

**Meeting of the Housatonic Valley & South Western Region
Metropolitan Planning Organizations and the
Western Connecticut Council of Governments**

May 22, 2018 at 1:30 pm

Held via teleconference: (515)-739-1034, access code- 500386#

Or located at the WestCOG office: 1 Riverside Rd, Sandy Hook, CT 06842

Agenda

- 1. MEETING CALL TO ORDER**
- 2. PUBLIC PARTICIPATION**
- 3. ACTION ITEMS***
 - a. Approval of April 19, 2018 Meeting Minutes (HV & SWR) Attachment 3a, pp. 1-4
 - b. Approval of March 15, 2018 Meeting Minutes (WestCOG) Attachment 3b, pp. 5-7
 - c. Unified Planning Work Program Amendment (HV & SWR) Attachment 3c, pp. 8-31
 - d. 2018-2021 Transportation Improvement Program Attachment 3d, pp. 32-36
 - i. HV: Project #018-134, Brookfield; #096-200, Newtown; #174-424, Various; #170-3496, Various; #170-3495, Various
 - ii. SWR: Project #0173-0496, Various; #0170-3495, Various
 - e. HARTransit Grant Application – COG Letter of Commitment (WestCOG) Attachment 3e, pg. 37
- 4. INFORMATION ITEMS**
 - a. USDOT BUILD Discretionary Grants Program
 - b. USDOT FTA 2018 Low or No Emission Grant Program
 - c. EPA Clean Diesel National DERA Grant Program
- 5. OTHER BUSINESS**
- 6. NEXT MEETING:** June 21, 2018 beginning at 11:30 am
- 7. ADJOURNMENT**

**Separate votes are taken by HV and SWR MPOs*

For language assistance or other accommodations, contact Western Connecticut Council of Governments at least five business days prior to the meeting at help@westcog.org. Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con WestCOG por lo menos cinco días hábiles antes de la reunión al help@westcog.org. Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em help@westcog.org. Pour obtenir de l'aide linguistique ou d'autres mesures d'adaptation, contactez WestCOG au moins cinq jours ouvrables avant la réunion à help@westcog.org.



Disclaimer: These interim minutes of the Housatonic Valley Metropolitan Planning Organization (“HVMPO” or “MPO”) are released and “available for public inspection” and “posted” on WestCOG’s website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the HVMPO members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the HVMPO.

Housatonic Valley
Metropolitan Planning Organization
INTERIM HVMPO MINUTES
For the 04/19/2018 Meeting
Held via teleconference, located at the WestCOG office

Chairman Rudolph Marconi - Vice Chairman Julia Pemberton

MEMBERS IN ATTENDANCE

Bethel	First Selectman Matt Knickerbocker
Bridgewater	First Selectman Curtis Read
Brookfield	First Selectman Steve Dunn
Danbury	Absent
New Fairfield	Absent
New Milford	Absent
Newtown	First Selectman Dan Rosenthal
Redding	First Selectman Julia Pemberton
Ridgefield	First Selectman Rudy Marconi
Sherman	Absent
HARTransit	Development Director Rick Schreiner
CTDOT	Absent (non-voting)
MPO Staff	Absent (non-voting)

OTHERS IN ATTENDANCE

Darien First Selectman Jayme Stevenson, Greenwich First Selectman Peter Tesei, New Canaan First Selectman Kevin Moynihan, Weston First Selectman Chris Spaulding, Westport First Selectman James Marpe, and Wilton First Selectman Lynne Vanderslice were in attendance. Robert Sachnin, Jamie Bastian, Nicole Sullivan, and Harrison Wenchell were also in attendance.

CALL TO ORDER

HVMPO Chairman Rudy Marconi called the meeting to order at 11:35am.

PUBLIC PARTICIPATION

There was no public participation.

INFORMATION ITEMS

CTDOT Route 1 RSAs: this CTDOT initiative is underway and is tentatively scheduled for the Spring.

State Matching Grant Program/13b-38bb: Municipalities that provide “dial-a-ride” services and seeking State match funding may submit applications to the Region and CTDOT by May 18, 2018.

FHWA/FTA Quadrennial Certification Review (SWR): An informational update on the April 26, 2018 joint review was provided.

ACTION ITEMS

HVMPO Approval of 03/15/2018 Meeting Minutes: After review and on a motion made by First Selectman Steve Dunn and seconded by First Selectman Matt Knickerbocker, the minutes of the meeting of 03/15/2018 were unanimously approved.

HVMPO 2018-2021 Transportation Improvement Program: Amendment to project #0096-0201; Newtown- Rehabilitation of bridges 01218 & 04180 was discussed. On a motion made by First Selectman Julia Pemberton and seconded by First Selectman Dan Rosenthal, the HVMPO TIP amendment was unanimously endorsed.

HVMPO FTA 5310 Priorities: The grant program was discussed. On a motion made by First Selectman Julia Pemberton and seconded by First Selectman Steve Dunn, the 5310 traditional and non-traditional priorities were unanimously endorsed by HVMPO.

OTHER BUSINESS

Future presentations were discussed.

ADJOURNMENT

The next MPO meeting will be held on May 17th. On a motion duly made and seconded, it was voted unanimously to adjourn the meeting at 11:57am.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE BOARD OF MEMBERS

Disclaimer: These interim minutes of the South Western Region Metropolitan Planning Organization (“SWRMPO” or “MPO”) are released and “available for public inspection” and “posted” on WestCOG’s website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the SWRMPO members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the SWRMPO.

