

Transportation Management Area (TMA) Coordination

*Hartford TMA Certification Review
January 8, 2018*

TMA Coordination

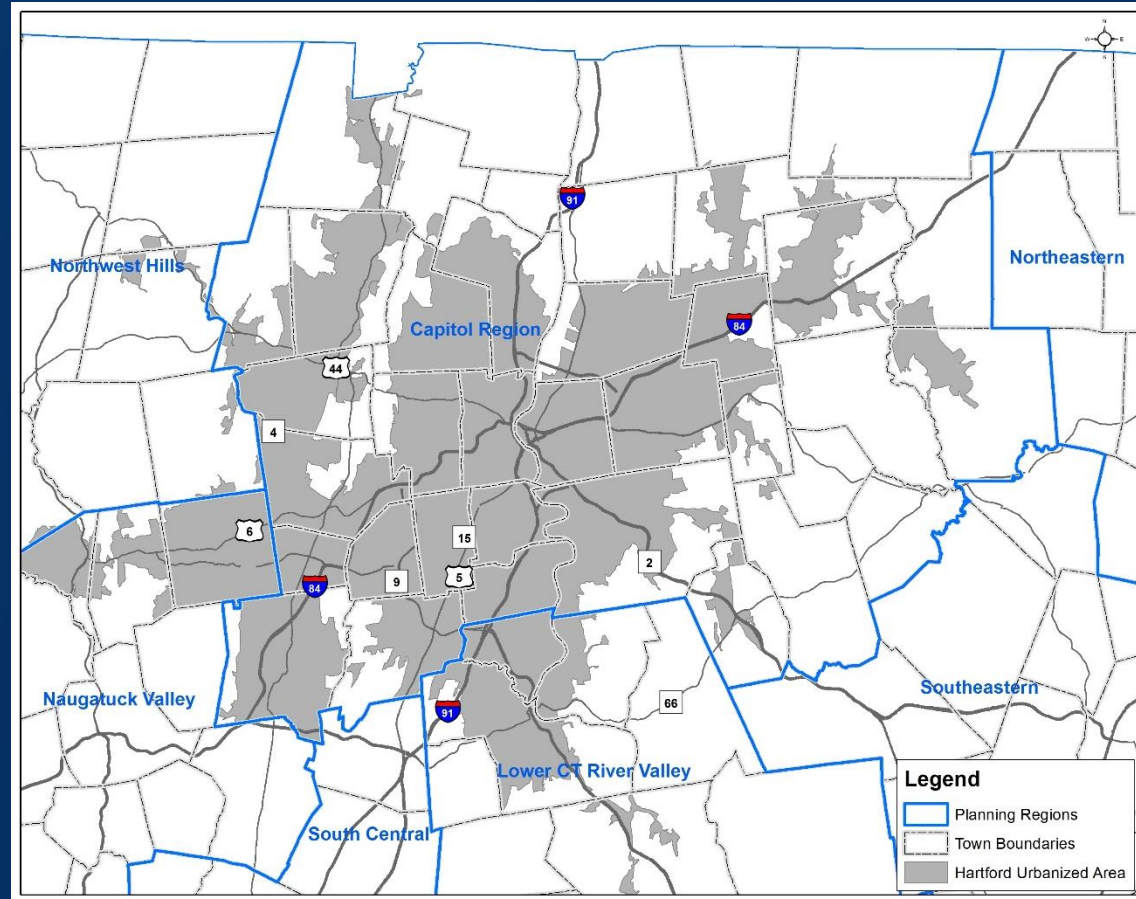
Agenda

- Update: Hartford Urbanized Area & CT Regional Boundaries
- Overview of Hartford MPO Coordination
- Overview of Hartford-Springfield Coordination
- CRCOG & PVPC Executive Directors
- Collaboration on National & Regional Policy Issues
- General Discussion

Hartford Urbanized Area and CT Regional Boundaries Update

Hartford TMA now comprises four COGs and three MPOs (effective July 2015)

