



Metropolitan Planning Organization

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Catherine Iino, Chairman  
Richard Smith, Vice Chairman  
Susan Bransfield, Secretary  
Edmund Meehan, Treasurer

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

## LOWER CONNECTICUT RIVER VALLEY COUNCIL OF GOVERNMENTS

### MPO

#### DRAFT MINUTES OF REGULAR MEETING

March 27, 2014

#### Members:

Chester: Edmund Meehan \*  
Clinton: Willie Fritz  
Cromwell: Jonathan Sistare  
Deep River: Richard Smith \*  
Durham: Laura Francis \*  
East Haddam: Mark Walter  
East Hampton: Michael Maniscalco \*  
Essex: Norm Needleman \*  
Haddam: Melissa Schlag \*  
Killingworth: Cathy Iino \*  
Lyme: Ralph Eno  
Middlefield: Jon Brayshaw \*  
Middletown: Daniel Drew  
Old Lyme: Bonnie Reemsnyder \*  
Old Saybrook: Carl Fortuna \*  
Portland: Susan Bransfield  
Westbrook: Noel Bishop \*  
Middlesex Chamber of Commerce: Darlene Briggs \*  
CT Dept. of Transportation: Edgar Wynkoop \*  
Estuary Transit District: Joe Comerford \*  
Middletown Area Transit: Andrew Chiaravallo \*

#### Others Present:

Bob Bell, President Essex Steam Train and River Boat  
Pat Bandz, CL&P Community Relations  
Stuart Popper, Cromwell Town Planner (9:20)  
Bill Warner, Middletown Town Planner  
Michiel Wackers, Middletown  
Cathy Lezon, CL&P Community Relations  
Deanna Rhodes, Portland Town Planner

\* Members Present

**Staff Present:**

Linda Krause  
Jean Davies  
Judy Snyder  
Rob Haramut  
Torrance Downes  
Dan Bourret  
Janice Ehle-Meyer  
Jeremy DeCarli  
Erin Bodan

**MPO AGENDA:**

**1. CALL TO ORDER**

Chairman Cathy Iino called the meeting to order at 9:06 a.m. at the offices of the Lower Connecticut River Valley Council of Governments in Essex.

**2. APPROVAL OF FEBRUARY 26TH MEETING MINUTES**

Upon motion of Bonnie Reemsnyder, seconded by Laura Francis, it was unanimously voted to approve the minutes of the February 26, 2014 meeting.

**3. TRANSIT UPDATES, JOE COMERFORD, ANDY CHIARAVALLO**

Andy Chiaravallo announced that ridership has increased and that younger people are using the buses for transportation. He said that the fee charged to the towns for this service has not increased. The new storage/maintenance building being constructed for the buses is coming along. Cathy Iino mentioned the proposed Route 81 bus service.

Joe Comerford stated that the 9 Town Transit is trying to secure funding for a bus route along Route 81 from Clinton through Killingworth into Haddam with connecting buses to Middletown. CDOT will make a presentation at a public meeting on April 7<sup>th</sup> at 7:00 p.m. in the Clinton Town Hall to discuss this proposal further.

**4. MOBILITY MANAGER**

Jean Davies explained that the mobility manager is a program to connect the regions together by a form of public transportation. Joe Comerford, Rob Haramut and Ms. Davies have met with the New Haven Transit District to try and coordinate efforts with the 9 Town Transit. This program is very successful in other regions in the state.

## **5. 5310 APPLICATIONS**

Robert Haramut explained that the 5310 application program makes it possible for towns and non-profits to be able to purchase lift equipped vehicles. The FTA's 5317 program has changed and is now folded into the 5310 program under the Map 21 legislation. This provides funding for the enhancement ADA service, above and beyond what exists in the region. Previously the funding pot went directly to the state, then the regions prioritized their projects, submitted them to DOT and DOT forwarded the information to the feds. Under the new legislation the money will go to the transportation management areas (TMA). This means that the River COG MPO will have to coordinate with three in our region. The former Midstate towns (Cromwell, Durham, East Haddam, East Hampton, Haddam, Middlefield Middletown, and Portland) will be in the Hartford TMA, the towns west of the river (Chester, Clinton, Deep River, Essex, Killingworth, Old Saybrook, and Westbrook) in the New Haven TMA and towns east of the river (Lyme and Old Lyme) will be in the New London TMA.

## **6. VALLEY RAILROAD PASSENGER- FREIGHT STUDY – SUBCOMMITTEE REPORT**

Jean Davies explained that there is a subcommittee of the Valley Railroad passenger-freight study to review the RFQ, (attachment A) guide the project, select the consultant and to report to the COG. The subcommittee consists of: Carl Fortuna, Old Saybrook; Norm Needleman, Essex; Dick Smith, Deep River; Melissa Schlag, Haddam; Ed Meehan, Chester, and Michiel Wackers is representing Middletown.

Melissa Schlag suggested that the title "Request for Qualifications for Valley Railroad State Park Passenger-Freight Economic and Structural Feasibility Study" be changed to include the word "impact" in the title because the rail would go through major commercial and residential parts of our towns. The changed title would be: "Request for Qualifications for Valley Railroad State Park Passenger-Freight Economic, Structural Feasibility and Impact Study". Ms. Schlag noted that Springfield, MA is referred in the report (page 1, Study Area). She felt this should be changed to Hartford.

Laura Francis asked what the estimated cost will be and where the fund was coming from. Ms. Davies stated that the estimated cost is between \$30k, and \$50k and it will come from the PL funding for Transportation, a carryover from '11 and '12.

Ed Meehan said he has no problem with adding the word "impact" in the title however where will this study lead to. Ms. Davies stated that the timeline for the completion of this study is February 2015. Some of the information from this study will be used in the long range transportation plan due to the state in May 2015.

Lower Connecticut River Valley MPO  
Minutes of the March 27, 2014 Meeting  
Page Four

Jean Davies stated that the subcommittee will go through a RFQ process and not a bid process. A bid process would not allow for the flexibility to select a consultant that would best fix the wants and needs for this area.

Bill Warner stated that he felt the reference to Springfield should stay because that is what that line is known as, the Springfield/New Haven line. He also asked if the entire MPO board will vote on this study. Ms. Davies said that the subcommittee decided that the entire River COG MPO board would vote on this.

Carl Fortuna stated that he does not have a problem with the addition of the word "impact" in the title, however on page 1 "Study Area" he felt that the word "impact" could be added to "etc".

Dick Smith added that "impact" can be negative or positive.

Ed Meehan felt that the full board should vote on this issue.

Ms. Schlag had other changes, on page 3, bullet point 7 - "Market analysis for potential commercial/industrial uses "by town" in the region requiring freight rail". She felt that "by town" should be added. On page 4, under the section entitled; "Determine any costs of upgrading for freight, passenger, and/or tourism rail use" bullet point 7; "Safety issues and "traffic impact" and financial impact of public and private crossings on VRR right-of-way". She felt that "traffic impact" should be added.

Michael Maniscalco spoke that quality of life is a huge issue that needs to be discussed in the study such as noise, train whistles, timetable, and where and what is next to the tracks.