South Western Region
Metropolitan Planning Organization
INTERIM SWRMPO MINUTES
For the 04/19/2018 Meeting
Held via teleconference, located at the WestCOG office

Chairman Jayme Stevenson - Vice Chairman James Marpe

MEMBERS IN ATTENDANCE

Darien	First Selectman Jayme Stevenson
Greenwich	First Selectman Peter Tesei
New Canaan	First Selectman Kevin Moynihan
Norwalk	Absent
Stamford	Absent
Weston	First Selectman Chris Spaulding
Westport	First Selectman James Marpe
Wilton	First Selectman Lynne Vanderslice
Transit	Absent
CTDOT	Absent (non-voting)
MPO Staff	Absent (non-voting)

OTHERS IN ATTENDANCE

Bethel First Selectman Matt Knickerbocker, Bridgewater First Selectman Curtis Read, Brookfield First Selectman Steve Dunn, Newtown First Selectman Dan Rosenthal, Redding First Selectman Julia Pemberton, Ridgefield First Selectman Rudy Marconi, and HARTransit Development Director Rick Schreiner were in attendance. Robert Sachnin, Jamie Bastian, Nicole Sullivan and Harrison Wenchell were also in attendance.

CALL TO ORDER

SWRMPO Chairman Jayme Stevenson called the meeting to order at 11:35am.

PUBLIC PARTICIPATION

There was no public participation.

INFORMATION ITEMS

CTDOT **Route 1 RSAs**: this CTDOT initiative is underway and is tentatively scheduled for the Spring.

State Matching Grant Program/13b-38bb: Municipalities that provide “dial-a-ride” services and seeking State match funding may submit applications to the Region and CTDOT by May 18, 2018.

FHWA/FTA Quadrennial Certification Review (SWR): An informational update on the April 26, 2018 joint review was provided.

ACTION ITEMS

SWRMPO Approval of 03/15/2018 Meeting Minutes: After review and on a motion made by First Selectman Lynne Vanderslice and seconded by First Selectman Chris Spaulding the minutes of the meeting of 03/15/2018 were unanimously approved.

SWRMPO FTA 5310 Priorities: The grant program was discussed. On a motion made by First Selectman Chris Spaulding and seconded by First Selectman Jim Marpe, the 5310 traditional and non-traditional priorities were unanimously endorsed by SWRMPO.

OTHER BUSINESS

Future presentations were discussed.

ADJOURNMENT

The next MPO meeting will be held on May 17th. On a motion duly made and seconded, it was voted unanimously to adjourn the meeting at 11:57am.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY SWRMPO MEMBERS

Western Connecticut

COUNCIL OF GOVERNMENTS



Disclaimer: These interim minutes of the Western Connecticut Council of Governments (“WestCOG” or “COG”) are released and “available for public inspection” and “posted” on WestCOG’s website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the COG members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the COG.

INTERIM Council Minutes

for the 03/15/2018 Regular Meeting

Held at the Ridgefield Visiting Nurse Association
27 Governor Street, Ridgefield, Connecticut 06877

*Chairman Jayme Stevenson - Vice Chairman Rudolph Marconi
Treasurer Lynne Vanderslice- Secretary Julia Pemberton*

MEMBERS ATTENDING

Bethel First Selectman Matt Knickerbocker
Bridgewater..... First Selectman Curtis Read
Brookfield First Selectman Steve Dunn
Danbury Absent
Darien..... Susan Marks, Board of Selectman
Greenwich..... First Selectman Peter Tesei (teleconference)

New Canaan..... First Selectman Kevin Moynihan
New Fairfield..... Absent
New Milford..... Mayor Pete Bass
Newtown First Selectman Dan Rosenthal
Norwalk..... Mayor Harry Rilling (teleconference)
Redding..... First Selectman Julia Pemberton

Ridgefield..... Town Engineer Charles Fisher
Sherman..... First Selectman Don Lowe
Stamford..... Absent
Weston..... First Selectman Chris Spaulding
Westport..... First Selectman Jim Marpe
Wilton..... First Selectman Lynne Vanderslice

OTHERS ATTENDING

WestCOG staff members in attendance were Robert Sachnin, Patricia Payne, Jamie Bastian, Nicole Sullivan, and Kristin Hadjstylianos. Also in attendance were; Harrison Wenchell of HARTransit, Max Friedman of CCM, Martin Fox of Westport Transit District, Adam Schnell Town of Ridgefield, Sara

Harris Town of Westport, Mark Massaro of Eversource, Lissette Andino of Eversource, Samantha Sojka of Eversource, and Tracey Alston of Eversource. As well as James Root and Mose Saccasy.

CALL TO ORDER

The meeting was called to order at 12:44pm by Treasurer Lynne Vanderslice.

*An addition to the agenda was discussed. On a motion made by First Selectman Steve Dunn and seconded by First Selectman Matt Knickerbocker, the inclusion of an additional action item was unanimously approved.

PUBLIC PARTICIPATION

There was discussion regarding Eversource and the most recent snow storm. Daphne Dixon also spoke regarding LiveGreenCT.

ACTION ITEMS

Approval of February 15, 2018 Minutes: After review and on a motion made by First Selectman Matt Knickerbocker and seconded by First Selectman Kevin Moynihan, the minutes of the 02/15/2018 meeting were unanimously approved. However, there were abstentions made by the Town of Greenwich, the Town of New Milford, the Town of Weston, the Town of Ridgefield, and the Town of Darien.

Invitation to participate in an amicus curiae brief re EPA designation of an Eastern Long Island Sound Disposal Site (ELDS): Director Pickering discussed the EPA designation of an Eastern Long Island Sound Disposal Site and noted the potential environmental impacts on coastal communities. On a motion made by First Selectman Steve Dunn and seconded by First Selectman Jim Marpe, participation in the amicus curiae brief was unanimously approved.

