) to New York City. Continued expansion of commuter hour bus service by the Estuary Transit District to and from all three train stations is an opportunity to improve bus connections to Middletown for these Amtrak and Shoreline East riders. RiverCOG continues to advocate and plan for rail parking solutions and intermodal access to the region's train station and bus stops. A major initiative is planning and support with CTDOT districts for the installation of primary bus stop locations within the highway right of way, especially for the future U.S. Route 1 fixed route bus system, and construction of sidewalks with bus stop locations for accessibility.

There is very limited private taxi service, and it is extremely difficult for anyone without access to a car, including travelers arriving by train, to travel within the region. A major initiative of the region is to study and identify ways to improve intermodal connections between transit, land use, and the region's economy, especially tourism. An associated goal of the agency, identified during Transform Connecticut meetings by residents and college students in Middletown and other member municipalities, is funding sources for an airport shuttle from Old Saybrook to Bradley International Airport. The shuttle can be operated by the Estuary Transit District to provide twice-a-day service to the airport for residents and visitors to the region. Operations costs would be supported through a fee based-system.

BICYCLE – PEDESTRIAN

Currently, safe bicycle and pedestrian routing is random or limited, and is not fully coordinated with the existing transit system or town center development. To address a deficiency listed in previous RTPs, RiverCOG is finalizing the region's Bicycle – Pedestrian Plan. RiverCOG planning goals include implementation of recommendations and staffing of the current RiverCOG Bike-Ped Committee.

TRANSIT ORIENTED DEVELOPMENT

Transit Oriented Development (TOD) are areas near transit hubs that include utility structures which can support the recommended TOD density. RiverCOG also has designated areas that are described as Transit Friendly Development (TFD) which are important for their proximity to transit facilities or town centers, but have decentralized or private wastewater infrastructure which limits the density. Both types of land use models improve access to transit service and its associated benefits. The MPO anticipates working with towns on regional and CTDOT initiatives for transit oriented development in the River region.

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AIRPORTS

Currently, RiverCOG participates as a regional stakeholder for the Connecticut Aviation Authority in the update of its long range plan. The region has two privately owned airports and several landing pads for helicopters. Connecticut's airports are a critical function of passenger and on-time freight movement. Through its continued participation with CAA, CTDOT and other stakeholders, RiverCOG will support improvements to passenger connections to major CT airports, including transit service. Rail service options to T.F. Green airport are also an important air link for the RiverCOG region and the SCRCOG region.

ROADS

Throughout the region, as indicated by surveys, local plans of conservation and development, and public comments at land use development hearings, there is a general concern that improvements to existing roadways be done in a manner that is context-sensitive, which includes accessible town centers and accommodation for travel modes other than automobiles. The residents of the RiverCOG region have come to rely on the scenic character and natural resources of this region as a source of economic development, maintenance of property values, and job development. There is strong support for maintaining the viability of town and city centers. To that end, there continues to be considerable interest in future road improvements to minimize road congestion, find methods to improve the interconnectivity of the road network, focus freight movement to logical corridors, improve bicycle and pedestrian access, improve safety for all travel modes, and minimize those land use scenarios and road conditions that require road expansion or widening.

Movement within the region is largely accomplished by private motor vehicles on local and state roads. The existing road system functions well for motorized vehicles with some exceptions. Seasonally, heavy traffic will result in congestion along the major collector routes throughout the region. North-south routes such as State Routes 9, 17, 81, 154, and 156, and the major east-west corridor, U.S. Route 1 (Boston Post Road) from Old Lyme to Clinton, experience significant congestion during the summer with seasonal heavy volume as visitors and residents access the shoreline and associated state, town and local beaches, summer cottages, and other seasonal attractions.

Frequent accidents on I-95 result in backups on both U.S. Route 1 and I-95. Route 9 in Middletown is a focal area for continued research and solution based improvements for safety and operability. State Routes 68, 17, 77, and 79 connecting Middletown to Interstate 91 to New Haven/Hartford and Interstate 95 and the shoreline consistently experience high year round and seasonal volumes for commuter traffic. This affects the functionality of the town centers along those routes, specifically Durham's town center which is at the apex of Routes 17, 68, 77 and 79. A similar dynamic is located in Essex where Route 153, 154, 80, and 9 intersect on a major commuter route. Route 66 on the east side of the Connecticut River connects East Hampton and Portland town centers and parts of East Haddam and Haddam with Routes 2 and 9 and Interstate 91. This commuter route has a high volume of traffic and travel speeds which require consideration for future safety improvements.

As noted in the intermodal section, the need to adapt existing roads to improve intermodal efficiency (transit, biking, employment, safety) is a primary goal in the region. Incorporating the concept of

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“complete streets” on some of the primary collectors in town centers is an important initiative within the Long-Range Transportation Plan. Optimizing travel modes and land use patterns in each town center is important for town center economic vitality and livability. Vibrant and accessible town centers can be easily linked through transit expansion to each other and to employment sectors in urbanized areas. Road design to accommodate travel speeds and congestion has limiting options: cost, maintenance, and livability. A five year goal is to integrate complete street design into local and regional land use policies. Another target initiative includes planning for efficient use and maintenance of the existing regional road network in conjunction with rail and transit access and improved incident management for the portion of Route 9 and I-95 which is within the RiverCOG region.

The focus for the existing road system is to identify a performance management system for maintenance and safety improvements that will provide ongoing analysis and data for regional and CTDOT funding for cost effective road maintenance.

FREIGHT

Freight planning in the region is targeted toward both enhancement of pass through freight via major arterials such as I-95, I-91, Route 9 and via rail and river. The MPO initiated a partnership with its neighboring MPOs which resulted in a collaborative venture with CTDOT toward identified methods to cooperatively create both a statewide freight plan in partnership with our TMA freight plan. Once the statewide freight plan is complete, RiverCOG will focus on research and analysis to support a regional freight study with the neighboring MPOs.

In 2014 and 2015, the Valley Railroad Corridor Freight Analysis examined rail freight movements within the region in context with this non-utilized corridor to evaluate the benefits derived by upgrading the rail line to accommodate rail freight traffic and the impact to potential passenger rail, existing tourism rail, and the general region economy. The data collected through this study will be incorporated into the region freight plan. The region will work in close cooperation and participate in CTDOT’s data collection to ensure efficiency of data collection efforts. The region anticipates hiring a professional consultant, in cooperation with other regions, to assist with elements of the multi-region freight analysis. If there is little support for the regional analysis after the statewide plan is complete, then the RiverCOG MPO intends to perform an in-house freight analysis. Attending workshops on freight planning and integrating those techniques into the region’s planning is a priority for the region. Also, the region will be analyzing land use regulations, site plan and road design as well as bridge height and capacity which can either hinder or expedite movement of freight.