Bill Warner said that this should be a regional transportation plan and should be reviewed without town boundaries and not a plan for individual towns.

Cathy Iino asked if the members were in agreement that this document should be revised with the changes and resubmitted to the MPO at the next meeting.

Melissa Schlag made a motion to amend page 3, bullet point 7 – by adding the words "by town" to "Market analysis for potential commercial/industrial uses by town in the region requiring freight rail". This motion was withdrawn.

Dick Smith asked for clarification of the RFQ. Ms. Davies explained that once the RFQ is approved by the MPO it will be submitted to CDOT. CDOT will go through the process, review the language then once approved will go out to notice. The committee will be interviewing and selecting the consultant for the project.

Upon motion of Carl Fortuna, seconded by Norm Needleman, it was unanimously voted to add the word "impact" in the title. "Request for Qualifications for Valley Railroad State Park Passenger-Freight Economic and Structural Feasibility Impact Study".

**7. LETTER TO GOVERNOR – MPO REDESIGNATION**

Jean Davies explained that apparently the letter sent to the Governor several months ago by the COG is being review by the legal department.

Upon motion of Jon Brayshaw, seconded by Bonnie Reemsnyder, it was unanimously voted to send a reminder letter to the Governor.

**8. OTHER BUSINESS**

Jean Davies distributed a draft of the UPWP (attachment B). She explained that usually this is a 2-year report but due to the merger this will be for 1-year to get Midstate and the River Estuary on the same cycle. Ms. Davies and Dorothy Papp, Financial Administrator, met with CDOT to discuss the financial report with them. Ms. Papp will distribute the financial information and Ms. Davies will prepare a final report to be voted on at the April meeting.

Ms. Davies also reminded the members that the municipal grants need to be submitted if the towns are applying.

**9. ADJOURNMENT**

The meeting was adjourned at 9:50 a.m.

Respectfully submitted,

Judith Snyder  
Recording Secretary



145 Dennison Rd.  
Essex, CT 06426  
Email: rivercog.org

**Request for Qualifications  
for  
Valley Railroad State Park  
Passenger – Freight Economic and Structural Feasibility Study  
Revised to March 20, 2014**

Impact  
↓

Issue Date:

Response Date/Time:

Response Location: Lower CT River Valley Council of Governments  
145 Dennison Rd.  
Essex, CT 06426

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## Introduction

The Lower Connecticut River Valley Council of Governments (d.b.a. RiverCOG) is a new regional planning organization formed from the merging of the preexisting CT River Estuary Regional Planning Agency and Midstate Regional Planning Agency. The Region consists of 17 municipalities:

Chester	Clinton	Cromwell
Deep River	Durham	East Haddam
East Hampton	Essex	Haddam
Killingworth	Lyme	Middlefield
Middletown	Portland	Old Lyme
Old Saybrook	Westbrook	

The RiverCOG requests Statements of Qualifications from experienced professional consultants to study the economic implications of upgrading the Valley Railroad (VRR) from Middletown, CT to Old Saybrook, CT to be used for the purpose of freight transport, passenger rail, and/ or tourism rail such as that currently operated by Valley Railroad.

## Project Description

The study would incorporate an economic and structural feasibility analysis, a market study for existing and potential uses for the corridor, and a cost benefit analysis in context with other potential uses. The study would evaluate the relative benefits of the corridor within the regional and statewide freight and passenger transportation network.

Interest in the Valley Railroad between Middletown and Old Saybrook has been growing for several years. A nine mile portion of the line currently not used for more than lightweight rail-born maintenance vehicles is the subject of many proposals including upgrading to freight standards, upgrading the rail for the extension of the tourism operation (Valley Railroad Company) which currently runs on the southern portion of the line, a publicly accessible multi-modal path, or some combination of these uses. Such a study will guide RiverCOG in planning for the future use of the line based on economic feasibility of the aforementioned potential uses.

## Study Area

This project should study specific information (economic, land use, etc.) as it relates to the Towns Old Saybrook, Essex, Deep River, Chester, Haddam, and the City of Middletown. The study should also include influences from within the RiverCOG Region as well as from the larger area roughly bordered by New Haven, New London, and Springfield, MA.

## **Background**

The Valley Railroad State Park is a former railroad right of way running parallel to the Connecticut River from Old Saybrook, CT to the Maromas Section of Middletown, CT. Built as a passenger line in 1871, the line connected Hartford to Old Saybrook. The line was transferred a few times, ending up a branch line of the New Haven Railroad. Passenger service ended in 1933 but the line was used to transport freight until 1968 with the collapse of the New Haven Railroad. The 22 mile portion from Maromas to Old Saybrook was purchased through a federal grant from the Land and Water Conservation Fund (LWCF) for recreational land in 1969 by the State of Connecticut and is owned by the Connecticut Department of Energy and Environmental Protection (CTDEEP) – it is now designated as the CT Valley Railroad State Park. North of Mile Marker 22, the line is owned by the Connecticut Department of Transportation and is active. The entire 22 miles is currently leased to the Valley Railroad Company (VRR) until 6/30/2027.

Today, approximately 13 miles are used by a scenic tourism train, while approximately 9 miles are used only by lightweight maintenance rail vehicles. Several bridges in need of engineering analysis, a large washout, and driveway fill over the rails precludes use of the line by more than these light vehicles. There are several possible future uses for the corridor and/or sections of the corridor; expansion of the scenic tourism train on the northern 9 miles, introduction of passenger service, introduction of freight rail service from Old Saybrook to Middletown, and use of the northern 9 miles as a multi-modal path (with rail reversion rights) providing a recreational tourism link between the scenic tourism train in Tylerville and the City of Middletown (due to active rail use from Maromas to Downtown Middletown, an alternate route would need to be found for the northern 5.5 mile connection for the latter option).

## **Desired Outcomes**

Economic Analysis of Freight, Passenger, and/or Tourism Rail Movements throughout the region pertaining to the current and future along the Valley Railroad State Park.

The project will identify land uses along the corridor and their impacts upon use of the rail line. Land use impacts and their financial implications should focus on the six municipalities through which the VRR travels; however, as noted state and region-wide influences must be taken into account.

## **Deliverables**

### **Current and Future Economic Assessment**

- Determine the present market existing within the RiverCOG region and demanding freight service on the Valley line.
- Determine the present market existing outside of the RiverCOG region demanding freight service on the Valley line including analysis of current freight

shipments to and from Hartford and the ports of New London/Groton and New Haven.

- Determine the present market existing within the region demanding passenger rail service and identify origin and destination of travelers.
- Forecast future demand and conditions that would support use of the line for passenger service.
- Market analysis of cooperative use of a freight line with Valley Railroad Tourism operations.
- Determine the current level of freight traffic moving through the region that could be converted to rail traffic using the Valley Line.
  - Examine current shipping methods: Volume and distance, would rail be more appropriate than current shipping methods?
  - Determine any impacts the upgrading of the New Haven to Springfield Line for High Speed Passenger Rail may have on Freight movements along that line and determine any need for new/revised freight routes as a result, including need for VRR.
- Market analysis for potential commercial/industrial uses in the region requiring freight rail.
  - Consider zoning and incentives for locations along the line.

