

***Transportation Planning Work Program
Unified Planning Work Program***

***Fiscal Year 2008
July, 2007—June, 2008***

Adopted as amended 11-15-07



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Key Issues for the 2008 Program Year

Responding to the Goals of SAFETEA-LU

The Federal transportation act, the Safe, Accountable, Efficient Transportation Equity Act – a Legacy for Users (SAFETEA-LU) identifies eight (8) planning factors that Metropolitan Planning Organizations (MPO's), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

- 1. Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency;
- 2. Safety** – Increase the safety of the transportation system for motorized and non-motorized users;
- 3. Security** – Increase the security of the transportation system for motorized and non-motorized users;
- 4. Mobility** – Increase the accessibility and mobility of people and freight;
- 5. Environment** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns;
- 6. System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- 7. System Management** – Promote efficient system management and operation, and;
- 8. System Preservation** – Emphasize preservation of the existing transportation system.

Responding to State and Federal guidelines, SCRCOG has outlined a process to update the Regional Plan of Conservation and Development and has completed the update of the Long Range Transportation Plan during the 2007 fiscal year. In order to provide a high level of public outreach and input, a series of meetings were held in each of the member cities and towns, as well as meetings with interested organizations representing a wide range of perspectives on critical regional issues. Public outreach and input shaped the formulation of Long Range Plan into a document that responds to public concerns regarding issues such as congestion, smart growth, non-vehicular transportation, and context sensitive design solutions.

Safety of our transportation network has become an increasing concern, and a key consideration in the selection and prioritization of future projects. The publication of the Connecticut Strategic Highway Safety Plan provides a framework for increasing highway safety. Mobility of the region's population is another key goal of any transportation solution. The proposed work program elements respond to the planning goals noted above.

SCRCOG's 2008 Unified Planning Work Program (UPWP) addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with ConnDOT and the related staff work at our member cities and towns.

This plan document summarizes ongoing staff work, such as inter-agency coordination, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year.

For each of these tasks, the following sections of the UPWP identify objectives, prior FY 2007 work program activity, and major activities for the FY 2008 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

The FY2008 UPWP work program consists of five work tasks:

Task 1: Management of the Planning Process - Program Administration

Task 2: Data Collection/Analysis - Monitoring and Projections

Task 3: Planning Activities

Task 4: Other Technical Assistance

Task 5: Public Participation

Work Program Highlights

Program Element/Study	Description	Consultant Support
Regional Transit Study Implementation Plan and Options	1. Prepare and recommend revisions to current CTTransit bus routes to provide better transit options and service for the Region, including additional regional hubs and connections. 2. Prepare and recommend routes and options for new flex route service implementation to provide better mass transit suburban links to fixed routes. 3. Research modern streetcar systems in urban areas similar to New Haven and provide documentation on start-up costs, implementation issues and operational costs for applicability to the Region	\$150,000
Town of Guilford Town Center South Transportation Study	Transportation study to anticipate future parking and access needs to the neighborhood and train station. Study would document existing conditions, future parking and traffic demands, develop conceptual solutions and solicit public input.	\$22,000
Regional Traffic	Traffic calming study would a) develop a systematic approach	\$50,000

Calming Study	to traffic calming, b) identify key locations throughout the Region, c) engage the community in the design process, d) develop cost effective solutions, e) develop preliminary design concepts which could be permitted and constructed.	
City of New Haven Town of Hamden	Route 10 Corridor Study – Transportation study including corridor from I-95 to Exit 60 Wilbur Cross Parkway in Hamden analyzing land use, existing conditions, identifying key neighborhood and community issues, preparing conceptual improvements for key segments and a draft implementation plan	\$110,000
City of New Haven Southeast downtown circulation study	Review vehicular and pedestrian circulation in the southeasterly portion of downtown, with particular emphasis on the possible re-opening of Fair Street to provide additional connections between Wooster Square and downtown. The study would investigate alternatives, provide outreach to the community on the alternatives, review the legal status of proposed connections and develop concept plans for the additional connections recommended.	\$40,000
City of Meriden I-691 Interchange Study	Review, expand, and update CDOT study concerning interchange improvements to study operations of Interchanges 5, 6 and 7. Review and study access options to Mid-State Medical Center and Meriden Central Business District. Provide conceptual plan for roadway improvements or improved access.	\$106,940
TransCAD Model Application	Continue to incrementally improve and adjust the region’s transportation model. Evaluate opportunities for broader application of the model and integration with other traffic analysis tools.	\$8,000
Town of Branford Route 1 (North Main Street) Access Management Study	Access Management Study along North Main Street portion of Route 1 corridor to recommend methods to improve operations, minimize curb cuts and enhance off highway circulation among properties, following recommendation of town wide traffic study. Provide town-wide access management suggestions for inclusion in zoning regulations.	\$30,000
Town of Branford Route 146 Scenic Highway Gateway Plan	Study of alternatives for improving traffic safety and achieving a more attractive transition from I-95 at exit 53 to the official beginning of the Scenic Highway at the western end of the Town Green.	\$50,000
Total		\$566,940