***Addition to the Agenda- Approval of Community Rating System (CRS) Expansion Program & Intern funded through the Nature Conservancy (TNC). \$20,000 award:** Support and expansion of existing CRS efforts through the awarded funding was discussed. On a motion made by Mayor Pete Bass and seconded by First Selectman Lynne Vanderslice, the CRS Expansion Program & Intern funded through the TNC- \$20,000 award, was unanimously approved.

FEATURED PRESENTATIONS

Senior GIS Manager Carl Zimmerman presented the *CAMA and GIS Initiatives for Municipalities* to the COG. He updated the COG on the existing Planimetrics and GIS data.

Associate Planner Kristin Hadjstylianos presented the *Long Range Transportation Plan* to the COG. She noted the requirements, data analysis, and public participation involved with the LRTP.

INFORMATION ITEMS

Financial Report: Treasurer Lynne Vanderslice presented the Financial Report to the COG. There was brief discussion.

State Legislation and budget update: Director Pickering addressed this subject. There was brief discussion.

OTHER BUSINESS

There was no other business discussed.

ADJOURNMENT

The next COG meeting will be held on April 19th. On a motion made by Mayor Pete Bass and seconded by First Selectman Matt Knickerbocker, the meeting was unanimously adjourned at 1:53pm.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE COG MEMBERS

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: MPO Members
 FROM: Kristin Hadjstylianos
 DATE: May 15, 2018
 RE: Proposed HVMPO and SWRMPO UPWP Amendments

1. **Overview:** The [Unified Planning Work Programs](#) (UPWP) for fiscal years (FY) 2018 and 2019 were endorsed by HVMPO and SWRMPO in May of 2017, and amended in December of 2017 with State and Federal approval in January 2018. UPWP's are a federal requirement for MPO's, outlining transportation work activities to be carried out during a defined period.

To afford greater flexibility in carrying out the transportation work program, UPWP's may be periodically amended by MPO's to reflect adjustments in priorities and associated resources. Proposed amendments are subject to State and possibly federal review, depending on the adjustment.

2. **Scope of Proposed Amendments:** To satisfy a federal requirement outlined in 23 CFR 450.314, CTDOT has prepared an agreement between the State, MPOs and Transit Providers regarding the transportation planning process. The purpose of this agreement is to outline specific roles and responsibilities of each agency in accordance with applicable federal regulations and guidance.

This agreement covers transportation activities including the Long-Range Transportation Plan, Transportation Improvement Program, as well as Performance Based Planning and Programming. CTDOT has requested each MPO amend their UPWP to incorporate this statement as an appendix.

This agreement and proposed amendment to the UPWP was presented to the Technical Advisory Group on May 1, 2018 for their review. Members present at the meeting voted to recommend the MPOs endorse the agreement and amend each UPWP to include the agreement as an appendix.

Attachment 1: Statement of Cooperative MPO/State/Transit Operators' Planning Roles & Responsibilities – [HVMPO Agreement](#)

Attachment 2: Statement of Cooperative MPO/State/Transit Operators' Planning Roles & Responsibilities – [SWRMPO Agreement](#)

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 Housatonic Valley MPO and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h) "Metropolitan Planning Agreements".

General Roles & Responsibilities

The Housatonic Valley MPO will perform the transportation planning process for their region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of a two-year Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during this two-year period.
2. Preparation and update of a long range, multi-modal metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process evaluates the benefits and burdens of transportation projects and/or investments to ensure significant or disproportionate impacts on low income and minority populations are avoided and/or mitigated. This will be accomplished using traditional and non-traditional outreach to Title VI populations, including outreach to LEP populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

Long Range Metropolitan Transportation Plan

1. Housatonic Valley MPO will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.
2. Housatonic Valley MPO may develop a consolidated transportation plan summary report for the planning region that includes the key issues facing the area and priority programs and projects.
3. CT DOT will provide the following information and data in support of developing the transportation plan:
 - a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
 - b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode. (CT DOT will provide this only if requested since Housatonic Valley MPO may maintain their own travel forecast model.)
 - c. Traffic count data for state roads in the Housatonic Valley MPO region, and transit statistics as available.

- d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the long range metropolitan transportation plans.
 - e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. (Refer to air quality tasks.)
4. Housatonic Valley MPO may conduct transportation modeling for the area.
 5. Housatonic Valley MPO will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, they will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

Transportation Improvement Program (TIP)

1. The selection of projects in the TIP and the development of the TIP will occur through a consultative process between CT DOT, Housatonic Valley MPO, and the appropriate provider(s) of public transportation.
2. CT DOT will send a draft proposed 5-year Capital Plan to the Housatonic Valley MPO for review and comment. The draft list will reflect input that the CT DOT received from the Housatonic Valley MPO during the consultation process on the previous year's plan.
3. CT DOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and the 5- year Capital Plan.
4. CT DOT will consult with and solicit comments from Housatonic Valley MPO and transit providers on the TIP and incorporate where practicable.
5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the Housatonic Valley MPO to explain the projects to the policy board and the general public.
6. CT DOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
7. Housatonic Valley MPO 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. Housatonic Valley MPO will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the TIP/STIP Administrative Action/Amendment/Notification process.
8. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
9. CT DOT will include one STIP entry each for the Bridge program and the Highway Safety Improvement program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Bridge Report and the Safety Report monthly. The one line entry will reduce the number of entries needed in the STIP. Any projects listed in the Bridge and or Safety Report that are over \$5m and on the NHS, will be transferred directly into the STIP as its own entry per the TIP/STIP Administrative Action/Amendment/Notification process.
10. CT DOT will provide proposed amendments to the Housatonic Valley MPO for consideration. The amendment will include a project description that provides sufficient detail to allow the Housatonic Valley MPO to explain the proposed changes to the Housatonic Valley MPO board and project management contact information. It will also provide a clear reason and justification for the amendment. If it involves a new project, CT DOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
11. When an amendment to the TIP/STIP is being proposed by the Housatonic Valley MPO, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.