### **Structural-Engineered Analysis of the Rail line**

- Assessment of existing rail bed and track conditions.
- Engineering and structural analysis of topography, drainage, or site conditions for future track improvements.
- Structural and environmental risk assessment for use of the rail line for freight, passenger, and/or tourism use.
- Structural analysis and cost estimates for upgrades for passenger service and/or freight service.
- Structural analysis and cost estimate for continuation of existing tourism rail to downtown Middletown (including operation on approximately 5.5 miles of CT DOT owned track).

### **Cost Benefit Analysis**

- Determine benefits and their relative value the state and region would experience as a result of upgrading the line for both passenger and/or freight use.
  - Determine highway traffic reduction and/or truck diversion potential, especially on Route 9.
  - Impacts to local businesses requiring freight movements.

- Environmental impacts: Change of carbon output – trucks versus trains.
  - Social impacts: Potential for passenger service.
  - Potential to spur new commercial/industrial growth within the region.
  - Job Creation: Permanent and Temporary.
  - Impact of increased capacity on freight rail network in State.
- Determine any costs of upgrading for freight, passenger, and/or tourism rail use.
    - Financial cost to upgrade and maintain 22 mile line to FRA Class 2 Track (25mph) or better and associated junction and stations, from Old Saybrook north to Middletown City Center. Cost implications of having Valley Railroad right-of-way status changed from 'abandoned' to 'active' by the Federal Railroad and Surface Transportation Board.
    - Impacts to Valley Railroad Company of loss of 'tourist excursion train' status.
    - Net change in fuel consumption: train versus trucks.
    - Impact to surrounding Land Values within each municipality.
    - Impact to property tax revenues within each municipality.
    - Environmental implications.
    - Safety issues and financial impact of public and private crossings on VRR right-of-way.
    - Impacts on existing businesses and marinas along VRR right-of-way.
    - Aesthetic Value: Impacts to view-shed from CT River and from land.
    - Impacts to existing tourism revenue: Essex Steam Train, CT River View-shed.
    - Potential future tourism revenue effects: Multi-modal scenic path from Maromas to Tylerville to link with VRR.
    - Analyze existing land uses along the corridor and any impacts to those uses the reintroduction of rail would have.
    - Specific cost-benefit analysis relating to Tilcon and the transporting of crushed stone between Wallingford and Old Saybrook along the VRR.
  - Clarify the status of the Valley Railroad property on both the State and Federal Level and determine any costs for changes.
    - Evaluate in cooperation with CTDEEP and the Valley Railroad existing leases and legal requirements for use of the line as future freight, passenger, and/or tourism rail service.
    - Cost to the State of CT if National Park Service declares the 300-acre CT Valley Railroad State Park must be converted under LWCF Section 6(f)(3) and acceptable replacement property acquired of at least equal fair market value and of reasonably equivalent usefulness and location.

## **Public Outreach**

- Five Public Information Sessions, Stakeholder Meetings, committee meetings and a final presentation to the LCRV-Metropolitan Planning Organization (River-MPO) will be required during the project.

## **Submission of Statement of Qualifications**

To assist the Selection Committee in its review of multiple proposals, we request that interested firms provide a qualification statement based upon the following format and incorporating the four identified sections:

### **Section I – Firm Introduction**

- Provide an introduction to your firm, indicating the primary office location for the performance of this project, the type of firm, and areas of specialization. This section should also identify the proposed Project Director, as well as any sub-consultants who will participate on the project. Provide a contact person for the interview with phone, email, and fax number.
- Briefly summarize the most relevant qualifications, specialized capabilities, and any other significant information relating to those participating with you in the RFP process.
- This section should not exceed three (3) pages.

### **Section II – Firm Experience**

- Past successful project experience will be a key selection factor. This section should specifically identify experience in assessing the current and economic value of regional transportation corridors similar in nature to this project and the economic development factors for communities such as those in this region and the measurement of this value against direct and indirect social costs incurred by communities impacted by regional rail corridors, as well as the ability to provide an engineering analysis of the rail line.
- A detailed project approach is required in this submission. However, summary information relating to the approach used in similar studies may be provided as an indication of your overall qualifications.
- This section should not exceed (5) pages in length, including any supporting information or project descriptions.

### **Section III – Project Team Qualifications**

- Identify a Project Director who will serve as the primary contact for RiverCOG staff and will direct overall consultant efforts and allocation of resources. No more than two (2) page resume for the Project Director should be included.
- Please provide resumes for key staff members (including both prime consultant and sub-consultant staff) who will perform leading roles in the project. Additional resumes may be included to identify specialized staff members who will be

involved with technical data collection and creation. Resumes for key staff should be in a (1) page format and should identify years of experience, years with the current firm, and specific roles and assignments for the project.

- An organization chart should also be provided indicating the structure of the project team and a Project Manager. This chart may include an identification of additional supporting staff, as appropriate.
- The Project Manager and team leaders should be current full-time employees of either the prime consultant or their respective sub-consultant firms.

#### **Section IV – Project Cost**

The proposal should include a detailed fee proposal including total cost for the study.

#### **Consultant Selection Procedures and Schedule**

It is the intention of the RiverCOG to contract with one principal consultant.

Following receipt of qualifications statements, the consultant responses will be screened by a technical committee and RiverCOG staff and several prospective firms will likely be interviewed. Prospective firms will be contacted by **DATE**. Consultant agreements will be approved by staff of the RiverCOG with input from the technical committee. RiverCOG reserves the right, in its sole discretion, to not award the study, as noted above, even if a consultant has been recommended by the Selection Committee.

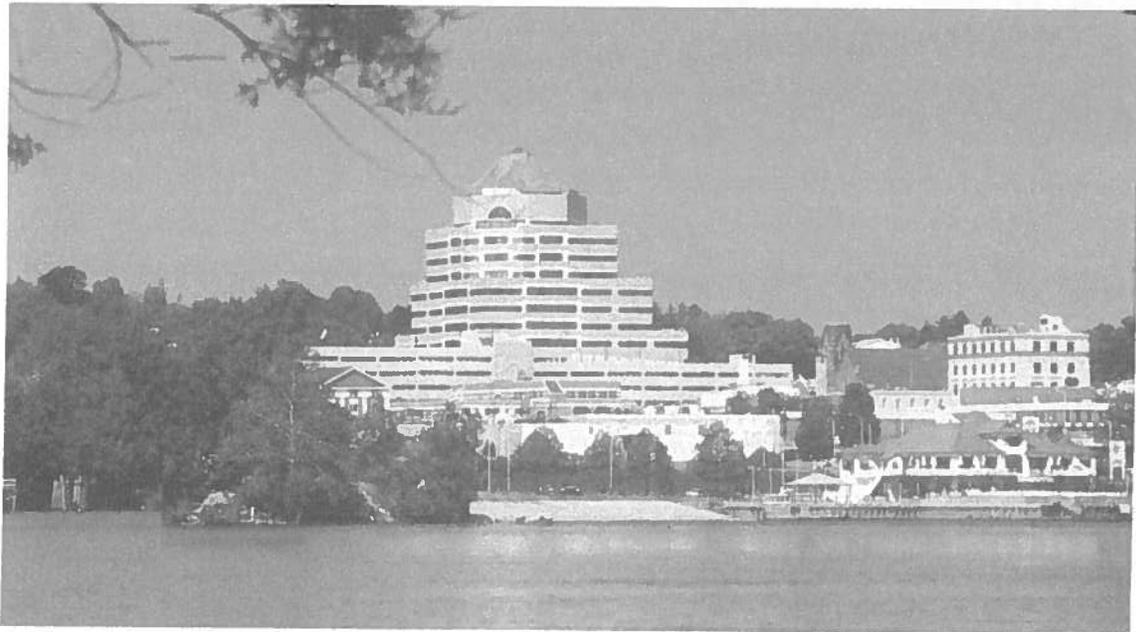
For information please contact Jean Davies, 860-581-8554 or [jdavies@rivercog.org](mailto:jdavies@rivercog.org).