ECONOMIC VITALITY, LAND USE AND ENVIRONMENT

RiverCOG’s transportation planning program incorporates land use, economic, and environmental scenario planning into all transportation planning within the RiverCOG region and in partnership with neighboring regions and the CTDOT. To ensure global competitiveness and retention of economic values and workforce within the region and Connecticut, the region recognizes the integrated importance of transportation modality and its coordination with land use and environmental planning. The functionality of transportation for future land use and environmental scenarios is critical to the overall economic vitality of the region and the State of Connecticut.

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A goal for RiverCOG over the next two years is to more closely examine local and regional planning, and conservation and development land use policies, to identify best practices for zoning regulations, climate adaptation, building codes, and public work policies that can work to enhance the viability of the region's transportation network. Through RiverCOG's work with the "Shoreline Basic Needs Task Force" and other regional housing groups, an important work item in the next two years includes a regional housing analysis that incorporates study of existing housing stock, opportunities for existing Brownfields or Greyfields. Brownfield or Greyfield land is defined as economically obsolescent, outdated, failing, moribund or underused real estate assets or land.

Over 2018 and 2019, RiverCOG will continue to incorporate transportation planning into the writing of RiverCOG's Plan of Conservation and Development. Additionally, the region's Land Trust Exchange is completing work to finalize the region's comprehensive conservation plan and will continue to identify methods for mitigating transportation impacts on wildlife corridors, forest fragmentation, and water quality. RiverCOG's wildlife and water resources are a sustainable economic asset for Connecticut. RiverCOG will provide transportation data and staff support for a regional Strategic Economic Growth Plan partially funded through a CTOPM grant.

TRANSPORTATION SAFETY AND SECURITY

A continuing emphasis within the region is on transportation safety and evacuation preparedness. This work is done in conjunction with SCCROG to foster advancements in planning for homeland security concerns and disaster preparedness for DEMHS – Region 2. In addition, RiverCOG continues to explore options for improved incident management and anticipates the region will create a regional I-95 incident management team in cooperation with CTDOT to address emergency access, safety and congestion on Interstate 95 similar to the regional I-91 incident management team.

The overall goal of the region is to incorporate in the Long-Range Transportation Plan:

- Collected data from coordinating RESFs, local services, and state agencies, in a geospatial format to perform planning analysis for evacuation routing, mitigation, and emergency response support.
- Communication protocol and improvement for transit districts
- Crisis management training for transit operators
- Coordination to integrate rail, bus, with local transit services, including para-transit
- Improved evacuation mapping and dissemination of the information to the public
- Evaluate and document those roads and areas which currently need or may require mitigation of high accident occurrence.
- Expand the relationship with traffic authorities in each of the member municipalities and CTDOT

OTHER TRANSPORTATION MATTERS

Some of the other matters to be addressed in fiscal years 2018 and 2019 include the following: refining the implementation of Intelligent Transportation System (ITS) strategies along major corridors, deployment of incident management strategies for arterials, continued research and mapping of the most current data to identify and meet environmental justice program needs, development and maintenance of the regional Transportation Improvement Program (TIP),

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coordination as necessary on the State (Air Quality) Implementation Plan, and RiverCOG's participation in Congestion Management strategic planning in cooperation with South Central Regional Council of Governments and Capitol Region Council of Governments. Most important, sustainable transportation planning is achieved through collaboration, relationships, and coordination. In addition to its continued affiliation with FHWA, FTA, CTDOT, and other Connecticut & New England regional planning organizations, RiverCOG will continue to work in partnership with the Connecticut Aviation Authority, the U.S. Coast Guard, CTDESPP, CTDEEP, CTOPM, U.S Fish and Wildlife Service, CCAPA, CCM, COST, and other associated state, regional and local entities to optimize and improve the region and state's transportation and land use network.

Continuing projects from the include: coordinate the goals of an evolving transportation/tourism plan to identify transit access for tourism, Connecticut River Heritage Trails Greenway Development, staff support for the RiverCOG Pedestrian and Bicycle Coalition, coordination with the Valley Railroad, mapping and analyzing areas at Brownfields or Greyfields near transit stations or stops, upgrades to the agency website, and a regional complete streets plan. RiverCOG will also provide continuing assistance to member towns on transportation issues, including access to transportation funding, freight rail planning, integrated access management, complete streets planning, participation in regional commuter bikeways, agriculture and natural resource planning, long range transportation planning, trail development, marine and rail, transportation implications of new regulations or development, and scenic road designation.



FAST ACT PLANNING GOALS

RiverCOG will continue and expand upon several existing transportation planning activities that integrate new federal requirements under the FAST Act.

Current federal legislation, 23usc134(h)(1) and 49usc5303(h)(1), identifies ten planning factors that Metropolitan Planning Organizations must consider in their planning process. These planning goals are identified below.

1. **ECONOMIC VITALITY.** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. **SAFETY.** Increase the safety of the transportation system for motorized and non-motorized users.
3. **SECURITY.** Increase the security of the transportation system for motorized and non-motorized users.
4. **MOBILITY.** Increase the accessibility and mobility of people and freight.
5. **ENVIRONMENT & PLANNING.** Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns.

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6. SYSTEM INTEGRATION. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
7. SYSTEM MANAGEMENT. Promote efficient system management and operation.
8. SYSTEM PRESERVATION. Emphasize the preservation of the existing transportation system.
9. RESILIENCY. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation.
10. TRAVEL. Enhance travel and tourism.