12. CT DOT will provide a financial assessment of the STIP with each update. Housatonic Valley MPO should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment.

Air Quality Planning

1. CT DOT and Housatonic Valley MPO should meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CT DOT will conduct the regional emissions analysis, which includes the Housatonic Valley MPO area and provide the results to the Housatonic Valley MPO. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range metropolitan transportation plans and TIP.
3. Housatonic Valley MPO 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. Housatonic Valley MPO will make the regional emissions analysis available to the public.

Public Participation Program

1. The Housatonic Valley MPO will annually review and evaluate their public participation program.
2. The Housatonic Valley MPO 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 Housatonic Valley MPO will work to ensure that low-income, minority and transit dependent individuals are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. Housatonic Valley MPO will comply with federal legislation on these issues.
4. The Housatonic Valley MPO'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 Housatonic Valley MPO 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 Housatonic Valley MPO 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 Housatonic Valley MPO will provide the opportunity for the transit provider(s) to review and comment on planning products relating to transit issues within the region.
3. The Housatonic Valley MPO will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to ensure the consideration of any appropriate comments.
4. The Housatonic Valley MPO and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

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

Congestion Management Process (CMP) Program

1. The Housatonic Valley MPO, if located in a TMA, will conduct a highway performance monitoring program that includes the gathering of available traffic counts and travel time information and determination of travel speeds and delay.
2. The Housatonic Valley MPO will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The Housatonic Valley MPO will work with CT DOT on programming possible congestion-reducing projects.
4. The Housatonic Valley MPO will, upon implementation of a congestion reduction improvement, assess post-improvement operations and determine level of congestion relief.

Intelligent Transportation Systems (ITS) Program

1. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the Housatonic Valley MPO.
2. The Housatonic Valley MPO will maintain and update the Regional ITS Architecture for the Housatonic Valley MPO, where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP21/FAST ACT provisions and requirements.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures will include data provided by the Transit Districts through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on the CTDOT MAP21 website.
4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the Housatonic Valley MPO.

B. Selection of Performance Targets

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

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

C. Reporting of Performance Targets

1. CTDOT will notify the Housatonic Valley MPO and Transit Representatives by email when final statewide targets are established.
2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to Housatonic Valley MPO for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The Housatonic Valley MPO has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the Housatonic Valley MPO is establishing their own targets, the Housatonic Valley MPO will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The Housatonic Valley MPO will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The Housatonic Valley MPO will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures.
7. For FTA performance measures, it is noted that Housatonic Valley MPO provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the Housatonic Valley MPO. However, Housatonic Valley MPO targets are not required to be updated annually, only revisited whenever the Housatonic Valley MPO updates their MTP and/or TIP on or after October 1, 2018.
8. Housatonic Valley MPO set initial SGR targets as required by FTA on 7/1/17. Thereafter, Housatonic Valley MPO needs to set SGR targets for the first time when the TIP or MTP is amended or updated on or after October 1, 2018. Following this date, targets should be updated upon the development of future TIPs and MTPs.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets and report that information to the Housatonic Valley MPO and transit representatives in the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share the TAM Plans with the Housatonic Valley MPO in a timely manner, and the MPOs will incorporate them into their planning process.
3. Housatonic Valley MPO will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet vial email. The CTDOT will collect this information and file until requested from FHWA.

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

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

23 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times
Congestion and Air Quality	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel

Congestion and Air Quality	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per "vehicle revenue miles." by mode.
FTA C 5010.1E	Number of serious injuries per "vehicle revenue miles." by mode.

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 Housatonic Valley MPO 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.

HVMPD Agreement

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 South Western Region MPO and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h) "Metropolitan Planning Agreements".

General Roles & Responsibilities

The South Western Region MPO will perform the transportation planning process for their region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of a two-year Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during this two-year period.
2. Preparation and update of a long range, multi-modal metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process evaluates the benefits and burdens of transportation projects and/or investments to ensure significant or disproportionate impacts on low income and minority populations are avoided and/or mitigated. This will be accomplished using traditional and non-traditional outreach to Title VI populations, including outreach to LEP populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.

Long Range Metropolitan Transportation Plan

1. South Western Region MPO will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.
2. South Western Region MPO may develop a consolidated transportation plan summary report for the planning region that includes the key issues facing the area and priority programs and projects.
3. CT DOT will provide the following information and data in support of developing the transportation plan:
 - a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
 - b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode. (CT DOT will provide this only if requested since South Western Region MPO may maintain their own travel forecast model.)
 - c. Traffic count data for state roads in the South Western Region MPO region, and transit statistics as available.