Task 1: Management of the Planning Process

Objectives

1. Schedule planning activities and allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.
2. Prepare and adopt a planning work program for the upcoming fiscal year.
3. Ensure that expenditures are well documented and cost-effective.

Prior Year Activity

The Council adopted the 2007 planning work program after outreach and consultation as revised at its August 23, 2006 meeting. SCRCOG's 2005 - 2006 audit was performed by a certified public accountant from the firm of Kilcadie, Randall & McNab and accepted by SCRCOG on September 29, 2006, as following recognized procedures and practices.

The Affirmative Action Plan for SCRCOG was approved by resolution at the February 28, 2007 Council meeting.

Major 2008 Activities

Mid-Year FY 2008 Work Program Review - Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

Develop FY 2009 Work Program (UPWP) - Work with Council members through the Transportation Technical Committee to develop a 2009 work program that reflects current priorities and responds to the goals identified in the regional Long Range Transportation Plan.

Certification - Annual self-certification by Council members (Mayors and First Selectmen) that the planning process is consistent with applicable federal regulations.

Products/Reports

- *Financial Control.* Maintain financial records and develop reports in accordance with USDOT and ConnDOT regulations and guidance.
- *Quarterly Reports.* Develop quarterly narrative and financial status reports for funding agencies.
- *Annual Affirmative Action Plan.* Review and revise Affirmative Action Plan (February 2008).
- *Annual Audit.* Comprehensive audit of Council FY 2007 revenue, expenditures and internal management practices (September 2007).

This task requires continuing activity throughout the year. Reporting milestones are noted above.

Task 2: Data Collection/Analysis – Monitoring and Projections

Objectives

1. Provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (ConnDOT) data developed for statewide needs.
2. Maintain regional highway and transit databases as components of SCRCOG's regional travel demand model.
3. Coordinate data acquisition with the ConnDOT and member municipalities to ensure the utility and compatibility of data.
4. Continue a major intersections counting program to provide data necessary for highway planning and congestion monitoring.

Prior Year Activity

Traffic Data Collection Program - Continued the region's manual turning movement count program in the fall of 2006 and spring of 2007 primarily to support major study efforts, such as the Route 34 Corridor Transportation Study, the Route 162 Corridor Study, the I-95 Operations and Traffic Management On-Call Services, and the Wilbur Cross Parkway Yale Avenue Interchange Study. Data was collected at approximately 90 intersections in the fall, including some counts for pedestrian movements only, and approximately 60 intersections in the spring, for a total of 150 intersections. Staff continued to maintain the Council's GIS intersection count database.

Commuter Parking Lot Occupancy - Council staff performed the region's portion of ConnDOT's quarterly statewide commuter parking lot inventory data and published reports.

ConnDOT Photolog - Distributed 2006 digital orthophotography to interested towns and cities within the region.

Functional Classification Maps - Adapted ConnDOT's new (post-2000 Census) functional classification mapping to GIS format and generated associated functional classification mileage estimates.

Major 2008 Activities

Demand Modeling Database - Maintain the region's travel demand model. Integrate new ConnDOT and SCRCOG traffic counts. Continue network maintenance for additions and changes to the roadway and transit systems.

Traffic Data Collection Program - Continue major intersections counting program in the fall of 2007 and spring of 2008. Select 40-50 locations each counting season that are identified at the municipal level for evaluation of congestion and safety-related issues. As in the past, share the

proposed counting program with municipalities and ConnDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local level.