In addition, MAP 21 outlined seven national goals, 23usc150(b), and the FAST Act requires MPOs promote a performance based approach to transportation planning and States must coordinate, to the maximum extent practical, with relevant MPOs in selecting a target to ensure for consistency. MPOs must coordinate, to the maximum extent practical, with the relevant States in selecting a target to ensure consistency. Coordination required with public transportation providers is important and States and MPOs must integrate other performance plans into the performance-based process. The seven goals include:

- 1) Safety – to achieve a significant reduction in traffic fatalities and serious injuries on all public roads
- 2) Infrastructure Condition – to maintain the highway infrastructure asset system in a state of good repair
- 3) Congestion Reduction – to achieve a significant reduction in congestion on the National Highway System
- 4) System Reliability – to improve the efficiency of the surface transportation system
- 5) Freight Movement and Economic Vitality – to improve the national freight network, strengthen the ability of rural communities to access the national and international trade markets, and support regional economic development
- 6) Environmental Sustainability – to enhance the performance of the transportation system while protecting and enhancing the environment
- 7) Reduced Project Delivery Delays – to reduce project costs, promote jobs and the economy, and expedite the movement of people and goods by accelerating project completion through elimination delays in the project development and delivery process, including reducing regulatory burdens and improving agencies' work practices

When RiverCOG completes its Regional Plan of Conservation and Development, it will incorporate many of the goals and objectives of Long Range Transportation Plans and requirements of MAP-21 and the FAST Act. RiverCOG has a history of practice in integrating environmental, economic and social values, land use and transportation into a regionally planning context for livability. In 2010, FHWA initiated the INVEST self-evaluation tool, a sustainability working group, and the creation of a Sustainable Pavements Program, which are among the efforts underway at FHWA to help State and local agencies document and improve the sustainability of the Nation's roadways. For years, FHWA has supported research, development, and implementation efforts at the forefront of the sustainability movement. The sustainable highways initiative supports the various activities conducted across FHWA to facilitate balanced decision making among environmental, economic, and social values to promote sustainability. RiverCOG will continue with the integrated planning method and more formally utilize the INVEST self-evaluation tool during development of the RiverCOG Plan of Conservation and Development.

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RiverCOG will introduce new recommendations based on current data, research, and best planning practices into this long range plan for the seventeen town region. To provide a high level of public outreach and input, a series of meetings to be held during the preparation of the Regional POCD will incorporate many long range transportation goals and objectives to educate the public and stakeholders on best management planning for transportation. The Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety. Mobility and “Ladders of Opportunity” for the region’s population are another ongoing practice for RiverCOG and a key goal of any transportation solution promoted by RiverCOG. The region continues to find ways to provide intermodal access to key service and education sectors for advancement and opportunity. RiverCOG is also partnered with SCCROG in the effective use and support of regional “Mobility Manager” program to identify gaps in transit service for underserved and disadvantaged populations.

The proposed work program elements respond to the planning goals noted above. In addition, the MPO will also incorporate the tasks below, performance base planning, strategic economic growth and vitality, modeling of existing and future land use scenarios and environmental planning with transportation models, continued advocacy for safety improvements, security and integration of all transportation modes.



TRANSPORTATION PLANNING & INTEGRATION OF MAP-21 OBJECTIVES

Task 1: *Management of the Transportation Planning Process*

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

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

Audits: RiverCOG engages an independent Certified Public Accountant to prepare an annual audit. It is delivered to CTDOT for its review and approval. This audit shall be performed in accordance with OMB Circular A-128, Audits of State and Local Governments. **MPO Certification Review:** RiverCOG will continue to modify the work programs and deliverables to maintain positive conclusions and recommended practices and deliverables as listed tetrennial MPO certification review.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS

1. Unified Planning Work Program

TIMELINE

MAY 2019

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2. DOT-RiverCOG Agreement	JUNE 2019
3. Quarterly program progress reports (Including Title VI activity report)	ONGOING
4. Audit reports for FHWA, FTA, and CTDOT funded projects.	ONGOING
5. Updates to information and data for Environmental Justice and Title VI	ONGOING
6. Coordinate and work on cooperative planning structure with New Haven and Hartford TMA to streamline CTDOT capital planning and project coordination.	ONGOING

TASK 2: DATA COLLECTION/ANALYSIS

A. General Collection and Analysis

Develop and maintain demographic and transportation databases and migration into a regional database for travel forecast models, congestion management, air quality and other associated federal requirements. RiverCOG, in cooperation with neighboring MPOs, the transit districts, and consultants, will assist CTDOT in the updating of data bases. This includes maintenance, improvement, and expansion of a regional geographic information system to support other transportation planning activities. Maintain other transportation data that supports transportation planning activities of RiverCOG and other agencies including, but not limited to; the Estuary Transit District, Middletown Transit DISTRICT, SCRCOG, SCCOG, CRCOG, and the Chambers of Commerce. Mapping as referenced in this document includes: creation and updates to geospatial database and fields for specific information as well as representative maps for planning documents and depiction of information.

MAJOR ACTIVITIES FOR FY 2018/2019

- Finalize the Regional Performance Incentive Project (CTOPM Grant) and develop a sole source regional GIS system from the two former MPOs/RPAs. This includes finalizing and refining CAMA and parcel data. This includes seeking out geospatial information from state agencies to ensure that up-to-date geospatial data is available for planning purposes.
- Continued update of current demographic analysis for region transportation objectives, economic growth forecasting, land use analysis and methods for forecasting growth in population, households, and employment *by town* for underserved populations as well as general population.
- Research and analyze data as a comprehensive update to RiverCOG's Long-Range Transportation Plan (LRP) and Transportation Improvement Program (TIP).
- Develop land use forecasting methods for the River region. Develop improved methods for allocating forecasted growth in population, households, and employment, including possible build out analysis for region.

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- Identify and map areas for transit oriented housing, specifically opportunities for affordable housing. This also includes Brownfield or Grayfield areas that could potentially be reclaimed for housing near rail stations or bus stops.
- Other Data. Collect other data for CTDOT and others as needed. (example: HPMS, 536 Report, commuter lot counts, bridge data, accident locations, traffic counts)
- Review and update new geospatial data base for regional bridges and overpasses (height – weight –width) and road ROW restrictions.
- Monitor and mapping of maritime traffic database for lower CT River and shoreline towns as needed for harbor management planning and marinas.
- Mapping and monitoring of invasive species in navigable waters.
- Mapping and analysis of forestation and natural resources.
- Collection of data for stormwater management as it relates to regional highway and roads.
- Analysis of road data and transit data for the regional Bicycle-Pedestrian Plan, Safe Route to School (SRTS) projects, and the Long Range Transit Plan.
- Collection and analysis of freight data and stakeholders.
- Create a database and mapping for regional trail system including intermodal connection with existing transportation systems.
- Mapping and data collection for underserved populations, health and assistance service centers, foodbanks, agriculture commodities and distribution.
- Mapping and analysis of economic data, business sectors, freight distribution, and small business locations.
- Develop a geospatial database and map tourism within the region