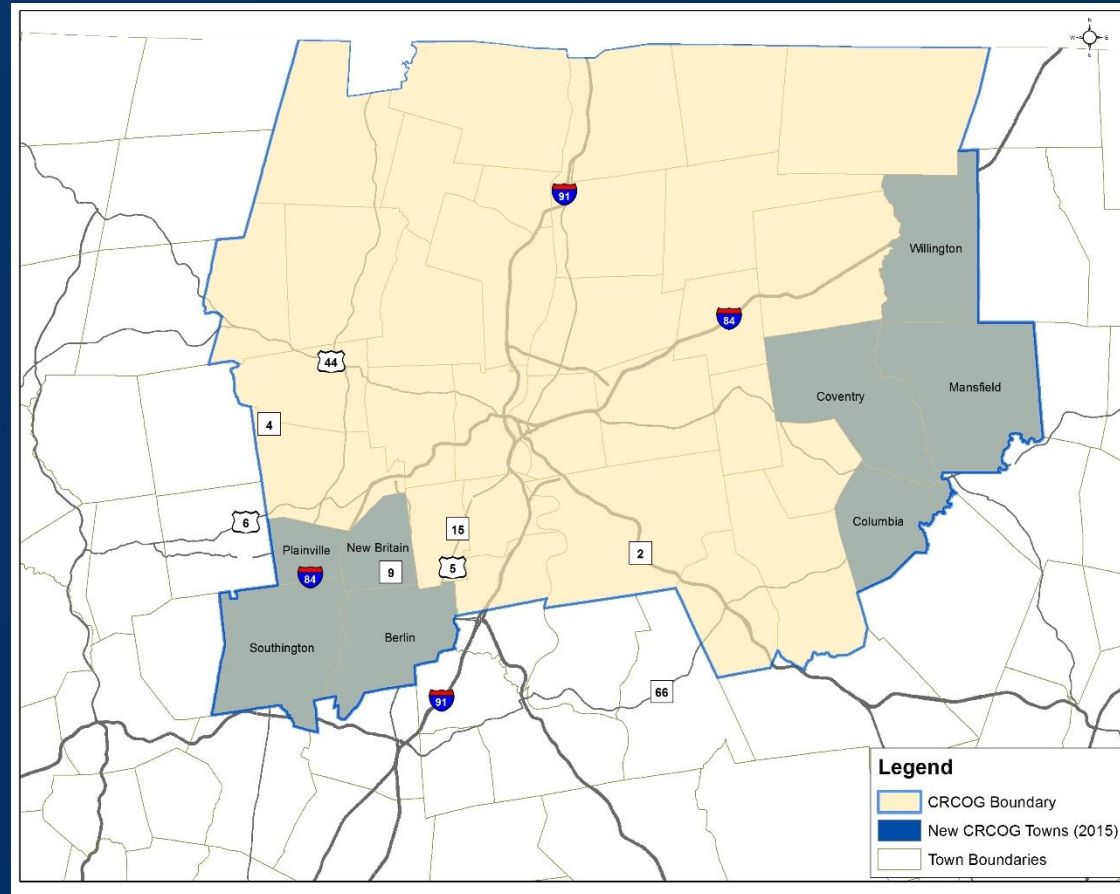
- *CRCOG (MPO)*
- *NVCOG (MPO)*
- *RiverCOG (MPO)*
- *Northwest COG (Rural)*



Hartford Urbanized Area and CT Regional Boundaries Update

CRCOG Regional Boundary

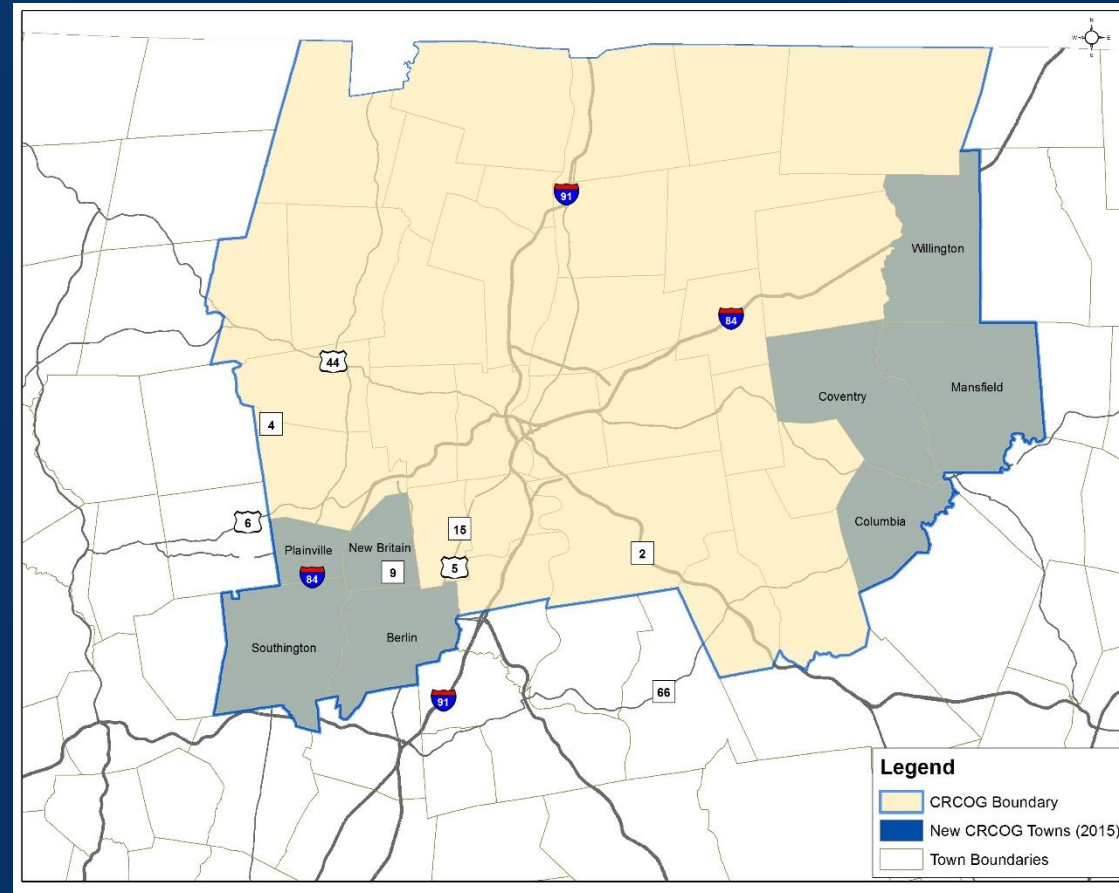
- 38 municipalities (up from 30)
- 973,959 people (2010)
- 1,049 square miles
- 518,700 jobs (2014)