- d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the long range metropolitan transportation plans.
 - e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. (Refer to air quality tasks.)
4. South Western Region MPO may conduct transportation modeling for the area.
 5. South Western Region MPO will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan, and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, they will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

Transportation Improvement Program (TIP)

1. The selection of projects in the TIP and the development of the TIP will occur through a consultative process between CT DOT, South Western Region MPO, and the appropriate provider(s) of public transportation.
2. CT DOT will send a draft proposed 5-year Capital Plan to the South Western Region MPO for review and comment. The draft list will reflect input that the CT DOT received from the South Western Region MPO during the consultation process on the previous year's plan.
3. CT DOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and the 5- year Capital Plan.
4. CT DOT will consult with and solicit comments from South Western Region MPO and transit providers on the TIP and incorporate where practicable.
5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the South Western Region MPO to explain the projects to the policy board and the general public.
6. CT DOT will provide a list of projects obligated during each of the federal fiscal years covered by the expiring TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
7. South Western Region MPO 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. South Western Region MPO will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the TIP/STIP Administrative Action/Amendment/Notification process.
8. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
9. CT DOT will include one STIP entry each for the Bridge program and the Highway Safety Improvement program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Bridge Report and the Safety Report monthly. The one line entry will reduce the number of entries needed in the STIP. Any projects listed in the Bridge and or Safety Report that are over \$5m and on the NHS, will be transferred directly into the STIP as its own entry per the TIP/STIP Administrative Action/Amendment/Notification process.
10. CT DOT will provide proposed amendments to the South Western Region MPO for consideration. The amendment will include a project description that provides sufficient detail to allow the South Western Region MPO to explain the proposed changes to the South Western Region MPO board and project management contact information. It will also provide a clear reason and justification for the amendment. If it involves a new project, CT DOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
11. When an amendment to the TIP/STIP is being proposed by the South Western Region MPO, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.

12. CT DOT will provide a financial assessment of the STIP with each update. South Western Region MPO should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment.

Air Quality Planning

1. CT DOT and South Western Region MPO should meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CT DOT will conduct the regional emissions analysis, which includes the South Western Region MPO area and provide the results to the South Western Region MPO. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range metropolitan transportation plans and TIP.
3. South Western Region MPO 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. South Western Region MPO will make the regional emissions analysis available to the public.

Public Participation Program

1. The South Western Region MPO will annually review and evaluate their public participation program.
2. The South Western Region MPO 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 South Western Region MPO will work to ensure that low-income, minority and transit dependent individuals are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. South Western Region MPO will comply with federal legislation on these issues.
4. The South Western Region MPO'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 South Western Region MPO 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 South Western Region MPO 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 South Western Region MPO will provide the opportunity for the transit provider(s) to review and comment on planning products relating to transit issues within the region.
3. The South Western Region MPO will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to ensure the consideration of any appropriate comments.
4. The South Western Region MPO and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CT DOT will provide the South Western Region MPO with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
 - a. Anticipated federal funding resources by federal aid category and state funding resources for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. Will hold annual meetings to discuss authorized funds for the STP-Urban and LOTCIP accounts .
 - c. Annual authorized/programmed funds for the FTA Section 5307 Program as contained in the STIP and the annual UZA split agreements.
 - d. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The CT DOT will notify the South Western Region MPO when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP Administrative Action/Amendment/Notification process .
3. The South Western Region MPO will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The South Western Region MPO, if located in a TMA, will conduct a highway performance monitoring program that includes the gathering of available traffic counts and travel time information and determination of travel speeds and delay.
2. The South Western Region MPO will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The South Western Region MPO will work with CT DOT on programming possible congestion-reducing projects.
4. The South Western Region MPO will, upon implementation of a congestion reduction improvement, assess post-improvement operations and determine level of congestion relief.

Intelligent Transportation Systems (ITS) Program

1. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the South Western Region MPO.
2. The South Western Region MPO will maintain and update the Regional ITS Architecture for the South Western Region MPO, where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP21/FAST ACT provisions and requirements.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures will include data provided by the Transit Districts through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on the CTDOT MAP21 website.

4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the South Western Region MPO.

B. Selection of Performance Targets

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

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

C. Reporting of Performance Targets

1. CTDOT will notify the South Western Region MPO and Transit Representatives by email when final statewide targets are established.
2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to South Western Region MPO for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The South Western Region MPO has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the South Western Region MPO is establishing their own targets, the South Western Region MPO will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The South Western Region MPO will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The South Western Region MPO will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures.
7. For FTA performance measures, it is noted that South Western Region MPO provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the South Western Region MPO. However, South Western Region MPO targets are not required to be updated annually, only revisited whenever the South Western Region MPO updates their MTP and/or TIP on or after October 1, 2018.
8. South Western Region MPO set initial SGR targets as required by FTA on 7/1/17. Thereafter, South Western Region MPO needs to set SGR targets for the first time when the TIP or MTP is amended or updated on or after October 1, 2018. Following this date, targets should be updated upon the development of future TIPs and MTPs.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets and report that information to the South Western Region MPO and transit representatives in the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share the TAM Plans with the South Western Region MPO in a timely manner, and the MPOs will incorporate them into their planning process.
3. South Western Region MPO will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet vial email. The CTDOT will collect this information and file until requested from FHWA.

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

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

23 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times

Congestion and Air Quality	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
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Amendment

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Effective Date

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No Limitation on Statutory Authority

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Appendix

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

Purpose

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5. Conduct planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
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12. CT DOT will provide a financial assessment of the STIP with each update. South Western Region MPO should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment.

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3. The South Western Region MPO will work to ensure that low-income, minority and transit dependent individuals are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. South Western Region MPO will comply with federal legislation on these issues.
4. The South Western Region MPO'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.
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Public Transportation Planning

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

Fiscal/Financial Planning

1. The CT DOT will provide the South Western Region MPO with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
 - a. Anticipated federal funding resources by federal aid category and state funding resources for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. Will hold annual meetings to discuss authorized funds for the STP-Urban and LOTCIP accounts .
 - c. Annual authorized/programmed funds for the FTA Section 5307 Program as contained in the STIP and the annual UZA split agreements.
 - d. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
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Intelligent Transportation Systems (ITS) Program

1. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for the South Western Region MPO.
2. The South Western Region MPO will maintain and update the Regional ITS Architecture for the South Western Region MPO, where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP21/FAST ACT provisions and requirements.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures will include data provided by the Transit Districts through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on the CTDOT MAP21 website.