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS	TIMELINE
1. Maintenance and updates to(GIS) Parcel and Database for the River region.	ONGOING
2. Continue updates of website with current data and maps	ONGOING
3. Integrate RTP update into Regional Plan of Conservation & Development	ONGOING
4. Update regional demographic database	ONGOING
5. “Safe Routes to School” data support to member towns as required	ONGOING
6. Trail mapping and database for intermodal connection with existing transportation modes	ONGOING
8. Monitor Maritime Traffic Database including CT River Ferry statistics	ONGOING
9. Work with CTDOT on data for STIP and LOTCIP	ONGOING
10. Monitor and mapping of invasive species	ONGOING
11. Data collection associated with development of RTP update	ONGOING
12. Mapping and data collection – regional housing, soils Greyfields, Brownfields, and utility infrastructure	ONGOING
13. Transit operations analysis and data collection	ONGOING

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14.	Regional roads condition survey and database	ONGOING
15.	Create and maintain geospatial database EJ – Title VI populations and associated services	ONGOING
16.	Create geospatial database for economic and agriculture business in the region and map	ONGOING
17.	Develop a geospatial database and map tourism assets within the region	ONGOING

B. Traffic, Congestion and Safety Management

OBJECTIVES

To implement traffic congestion management and increased safety within the RiverCOG region for traffic which is caused or influenced by traffic congestion out from New Haven, Hartford and other urbanized areas for commuters and/or from seasonal increases. By cooperating with the New Haven and Hartford MPOs, and in the coordination of congestion management within the New Haven Transportation Management Area and the Hartford TMA, this larger regional area should be able to make significant inroads into congestion management and traffic safety. RiverCOG, in cooperation with its DEMHS and regional partners and transit districts, will also work on transportation planning for emergency response in coordination with the other Regional Planning Organizations (RPOs), DEMHS, and CTDOT to move toward increased mobility and coordination during a regional or statewide incident, emergency, or catastrophic event.

MAJOR ACTIVITIES FOR FY 2018/2019

- * Analyze and compile information on existing congestion and safety management
- * Evaluate and participate in municipal committees to analyze identified traffic intersection of significance for congestion and safety concerns on state and local roads.
- * Research improved method for traffic counts and purchase as needed.
- * Research emerging travel demand methodologies and implement.
- * Provide lead coordination on implementation of Route 1 Corridor Study recommendations.
- * Continue to staff and support inter-agency and municipal coordination for improvements for congestion on Route 9.
- * Monitor inter-regional traffic and congestion. Monitor and evaluate transportation system performance for regional land use changes within context of updated regional and local land use plans to better evaluate influences on traffic congestion and access within the region. The system will include: the freeway system, the arterial system, and the local road system.
- * Coordinate with CTDOT on planning efforts for on-going incident management activities, and ITS planning
- * Coordinate with CTDOT on development of regional goals for transportation system and performance measures
- * Coordinate with CTDOT on the development of a regional transportation safety plan
- * Coordinate with South Central Council of Governments and Capitol Region Council of Governments for projects and data collection in the areas of transit, Congestion Management Process (CMP) and Air Quality Conformity, and Safety/Operations/Management Strategies
 - Determine the CMP network in the region: highway and transit

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- Define regional congestion in context with State CMP: both the parameters to be measured and thresholds
- Identify congested links: using CTDOT CMS report and collected data
- Develop strategies to address congested link: geometric, operational and travel demand related
- Implement and monitor strategies and data
- * Identify and map areas where traffic congestion and speed is a problem on local roads and intersections for vehicles but also bicyclists, and pedestrians
- * Route 66 Corridor Plan in Portland and East Hampton
- * Route 81 in Corridor Plan Clinton
- * Continue process of identifying thresholds on major arterials for CMP for medium to major traffic generators.
- * Work with other RPOs on implementation of the Statewide Bicycle Plan.
- * Collect data on river usage and conditions for use including, freight, ferry traffic, recreational tourism, recreational boaters, and dockage
- * Analysis of existing traffic and commuting patterns intra-region for regional planning and regulatory land use analysis.
- * Assist in coordination where appropriate with CTDOT on statewide CMP and review of annual CMP screening report.
- * Continued planning for rail parking improvements and transit options for commuters for future TOD land use in the region
- * Work with the DEMHS Region 2 Regional Emergency Planning Team (REPT) to plan for coordination and response for transportation support in the event of a regional or statewide emergency.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS	TIMELINE
1. Report on region traffic monitoring and system for coordination with land use and development best practice	ONGOING
2. Assist SCRCOG, CRCOG and CTDOT with Congestion Management Process	ONGOING
3. Traffic count mapping for local roads within seventeen towns and provide to CTDOT as completed	ONGOING
4. Updated commuter lot counts within region	ONGOING
5. Review of Bridge Program within region and repairs	ONGOING
6. Continue with CTDOT for Rail Parking Lot Analysis	ONGOING
7. Research on decentralized wastewater options for TFD affordable housing	ONGOING
8. DEMHS REPT (Steering Committee and ESF 1)	ONGOING
9. Assistance to CTDOT with FHWA 536 reports, local finance reports, and performance reporting	ONGOING

TASK 3: PLANNING ACTIVITIES

A. Long Range

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OBJECTIVES

RiverCOG in cooperation with other regional partners, the transit districts, member municipalities, local municipal planners, and consulting planners will encourage the development of efficient multi-modal transportation systems that will provide lower cost transportation alternatives and increase mobility of people and goods within the RiverCOG region, conserve resources, provide for accessible and safe solutions, lower energy consumption, and reduce air pollution. Identification of performance measure as noted in MAP 21 and the FAST Act in coordination with CTDOT is a priority with long range programming. Many of the long range activities including freight analysis, conservation plan development, and the RiverCOG Bike/Ped Plan are carry overs from the FY16-17 UPWP. Those planning items within the documents listed as ONGOING are generally carry overs from FY16-17 UPWP.