Hartford Urbanized Area and CT Regional Boundaries Update

Transition Process

- Managed CCMPO for six months
- Coordinated updates to UPWP and LRTP
- Maintained the TIP
- Coordinated with NVCOG and NHCOG to transition projects
- Secured necessary resolutions to complete transition



Overview of Hartford MPO Coordination

Standard Coordination

Coordination Meetings

- 5/24/2016
- 4/18/2017

Quarterly RPO Meetings

- Held by CTDOT
- Discuss issues of mutual concern among regions

General Planning

- Performance Measures
- Funding (TA, STP-U, LOTCIP)
- Long Range Transportation Plan
- TIP



Overview of Hartford MPO Coordination

Hartford TMA MOU

MOU previously updated in 2003

2013 update delayed due to consolidation

Update Nearing Completion:

- Updated MPO/COG partners
- Address FTA funding procedures
- Address CMP
- Updated with current transportation legislation (including performance measures)

Draft 12-15-2017

AGREEMENT

Regarding

Transportation Planning & Funding In the Hartford Urbanized Area

Section I. Purpose of Agreement

As required by 23 CFR Sec. 450.314(a), The Metropolitan Planning Organization (MPO), the State, and the providers of public transportation shall cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process, and 23 CFR Sec. 450.314 (e). If more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State, and the public transportation operator(s) describing how the metropolitan planning processes will be coordinated. Therefore, an Agreement must be established among the four Councils of Governments (COG) within the Hartford Urbanized Area, as well as the Connecticut Department of Transportation (CTDOT). The urbanized area is defined using the most recent Census blocks and population data. The Hartford Urbanized Area is defined as the towns, cities and suburbs in the region surrounding the City of Hartford. The population of the Hartford Urbanized area is over 200,000 and therefore is considered a Transportation Management Area (TMA). The attached map outlines each TMA in Connecticut. The COGs include the Capitol Region Council of Governments (CRCOG), the Naugatuck Valley Council of Governments (NVCOG), the Lower Connecticut River Valley Council of Governments (RiverCOG), and the Northwest Hills Council of Governments (NHCOG). The purpose of this Agreement is:

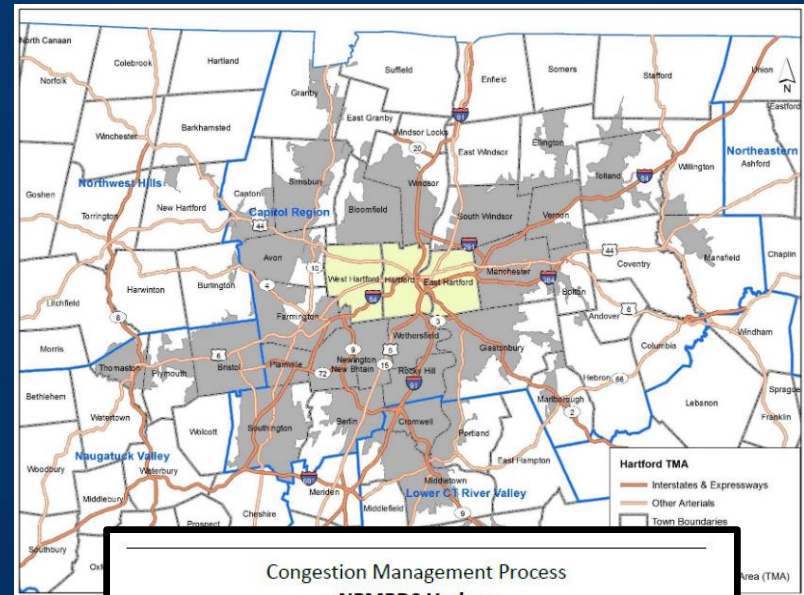
1. to define the method for distributing metropolitan planning funds received by the CTDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for transportation planning within the Hartford Urbanized Area;
2. to define the method for the development of financial plans for the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the list of obligated projects along with the coordination involved in Air Quality Conformity and Congestion management;
3. to define the method for distributing and administering FHWA Surface Transportation Block Grant Program (STBG) suballocated funds, Transportation Alternatives Set-Aside suballocated funds, FTA Section 5307 funds, and FTA Section 5310 funds earmarked for, or attributable to, the Hartford Urbanized Area; and
4. to define the responsibilities of each COG for carrying out its own transportation planning program and for coordinating with the other COGs in the Hartford Urbanized Area.