4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the South Western Region MPO.

B. Selection of Performance Targets

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

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3. The CTDOT will provide South Western Region MPO and Transit Representative with 30 days to provide feedback on the data received and the assumptions provided.
4. The feedback received will be discussed at the next scheduled monthly meeting.
5. CTDOT will set targets for each performance measure based on feedback received.

C. Reporting of Performance Targets

1. CTDOT will notify the South Western Region MPO and Transit Representatives by email when final statewide targets are established.
2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to South Western Region MPO for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The South Western Region MPO has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the South Western Region MPO is establishing their own targets, the South Western Region MPO will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The South Western Region MPO will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The South Western Region MPO will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures.
7. For FTA performance measures, it is noted that South Western Region MPO provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the South Western Region MPO. However, South Western Region MPO targets are not required to be updated annually, only revisited whenever the South Western Region MPO updates their MTP and/or TIP on or after October 1, 2018.
8. South Western Region MPO set initial SGR targets as required by FTA on 7/1/17. Thereafter, South Western Region MPO needs to set SGR targets for the first time when the TIP or MTP is amended or updated on or after October 1, 2018. Following this date, targets should be updated upon the development of future TIPs and MTPs.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets and report that information to the South Western Region MPO and transit representatives in the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share the TAM Plans with the South Western Region MPO in a timely manner, and the MPOs will incorporate them into their planning process.
3. South Western Region MPO will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet vial email. The CTDOT will collect this information and file until requested from FHWA.

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

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

23 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times

Congestion and Air Quality	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality	Total Emissions Reduction
Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per "vehicle revenue miles." by mode.
FTA C 5010.1E	Number of serious injuries per "vehicle revenue miles." by mode.

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 South Western Region MPO 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.

**HOUSATONIC VALLEY
METROPOLITAN PLANNING ORGANIZATION**
BETHEL•BRIDGEWATER•BROOKFIELD•DANBURY•NEW FAIRFIELD•NEW MILFORD•NEWTOWN•
REDDING•RIDGEFIELD•SHERMAN

**RESOLUTION #2018-005 Resolution to Endorse the Housatonic Valley
FY2018 & 2019 Unified Planning Work Program (UPWP)**

WHEREAS, the Housatonic Valley Metropolitan Planning Organization (HVMPO), in cooperation with the Connecticut Department of Transportation (CTDOT), the Federal Highway Administration, the Federal Transit Administration, and the Western Connecticut Council of Governments (WestCOG), is responsible for carrying out the urban transportation planning process for the Housatonic Valley Region;

WHEREAS, the voting board of the HVMPO comprises the two mayors and eight first selectmen of the area, which includes Bethel, Bridgewater, Brookfield, Danbury, New Fairfield, New Milford, Newtown, Redding, Ridgefield and Sherman, CT, as well as the chief executive officer of the Housatonic Area Regional Transit District;

WHEREAS, a Unified Planning Work Program (UPWP) to guide the planning process is developed in cooperation with CTDOT, the U.S. Department of Transportation (USDOT), and transportation stakeholders to serve as the grant application for funds to conduct HVMPO transportation planning;

WHEREAS, HVMPO, in cooperation with CTDOT is responsible for adopting the FY18 and FY19 Unified Planning Work Program for the Housatonic Valley Region;

WHEREAS, WestCOG, as the Hosting Agency for the HVMPO, will contract to receive and disperse planning funds to carry out the adopted UPWP;

RESOLVED, that the HVMPO hereby endorses the FY18 and FY19 UPWP administrative and technical adjustments.

This resolution is effective May 22, 2018.

Date: May 22, 2018.

Rudy Marconi, Chairman

SOUTH WESTERN REGION
METROPOLITAN PLANNING ORGANIZATION
DARIEN•GREENWICH•NEW CANAAN•NORWALK•STAMFORD•WESTON•WESTPORT•WILTON

**RESOLUTION #2018-005 Resolution to Endorse the South Western Region
FY2018 & 2019 Unified Planning Work Program (UPWP)**

WHEREAS, the South Western Region Metropolitan Planning Organization (SWRMPO), in cooperation with the Connecticut Department of Transportation (CTDOT), the Federal Highway Administration, the Federal Transit Administration, and the Western Connecticut Council of Governments (WestCOG), is responsible for carrying out the urban transportation planning process for the South Western Region;

WHEREAS, the voting board of the SWRMPO comprises the two mayors and six first selectmen of the area, which includes Darien, Greenwich, New Canaan, Norwalk, Stamford, Weston, Westport, and Wilton, CT, as well as the chief executive officer of the Norwalk Transit District;

WHEREAS, a Unified Planning Work Program (UPWP) to guide the planning process is developed in cooperation with CTDOT, the U.S. Department of Transportation (USDOT), and transportation stakeholders to serve as the grant application for funds to conduct SWRMPO transportation planning;

WHEREAS, SWRMPO, in cooperation with CTDOT is responsible for adopting the FY18 and FY19 Unified Planning Work Program for the South Western Region;

WHEREAS, WestCOG, as the Hosting Agency for the SWRMPO, will contract to receive and disperse planning funds to carry out the adopted UPWP;

RESOLVED, that the SWRMPO hereby endorses the FY18 and FY19 UPWP administrative and technical adjustments.

This resolution is effective May 22, 2018.

Date: May 22, 2018.

Jayne Stevenson, Chairman



HVMPO FFY 2018-2021 Transportation Improvement Program (TIP)

MPO Action Requested: Review and consider TIP amendment endorsement.

Background: The FFY2018-2021 Housatonic Valley TIP was endorsed by the MPO on August 17th, 2017. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on October 19th, 2017.