ACTIVITIES FOR FY 2018/2019

- * In cooperation with the transit districts, partners at CTDOT, FHWA, FTA, and neighboring regions, RiverCOG will continue to implement recommendations in the 2015 Regional Transportation Plan for the RiverCOG region. Additionally, RiverCOG will work toward the comprehensive update RTP for 2019 including performance measures and incorporation of the state's SHSP. A transportation engineer and/ or planning consultant may be selected to assist with this process to help identify and process projects listed in the 2015 RTP.
- * Region Freight Study and Analysis – collect data and perform analysis on freight movement and potential improvements to the freight system including freight generators, stakeholders, constraints and other factors. A transportation consultant may be selected to assist with this study.
- * Finalize and implement projects in the RiverCOG Bicycle and Pedestrian Plan
- * Coordination with transportation planning with recommendations in the Regional Conservation Plan
- * Development of the RT 66 Corridor Improvement Plan
- * Development of the RT 81 Corridor Improvement Plan
- * Research on FHWA and FTA programmatic Mitigation Plans
- * Coordination with development of the 2017 - 2027 Regional Plan of Conservation and Development
- * Coordination with Lower Connecticut River Strategic Economic Growth Plan (OPM funding)
- * Regional Integration Plan- scenario plan to coordinate programs and projects that increase financial and time efficiency for intermodal improvements and transit oriented development. Focused on safe, livable communities and environmental sustainability, this work will be incorporated into the future RTP and will support future TAP funding applications for a full scale analysis or implementation.
- * Develop new MOUs with the New Haven, Hartford, and New London MPOs to facilitate coordinated planning and funding activities, and assure that the updates of the transportation plans are coordinated.
- * Coordinate with the Connecticut Department of Environmental Protection on the development of the State Plan for air quality and improvement to freight movements
- * Initiate long range corridor study – complete streets for Route 66 and Route 81
- * Lead implementation of U.S. Route 1 recommendations from Route 1 Corridor Study

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- * Coordinate with Valley Railroad Company on a long range plan for use of the corridor as determined by research and cost benefit analysis and links toward intermodal connections with the VRR tourism train.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS

TIMELINE

1. Regional Transportation Plan Update	JUNE 2019
2. Freight Study	ONGOING
3. Regional Freight Analysis	ONGOING
4. RT 66 Corridor Improvement Plan	MARCH 2019
5. RT 81 Corridor Improvement Plan	MARCH 2019
6. Safe, Livable Communities and Environmental Sustainability Initiative – <u>River Integration Plan</u>	ONGOING
7. Engineering or Planning Consultant support services (LOTICIP, RTP, Corridor or Complete Streets, as needed)	ONGOING
8. Regional Bike Pedestrian Plan	SEPTEMBER 2017
9. Implementation of Regional Conservation Plan	ONGOING
10. Long range Plan with Valley Railroad, CTDEEP & CTDOT	ONGOING
11. Greenway and Scenic Road Designations	ONGOING
12. Support and development of a Tourism-Transportation Plan	ONGOING
13. Recreational Trails Project Planning, projects	ONGOING

B. Transit Planning

OBJECTIVES

To develop and maintain cost effective coordinated public transit services suitable to the needs of the River region, and expand opportunities for ridership from new sources such as commuters, college students, and general population on public bus and rail to reduce VMTs and provide lower cost option to automobile use. This would include a comprehensive operations analysis and planning for new facilities to improved accessibility of riders: bike racks, bus shelters, rescue vehicle/options for motorized wheelchairs, improved transfer points, coordination and routing to accommodate commuters.

MAJOR ACTIVITIES FOR FY 2018/2019

RiverCOG will work with the various regional and state transit providers to be actively involved in state efforts to evaluate the feasibility of using public transit to alleviate congestion on the I-95 corridor and other state routes. The region will also provide expanded service within the region to address various needs as follows:

- Continue work on transit oriented development or transit friendly development with an emphasis on affordable housing options, incentive housing zoning, and decentralized utility infrastructure to support optimal density

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- Direct planning support to provide increased ridership, improvement of identified gaps, and cost efficiency in linkages between the River region, adjacent urbanized areas and employment centers and facilitate transportation between Amtrak, Shoreline East stations and the surrounding area.
- Assist in the coordination of local transit services specifically related to federal and state welfare reform and access to jobs initiatives, specifically Welfare to Work initiatives through the Regional Growth Connection, Governor Service Initiative, and Workforce Development.
- Assist the Estuary Transit District (ETD) and Middletown Transit District (MTD) to integrate human services transportation coordination requirements of the FAST Act such as: Municipal Grant Program (MGP), 5310 program, 5316 reverse commute program, Mobility Management, and other transit programs.
- Work with New Haven TMA and the associated transit districts toward continued implementation of Mobility Manager for the region
- Work with New Haven and Hartford TMAs on planning for Coordinated Public Transit Human Services Transportation.
- Review and update policies as needed to assure compliance with the requirements of the Americans with Disabilities Act.
- Transit planning support for the ETD, rail services, and as requested by MTD with emphasis on identification of rail parking needs and rail/local transit interface improvements.
- Analysis and planning for bus stops, signage and shelters to improved coordination of inter-regional transit services, including para-transit and coordination with local road improvements.
- Facilitate and complete a system wide comprehensive operations analysis.
- Initiate the Long Range Transit Plan

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS

TIMELINE

- | | | |
|----|---|---------------|
| 1. | Continue GIS mapping and routing of transit buses and shelters to enhance operations, service improvements, and Title IV requirements | ONGOING |
| 2. | Transit ridership counts | DECEMBER 2017 |
| 3. | Continue support of grant applications for MGP and CMAQ | ONGOING |
| 4. | Coordinated Transit planning for New Haven TMA and Hartford TMA | ONGOING |
| 5. | Comprehensive Operations Analysis for the regional two transit district bus system | ONGOING |
| 6. | TOD Analysis (Infrastructure and Housing) | ONGOING |

C. Short Project Selection & Programming

OBJECTIVES

RIVERCOG UNIFIED PLANNING WORK PROGRAM(UPWP) FY 2018-2019

To develop a program and schedule of transportation improvements projects for RiverCOG region with the goal of system preservation and efficient use of transportation funds to move toward long range goals. Identification of performance measure as noted in MAP 21 and the FAST Act in coordination with CTDOT is a priority with programming.