Section II. Distribution of Planning (PL) Funds among MPOs

CRCOG, NVCOG, and RiverCOG are the designated MPOs for their respective regions. As such they are entitled to a portion of the Metropolitan planning funds from the FHWA (known as PL funds) and the FTA (known as Section 5303 funds) through a statewide process administered by CTDOT. The funds will continue to be distributed according to a method developed by CTDOT in cooperation with all the MPOs in Connecticut. The method is based primarily on the total population in each urban planning region (not just the urbanized area within the region). Each MPO receives a share of the planning funds generally proportionate to its share of the combined population of all the urban planning regions.

Hartford TMA Congestion Management Process Coordination

- CRCOG lead agency for Hartford TMA Congestion Management Process
- Use of new 2015 NPMRDS data to monitor system performance - major arterials and freeways
- Collaboration with other TMA COGs (NVCOG, RiverCOG, NHCOCG) and plans for continued on-going cooperation



Congestion Management Process NPMRDS Update

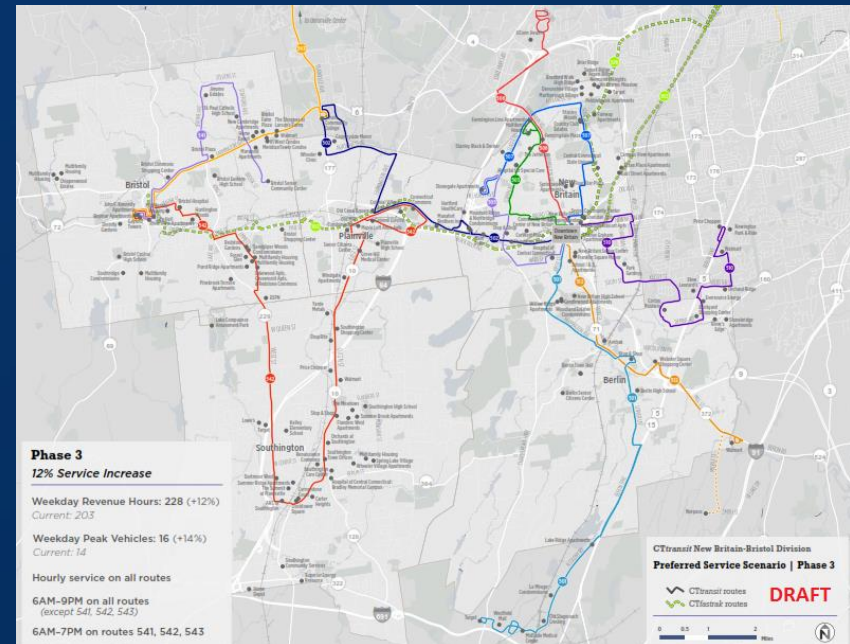
Metropolitan Hartford Area



Capitol Region Council of Governments
Lower Connecticut River Valley Council of Governments
Naugatuck Valley Council of Governments
Northwest Hills Council of Governments

Hartford TMA Special Projects and Initiatives

- Comprehensive Service Analysis: New Britain/Bristol Division - Coordination with Bristol
- Eastern Gateways Study - Originally conceived as a jointly funded project with WINCOG
- Regional Bike Share Study - 2013 study jointly funded with CCRPA, GHTD, and COGCNV (now NVCOG)
- Central CT Rail Study – CTDOT led study of potential passenger rail service between Waterbury and Berlin



Overview of Hartford-Springfield Coordination

Coordination

- Staff level meeting (last held May 2017)
- MOU Update (2015)
- Executive Director Coordination

Issues of Mutual Concern

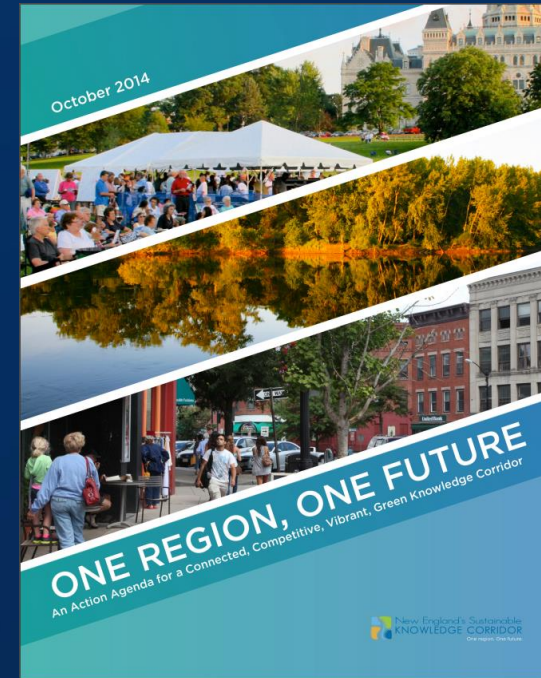
- Hartford Line and Extension to Boston
- Freight Planning
- Sustainable Knowledge Corridor
- Bradley Airport
- Corridor Advisory Committee
- New England's Knowledge Corridor (Hartford Springfield Economic Partnership)



Overview of Hartford-Springfield Coordination

Sustainable Knowledge Corridor

- HUD-SCI-EPA funded Sustainable Knowledge Corridor Project that finished in 2014
- Bi-state project that involved three MPOs (two in the Hartford TMA)
- Planning studies and implementation projects
- CRCOG and its partners are engaged in follow up activities
- Anchor Institutions Best Practices & Next Steps Studies
- Assistance on CTDOT TOD Capacity Study
- Regional Complete Streets Action Plan & Policy
- Assistance to Municipalities on Complete Streets Policies



Discussion

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In the Hartford Urbanized Area

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state. The shares are adjusted to ensure that the smallest urban regions receive a funding level that is at least equal to the minimum needed to carry out a basic urban transportation planning program.