Rail Commuter Parking Lot Occupancy Survey - Monitor late-morning occupancy (maximum occupancy) at New Haven's Union Station, at the Milford Railroad Station and at Branford, Guilford and Madison Shore Line East stations on a quarterly basis and publish report.

Congestion Monitoring - SCRCOG staff will work with municipal staff to identify target areas for operations and management strategies (O & M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region, as well as Travel Demand Management (TDM). Staff will continue to cooperate with ConnDOT on the six elements of the congestion management process (CMP): Determining the CMP network in the Region, Defining congestion, identifying congested links, developing strategies to address congested links, implementing strategies: short and long term, and monitoring the network.

Safety Monitoring - Review safety data, goals, objectives and strategies to promote safety and solicit projects for participation in the ConnDOT Local Accident Reduction Program. Work with ConnDOT to further implementation of the Connecticut Strategic Highway Safety Plan.

Capital Expenditures Report – Assist ConnDOT with the 536 report on capital expenditures on local roads.

Products

- Model Database Updates
- Traffic Data Collection
- Commuter Parking Lot Occupancy
- Congestion Management Process review with ConnDOT and recommendations

Schedule

Traffic Data Collection - Fall and spring counting programs (November 2007 and May 2008).

Commuter Parking Lot Occupancy - Quarterly commuter parking lot occupancy data collection. (September and December 2007; March and June 2008).

Task 3: Transportation Planning Activities

Objectives

1. Maintain a four-year Transportation Improvement Program reflecting current regional priorities, long-range regional objectives, and SAFETEA-LU transportation planning requirements. Accompany TIP actions with an air quality conformity statement as appropriate establishing relationships to the State Implementation Plan for Air Quality.
2. Facilitate public awareness of the adoption process for the TIP and STIP, and provide the opportunity for public comment on TIP-related actions at the SCRCOG level.
3. Develop transportation planning proposals and studies that are consistent with the goals identified for the updated regional plan of conservation and development (under preparation during FY 2008), Connecticut's *Plan of Conservation and Development*, State and local municipal economic development objectives and the region's economic development program.
4. Develop recommended capital and operational improvements to enhance the existing transportation system, including consideration for the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Intelligent Transportation Systems (ITS) strategies and technologies in the region, as well as Travel Demand Management measures.
5. Implement the Regional Long Range Transportation Plan to be adopted May 9, 2007.
6. Complete Regional Plan of Conservation and Development by July 2008.
7. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.
8. Continue to work with the State of Connecticut Governor's Transit Oriented Development initiatives, the Transportation Strategy Board (TSB) and the Connecticut Department of Transportation (CDOT) to plan transit improvements and provide support for transit oriented development (TOD).

Prior Year Activities

Regional Long Range Transportation Plan – 2007-2035 – The preparation of the Long Range Transportation Plan involved outreach to member municipalities throughout the preparation process. Presentations were made to local Planning and Zoning Commissions as well as regional and other organizations. Each chief elected official and municipal staff representatives to the Region's Transportation Technical Committee were requested to provide input for the Plan preparation. Public outreach was solicited through informal public meetings and media and website information postings and dissemination through a March – May, 2007 timeframe. The adoption of the Plan guides the Region's transportation initiatives until the next update.

Regional Pedestrian & Bicycle Plan - The Plan provides a conceptual framework for increasing the attractiveness and effectiveness of bicycle and pedestrian transportation on a region-wide basis. A key area for goal-setting and evaluation is safety, with an emphasis on safe routes to school, enhanced signage and roadway design for pedestrian and bicycle safety, and the role of education and outreach efforts in promoting safer travel behavior for both younger pedestrians as well as adult drivers and cyclists. Recommendations were included to meet identified gaps in the regional pedestrian and bicycle system as part of future planning and construction. The Plan will guide transportation decisions which impact these modes as part of the multi-modal planning process.

Programming - In concert with the Connecticut Department of Transportation's Local Roads Section (Bureau of Engineering and Highway Operations) and municipalities, conducted monthly review of progress of regional construction projects. Reported to the Transportation Committee the nature, extent and reason for cost escalation or project delay.