MAJOR ACTIVITIES FOR FY 2018/2019

- * **Transportation Improvement Program (TIP)** - review and amend as needed the Regional TIP including a priority list of projects to be carried out in each federal funding program for a 3-year period. The Agency will also work toward implementation of projects listed in the STIP to the extent feasible through funding mechanisms for each project.
- * **STP-Urban Program**- coordinate with CTDOT on the implementation of the STP-Urban Program and link town activities with the state.
- * **Memorandums of Understanding** - coordinate with other MPOs in the New Haven and Hartford Urbanized Area to promote collaborative use of funding.
- * **Local Transportation Capital Improvement Program (LOTICIP)** – identify and program regionally significant projects for member towns through RTP and other regional studies. On-call engineering assistance may be warranted to evaluate project readiness. RiverCOG may hire an on-call engineer through an RFQ process.
- * **Corridor Study Recommendations** - work with the Route 1 Advisory Committee, the MPO board, and CTDOT to secure funding to implement projects recommended in the region, state and TMA corridor studies and transit studies.
- * **Transportation Alternatives Program** - coordinate with CTDOT on the development of selection criteria and selection of projects for the statewide transportation alternatives program including transportation enhancements, recreational trails, safe routes to school and other programs. This will include planning for inter-town projects and associated engineering cost for candidate projects for future funding.
- * **Regional Transportation Safety Plan** – develop a regional safety plan with the cooperation of CTDOT, similar to the SHSP as a method to generate systemwide and local improvements.
- * **Local Road Accident Reduction Program** - continue to participate in the selection of projects for this statewide program. This will include the selection of the best candidates from towns.
- * **Other Programs** - continue to participate in the selection of projects for other programs such as the Congestion Mitigation and Air Quality Program (CMAQ), Emergency Relief Program (ER), Ferry Boat Terminal Program, Projects of regional significance, FHWA Discretionary Grant Programs, and other programs vital to the region.
- * **NEPA Compliance** – coordination of all planning studies with the NEPA process.
- * **Climate Adaptation** – coordination of all planning activities and studies to mitigate effects of climate changes and sea level inundation.
- * **Safe Routes to School Planning** – continued support for member towns that are working on SRTS master plans
- * **CPTHSTP (LOCHSTP)** – coordinate with CTDOT Bureau of Public Transit on development and prioritization of TMA and regional transit initiatives, projects and planning
- * **Intelligent Transportation Systems** – work within TMA boundaries and with partner MPOs to plan for mobility and transit as well as strategies to improve the operational capacity of the evolving system. Also update of the Statewide ITS Architecture.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

RIVERCOG UNIFIED PLANNING WORK PROGRAM(UPWP) FY 2018-2019

PRODUCTS

TIMELINE

1. Transportation Improvement Program	SEPTEMBER 2017
2. STP-Urban Program – program of projects for the RiverCOG program	ONGOING
3. Transportation Alternatives Program – selection of candidates from the region projects	ONGOING
4. Regional Transportation Safety Plan – development of safety programs and projects	ONGOING
5. Local Road Accident Reduction Program – selection of best candidates from the Region	ONGOING
6. Section 5310 Program – assist with selection of best candidates from the Region	ONGOING
7. Prioritization of projects for special funding	ONGOING
8. Support for towns with SRTS programs/planning	ONGOING

D. Air Quality Related Transportation Planning

OBJECTIVES

In October 1993, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) jointly issued revised planning regulations (23 CFR Part 450, Metropolitan Planning; Rule) governing the development of transportation plans and programs for urbanized areas. One of the requirements of this regulation (Section 450.310(c)) is that in air quality non-attainment or maintenance areas, if the Metropolitan Planning Organization (MPO) is not designated for air quality under section 174 of the Clean Air Act (CAA) (42 U.S.C. 7504), there shall be an agreement between the MPO and the designated agency, describing their respective roles and responsibilities for air quality related transportation planning.

MAJOR ACTIVITIES FOR FY 2018/2019

RiverCOG will continue to:

- Coordinate with other TMA regions to improve project methodology and selection for air quality improvement
- Forward to DEEP, transportation technical committee and MPO meeting agendas;
- Forward all future transportation plan updates and Transportation Improvement Plans (TIP) to DEEP for review and comment;
- Incorporate or address DEEP's comments with updates to transportation plans and TIPs
- In cooperation with CTDOT, forward to DEEP, Air Quality Conformity Reports for review and comment; and meet with DEEP, as necessary, to discuss transportation air quality matters.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

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PRODUCTS

1. Endorsed Air Quality Conformity Statement ONGOING
2. Maintenance of the Transportation Improvement Program (TIP) for a five year period and endorsement of the Air Quality Conformity Statement and its related public involvement activities ONGOING

TASK 4: OTHER TECHNICAL ASSISTANCE

OBJECTIVES

To provide guidance and assistance in other facets of transportation planning to region towns, foster the development of sound public policy and sustainable land use planning, to promote bicycle and pedestrian travel in the Region, and educate board members. Many of the long range activities including POCD assistance, TOD analysis and assistance are carry overs from the FY16-17 UPWP. Those planning items within the documents listed as ONGOING are generally carry overs from FY16-17 UPWP.

MAJOR ACTIVITIES FOR FY 2018/2019

* ASSISTANCE TO MEMBER TOWNS AND STAKEHOLDERS

Each year, the agency offers transportation planning assistance to its member towns. Upon request, RiverCOG assists member towns, public service agencies and state and federal governments with transportation matters. This assistance has included such varied activities as data collection and distribution, capital improvements planning, analysis of plans and reports, and coordination of state and local planning activities. Assistance to towns has included site plan review, an analysis of sidewalk location needs, information for the town's updates to their Plans of Conservation and Development, specifically sections on transportation, GIS mapping, preparation of road and drainage ordinances, and assistance with scenic road designation applications. RiverCOG will work toward extensive public outreach to the region's population, especially underserved populations. Principal tasks currently in progress or anticipated include:

- Continued education of board members on new and existing transportation programs, especially after election years with board member turn-over.
- Bridge, Complete Street, and Main Street Program improvements
- Sidewalk Construction prioritization and funding opportunities.
- Bicycle route planning and coordination for re-striping with CTDOT Highway Districts, coordinating with repaving schedules.
- LOTCIP Program/ Transportation Plan Implementation – various routes
- Traffic counts as needed on local routes
- Coordination with Middletown and Portland on implementation of complete streets programs
- Coordination with East Hampton and Portland on RT 66 corridor, safety, congestion and other improvements
- Coordination with Clinton on RT 81 corridor safety, congestion and other improvements

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- Coordination with municipalities on Plan of Conservation and Development Updates
- Transit Oriented/Friendly Development analysis and mapping
- Evacuation Route Planning for member towns as part of larger Region 2 DESPP Evacuation Planning and Mapping
- Bus shelter planning and mapping for member towns with transit routes
- Quinimay Trail Mennunketesuck/Cockaponsett Regional Greenway Implementation
- Coordination with the Middlesex, Old Lyme, Old Saybrook and Clinton Chambers of Commerce.
- Municipal liaison with Valley Railroad and CTDEP for long-range corridor planning
- Coordination, grant assistance for towns adjacent to Amtrak Shoreline East rail line – drainage, parking, and access improvements (Old Saybrook, Westbrook, Clinton)
- GIS Mapping assistance
- Regional oversight of Chester/Hadlyme Ferry operations and advocacy
- Technical assistance for Rail Parking Task Force
- Technical assistance for rail station improvements
- Technical assistance for incident management