NHCOG, as a rural region, receives a portion of Connecticut's State Planning and Research funds along with a portion of FTA section 5304 funds. Distribution of those funds is outside of the scope of this Agreement.

Section III. MTP, TIP, Obligated projects list, Air Quality Conformity, Congestion Management Process

A financial plan is documentation required to be included with a metropolitan transportation plan and TIP that demonstrates the consistency between reasonably available and projected sources of Federal, State, local, and private revenues and the costs of implementing proposed transportation system improvements.

MTP development – Each MPO shall receive from the CTDOT a financial plan with anticipated funding allocations for the 25 year period along with a list of major projects that are regionally and or statewide significant being funded with FHWA and FTA funds and to be included in the MTP. The formula used to calculate the anticipated funding allocation was developed in coordination with the MPOs throughout the state. Any changes to this formula will also be developed in coordination with the MPOs.

TIP development - Each MPO shall receive from the CTDOT a draft list of proposed projects for the MPOs use in the development of the draft TIP. Coordination between the MPOs and CTDOT on additions or deletions to this list will occur. The MPO will develop their TIP financial plan based on the projects they include in the TIP. Once approved, all MPOs TIPs are sent to the CTDOT for their use in the development of the Statewide Transportation Improvement Program (STIP).

Obligated projects list – Each MPO shall receive from the CTDOT, a listing of all federally funded projects that were obligated or awarded in a given federal fiscal year. The MPOs must publish, or otherwise make available for public review, an annual listing of projects for which federal funds have been obligated in the preceding year by the end of the first quarter of the next fiscal year. This listing must be consistent with the funding categories identified in the TIP.

Air Quality Conformity - The CTDOT, acting on behalf of the MPOs, must demonstrate conformity for all federally funded projects in the MTPs and TIPs located in either nonattainment or maintenance areas. In order to receive federal transportation funds, the CTDOT and the MPOs must cooperatively work to develop and endorse an Air Quality Conformity Determination report, which certifies to the federal government that all TIPs and MTPs within the State of Connecticut collectively conform to the requirements of the Clean Air Act.

Coordination of the Congestion Management Process for the Hartford TMA - As required by 23 CFR 450.320(a), the MPOs agree to develop and implement a Congestion Management Process as an integrated part of the metropolitan transportation planning process. CRCOG, as the largest MPO in the TMA, will take the lead on gathering and analyzing relevant data. Periodically, CRCOG, in consultation with the other MPOs and CTDOT, will develop a CMP report that analyzes the performance of key corridors in the TMA. The MPOs and CTDOT will work cooperatively to develop and implement strategies to address and mitigate congestion. Each MPO will work with CTDOT to develop such strategies into projects for inclusion in their respective Long Range Transportation Plans and Transportation Improvement Programs. Each MPO will also ensure that congestion management strategies are considered in corridor and special studies carried out by the MPO.

Section IV. Distribution of STBG Suballocated Funding for the Hartford UZA

The Surface Transportation Block Grant program (STBG) provides flexible funding that may be used by States and localities for projects to preserve and improve the conditions and performance on any Federal-aid highway, bridge and tunnel projects on any public road, pedestrian and bicycle infrastructure, and transit capital projects, including intercity bus terminals. Urbanized Area Boundaries are established following each decennial census. The boundaries distinguish between urban and rural places for funding and system classification purposes. The census defined boundary is used to set the MPO/TMA threshold and is the basis for funding distribution among urbanized areas. A percentage of the State's STBG apportionment is suballocated to areas of the State based on their relative share of the State's population, and is divided into three categories – urbanized areas with population over 200,000, areas with population of 5,000 or less, and areas of the State with a population of 5,001 to 200,000. This Agreement concerns the over 200,000 Hartford Urbanized Area funding. Suballocation of urbanized area funding is calculated by FHWA and apportioned to the State by urbanized area.

Prior to authorization of the State funded Local Transportation Capital Improvement Program (LOTICIP) in November of 2013, COGs submitted applications to CTDOT for funding on behalf of municipalities and STBG funds attributable to the Hartford Urbanized Area were divided among the four COGs by CTDOT based on population within the Census defined urbanized area. Given the availability of LOTICIP funds for municipal projects of regional significance, projects under the STBG are and will continue to be coordinated and programmed at the Urbanized Area level between CTDOT and the COGs ensuring projects are evaluated based on purpose and need, merit and regional benefit. At a minimum, the coordination will occur during CTDOT's Capital Plan preparation and as needed throughout the Fiscal Year.