Project Development - Advanced new scoping packages to ConnDOT's Project Concept Unit (Bureau of Engineering and Highway Operations) for funding through a range of sources, including the STP Urban program and STP Anywhere funding. Identified municipal proposals intended to extend the SCRCOG six-year STP program as current projects are obligated. Continued to participate in ConnDOT scoping review meetings for projects in Woodbridge, Hamden, New Haven and Wallingford.

Transportation Improvement Program - The Region adopted a 2007-2011 Transportation Improvement Plan on August 23, 2006. In concert with ConnDOT, SCRCOG staff drafted financially constrained TIP amendments to the TIP for review and approval by the Transportation Committee and SCRCOG Board. SCRCOG staff transitioned to Telus format (per federal guidance), and updated and enhanced the TIP database, continuing to prepare comprehensive TIP updates after each amendment.

Urbanized Area Coordination - Continued Surface Transportation Program Urban (STPU) and Federal Transit Administration Section 5307 transit enhancement program coordination with the Bridgeport/Stamford and New Haven UZA's.

FTA Section 5310 - Identified priorities (April 2007) following an outreach process to local social service providers, advice of public transit operators and SCRCOG Board action.

Traffic Diversion Routes - Update of previous individual municipal plans completed by ConnDOT and implemented by Region.

Planning Studies - During 2007, SCRCOG staff assisted in the six studies from the 2007 UPWP, which included the following:

Route 34 Corridor Transportation Study from Interstate I-95 to Route 10 - The first phase of the study identified transportation opportunities and limitations which impact improving mobility, enhancing safety, increasing system productivity and promoting economic growth along this

corridor while maintaining adequate parking and access to support current and future land uses. Preliminary alternatives were studied.

New Haven Truck Impact and Routing Study - The study evaluated opportunities to minimize the impact of road construction and general commercial truck traffic in residential sections of the city, facilitate more direct access to the interstate highway system, reduce harmful diesel emissions, and reduce the overall volume of non-local truck traffic on city streets.

Sawmill Road Route 162 Corridor Study – The study identified existing transportation deficiencies in the corridor between Main Street in West Haven and Boston Post Road (Route 1) in Orange. Recommendations were made to provide improvements to roadway and other transportation facilities after review and public outreach concerning the alternatives.

I-95 Operations and Traffic Management On-Call Services – The consultant work reviewed opportunities to respond to the congestion impacts of the Central I-95 (Pearl Harbor Memorial Bridge) project through operational improvements and alternate routing.

Wilbur Cross Parkway Interchange Study - The study investigated the opportunities for the relocation interchange 66 of the Wilbur Cross Parkway at Yale Avenue and Route 5. The study outlined possible improvements, provided public outreach and a recommended option for CDOT implementation.

Regional Pedestrian & Bicycle Plan - The Plan provides a conceptual framework for increasing the attractiveness and effectiveness of bicycle and pedestrian transportation on a region-wide basis. A key area for goal-setting and evaluation is safety, with an emphasis on safe routes to school, enhanced signage and roadway design for pedestrian and bicycle safety, and the role of education and outreach efforts in promoting safer travel behavior for both younger pedestrians as well as adult drivers and cyclists. Recommendations were included to meet identified gaps in the regional pedestrian and bicycle system as part of future planning and construction.

Major 2008 Activities

Regional Plan of Conservation and Development Update - This plan will continue to be developed, and will continue extensive public outreach activities and workshop meetings with a wide range of interest groups.

Review of Land Use and Transportation Models – Staff will work with municipal staff to assess impacts on transportation of projected land uses in the Region. Land use decisions will be analyzed to assess consistency with State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. Technical assistance will be provided to the Region's municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD through ConnDOT projects and funding, such as the West Haven train station project and related TOD and the reuse of the former Pratt and Whitney site in North Haven.

Maintain and Update FY2007-FY2011 TIP – Update as required the adopted five-year Transportation Improvement Program (TIP). The TIP is consistent with the region’s Long Range Transportation Plan 2007-2035 and state-defined financial constraints. The Long Range Transportation Plan will be adopted on May 9, 2007, following the established public outreach and Council review process.

Prepare new FY2009-2012 TIP – Prepare new TIP for adoption prior to June 30, 2008 to conform to ConnDOT update schedule and continue project and funding programming.