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS	TIMELINE
1. Continued assistance with GIS mapping	ONGOING
2. Provide additional assistance with specialized information for towns as requested	ONGOING
3. Continue freight planning within region for towns	ONGOING
4. Monitor planned recommendations for Chester-Hadlyme Ferry operations	ONGOING
5. Continue plan to identify potential funding sources for bike facilities, including bike parking	ONGOING
6. Initiate with ETD and MAT Transit Districts and Shoreline East: a Transit to Work Month	ONGOING
7. Staff Regional Bicycle and Pedestrian Committee.	ONGOING
8. Work on Regional Greenway Designations	ONGOING
9. Safe Route to School Implementation	ONGOING
10. Assistance to member towns with POCD updates	ONGOING
11. Bridge project assistance	ONGOING
12. Assistance with LOTCIP applications	ONGOING
13. Census updates	ONGOING
14. Review and coordination of environmental project analysis	ONGOING
15. TOD Assistance to town with transit hubs: bus/rail stations	ONGOING

Task 5: Public Information and Involvement Title VI, Environmental Justice, & Public Participation

OBJECTIVES

RIVERCOG UNIFIED PLANNING WORK PROGRAM(UPWP) FY 2018-2019

RiverCOG in cooperation with the region's transit districts and other stakeholders will undertake, within the limits of its staffing and financial capabilities, all reasonable means to involve the public in the transportation planning process. Particular emphasis will continue in 2018/2019 in the larger planning projects as outlined in this UPWP. The primary goal is to improve public understanding of transportation decision making process, the role of transportation in the over land use, environmental, and economic planning process, and alternatives available for consideration.

As issues arise and studies are prepared, a variety of approaches will be used to make the public aware of issues. These include preparing and circulating a draft studies, stakeholder committees, public workshops and forums on land use and transportation, presentations to public and private groups, informal work sessions, and an "open door" policy relative to public requests for information, intergovernmental reviews and media coverage. The COG publishes an annual report of its activities which is widely circulated within the region. The text of the COGs annual report is included in the annual reports of the seventeen towns in the region. RiverCOG plans to reintroduce a quarterly newsletter in an online format which will prominently include transportation news. The primary objectives include:

- To involve the widest possible range of individuals and groups in the transportation planning process.
- To improve access to underserved populations to transportation alternatives
- To assure low income and minority groups are involved in the planning process.
- Identification of groups with limited English proficiency with current data and target those populations of major language groups with online instructions for access of data
- To assure that requirements of the federal environmental justice regulations regarding the fair and equitable distribution of impacts and benefits of transportation programs are satisfied.
- Identifying public outreach methods that promote feedback and planning for transportation connectivity gaps in access to essential services (*ladders of opportunity*)

MAJOR ACTIVITIES FOR FY 2018/2019

PUBLIC INVOLVEMENT ACTIVITIES

- Evaluate its public involvement policy in context with existing population sectors identifying those population sectors that would normally not received information.
- Conduct community involvement efforts for all its major projects and programs including moving toward continued improvements for an accessible website.
- Conduct public outreach activities for transportation plans and initiatives. Another area of emphasis is to facilitate public involvement in transit planning.
- Finalize an enhanced Public Participation Policy which incorporates best practices for outreach and inclusion. This will likely involved professional consulting assistance to upgrade social media outreach.

TITLE VI & ENVIRONMENTAL JUSTICE ACTIVITIES

- Continue to improve strategies to ensure environmental justice by identifying and forecasting low income and minority populations and determining potential impacts of

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upcoming transportation projects. Use environmental justice criteria when considering all transportation planning and implementation at both the policy and project level.

- Expand our efforts, through translation services, to make our programs more available to those with limited ability to speak English both for RiverCOG and in support of the two transit districts
- Expand its environmental justice program to address the full spectrum Title VI concerns assuring that transportation programs do not adversely impact or benefit persons based on their age, race, sex, or their disabilities.
- Most importantly, to identify potential deficiencies Title VI-EJ processes, RiverCOG will continue to review and update the region’s Title VI-EJ process, and provide assistance to member municipalities.

Anticipated Dates for Completion of Products (unless labeled as ongoing) is noted in the timeline

PRODUCTS	TIMELINE
	ONGOING
1. Title VI Review	
2. Updated mailing lists, newsletters, public meetings, advisory committees, notices of all meetings	ONGOING
3. Public Participation Plan for RiverCOG and identification of methods for improved outreach through media venues gaps in service	ONGOING
4. Identifying target areas of underserved populations or focus areas for limited English proficiency	ONGOING
5. Enhance social media plan for RiverCOG Transportation section including survey and review by residents and underserved populations	ONGOING
6. Create a public outreach plan using a consultant to assist for innovative outreach methods through social media	ONGOING
7. CENSUS updates and GIS mapping	ONGOING
8. Survey outreach for transportation, transit, rail, bike, and pedestrian	ONGOING

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FINANCIAL PLAN

Table I

Staffing and Budget for FY 2018/2019

	Task 1 Management/ Administration		Task 2 DataCollection/ Analysis		Task 3 Planning Activities		Task 4 Other Technical Assistance		Task 5 Public Involvement		Totals	
	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost	Hours	Cost
Executive Director	175	\$11,063	0	\$0	600	\$37,931	375	\$23,707	0	\$0	1150	\$72,703
Principal Planner/Deputy Director	110	\$5,066	100	\$4,605	375	\$17,270	185	\$8,520	130	\$5,987	900	\$41,448
Financial Administrator	675	\$25,078	0	\$0	0	\$0	0	\$0	0	\$0	675	\$25,078
Senior Transportation Planner	175	\$6,901	475	\$18,731	1275	\$50,278	600	\$23,660	250	\$9,858	2775	\$109,427
Senior Land Use Planner	0	\$0		\$0		\$0		\$0		\$0	0	\$0
Senior Environmental Planner	0	\$0	495	\$18,391	275	\$10,217	150	\$5,573	105	\$3,901	1025	\$38,082
Regional Planner(s)		\$0	1542	\$47,376	825	\$25,347	850	\$26,115	650	\$19,970	3867	\$118,808
Planner/Intern		\$0	300	\$4,455	0	\$0	100	\$1,485	25	\$371	425	\$6,311
Clerical	275	\$8,283	0	\$0	0	\$0	0	\$0	85	\$2,560	360	\$10,843
Indirect Costs		\$81,767		\$135,659		\$204,513		\$129,138		\$61,840		\$612,915
Direct Costs		\$1,250		\$ 3,000		\$ 83,000.00		\$ 20,000		\$ 1,000		\$108,250
Totals		\$139,406		\$232,215		\$428,557		\$238,199		\$105,490		\$1,143,868
		12%		20%		37%		21%		9%		100%