In the event that the LOTICIP funds are not authorized for a given year or the program is discontinued, CTDOT will work cooperatively to prioritize the advancement of regional LOTICIP projects using available transportation funds. Should the LOTICIP program be discontinued, CTDOT will work with the COGs on a solution to transition back to the federal STBG program. Funding targets under the STBG would be reflective of populations within the Census defined urbanized area and collaboratively developed with the COGs.

Designated TMAs are allowed to utilize STBG suballocated funds anywhere within the planning region boundaries. CRCOG and RiverCOG have been designated as TMAs, therefore, can utilize the Hartford Urbanized Area funding anywhere within its regional boundaries. One exception, however, exists for RiverCOG due to the merger of the prior planning regions (Midstate and CT River Estuary) and the inclusion of the Midstate towns within the designated Hartford TMA and the CT River Estuary towns within the designated New Haven TMA. The Hartford Urbanized Area funding can be used anywhere within the RiverCOG boundaries that include the prior Midstate towns. If Hartford Urbanized Area funds are to be used within the RiverCOG boundaries of the towns that are part of the New Haven TMA, a formal request through FHWA would be required to transfer the funds to the New Haven Urbanized Area funding source.

NVCOG's primary funding source under the STBG comes from the Waterbury Urbanized Area (referred to as STP Other), which has been designated based on 2010 census results as an area of the State with population of 5,001 to 200,000, therefore, has not reached the threshold for designation as a TMA. NVCOG includes three towns (Plymouth Bristol, and Thomaston) that are located within the Hartford Urbanized Area. Because NVCOG is not a designated Hartford TMA, the Hartford Urbanized Area funding can only be used on eligible projects located within the Hartford urbanized areas within Plymouth, Bristol and Thomaston.

NHCOG is one of two Rural regions located within Connecticut. NHCOG's primary funding source under the STBG comes from the Torrington Urban Cluster (referred to as STP Other), which has been designated based on 2010 census results as an area of the State with population of 5,001 to 200,000. NHCOG also includes towns that reside within the Hartford Urbanized Area – Barkhamsted, Litchfield,

New Hartford, and Burlington. Because NHCOC is a rural region and not designated part of the Hartford TMA, the Hartford Urbanized Area funding can only be used on eligible projects located within the Hartford urbanized areas within the four towns listed above. .

Section V. Solicitation of Projects for the Transportation Alternatives (TA) Set-Aside Funds for the Hartford UZA

The TA Set-Aside authorizes funding for programs and projects defined as *transportation alternatives*, including on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving non-driver access to public transportation and enhanced mobility, community improvement activities such as historic preservation and vegetation management, and environmental mitigation related to stormwater and habitat connectivity; recreational trail projects; safe routes to school projects; and projects for planning, designing, or constructing boulevards and other roadways largely in the right-of-way of former divided highways. The four COGs agree to assist CTDOT with soliciting projects for the TA Set-Aside Program. For funds suballocated to urbanized areas with populations of over 200,000, the MPOs representing the urbanized areas are responsible for developing the competitive process and selecting/prioritizing projects in consultation with CTDOT. CRCOG and RiverCOG are the only regions with a population over 200,000, therefore, are responsible for the competitive process to select projects under the Hartford Urbanized Area TA Set-Aside funding source within their respective regional boundaries. NVCOG and NHCOC have towns within the Hartford Urbanized Area and two towns are located within the Hartford TMA boundaries (Plymouth and Bristol). CRCOG and RiverCOG agree to coordinate with NVCOG and NHCOC to consider proposed projects for the TA-Set-Aside program located within eligible areas of NVCOG and NHCOC. NVCOG and/or NHCOC will submit applications to CTDOT for the Hartford Urbanized Area TA Set-Aside funding source should coordination result in agreement between CRCOG, RiverCOG, NVCOG and NHCOC that a portion of funding will be provided to progress a project in NVCOG or NHCOC located within the Hartford Urbanized Area.

Section VI. Distribution of FTA 5307 Funds for the Hartford UZA

The Urbanized Area Formula Funding program (5307) makes Federal resources available to urbanized areas and to the Governors for transit capital and operating assistance and for transportation related planning in urbanized areas. The four COGs and the CTDOT Bureau of Public Transportation agree to distribute Section 5307 funds from the FTA in the manner described below. The FTA Section 5307 funds attributable to the Hartford Urbanized Area will be pooled with all other Section 5307 funds in Connecticut and administered as a statewide program by CTDOT, following procedures specified in FTA Circular 9030.1E (as amended). CTDOT will coordinate as necessary with Transit Operators and the COGs when developing its capital investment priorities for public transportation. The annual 5307 program will be adopted by the MPOs into their respective TIPs.

This continues the procedure previously agreed to by all COGs in the state. It recognizes the inefficiency of trying to program large and infrequent capital purchases when individual regions are limited to small annual appropriations for their respective regions and/or urbanized areas. An example of this is the difficulty of programming funds for replacement of buses when the buses have a minimum 12-year life cycle and appropriated funds are typically available only for 4 years.