Amendment #2018-0517:

0018-0134: Rehabilitation of Bridge 01343 in Brookfield and Bridgewater

This TIP amendment covers repair work being done on the bridge carrying CT Route 133 over the Housatonic River between Brookfield and Bridgewater.

The scope of this project includes structural steel repairs, deck patching, and bridge drainage system improvements. Two-tube railing will replace the existing concrete barriers on the outside of the bridge, which will improve aesthetics. One lane of alternating traffic will be maintained through the work zone during construction.

This amendment covers a cost increase and a small change in scope for the construction phase of this project. During project design it was found that the approach to the bridge in Brookfield also required patching. That work will now be done through this project, necessitating a cost increase. Funding for the construction phase is being moved to federal fiscal year 2018. Construction is scheduled to begin in Spring 2019.

0096-0200: Resurfacing, Bridge, and Safety Improvements, I-84 in Newtown

This CTDOT-requested TIP amendment pertains to a pavement project on Interstate 84 in Newtown which includes pavement restoration and guide rail installation between Exits 8 and 9. This project will improve safety and maintain a state of good repair on the highway.

The project was originally planned to be fully funded using National Highway Performance Program (NHPP) funds. However, the project also qualifies for National Highway System (NHS) and Interstate Maintenance (I-M) funds. Since NHS and I-M funds will lapse at the end of the fiscal year, this project is being partially moved under those two programs. This amendment is for funds management purposes, there is no change in project cost or scope.

0170-3495: FY 18: Statewide Transportation Demand Management (NY-NJ-CT Moderate)

0170-3496: FY 18: Statewide Transportation Demand Management (Greater CT Moderate)

This CTDOT-requested TIP amendment pertains to the Transportation Demand Management (TDM) program. TDM encompasses a diverse set of activities to support better decision-making

for travelers in choosing travel modes, times, routes, and locations. A goal of TDM is to ease congestion and reduce single-occupancy vehicle trips.

Using selected contractors, CTDOT will market, educate and provide outreach to employers and individuals in support of CTDOT’s regional rideshare program under the name CTrides.

CTrides assists in the formation and long-term viability of carpools and vanpools. The program also provides comprehensive resources to help employers design, implement and maintain teleworking programs. This program will reduce the number of employee work trips, decreasing traffic congestion, energy consumption and air pollution.

CTrides has held events at several local businesses and government agencies in the HVMPO region, including the City of Danbury, Pitney Bowes, HARTransit, Western Connecticut State University, and many others. Specific actions include offering the NuRide ride matching and rewards program, delivering the Emergency Ride Home benefit, working with employers to support the commuter tax benefit, and operation of a statewide call center to answer commuting questions and offer customized commute plans.

HVMPO contains within it two CTDOT-designated air quality areas: The Greater CT Moderate area for ozone pollution, and the NY-NJ-CT Moderate area for ozone and particulate matter pollution. For this reason, there are two TIP amendments pertaining to the HVMPO; one for each area.

0174-0424: Replace Traffic Control Signals at Various Locations in District 4

This CTDOT-requested TIP amendment covers the replacement of traffic control signals in CTDOT Construction District 4. The signals in the HVMPO region that will be replaced are:

- US Route 6 at Milestone Road (Route 824) in Danbury
- Route 6 at Old Ridgebury Road in Danbury
- Padanarum Road (Route 39) at King Street in Danbury
- Route 39 at Candlewood Isle Causeway in New Fairfield
- US Route 202 at Stone Tent Road and Hipp Road in New Milford
- US Route 7 at Haviland Road in Ridgefield

Construction is scheduled to begin in 2021. This project is funded through the STP program, and is 100% federally funded. There is no state or local match required.

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)	Comments
02	STPA-BRX	0018-0134	X6	CT 133	BROOKFIELD	REHAB BRIDGE 01343 o/ HOUSATONIC RIVER - AC ENTRY	CON	2018	0	0	0	0	ADD AC ENTRY
02	STPA-BRX	0018-0134	X6	CT 133	BROOKFIELD	REHAB BRIDGE 01343 o/ HOUSATONIC RIVER - AC CONVERSION	CON	2018	11,000	8,800	2,200	0	MOVE FROM FFY19 TO FFY18 AND INCRE. EST. FROM FED \$4M. ADD AC CONVERSION

													TO DESCRIPTION
02	NHPP	0096-0200	X6	I-84	NEWTOWN	RESURFACING, BRIDGE AND SAFETY IMPROVEMENTS - AC ENTRY	CON	2018	0	0	0	0	ADD FFY'18 AC ENTRY
02	NHPP	0096-0200	X6	I-84	NEWTOWN	RESURFACING, BRIDGE AND SAFETY IMPROVEMENTS - AC CONVERSION	CON	2018	17,667	15,900	1,767	0	MOVE FROM FYI TO FFY'18. DECRE. EST. FROM FED \$32.4M AND ADD AC CONVERSION TO DESCRIPTION
02	I-M	0096-0200	X6	I-84	NEWTOWN	RESURFACING, BRIDGE AND SAFETY IMPROVEMENTS	CON	2018	3,738	3,364	374	0	ADD I-M ENTRY
02	NHS	0096-0200	X6	I-84	NEWTOWN	RESURFACING, BRIDGE AND SAFETY IMPROVEMENTS	CON	2018	108	98	11	0	ADD NHS ENTRY
02	NHPP	0096-0200	X6	I-84	NEWTOWN	RESURFACING, BRIDGE AND SAFETY IMPROVEMENTS - AC CONVERSION	CON	2019	14,444	13,000	1,444	0	ADD AC CONVERSION
75	CMAQ	0170-3495	X6	VARIOUS	STATEWIDE	FY18: STATEWIDE TRANS DEMAND MGMNT (NY-NJ-CT MODERATE)	OTH	2018	3,070	2,456	614	0	NEW PROJECT
76	CMAQ	0170-3496	X6	VARIOUS	STATEWIDE	FY18: STATEWIDE TRANS DEMAND MGMNT (GREATER CT MODERATE)	OTH	2018	1,927	1,542	385	0	NEW PROJECT
74	STPA	0174-0424	X7	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS IN VARIOUS LOCATIONS	PD	2018	571	571	0	0	NEW PROJECT
74	STPA	0174-0424	X7	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS IN VARIOUS LOCATIONS	FD	2020	325	325	0	0	NEW PROJECT
74	STPA	0174-0424	X7	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS IN VARIOUS LOCATIONS	ROW	2020	130	130	0	0	NEW PROJECT
74	STPA	0174-0424	X7	VARIOUS	DISTRICT 4	REPLACE TRAFFIC CONTROL SIGNALS IN VARIOUS LOCATIONS	CON	2021	4,949	4,949	0	0	NEW PROJECT