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Table II

Staffing and Budget for FY 2018/2019

Job Title	Maximum Hourly Rate
Executive Director	\$ 75.00
Deputy Director/Principal Planner	\$ 65.00
Senior Transportation Planner	\$ 60.00
Senior Planner(s)	\$ 55.00
Regional Planner(s)	\$ 45.00
Financial Administrator	\$ 40.00
Planning Intern(s)	\$ 25.00
Clerical/Administrative Assistant	\$ 35.00

Table III

Financial Responsibility by Task: FY 2018/2019

PL and FTA				
<i>Task</i>	<i>Federal</i>	<i>State</i>	<i>RiverCOG-MPO</i>	<i>Total</i>
1) Management/Administration	111,524.55	10,594.84	17,286.36	139,405.75
2) Data Collection/Analysis	185,772.05	17,648.36	28,794.75	232,215.17
3) Planning Activities	342,845.93	32,570.39	53,141.27	428,557.59
4) Other Technical Assistance	190,559.37	18,103.16	29,536.79	238,199.32
5) Public Involvement	84,392.10	8,017.26	13,080.82	105,490.17
Total	\$915,094.00	\$86,934.00	\$141,840.00	\$1,143,868.00

Draft Resolution



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Bonnie Reemsnyder, Chairman
Michael Maniscalco, Vice Chairman
Noel Bishop, Secretary
Carl Fortuna, Treasurer

Chester, Clinton, Cromwell,
Deep River, Durham, East Haddam,
East Hampton, Essex, Haddam,
Killingworth, Lyme, Middlefield,
Middletown, Old Lyme,
Old Saybrook, Portland, Westbrook,
Middletown Transit District, Estuary
Transit District, Middlesex Chamber
of Commerce

RESOLUTION REGARDING TRANSPORTATION PLANNING ROLES AND RESPONSIBILITIES

- WHEREAS, The Lower Connecticut River Valley Metropolitan Planning Organization (RiverMPO) is designated as the transportation planning policy board for the Lower Connecticut River Valley Region by the Governor of the State of Connecticut, and that the RiverMPO is the designated transportation planning agency;
- WHEREAS, Federal regulations (23 CFR 410.310) require that the responsibilities for cooperatively carrying out transportation planning (including corridor and sub-area studies) and programming shall be clearly identified in an agreement or memorandum of understanding between the State and MPO;
- WHEREAS, The USDOT and CTDOT have developed a Statement of MPO Planning Roles and Responsibilities that fulfills the requirement of 23 CFR 410.310;
- WHEREAS, The Statement of MPO Planning Roles and Responsibilities will be an appendix to the FY 2018-2019 Unified Planning Work Program;

NOW, THEREFORE, BE IT RESOLVED BY THE LOWER CONNECTICUT RIVER VALLEY METROPOLITAN PLANNING ORGANIZATION;

TO endorse the Statement of MPO Planning Roles and Responsibilities and approves its addition to the FY 2018-2019 Unified Planning Work Program.

This resolution is effective May 24, 2017.

Dated May 24, 2017

By:

Bonnie Reemsnyder, Chairman

Appendix

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 Lower Connecticut River Valley Council of Governments (RiverCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a) "Metropolitan Planning Agreements".

General Roles & Responsibilities

The RiverCOG 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 of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

Long Range Metropolitan Transportation Plan

1. RiverCOG will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for its respective region.
2. RiverCOG 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. CTDOT 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 RiverCOG may maintains its own travel forecast model.)*

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- c. Traffic count data for state roads in the RiverCOG 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. RiverCOG may conduct transportation modeling for the area.
 5. RiverCOG will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, they will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

Transportation Improvement Program (TIP)

1. The TIP will be prepared and compiled through a consultative process between CTDOT, RiverCOG and the appropriate provider(s) of public transportation.
2. CTDOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.
3. CTDOT, MPO and transit provider(s) – CT DOT will solicit comments on the TIP and incorporate where practicable.
4. CTDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the RiverCOG to explain the projects to the policy board and the general public.
5. CTDOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
6. RiverCOG 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. RiverCOG 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.
7. CTDOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
8. CTDOT 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 .
9. CTDOT will provide proposed amendments to the RiverCOG for consideration. The amendment will include a project description that provides sufficient detail to allow the RiverCOG to explain

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the proposed changes to the RiverCOG board. It will also provide a clear reason and justification for the amendment. If it involves a new project, CTDOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.

10. When an amendment to the TIP/STIP is being proposed by the RiverCOG, the project sponsor will consult with CTDOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.
11. CTDOT will provide a financial assessment of the STIP with each update. RiverCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on CTDOT's financial assessment.

Air Quality Planning

1. CTDOT and RiverCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CTDOT will conduct the regional emissions analysis, which includes the RiverCOG area and provide the results to the RiverCOG. 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. RiverCOG 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. RiverCOG will make the regional emissions analysis available to the public.

Public Participation Program

1. The RiverCOG will annually review and evaluate its public participation program.
2. The RiverCOG 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 RiverCOG will work to ensure that low-income, minority and transit dependent areas are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. They will comply with federal legislation on these issues.
4. The RiverCOG's process for developing plans, projects, and programs will include consultation with state and local agencies responsible for land use and growth management, natural resources, environmental protection, conservation and historic preservation.
5. The RiverCOG 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.

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Public Transportation Planning

1. The RiverCOG 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 RiverCOG will provide the opportunity for the transit providers to review and comment on planning products relating to transit issues within the region.
3. The RiverCOG will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to insure the consideration of any appropriate comments.
4. The RiverCOG and CTDOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CTDOT will provide the RiverCOG with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
 - a. Anticipated federal funding resources by federal aid category for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. 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 CTDOT will notify the RiverCOG 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 RiverCOG will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The RiverCOG will conduct a highway performance monitoring program that includes the collection of traffic counts, conduct of travel time surveys, and determination of travel speeds and delay.
2. The RiverCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The RiverCOG will work with CTDOT on programming possible congestion-reducing projects.
4. The RiverCOG 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 CTDOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the RivreCOG.

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2. The RiverCOG will maintain and update the Regional ITS Architecture for the RiverCOG, where appropriate.

Amendment

This Statement on Transportation Planning may be amended from time to time or to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the RiverCOG 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.