Surface Transportation Program - Establish regional priorities with ConnDOT to facilitate the annual statewide program development process (March, 2008). Maintain a four-year program that balances priorities, costs, available funds and the progress of individual projects. Sustain a continuous interchange with municipalities advancing Surface Transportation Program projects on municipal roads per ConnDOT STP guidelines. Continue project definition to advance to ConnDOT concept team; SCRCOG participation through the scoping process; and Council monitoring of programmed work. Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven-Meriden urbanized areas.

FTA Section 5310 Outreach to Non-Profit Organizations - Share notice of an annual Section 5310 (non-profit capital assistance) grant funding and help potential non-profit applicants advance proposals consistent with FTA and ConnDOT guidelines (January 2008).

Local Transit Districts - Continue monthly attendance at Greater New Haven Transit District meetings and, periodically, at meetings of the Meriden Transit District and the Milford Transit District. Meetings provide feedback for the areawide planning and programming process.

Local Accident Reduction Program - Prepare municipal local accident reduction program applications per annual state/regional outreach, emphasizing a state/federal pedestrian safety focus. Develop proposals with municipal staff, frame material for municipal review and advance proposals for Council review per longstanding practice (April 2008).

The next nine studies will be conducted by consultants engaged by the Region. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA).

Regional Transit Study Implementation Plan and Options - Prepare and recommend revisions to current CTTransit bus routes to provide better transit options and service for the Region, including additional regional hubs and connections. Prepare and recommend routes and options for new flex route service implementation to provide better mass transit suburban links to fixed routes. Research modern streetcar systems in urban areas similar to New Haven and provide documentation on start-up costs, implementation issues and operational costs for applicability to the Region

Town of Guilford Town Center South Transportation Study - Transportation study to anticipate future parking and access needs to the neighborhood and train station. Study would document existing conditions, future parking and traffic.

Regional Traffic Calming Study – Traffic calming study would a) develop a systematic approach to traffic calming, b) identify key locations throughout the Region, c) engage the community in the design process, d) develop cost effective solutions, e) develop preliminary design concepts which could be permitted and constructed.

City of New Haven, Town of Hamden - Route 10 Corridor Study – Transportation study including corridor from I-95 to Exit 60 Wilbur Cross Parkway in Hamden analyzing land use, existing conditions, identifying key neighborhood and community issues, preparing conceptual improvements for key segments and a draft implementation plan.

City of New Haven Southeast Downtown Circulation Study - Review vehicular and pedestrian circulation in the southeasterly portion of downtown, with particular emphasis on the possible re-opening of Fair Street to provide additional connections between Wooster Square and downtown. The study would investigate alternatives, provide outreach to the community on the alternatives, review the legal status of proposed connections and develop concept plans for the additional connections recommended.

City of Meriden I-691 Interchange Study – Review, expand, and update CDOT study concerning interchange improvements to study operations of Interchanges 5,6 and 7. Review and study access options to Mid-State Medical Center and Meriden Central Business District. Provide conceptual plan for roadway improvements or improved access.

Regional Travel Demand Model Improvements - Working in coordination with a consultant to be selected during the FY2008 program year, SCRCOG staff will utilize the TransCAD model's capabilities more fully to interface with and support municipal study efforts and to present various data to the public in a clear, understandable way. Staff will also identify opportunities to utilize Geographic Information Systems (GIS) options for the previously developed TransCAD network.

Town of Branford, Route 1 (North Main Street) Access Management Study - Access Management Study along North Main Street portion of Route 1 corridor to recommend methods to improve operations, minimize curb cuts and enhance off highway circulation among properties, following recommendation of town wide traffic study. Provide town-wide access management suggestions for inclusion in zoning regulations.

Town of Branford, Route 146 Scenic Highway Gateway Plan - Study of alternatives for improving traffic safety and achieving a more attractive transition from I-95 at exit 53 to the official beginning of the Scenic Highway at the western end of the Town Green.

Other Planning Activities

Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP) - This requirement of SAFETEA-LU is the planning element under which SCRCOG will coordinate transit services to provide for the basic mobility needs of the Region's elderly and disabled (Section 5310); access to jobs and reverse commute programs (Section 5316); and the New Freedom program (Section 5317). During FY2007, the Region has undertaken a LOCHSTP review process, with outreach to service providers and municipalities to identify service gaps and needs. During FY2008, staff will work with service providers and CDOT to implement service priorities.