#### **Preliminary Project Schedule**

- |   |            |
|---|------------|
| ▪ RFQ posted:   | DATE       |
| ▪ RFQ Submission Deadline:                                  | DATE       |
| ▪ Candidates Selected and Invitations for RFP are released: | DATE       |
| ▪ Candidates Interviewed:                                   | DATE       |
| ▪ Consultant Selected:                                      | DATE       |
| ▪ Project Commencement Date:                                | DATE       |
| ▪ Project Completion Date:                                  | 12/15/2014 |

**FISCAL YEAR 2015 ANNUAL  
UNIFIED PLANNING WORK PROGRAM  
(UPWP)  
FOR THE  
LOWER Connecticut River VALLEY  
COUNCIL OF GOVERNMENTS  
(RiverCOG)**

**Metropolitan Planning Organization**



**APRIL 2014**

**Lower Connecticut River Valley Council of Governments  
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**UNIFIED PLANNING WORK PROGRAM  
(UPWP)  
LOWER CONNECTICUT RIVER VALLEY  
COUNCIL OF GOVERNMENTS  
(RiverCOG)**

**April 2014**

**PROSPECTUS**

The Prospectus is a detailed description of the 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 2015 Unified Planning Work Program (UPWP) for the lower 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.

Until May 2012, there were fifteen state-designated planning regions within Connecticut. On May 23<sup>rd</sup>, 2012 the seventeen towns of the Lower Connecticut River Valley planning region received certification from the Secretary of the State Office of Policy and Management that they have been officially established as a new Council of Governments. The new Council of Governments combined replaces the geographic area and planning regions of the Midstate Regional Planning Agency, organized in 1962, and the RiverCOG, created in 1967. In 2013, the two Metropolitan Planning Organizations, associated with the two former regions, voted to merge their MPOs under the federal guidelines for MPO re-designation.

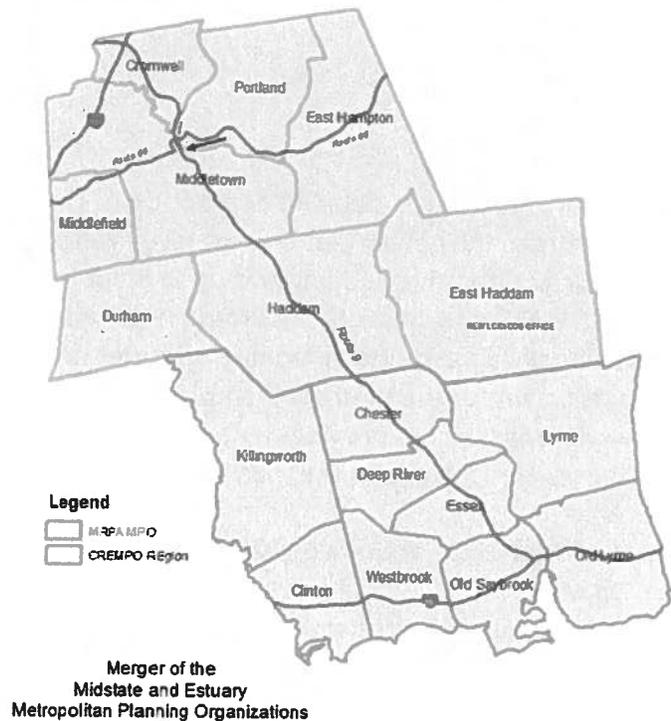
The new COG- MPO encompasses seventeen towns with a combined 2010 Census population of just over 175,000 people and a land area of approximately 460 square miles. RiverCOG's Metropolitan Planning Organization is comprised of the seventeen Chief Elected Officials from the towns within the RiverCOG region, a representative from the Middletown Area 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 MPO of the lower river valley region and is supported through assistance from RiverCOG staff, the Estuary Transit District staff, the Middlesex Chamber of Commerce, and voluntary cooperation from planning staff from several of the member

## RIVERCOG UPWP 2013-2014

towns. The region partners with CTDOT, FHWA and FTA in the delivery of planning and construction services to promote an interconnected statewide transportation network.

RiverCOG also works with South Central Connecticut Regional Council of Government (SCRCOG) and the Capitol Region Council of Governments (CRCOG) toward improving mutual transportation goals and improving connectivity for both the New Haven Transportation Management Area (TMA), the Hartford Transportation Management Area (TMA), and the Southeastern Connecticut Council of Governments (SECCOG). This includes bridging transportation networks along the lower river valley region which connect the urbanized areas of the Hartford, New Haven, and New London and facilitate transportation planning for long range sustainable transportation management including: environmental resource management and preservation, emergency management planning, land use analysis, economic growth, and sustainable capital planning.



March 6, 2013 (N:LJD)

Similar to 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, Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP21), continues to promote the role of Metropolitan Planning Organizations in long range transportation planning.

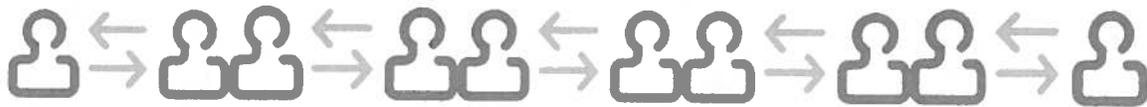
Metropolitan Planning Organizations, outlining the planning requirements associated with the metropolitan planning process, are charged with numerous responsibilities such as the region's Transportation Improvement Program (TIP) and the Long-Range Transportation Plan (LRP). Other planning tasks include; 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.

## RIVERCOG UPWP 2013-2014

The primary focus of the RiverCOG's Unified Planning Work Program for Fiscal Year 2015 will be to take actions to administer and implement the planning requirements of an MPO. Given the merger of the two former MPOs, many of the tasks will include finalizing legacy work from the two former MPOs and developing new planning documents. This will include a refining the new UPWP, a Long Range Transportation Plan, a new Transportation Improvement Program, a Bicycle and Pedestrian Plan, a Regional Freight Study, a new Transit Plan, an Intermodal Transportation Plan, and the associated research to develop these new documents. The priority for 2015 will be the associated studies and research to develop the Long Range Transportation Plan. 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, congestion management, river and waterway transportation modes, travel demand, and other associated research. Some of this research will be done in cooperation with the Connecticut Department of Transportation and the Hartford and New Haven urbanized areas. Planning will also be done in cooperatively with creation of the new region's Plan of Conservation and Development and the 2013 State Plan of Conservation and Development.