AQC X6- exempt

SWRMPO FFY 2018-2021 Transportation Improvement Program (TIP)

MPO Action Requested: Review and consider TIP amendment endorsement.

Background: The FFY2018-2021 South Western Region TIP was endorsed by the MPO on August 17th, 2017. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on October 19th, 2017.

Amendment #2018-0517:

0173-0496: Replace and Install Variable Message Signs

This proposed TIP amendment covers the replacement of seven and installation of one variable message signs (VMS) along I-95 and US 7 in the South Western Region. Crucial to CTDOT's Incident Management System, VMS are used to inform motorists of traffic crashes, delays, and roadwork activities, reducing congestion and improving traffic flow.

The existing VMS were purchased in 1992 and have reached the end of their useful life. Since the manufacturer discontinued the production of spare parts for the signs in 2006, the procurement of spare parts has become increasingly difficult. The new VMS utilize improved LED technology and a wider viewing angle that improve their visibility to motorists. In total, VMS will be replaced in Greenwich, Stamford, Norwalk, and Westport. A new VMS will be added to I-95 northbound in Greenwich.

This amendment would add the design and construction phases of the project to the SWRMPO TIP. Funded through the Congestion Mitigation and Air Quality program, this project is 100% federally-funded. There is no state or local match required.

0170-3495: FY 18: Statewide Transportation Demand Management (NY-NJ-CT Moderate)

This CTDOT-requested TIP amendment pertains to the Transportation Demand Management (TDM) program. TDM encompasses a diverse set of activities to support better decision-making for travelers in choosing travel modes, times, routes, and locations. A goal of TDM is to ease congestion and reduce single-occupancy vehicle trips.

Using selected contractors, CTDOT will market, educate and provide outreach to employers and individuals in support of CTDOT's regional rideshare program under the name CTrides.

CTrides assists in the formation and long-term viability of carpools and vanpools. The program also provides comprehensive resources to help employers design, implement and maintain teleworking programs. This program will reduce the number of employee work trips, decreasing traffic congestion, energy consumption and air pollution.

CTrides has held events at several local businesses and government agencies in the SWRMPO region, including the City of Stamford, the City of Norwalk, Norwalk Community Technical College, the University of Connecticut, Stamford, the Stamford Family YMCA, Empire State

Reality Trust, and many others. Specific actions include offering the NuRide ride matching and rewards program, delivering the Emergency Ride Home benefit, working with employers to support the commuter tax benefit, and operation of a statewide call center to answer commuting questions and offer customized commute plans.

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)	Comments
75	CMAQ	0170-3495	X6	VARIOUS	STATEWIDE	FY18: STATEWIDE TRANS DEMAND MGMNT (NY-NJ-CT MODERATE)	OTH	2018	3,070	2,456	614	0	NEW PROJECT
1	CMAQ	0173-0496	X6	I-95/U.S. 7	DISTRICT 3	REPLACE & INSTALL VMS SIGNS	PD	2018	520	520	0	0	NEW PROJECT
1	CMAQ	0173-0496	X6	I-95/U.S. 7	DISTRICT 3	REPLACE & INSTALL VMS SIGNS	FD	2019	223	223	0	0	NEW PROJECT
1	CMAQ	0173-0496	X6	I-95/U.S. 7	DISTRICT 3	REPLACE & INSTALL VMS SIGNS	CON	2020	7,433	7,433	0	0	NEW PROJECT

AQC X6- exempt

Western Connecticut COUNCIL OF GOVERNMENTS



May 18, 2018

Ms. Melissa Gray, Program Manager
National Aging and Disability Transportation Center

RE: HART NADT Grant Application

Dear Ms. Gray:

The Western Connecticut Council of Governments (WestCOG) is writing to voice its support for Housatonic Area Regional Transit's *Getting Ready to Innovate* grant application. We recognize that grant funds are necessary to develop a plan to implement regional same-day dial-a-ride paratransit.

In the 2015-2040 Regional Transportation Plan for the Housatonic Valley Region, the region's dial-a-ride programs were included as a vital projects for the Region. Funding from the NADTC Planning Grant program would be essential for the completion of this project. This project will enhance quality of life and the economy locally and for the Region.

As the 5310 Coordinator for the Western Connecticut Region, WestCOG will participate in the project and staff will serve on the steering committee, help bring stakeholders to the table, and provide input.

It is our sincere hope that you grant HART funding for this project.

Sincerely,

A handwritten signature in black ink that reads "Francis Pickering". The signature is written in a cursive style with a horizontal line underneath the name.

Francis Pickering
Executive Director