Transit Planning: Most day-to-day operational planning for the transit systems in the SCRCOG region is done at the individual agency level (i.e. by Greater New Haven Transit District, CTTransit, Milford Transit District and Meriden Transit District). SCRCOG staff play a role in coordinating programs between these regional districts, assessing demographic and land use policies that will impact the viability of transit services, and identifying new opportunities for transit service outside the existing route network and service areas. Following up on an initiative begun during the FY 2006 program year, SCRCOG staff will continue to pursue the initiation of a pilot program of "flex-route" service in one or more suburban areas of the region working in conjunction with the region's transit operating agencies.

Freight Movement Planning - Planning for more efficient truck freight movement and reducing the impacts of existing truck trips on adjacent residential areas is a key element in previous UPWP studies. Implementation of the recommendations of the New Haven Truck Route Study will work toward fulfillment of these goals.

Other freight-related staff activities will focus on evaluation of intermodal issues relating to the Port of New Haven and potential feeder barge services from Port Newark/Port Elizabeth; assisting the City of New Haven with their evaluation of site and development alternatives for the proposed intermodal terminal at the Port. The staff will continue to work with the Town of North Haven in their response to future intermodal opportunities created by the full closing of the Stop & Shop warehouse in the Montowese section.

Improvements to track connections in the vicinity the Port of New Haven due to be completed in 2007 will allow, for the first time in several decades, direct connection between the port area and the mainline rail network. This project will substantially enhance the economics of intermodal freight shipment and will provide strong economic development benefits to the region.

Operations and Management Strategies - SCRCOG staff will continue to review State ITS Architecture refinements, and will ensure coordination with regional and local plans. Many of the study efforts outlined above are focused on alleviating traffic congestion through enhanced operation and utilization of existing transportation system assets.

Products

- Draft updated Regional Plan of Conservation and Development

- FY2007-2011 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate through the year.
- Local Accident Reduction Program. Prepare applications for ConnDOT review in association with interested municipalities (April 2008).
- FTA Section 5310 Capital Priorities. Share with ConnDOT after Council review (April 2008).
- New Transit Enhancement projects as part of ongoing program.

Task 4: Other Technical Assistance

Objective

1. Coordination with Department of Emergency Management and Homeland Security on emergency response planning.
2. Provide technical assistance and coordination with Safe Routes to School (SRTS) program participants and ConnDOT concerning applications for funding.
3. Provide assistance to new transit station development in the Region, including transit oriented development (TOD) for West Haven, North Haven, Madison, Guilford, Orange and Milford.

Prior Year Activities

Unified Response Manual – Under this work program element, SCRCOG developed a Unified Response Manual (URM) compliant with the National Incident Management System (NIMS). The consultant developed a draft manual for adoption in incident management efforts on a statewide basis.

Major 2008 Activities

Coordination with DEMHS – Review of DEMHS communications and plans to insure integration with other regional initiatives.

Safe Routes to Schools – Work with interested schools and ConnDOT to provide coordination and technical assistance in the preparation of SRTS Master Plans and application for infrastructure grants through the program

Transit stations and TOD - Work with interested municipalities, ConnDOT, local legislators and residents to help promote transit and TOD opportunities to increase mobility, improve transportation options, promote economic vitality, and encourage the linking of transportation and land use decisions.

Objectives

1. Facilitate a timely flow of information to interested individuals and organizations through media outreach, as well as the new SCRCOG newsletter and our agency website.
2. Provide a focus for public input relative to the region's Transportation Plan, Transportation Improvement Program and other key products by elected officials, any interested citizens and specifically by minority, low-income and non-English speaking communities.
3. Solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general. Ensure that outreach, review and project definition respond to USDOT/ConnDOT Environmental Justice requirements contained in the SAFETEA-LU federal transportation act.
4. Share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress.

Prior Year Activity

The Council of Governments increased its commitment to public outreach during FY 2007 through a wide range of outlets:

1. *Annual Report*

SCRCOG's annual report was issued in March 2007.

2. *Media Coverage*

A Transportation Committee agenda notification process includes 35 area media organizations. Meeting notices for Transportation Committee/Council actions and SCRCOG publications were regularly shared with a wide range of print and broadcast media including the *New Haven Register*, the *Connecticut Post*, the *Meriden Record-Journal* and other local (non-daily) newspapers in the region, and radio and television news departments.