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 annually beginning in January and with a draft UPWP approved by the Council of Governments and the Metropolitan Planning Organization in April, and is the result of continued cooperation among State (specifically transportation, air quality and planning divisions), local and other regional entities. The FY 2015 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 2015 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 Area Transit, 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 is the person responsible for operation of the RiverCOG and staff assistance to the various boards and committees associated with the RiverCOG. 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, the various State boards and committees. The Executive Director also will provide technical expertise on various state boards and commission such as; the Long Island Sound Committee and the Connecticut Maritime Commission which works on issues such as waterborne freight, the Advisory Committee on Intergovernmental Relations, and other similar committees. Where needed, the Executive Director also provides auxiliary professional planning support.

#### **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, technology development. Key transportation support functions include: development and updates to the Long-Range Transportation Plan, the Unified Planning Work Program (UPWP), quarterly reports, budget, transit and transit oriented development planning, public participation and outreach, municipal project planning support, freight planning, certification review, 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, LOCHSTP committee, liaison to CTDOT, and serves as transportation chair for DEMHS Region 2.

### **Financial/Humans Resources 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 interchangeable back up to the Executive Director and the Deputy Director/Principal Planner for agency projects and programs. This supervisory position acts as the municipal outreach coordinator for 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. Other 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 for 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 in the region for RIVERCOG and provides interchangeable backup to the Executive Director and the Deputy Director/Principal 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 including but not limited to: the Transportation

## RIVERCOG UPWP 2013-2014

Improvement Program (TIP), Incident Management, Title VI planning, Congestion Management, Air Quality, Travel Demand Modeling, municipal support for local transportation projects, LOTCIP program, STP-Urban programming, transportation planning and research for zoning issues 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, economic base integration with transportation modes, land preservation, scenic roads, 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 Planner**

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, oversees planning and coordination of enhancement programs, agricultural and food freight and distribution systems, economic development support, implementation of bicycle, and pedestrian plans and projects, transportation asset inventory, assists with transit planning projects, LOCHSTP 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, natural hazard mitigation, emergency management planning, administering the household hazardous waste facility, agriculture council support, data collection, research, public outreach, and coordination of recycling programs, newsletters, media analysis, census data collection, coordination with member municipalities.

### **Planner / Planning Intern**

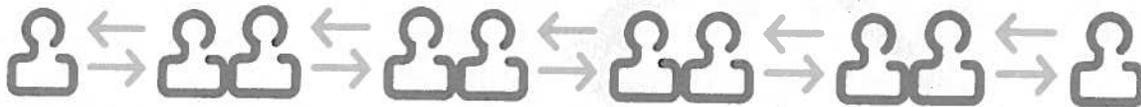
The Planner/Planning Intern position is an entry level position within the agency and provides support to agency administrative and planning staff including but not limited to: census and statistical data collection, research for transportation projects, traffic counts,

## RIVERCOG UPWP 2013-2014

economic development, bicycle, and pedestrian plans and projects, housing, natural hazard mitigation, emergency management planning, agriculture council support, underserved populations

### **Office Administrative Support**

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



### **IMPORTANT ISSUES FOR FY 2015**

Transportation infrastructure issues in the River region are less financially complex than other densely population 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 inter-modal transportation as will be outlined within newly created 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 exurban 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 inter-modal 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.

Economic benefit and quality of life for the region can only be maximized through increased intermodal coordination: sidewalks, crosswalks, 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. The need for alternative transportation and more efficient use of the automobile is expected to increase as limited resources for mobility are challenged. Inter-modal 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 inter-modal coordination is with improvements to the existing road system through coordination with CTDOT. It can also be upgraded through the ever expanding and popular public transit system for multiple users, college students, and commuters, policy initiatives. Eventually, infrastructure that promotes bicycle commuting corridors, and improved access to rail and associated parking will be achieved once funding is obtain for preliminary and final engineering. While efforts have been made in the past to provide inter-modal connections; improved inter-town and inter- regional transit options, creative land use and zoning, reducing 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 Area Transit and Estuary Transit District) in the River region and service is provided by Amtrak and Shoreline East along the coastline. The agency has worked closely with rail officials and public transit (bus service) boards and staff to promote expansion and opportunities for integrated access.

The region is now bridging connections to the Southeastern Connecticut, the New Haven area, and Middletown area to Hartford. The agency works closely with the Middletown Area Transit (MAT) and this transit agency is a direct recipient of FTA funds. The agency has had a stronger role in the emergence and development of the Estuary Transit District which receives their funding stream through CTDOT and town match contributions.

## RIVERCOG UPWP 2013-2014

In 2005, the agency wrote a long range transit plan for the Estuary Transit District. Based on recommendations from the 2005 Long Range Transit Plan, the ETD moved from Dial-A-Ride and Route 1 flex route service only to fully functioning series of flex- route systems which tie town centers together along major travel corridors. Dial-A- Ride continues to operate to more rural remote areas within the region, and the ETD became the owner/operator of the public bus system.

As the new region emerges, 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 River region 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 that can be improved to offer improved service. This will also be 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, but there is very limited public service from the station to locations within the region. Shoreline East Rail service between Old Saybrook and New Haven with connections to New London is designed primarily to serve commuters from the region to New Haven and New York City. Recent expansion provides inter-local travel between New London and New Haven. Expanded commuter hour bus service by the Estuary Transit District is an opportunity to improve bus connections to Middletown for these Amtrak and Shoreline East riders.

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, except by the existing public bus system. One major 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 one of the River region's bus transit districts to provide twice-a-day service to the airport for residents and visitors to the region.

Currently seamless and safe bicycle and pedestrian travel is sporadic or limited and is not fully coordinated with the existing transit system or town center development. Transit oriented development and the associated housing and employment opportunities are currently focused on those areas with centralized wastewater and infrastructure support. Once the Long-Range Transportation Plan is complete, the region anticipates working with towns on the CTDOT initiatives for transit oriented development.

### **ROADS:**

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 route.

## RIVERCOG UPWP 2013-2014

The Route 1 (Boston Post Road) corridor from Old Lyme to Clinton will experience significant congestion during the summer with seasonal heavy volume. Frequent accidents on I-95 result in backups on both 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 and Interstate 95 and the shoreline also experience high year round and seasonal volumes. This affects the functionality of the town centers along those routes, specifically Durham's town center which is at the apex of all four routes. 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 particularly has a high volume of traffic and is under consideration for 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 "complete streets" on some of the primary collectors in town centers is a potential initiative for the new Long-Range Transportation Plan. Linking each town center to each other and to employment sectors in urbanized areas through transit expansion is an immediate goal for the region within the next five years. Road design for travel speeds has limited options for integrating other transportation modes, sidewalks, bikeways, bus stops without design and policy changes. RIVERCOG is an interested participant in planning for efficient use of the road network in conjunction with rail and transit access. Another goal is to improve incident management for the portion of Route 9 and I-95 which is within the River region.