Section VII. Coordination and Administration of FTA 5310 Funds for the Hartford UZA

Under the MAP-21 transportation legislation, FTA Section 5317, New Freedom Program, was absorbed into Section 5310 and administration of the program became flexible within a given Urbanized Area. The Section 5310 program provides formula funding to states for the purpose of assisting private nonprofit groups in meeting the transportation needs of older adults and people with disabilities when the transportation service provided is unavailable, insufficient, or inappropriate to meeting these needs. The four COGs agree that the administration of Section 5310 will be the responsibility of CTDOT who will coordinate with the COGs. The COGs and CTDOT will collaborate on the development and periodic update of the required Coordinated Public Transit-Human Services Transportation Plan.

Section VIII. Basic Responsibilities of Each MPO

Each of the three MPOs will conduct each of the following basic transportation planning activities as outlined in the “Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities”

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 metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct of planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process does not have a significant or disproportionate impact on low income, minority and transit dependent Title VI populations.
8. 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.
9. Adhere to all required Planning Regulations as outlined in 23 CFR part 450 and in 49 CFR part 613.
10. Cooperatively develop and implement a Congestion Management Process for the Hartford Urbanized Area.

As a non-MPO COG, NHCOCG is not required to develop the above, but may wish to do so to better coordinate transportation planning activities.

Section IX. Coordination among COGs and CTDOT

It is the goal of the four COGs to conduct their transportation programs in a manner that ensures their plans and programs are mutually supportive of major projects, programs, and policies to improve the transportation system in the Hartford Urbanized Area.

Coordination of Planning Activities. The three MPOs in the Hartford UZA (CRCOG, NVCOG, and RiverCOG) agree to coordinate their regional transportation plans, transportation improvement programs (TIPs), and annual work programs. The coordination efforts will include the exchange and review of annual work programs, regional transportation plans, and TIPs. Staff of the three MPOs will meet at least annually to review each other's planning programs and to identify projects or programs of mutual interest or potential conflict. NHCOCG will be included in all correspondence and invited to annual meetings, but it is not critical that they attend annual meetings.

Coordination of the STBG Suballocated Program. Since the establishment of the state funded Local Transportation Capital Improvement Program (LOTICIP) in November 2013, the Department and the COGs have agreed to meet annually to coordinate project selection for the STBG. The intent of these annual meetings is:

- To review projects currently programmed using STBG funds within the COG and to identify any areas of under-programming, with the primary focus on the next federal fiscal year.
- To identify Department projects that appear to be good candidates for STBG funding to address any under-programming concerns in the upcoming fiscal year and to solicit the COG's comments regarding the best candidates from a regional perspective.
- To discuss the status of any projects being scoped by the Department.

Coordination of the Capital Plan/Project Selection Process. CTDOT will send a *draft* of a proposed 5-year Capital Plan (the Plan) to the COGs for review and comment in the summer of each calendar year. The draft may reflect input that the Department received from the COGs during the COG consultation process on the previous year's plan. This consultation process consists of annual meetings with each COG to address comments and concerns and potential selection of projects for the outer years of the Plan.

Moving forward the CTDOT will coordinate with the COGs on developing a project selection process to ensure consideration of fiscal constraint, federal funding restrictions, regional priorities, environmental justice, project readiness and ensuring a state of good repair. The selection process will be transparent and will align with the Department's and COGs mission and vision.

CTDOT is responsible for effectively managing the federal resources entrusted to it and for maximizing the use of these federal resources. Obligating 100% of the obligation limitation (ceiling) provided each fiscal year by Congress is critical to maximizing the use of federal funding. The STBG suballocated program is an important component in the obligation of 100% of ceiling, and CTDOT assumes obligation of 100% of the current fiscal year apportionment in its Capital Plan to accomplish this. Because the TIP/STIP is a critical part of the project funding/implementation process as required by Title 23, the COGs play an important role in the process to ensure maximum use of federal funds. At a minimum, CTDOT will meet annually with each COG. This meeting will be to discuss overall programming within the STBG to enhance coordination, provide project details for new projects determined to be good candidates, and understand regional needs and priorities as outlined in each COGs response to the DRAFT 5-Year Capital Plan. Additional coordination meetings may be needed to ensure that any programming shortfalls that may occur as a result of schedule and cost changes occurring throughout the fiscal year are cooperatively addressed which may result in the need to provide timely approval near fiscal year-end to move a project into the STBG suballocated program or process an Advance Construction (AC) conversion utilizing STBG Hartford Urbanized Area funding. If there are no options for addressing a programming shortfall within the Hartford Urbanized Area within the current fiscal year, funding will carry forward into the next fiscal year and CTDOT will work with the COGs to program these funds.

Coordination of the selection of performance targets for each metropolitan area. According to 23 CFR 450.314(h), The MPOs, Operators of Public Transportation and the CTDOT must mutually agree upon and document the roles and responsibilities for conducting performance-based planning and programming in an Agreement. Therefore, the MPOs, transit operators and CTDOT agree to meet to

discuss setting performance targets, include performance measures and performance targets in the MTP and Transportation Improvement Plans, coordinate reporting of these performance targets to the United States Department of Transportation (USDOT) and develop a separate performance management agreement

Section X. Coordination of Transit and TDM Planning

It is the goal of the parties to this Agreement to conduct their planning activities in a manner that supports multiple modes of transportation throughout the Hartford Urbanized Area.