3. *Transportation Committee and Technical Transportation Committee*

The Region's Transportation Committee (chief elected officials) and Technical Transportation Committee (municipal staff), meeting together monthly, continued to interact with ConnDOT personnel, federal staff and other interested parties. The committees advanced programming and planning proposals to the Council as a whole. Over 100 organizations and individuals, including advocacy organizations, environmental groups, social services organizations, and private transit operators, are notified of committee meetings by email or fax. Notice of meetings is also provided on

the SCRCOG website. Council-adopted *Public Participation Guidelines* clearly identify the Council's commitment to broad, ongoing participation, and highlight the avenues for public.

4. *Public Meetings*

- Multiple meetings to review construction schedule, mitigation and included/excluded elements for Pearl Harbor Memorial Bridge replacement (Central I-95) program.
- Attendance at I-91 TIA, Coastal Corridor TIA and TSB meetings.
- Rideworks' monthly meetings. SCRCOG's Executive Director serves on Rideworks' Board of Directors.
- Connecticut Maritime Commission. SCRCOG's Executive Director serves on the Maritime Commission as an appointment of the Governor.
- Connecticut Association for Community Transportation. Periodic meetings where paratransit planning and operations experience are shared.
- Monthly Greater New Haven Transit District meetings and periodic attendance at meetings of the Milford and Meriden transit districts to facilitate planning and programming activities.
- Monthly Regional Growth Partnership (RGP) status reports at Council meetings—allowing the Partnership's President to interact with elected officials and sustain a close working relationship. RGP, the region's non-profit economic development organization, was established jointly by SCRCOG and the private sector.
- Regional Growth Connection Technical and Policy Committee meetings. The RGC, a Regional Growth Partnership affiliate, shapes the region's job access transportation commitment together with state, municipal and regional partners.
- Regional Alliance work sessions. The six-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas in the educational, social service, economic development, land use and transportation fields.
- Regional Chambers of Commerce – Executive Directors meet at SCRCOG monthly to address business-related transportation issues.
- New Haven Environmental Justice Coalition – This organization invites SCRCOG Executive Director periodically to seek input on transportation issues and needs.
- Monthly meetings of municipal economic development staff (jointly hosted by SCRCOG and the Regional Growth Partnership).

5. *Council of Governments Meetings*

Monthly Council meetings (chief elected officials) provided opportunities to review the status of major planning and programming efforts, gain further guidance from chief elected officials and take formal Council TIP actions. Fiscal year 2007 meetings allowed chief elected officials to share their concerns on the I-95 Central Corridor Project with the ConnDOT as the project continues and moves to bridge construction.

6. *SCRCOG Web Site*

The agency website provides ready access to Council meeting agendas, reports and memos including *Public Participation Guidelines*, the TIP and proposed TIP amendments, and *Mobility* (the region's transportation plan). Links to ConnDOT, municipalities, data sources and transit/transportation sites are also included here.

7. *Public Participation Guidelines*

SCRCOG public participation guidelines outline broad public involvement, including a 45 day public comment period for major items, and were revised to a more user-friendly booklet format in response to a Federal Highway Administration request during the certification review. Ongoing public participation confirms their effectiveness.

Major 2008 Activities

Efforts will focus on enhanced public awareness and understanding region's transportation needs. In FY 2008 outreach will emphasize the implementation of the Regional Long Range Plan, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context sensitive design solutions.

Public outreach will include opportunities for public input on the FY2008 UPWP and ConnDOT transit improvements. Staff will continue to monitor progress on the I-95 Corridor Improvement Program with monthly updates at the regular public meeting of SCRCOG.