The focus for the existing road system is to make safety and drainage improvements and to maintain roads on a regular basis. 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 include accessible town centers and accessibility for travel modes other than automobiles. The residents of the River region have come to rely on the scenic character and natural resources of this region as 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 minimizing congestion, improving freight movement to logical corridors, improving bicycle and pedestrian access, and minimizing those conditions that require road expansion or widening.

### **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. Localized freight movement within the region is also a priority. Toward that end, the region will be focusing in 2014-2016 on the development of a tri-region freight plan with the neighboring South Central Connecticut Council of Governments (SCCROG) and the Southeastern Connecticut

## RIVERCOG UPWP 2013-2014

Council of Governments (SECCOG). The region anticipates hiring a professional consultant to perform this tri-region freight study. Geospatial data collected as part of a CT DEMHS Region 2 project and the Regional Performance Incentive Project will be useful in analysis of freight routes for the region. A focused freight and passenger study for the Valley Railroad State Park is another regional freight analysis study for 2015. The region plans to hire a professional consultant to provide an objective cost benefit analysis of that VRR corridor for freight and passenger service. This study will also be incorporated into the larger tri-region freight study. In addition to attending workshops on freight planning and integrating those techniques into the region's planning, there are aspects of land use regulations, site plan and road design as well as bridge height and capacity which can either hinder or expedite movement of freight.

### **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. 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
- Coordination to integrate rail, bus, with local transit services, including para-transit
- Improved evacuation mapping and dissemination of the information to the public

The River region will also continue to evaluate and documents those roads and areas which currently need or may require mitigation of high accident occurrence. This involves a continued and expanded relationship with traffic authorities in each of the member municipalities and coordination with CTDOT and that agency's resources.

### **OTHER TRANSPORTATION MATTERS:**

Some of the other matters to be addressed in the 2015 fiscal years includes the following: refining the implementation of Intelligent Transportation System (ITS) strategies along the I-95 corridor, deployment of incident management strategies for Route 1, continue research and mapping to upgrade to 2010 census data to identify and meet environmental justice program needs, development and maintenance of the regional Transportation Improvement Program (TIP), coordination as necessary on the State (Air Quality) Implementation Plan, and RIVERCOG will also participate in Congestion Management strategic planning cooperatively with South Central Regional Council of Governments and Midstate RPA as necessary and appropriate.

RIVERCOG will continue and expand upon several existing transportation planning activities that integrate new federal requirements under SAFETEA-LU s. One continuing project in the fiscal year will be a study of transportation access within the region between various modes

of travel, and a focus on a transit oriented development and working with designated towns on targeted zones for draft zoning overlays for TOD. The Agency will also be working to coordinate the goals of an evolving program for inter-regional Connecticut River Heritage Trails, Greenway Development, Mapping and Designation, staff support for the River regional Pedestrian and Bicycle Coalition, bicycle coordination with the Valley Railroad, upgrade to the agency website, and updates to several member towns Plans of Conservation and Development. The Agency will perform transit planning in support of regional transit services, especially the Estuary Transit District which includes human services transportation coordination requirements. 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, long range transportation planning, trail development, marine and rail, transportation implications of new development, and scenic road designation.

## **MAP - 21 PLANNING GOALS**

Current federal legislation identifies eight (8) planning factors that Metropolitan Planning Organizations (MPOs) like RIVERCOG (RIVERCOG) must consider in their planning programs. These general planning goals are identified below.

1. **ECONOMIC VITALITY.** Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency.
2. **SAFETY.** Increase the safety of the transportation system for motorized and 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.
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.

RIVERCOG will complete, by January 2013, the update of the Regional Plan of Conservation and Development which incorporates many of the goals and objectives of the 2011 Long Range Transportation Plan. 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. The publication of the Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety. Mobility of the

region's population is another key goal of any transportation solution. The proposed work program elements respond to the planning goals noted above.

## REGIONAL TRANSPORTATION AND INTEGRATION OF MAP-21 OBJECTIVES

### Task 1: Management of the 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 triennial MPO certification review.

#### PRODUCTS

	TIMELINE
1. Unified Planning Work Program	MAR 2015
2. DOT-RIVERCOG Agreement	MAY 2015
3. Quarterly program progress reports (Including Title VI activity report)	ONGOING
4. Audit reports for FHWA, FTA, and CTDOT funded projects.	ONGOING
5. Update Affirmative Action Plan for RIVERCOG	DEC 2014
6. Updates to information and data for Environmental Justice	JULY 14- MAR 15
7. Coordinate and work on cooperative planning structure with New Haven and Hartford TMA to streamline CTDOT capital planning and project coordination.	JUL 14 – JUN 15

## **TASK 2: DATA COLLECTION/ANALYSIS**

### **A. General Collection and Analysis**

To develop and maintain new demographic and transportation databases and migration of existing studies and data into a new 17 town regional database for travel forecast models, congestion management, air quality and other associated federal requirements. RIVERCOG 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. To maintain other transportation data that supports transportation planning activities of RIVERCOG and other agencies such as, but not limited to; the Estuary Transit District, Middletown Area Transit, and the Chambers of Commerce.

### **MAJOR ACTIVITIES FOR FY 2015**

- Finalize the Regional Performance Incentive Project (CTOPM Grant) and develop a sole source regional GIS system from the two former MPOs/RPAs. This includes updating CAMA data from municipal assessor offices as it is updated and linking data to parcels. This includes seeking out geospatial information from state agencies to ensure that up-to-date geospatial data is available for planning purposes.
- Provide 2010 or most current demographic analysis for region transportation objectives, economic growth forecasting, and land use analysis. Develop improved methods for forecasting growth in population, households, and employment *by town* for underserved populations as well as general population.
- Analyze data for 2016 Unified Planning Work Program (UPWP, a new Long-Range Transportation Plan (LRP) and a new 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.
- 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 maritime traffic database for lower CT River and shoreline towns as needed for harbor management planning and marinas.
- Collection of data for stormwater management as it relates to regional highway and roads.
- Analysis of road data and transit data for the new regional Bicycle-Pedestrian Plan, Safe Route to School (SRTS) projects, and the Long Range Transit Plan
- Collection and analysis of freight data associated with the tri-region area, the River region, and the Valley Railroad State Park Corridor.

## RIVERCOG UPWP 2013-2014

- Create a database and mapping for regional trail system including intermodal connection with existing transportation systems.