Coordination of the Locally Coordinated Public Transit – Human Services Transportation Plan (LOCHSTP). In support of the FTA 5310 program, the parties to this Agreement agree to coordinate on developing and maintaining the LOCHSTP for the Hartford Urbanized Area. As the designated recipient of funds under the 5310 program, CTDOT will continue to take the lead role in ensuring that locally coordinated plans throughout the state are developed in a consistent fashion. The four COGS in the Hartford Urbanized Area will work with CTDOT to update and maintain the plan.

Coordination of Transit Planning Activities. The parties agree to participate, as needed, in CT *transit's* Bus Service Review Committee. The parties will assist with demographic data evaluation and municipal coordination. The parties also agree to cooperate on initiatives that seek to maintain and improve security and safety of transit facilities within the Hartford Urbanized Area.

Coordination of Transportation Demand Management (TDM) Strategies. The parties agree to work collaboratively to develop TDM strategies and work toward implementing them. CTDOT will take a lead role in developing and implementing TDM strategies that seek to incentivize, and inform the public of, alternatives to single occupancy vehicles. The COGs and transit operators will assist CTDOT with evaluating such strategies and, where appropriate, implementing them.

Section XI. Amendment

This Agreement may be amended as jointly deemed necessary or in the best interest of all parties, including Federal Transportation agencies.

Nothing contained in this Agreement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.

Section XII. Periodic Review of Agreement

This Agreement will be reviewed periodically so that it remains current in describing the roles and responsibilities of the impacted COGs and CTDOT relative to the Hartford Urbanized Area. The Agreement will be assessed at a minimum in the year following each federal certification review of the TMA regions' planning process to capture any changes in federal transportation authorizations, federal regulations and guidance, changes in State regulations pertaining to transportation, and comments that were part of the certification review.

Marcia LeClerc CRCOG Policy Board Chairman	Date
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Mark Lyon NHCOG chairperson	Date
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Neil O'Leary, Mayor NVCOG Chairperson	Date
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Bonnie Reemsnyder RiverCOG chairperson	Date
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Vicki Shotland Executive Director, GHTD	Date
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Lisa Seymour Administrator, MAT	Date
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Joseph Comerford Executive Director, Estuary TD	Date
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James P. Redeker Commissioner, CTDOT	Date
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Memorandum of Understanding / Cooperative Agreement

Capitol Region Council of Governments (CRCOG)

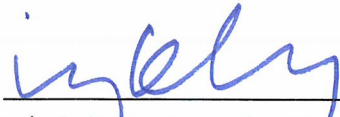
CRCOG is guided by the chief elected officials of 38 Metro Hartford municipalities in the State of Connecticut. The transportation planning program is undertaken at the direction of the CRCOG Transportation Committee, with representatives from each city or town in the Capitol Region. The Transportation Committee reports to the CRCOG Policy Board which acts as the Metropolitan Planning Organization (MPO) for the Capitol Region.

Pioneer Valley Planning Commission (PVPC)


The PVPC is the designated regional planning body for the Pioneer Valley region which encompasses 43 cities and towns in the Hampden and Hampshire county areas. The PVPC transportation planning staff provides support services for the Pioneer Valley Metropolitan Planning Organization (MPO).

The agencies share parts of urbanized areas (designated by the US Bureau of the Census) and metropolitan areas (designated by the Office of Management and Budget) and are each responsible for satisfying the requirements of a Transportation Management Area (TMA as designated by the US Department of Transportation.) The agencies acknowledge a common interest in the interstate region but retain individual responsibility and jurisdiction. It is to the mutual benefit of the agencies to cooperate and provide for the coordination of planning activities for all modes of transportation between their respective planning districts. The agencies agree to the following:

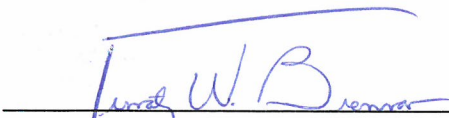
1. Each agency will ensure the mutual exchange of information and expertise, and the transmittal for review of all pertinent documents including, but not limited to, the Unified Planning Work Program, the Transportation Improvement Program, and the Long Range Transportation Plan.
2. Each agency agrees to cooperate in matters pertaining to, but not limited to, the Congestion Management Process, evacuation planning, Intelligent Transportation Systems, bicycle-pedestrian, and transit planning.
3. Each agency agrees to share GIS and regional transportation model data.
4. Each agency will ensure the notification of, and participation in, meetings concerned with matters of mutual interest.
5. Each agency will ensure cooperation and consultation on plans, programs, and projects affecting both parties. In addition, each agency agrees to meet at a minimum annually to discuss cross border transportation planning efforts. If inconsistencies or conflicts arise, the agencies shall meet and employ their best efforts to develop a satisfactory resolution.



Lyle D. Wray, Executive Director
Capitol Region Council of Governments



Date



Timothy W. Brennan, Executive Director
Pioneer Valley Planning Commission



Date