Appendix

Table 1
Anticipated Revenues for Fiscal Year 2008

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
Consolidated Planning Grant - FY 08	909,993	113,750	113,750	1,137,493
FY 04 & FY 05 Planning Grant - Released	270,265	33,784	33,784	337,833
Safe Routes to Schools	12,000	0	0	12,000
Total	\$1,192,258	\$147,534	\$147,534	\$1,487,326

Table 2
Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
Management of Planning Process	57,639	7,205	7,205	72,049
Data Collection / Analysis - Monitoring & Projections	98,203	12,275	12,275	122,753
Transportation Planning Activities	960,321	120,040	120,040	1,200,402
Other Technical Assistance	12,000	0	0	12,000
Public Participation	64,097	8,012	8,012	80,122
Total	\$1,192,260	\$147,533	\$147,533	\$1,487,326

Table 3
Direct Salaries by Task - Hours & Cost

	Executive Dir		Planners		Asst. Planners		Field		Total	
	<i>Hrs</i>	<i>Cost</i>	<i>Hours</i>	<i>Cost</i>	<i>Hours</i>	<i>Cost</i>	<i>Hours</i>	<i>Cost</i>	<i>Hours</i>	<i>Cost</i>
Management of Planning Process	300	14,586	600	19,962	0	0	0	0	900	34,548
Data Collection / Analysis	0	0	750	24,953	200	5,162	2,120	20,670	3,070	50,785
Transportation Planning Activities	500	24,310	4,120	137,072	1,150	29,682	0	0	5,770	191,064
Other Technical Assistance	50	2,431	85	2,828	0	0	0	0	135	5,259
Public Participation	525	25,526	320	10,646	0	0	0	0	845	36,172
Total	1,375	\$66,853	5,875	\$195,461	1,350	\$34,844	2,120	\$20,670	10,720	\$317,827

Average Cost Per Hour	48.62	33.27	25.81	9.75
Maximum Cost Per Hour	48.62	37.82	25.81	9.75

Table 4

Total Labor by Task - Salaries & Overhead Applied¹

	<u>Executive Dir</u>	<u>Planners</u>	<u>Asst. Planner</u>	<u>Field</u>	<u>Total</u>
	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>
Management of Planning Process	30,292	41,457	0	0	71,749
Data Collection / Analysis	0	51,821	10,720	42,927	105,469
Transportation Planning Activities	50,487	284,672	61,643	0	396,802
Other Technical Assistance	5,049	5,873	0	0	10,922
Public Participation	53,011	22,110	0	0	75,122
Total	\$138,839	\$405,934	\$72,363	\$42,927	\$660,064

1. Overhead rate @ 1.0768

Table 5

Direct Expenditures by Task

	<u>Print & Repro</u>	<u>Travel</u>	<u>Data Proc</u>	<u>Consultants</u>	<u>Misc¹</u>	<u>Capital²</u>	<u>Total</u>
	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>	<u>Cost</u>
Management of Planning Process	0	300	0	0	0	0	300
Data Collection / Analysis	0	13,400	1,200	0	184	2,500	17,284
Transportation Planning Activities	1,000	2,000	3,600	566,940	5,000	12,000	590,540
Other Technical Assistance	0	300	0	0	778	0	1,078
Public Participation	0	4,000	0	0	1,000	0	5,000
Total	\$1,000	\$20,000	\$4,800	\$566,940	\$6,962	\$14,500	\$614,202

1. Miscellaneous expenses include technical seminars (TransCAD training), technical publications, and advertising expense.

1. Capital expenditures include three (3) traffic counting units, and three (3) personal computers.

Table 6
Planning Projects with Consultant Assistance

	<i>Cost</i>
<i>Regional Transit Study Implementation Plan</i>	150,000
<i>Guilford - Town Center South Transp. Study</i>	22,000
<i>Regional Traffic Calming Study</i>	50,000
<i>Route 10 Corridor Study</i>	110,000
<i>New Haven - Southeast Downtown Circulation Study</i>	40,000
<i>Meriden - I-691 Interchange Study</i>	106,940
<i>TransCAD Model Application</i>	8,000
<i>Branford - Route 1 Access Management Study</i>	30,000
<i>Branford - Route 146 Scenic Highway Gateway Plan</i>	50,000
Total	\$566,940

Table 7
Total UPWP Program Cost for Fiscal Year 2008

	<i>Cost</i>
<i>SCRCOG Salaries</i>	317,827
<i>Overhead - Indirect Applied (1.0768)</i>	342,236
<i>Print & Reproductions</i>	1,000
<i>Travel</i>	20,000
<i>Data Process</i>	4,800
<i>Consultants</i>	566,940
<i>Miscellaneous</i>	6,962
<i>Capital</i>	14,500
<i>Future programming</i>	213,060
Total	\$1,487,326