### PRODUCTS

### TIMELINE

1.	New Geographic Information System (GIS) Parcel Base for the River region.	JUL 14 –JUN 15
2.	Continue updates of website and training for access to GIS interactive mapping and regional data , including transportation data	JUL 14 - JUN 15
3.	Integrate new RTP update into Regional Plan of Conservation & Development and in conformity with State POCD	FEB 15 – JUN 15
4.	Create new regional demographic database	JUL 14 – FEB 15
5.	Safe Routes to School Planning with member towns as needed	ONGOING
6.	Trail mapping and Database for intermodal connection with existing transportation modes	JUL 14 – JUN 15
8.	Monitor Maritime Traffic Database	ONGOING
9.	Work with CTDOT on data for STIP and LOTCIP	JUL 14 – JUN 15
10.	Data collection associated with development of the new RTP.	JUL 14 – FEB 15

## 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, the larger area should be able to make significant inroads into congestion management and traffic safety. RIVERCOG will also work on transportation planning for emergency response in coordination with the other Regional Planning Organizations (RPO), DEMHS, and to move toward increased mobility and coordination during a regional or statewide emergency.

### MAJOR ACTIVITIES FOR FY2015

- Analyze and compile information on existing congestion and safety management for the 2015 Long-Range Transportation Plan.
- Evaluate and participate in municipal committees to analyze identified traffic intersection on state roads.

## RIVERCOG UPWP 2013-2014

- Research improved method for traffic counts and purchase as needed.
- Research emerging travel demand methodologies and implement
- Continue to staff and provide lead coordination on Route 1 Corridor Study
- Continue to staff and support inter- agency and municipal coordination for improvements for congestion on Route 9
- Monitor inter-regional traffic & 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 (*Route 1 Corridor Safety and Corridor Plan, Old Saybrook through Clinton continues into FY2015 and will provide important data for I-95*)
- Coordinate with CTDOT on development of regional goals for transportation system and performance measure including but not limited to FHWA 536 reports.
- 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
  - 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 within where traffic congestion and speed is a problem on local roads and intersections which could decrease safety of road and intersections for vehicles, bicyclists, and pedestrians
- Begin 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.
- Gather 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
- 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.

## RIVERCOG UPWP 2013-2014

### PRODUCTS

	<b>TIMELINE</b>
1. Expand River region traffic monitoring system/merger	JUL14– JUN15
2. Assist CTDOT with Congestion Management Process	ONGOING
3. Traffic count mapping for local roads within nine 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	JUL 14 – JUN 15
7. Research and data on decentralized wastewater for TOD/ Affordable housing	JUL 14 - JUN15
8. REPT Steering Committee for ESF1	ONGOING
9. Assistance to CTDOT with FHWA 536 reports, local finance Reports, and performance reporting	JUL 14 – JUN 15

### TASK 3: PLANNING ACTIVITIES

#### A. Long Range

##### OBJECTIVES

To 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 and lower energy consumption and reduce air pollution.

##### ACTIVITIES FOR FY 2015

- New Long Range- Transportation Plan for the River region.
- Tri- Region Freight Study and Analysis – a tri-region cooperative study to collect data and perform analysis on freight movement and potential improvements to the freight system.
- VRR Freight- Passenger Rail Cost Benefit Analysis - the region as part of its transportation work program will hire a consultant to evaluate the cost benefit and feasibility of developing a freight line on the Valley Railroad Corridor and the viability of continuation of passenger-tourism rail along the full length of the corridor.
- New Bicycle- Pedestrian Plan for the River Region
- Coordination with new Regional Conservation Plan
- Coordination with new Regional Plan of Conservation and Development
- Coordination with Lower Connecticut River Strategic Economic Growth Plan (OPM funding)
- Regional Transportation Access Study (IRTAS): a scenario plan to develop programs and projects that increase financial and time efficiency for intermodal improvements and transit oriented development. This work will be incorporated into the RTP and

## RIVERCOG UPWP 2013-2014

will support future TCSP 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.

### PRODUCTS

1. LCRV –Regional Transportation Plan
2. Freight Studies Tri-Region
3. Freight Cost Benefit Analysis
4. Transportation Integration Study (LRP, Conservation Plan, Regional POCD, Bike- Ped Plan, and Transit Plan
5. RFQ for consulting support services – LRP/ Freight/ Bike Ped as needed
6. Regional Bike Pedestrian Plan
7. Continue work on Regional Conservation Plan
8. Long range Plan with Valley Railroad, CTDEP & CTDOT
9. Greenway and Scenic Road Designation

### TIMELINE

JUL 14 – MAY 15  
JUL 14 – JUN 15  
JULY 14 – DEC 14  
JUL 14 – OCT 14  
AUG 14 - JUN15  
JUL 14 – DEC 14  
ONGOING  
ONGOING  
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 2015

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

## RIVERCOG UPWP 2013-2014

- Continue work on transit oriented development with an emphasis on affordable housing options, incentive housing zoning, and decentralized utility infrastructure to support measured density
- 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.
- RIVERCOG will 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 LOCHSTP.
- RIVERCOG will assist the Estuary Transit District and Middletown Area Transit to integrate human services transportation coordination requirements of Map -21 such as: 5310 vehicle program, 5316 reverse commute program, and 5317 new freedoms programs.
- Work with New Haven TMA and the associated transit districts toward implementation of Mobility Manager for the region
- Review and update policies as needed to assure compliance with the requirements of the Americans with Disabilities Act.
- Transit planning support will be provided for the ETD and rail services , with emphasis on identification of rail parking needs and rail/local transit interface improvements
- Examination 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

### PRODUCTS

### TIMELINE

- |    |   |                 |
|----|---|-----------------|
| 1. | Continue GIS mapping and routing of transit buses and shelters to enhance operations, service improvements, & Title IV requirements | ONGOING         |
| 2. | Plan for transit expansion options and access within the Long-Range Transportation Plan (IRTAS)                                     | JUL 14 – JUN 15 |
| 3. | Continue support of grant applications for MGP  | JUL 14 – JUN 15 |
| 4. | LOCHSTP planning for New Haven TMA  | ONGOING         |
| 5. | Comprehensive Operations Analysis for the regional two transit district bus system  |                 |

### C. Short Project Selection & Programming

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### OBJECTIVES

To develop a program and schedule of transportation improvements projects for the Connecticut River region.

### MAJOR ACTIVITIES FOR FY 2015

- **Transportation Improvement Program (TIP):** RIVERCOG will 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.** RIVERCOG will continue to coordinate with CTDOT on the implementation of the STP-Urban Program and link town activities with the state.
- RIVERCOG will coordinate with other MPOs in the New Haven Urbanized Area as specified in the recently signed 'MOU on Transportation Planning & Funding in the New Haven Urbanized Area to promote use of funding.
- **Corridor Study Recommendations.** RIVERCOG staff will work with the RIVERCOG Transportation Committee and CTDOT to secure funding to implement projects recommended in the region, state and TMA corridor studies and transit studies.
- **Transportation Alternatives Program.** RIVERCOG will continue to participate in the 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.
- **Local Road Accident Reduction Program.** RIVERCOG will continue to participate in the selection of projects for this statewide program. This will include the selection of the best candidates from RIVERCOG's towns.
- **Other Programs.** RIVERCOG will continue to participate in the selection of projects for other programs such as the Local Transportation Capital Improvement Program (LOTICIP), 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.

### PRODUCTS

1. Transportation Improvement Program
2. STP-Urban Program – program of projects for the RIVERCOG program
3. Transportation Alternatives Program – selection of candidates from the region projects
4. Local Road Accident Reduction Program – selection of best candidates from the Region
5. Section 5310 Program – assist with selection of best candidates from the Region

### TIMELINE

FY 15

FY 15

FY 15

FY 15

FY 15

## **D. Air Quality Related Transportation Planning**

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.

In light of this requirement and the recommendations of the Federal Highway Administration during the last certification review for the New Haven Transportation Management Area, the RiverCOG will:

- forward to DEEP, transportation technical committee and MPO meeting agendas;
- forward all future transportation plan update and Transportation Improvement Plans (TIP) to DEEP for review and comment;
- address DEEP's comments on transportation plans and TIP's;
- 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.

## **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.

### **MAJOR ACTIVITIES FOR FY 2015**

- **ASSISTANCE TO MEMBER TOWNS**

Each year, the agency offers transportation planning assistance to its member towns. Upon request, RIVERCOG assists area 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

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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. During 2015, while the RiverCOG – MPO develops the new long range planning documents and migrates from remaining financial and planning operations for compliance with FHWA and FTA regulations, technical assistance to members town will primarily be in the form of data collection, project assistance, and funding support for transportation projects. It is anticipated that technical assistance as described early will be fully available in 2016. Principal tasks currently in progress or anticipated include:

- Staff time may be dedicated to continued education of board members on new and existing transportation programs.
- Bridge and Main Street Improvements
- Sidewalk Construction
- LOTCIP Program/ Transportation Plan Implementation – various routes
- Traffic counts as needed on local routes
- Transit Oriented 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 on IRTAs, LRP, and Transit goals
- Municipal liaison with Valley Railroad and CTDEP for Long-Range Transportation Planning
- Coordination, grant assistance for towns adjacent to Amtrak Shoreline East rail line – drainage, parking, and access improvements
- GIS Mapping Assistance
- Regional Oversight of Chester- Hadlyme Ferry Operations
- Technical assistance for Rail Parking Task Force
- Technical assistance for rail station improvements

### 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  | FY 15   |
| 4. | Monitor planned recommendations for Chester-Hadlyme Ferry operations                             | FY 15   |
| 5. | Continue plan to identify potential funding sources for bike facilities, including bike parking. | FY 15   |
| 6. | Initiate with ETD and MAT Transit Districts and  |         |

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	Shoreline East: a Transit to Work Month	FY 15
7.	Staff Regional Bicycle and Pedestrian Committee.	FY 15
8.	Work on Regional Greenway Designations	FY 15
9.	Safe Route to School Implementation	FY 15
10.	Bridge project assistance	FY 15
11.	Assistance with LOTCIP applications	FY 15
12.	Census updates	ONGOING

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

#### **OBJECTIVES**

RIVERCOG will undertake all reasonable means, within the limits of its staffing and financial capabilities, to involve the public in the transportation planning process. Particular emphasis will continue in the 2015 in the larger planning projects outlined in this UPWP to improve public understanding of transportation decision making process and alternatives modes provided. 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 matters, 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 Agency publishes an annual report of its activities which is widely circulated within the region. The text of the Agency's annual report is included in the annual reports of the nine towns in the region. RIVERCOG plans to reintroduce its quarterly newsletter in an online format which includes 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 2010 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.

## MAJOR ACTIVITIES FOR FY 2015

### PUBLIC INVOLVEMENT ACTIVITIES

- RIVERCOG will evaluate its public involvement policy in context with existing population sectors as part of the 2010 Census, identifying those population sectors who would normally not received information.
- RIVERCOG will conduct community involvement efforts for all its major projects and programs including moving toward a 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.

### 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 upcoming transportation projects. Use environmental justice criteria when considering all transportation planning and implementation at both the policy and project level.
- We will continue to expand our efforts, through translation services, to make our programs more available to those with limited ability to speak English
- RIVERCOG will 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, the MPO will continue to review and update the region's Title VI-EJ process.

### PRODUCTS

1. Mailing lists, newsletters, public meetings, advisory committees, notices of all meetings
2. New Public Participation Plan for RiverCOG- MPO
3. Enhance webpage for RIVERCOG Transportation section
  - a. CENSUS updates and GIS mapping
4. Continuation of survey outreach for transportation, transit, rail, bike, and pedestrian

### TIMELINE

ONGOING  
FY 2015  
FY 2015  
FY 2015  
ONGOING

## 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 RiverCOG and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a) "Metropolitan Planning Agreements" [formerly 23CFR 450.310(e)].

#### 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 an annual Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during the year.
2. Preparation and update of a long range, multi-modal Long-Range Transportation Plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

#### Long Range Transportation Plan

1. RiverCOG will be responsible for preparing and developing the long range (20–25 years) transportation plans for its respective region.

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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. ConnDOT will provide the following information and data in support of developing the transportation plan:
  - a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
  - b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode.
  - c. Traffic count data for state roads in the RiverCOG Region Planning Region, and transit statistics as available.
  - d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the Long-Range 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 ConnDOT, RiverCOG and the appropriate provider(s) of public transportation.
2. ConnDOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and an assessment of which projects will be obligated for funding before the end of the current federal fiscal year.
3. ConnDOT, RiverCOG and transit provider(s) – ConnDOT will solicit comments on the TIP and incorporate where practicable.
4. ConnDOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the RiverCOG to explain the projects to the policy board and the general public.
5. ConnDOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
6. 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 administrative action process.

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7. ConnDOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
8. ConnDOT will include one STIP entry each for the Bridge program, the Highway Safety Improvement program and the Recreational Trails program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Connecticut Bridge Program, the Office of Traffic Engineering Safety Plan and the Recreational Trails program administered by the Department of Environmental Protection. The one line entry will reduce the number of entries needed in the STIP.
9. ConnDOT will provide proposed amendments to the RiverCOG for consideration. The amendment will include a project description that provides sufficient detail to allow the RiverCOG to explain 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, ConnDOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
10. When an amendment to the TIP/STIP is being proposed by the RiverCOG, the project sponsor will consult with ConnDOT to obtain concurrence with the proposed amendment and ensure financial consistency.
11. ConnDOT will provide a financial assessment of the STIP with each update. RiverCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on ConnDOT's financial assessment.

### Air Quality Planning

1. ConnDOT and RiverCOG may meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. ConnDOT will conduct the regional emissions analysis, which includes the 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 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.

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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.

### **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 ConnDOT will assist the transit provider(s) to the extent feasible with planning for transit related activities.

### **Fiscal/Financial Planning**

1. The ConnDOT will provide 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. Annual authorized funds for the STP-Urban account.
  - c. Annual authorized funds for the FTA Section 5307 Program.
  - d. A listing of FTA Section 5309 Bus and Section 5309 New Starts projects that are earmarked in federal legislation and also as appropriated by Congress.
  - e. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The ConnDOT will notify the RiverCOG when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP amendment and administrative action process.
3. The RiverCOG will prepare summary tables and charts that display financial information for presentation to the policy board.

### **Congestion Management Process (CMP) Program**

1. The ConnDOT, as state's primary CMP, will provide RiverCOG its congestion screening report.

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

### **Amendment**

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

### **Effective Date**

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