

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

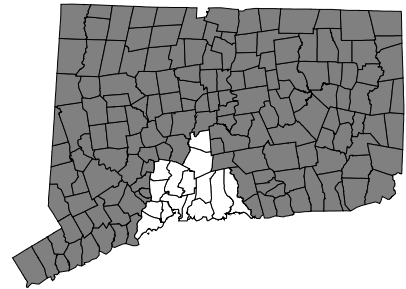
***Fiscal Year 2006***  
*July, 2005—June, 2006*

*South Central Regional Council of Governments*  
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*July 11, 2005*

The fifteen-town South Central Connecticut region is composed of Bethany, Branford, East Haven, Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven and Woodbridge. Mayors and first selectmen guide areawide planning and programming through the South Central Regional Council of Governments, 127 Washington Avenue, 4th Floor-West, North Haven, Connecticut, 06473-1715, (203) 234-7555, [www.scrkog.org](http://www.scrkog.org).

This report was prepared in cooperation with the U.S. Federal Highway Administration, the U.S. Federal Transit Administration, the Connecticut Department of Transportation and the Connecticut Office of Policy and Management. The opinions, findings and conclusions expressed in this report are those of the South Central Regional Council of Governments and do not necessarily reflect the official views of other government organizations.



## Highlights

The region's FY06 transportation planning program (*Unified Planning Work Program*) uses a mix of consultants and staff input to address major regional issues and opportunities.

### **FY 2006 Transportation Planning Program (UPWP) Major Planning Products**

<i>Project</i>	<i>Nature</i>	<i>Consultant Cost (\$)</i>
Adopt FY2007-FY2011 Transportation Improvement Program	with ConnDOT, frame, review and adopt new five year TIP per federal requirements. Consider moving to TELUS (FHWA/NJ Institute of Technology) software for TIP management.	
Central I-95 Improvement Period Management Plan	frame near-term traffic operations plan that responds to Central I-95 Improvement Program schedules, New Haven bridge improvement schedules and Quinnipiac Avenue reconstruction program. Continue multi-year consulting I-95 management relationship with Urbitran Associates	100,000
Congestion Management System	propose selected improvements per ongoing monitoring.	
Milford RR Station Garage Study	establish whether, where, how and at what cost structured parking can be provided near the station. Started in FY05. By Desman Associates/Clough, Harbour for the Milford Transit District. Additional \$10,000 (estimate) expended in FY05.	30,000
Pedestrian/Bicycle Safety	define counter-measures at selected high accident locations.	
Regional Transit Development Strategies	refine selected FY05 Wilbur Smith/KKO proposals. Work with transit operators, gain consensus and explore programming.	
Route 22 Corridor Study	frame near- and mid-term plan to address recent traffic growth on secondary/tertiary facilities.	115,000
TransCAD Model Chain Improvements	continue to incrementally improve/adjust region's traffic/transit forecasting tool. Maintain relationship with Caliper Corporation--TransCAD developer/vendor.	20,000
US5 Planning/Preliminary Design (Meriden-Wallingford)	determine whether, where, how and at what cost US5 can be improved. Select consultant in FY05. Major staff input.	30,000
Whitney Ave-Dixwell Ave Choke Point	assess improvement options at historic central Hamden choke point.	
<i>Total</i>		295,000

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## ***Work Program***

A *Fiscal Year 2006 Unified Planning Work Program* advances a detailed July, 2005-June, 2006 plan of work correlate with available funds and staff. Resources made available to the Council by the U.S. Federal Highway Administration, the U.S. Federal Transportation Administration, the Connecticut Department of Transportation and municipalities help meet the region's transportation planning needs. Support allows the Council to focus on relevant regional issues and opportunities against a background of state and national goals.

## ***Contents***

The work program consists of five work tasks:

1. *Monitoring and Projections*: maintains a data base correlate with state and regional planning needs.
2. *Transportation Plan Development*: defines near-term objectives and longer-term (25-year) mobility goals.
3. *Transportation Improvement Program*: maintains a five-year expenditure program correlate with needs and resources; adopting a new *Program* every second year.<sup>1</sup> The *Program* addresses most significant forms of U.S. Federal Highway Administration and Federal Transit Administration assistance; it provides a project-by-project spending guide through the five-year period.
4. *Involvement of Citizens, Professionals and Elected Officials*: promotes a dialogue as *Transportation Plan, Transportation Improvement Program* and transportation planning work program (*UPWP*) elements are framed and work is pursued.
5. *Program Administration*: maintains the planning program and ensures fiscal integrity.

Each work task identifies:

*objectives*. Reflects the purpose or reason for the work.

*fiscal year 2005 work*. Establishes relationships to ongoing work.

*fiscal year 2006 work tasks*. Identifies work tasks to be accomplished this year.

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<sup>1</sup> Reviewed at two year intervals and addressing at least a three year time period per applicable U.S. Federal Highway Administration-U.S. Federal Transit Administration regulations (23 *CFR* 450.324). "The TIP shall cover a period of not less than 3 years, but may cover a longer period if it identifies priorities and financial information for the additional years." Connecticut moved from a three year to a five year *TIP/STIP* in June, 2004—initially addressing a FY05-FY09 period.

*products.* Identifies results. Most work results in a report or memorandum that shares proposals, analyses or decisions with professionals, elected officials and the public.

*staff requirements.* Associates expected staff attention with each work task via an accompanying table. Estimates represent the direct cost of staff services; i.e. salary exclusive of overhead. Support expenses, including secretarial, printing, mail, telephone and rental costs, are associated with the Council's 1.2338 percent "fringe, burden and overhead" rate established in a FY 04 audit shared with USDOT's OIG (Office of Inspector General) in December, 2004 (See "Schedule and Budget").

*funding sources.* Associates new Federal Highway Administration-Federal Transportation Administration consolidated planning or "flex" funds with each work task. Cost and support include ConnDOT and SCRCOG "matching" funds. Carry-over (pre-FY06) Federal Transit Administration-financed work is uniquely identified per ongoing agreements.

## ***Task 1: Monitoring and Projections***

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### ***Objectives***

1. Provide a relevant database for regional transportation planning including an “environmental justice” emphasis. Draw on, refine and supplement ConnDOT data developed for statewide needs.
2. Maintain regional highway and transit databases as inputs to SCRCOG’s demand modeling chain.
3. Coordinate data acquisition with the Connecticut Department of Transportation and municipalities to ensure the general utility of data.
4. Continue a “major intersections” counting program to provide data necessary for highway programming, fine-grained planning and “congestion monitoring”.
5. Continue a congestion monitoring program producing estimates of peak period travel time along arterial and freeway systems.

### ***Fiscal Year 2005 Work Program***

#### *1. General Data Base*

*Year 2000 Census.* Continued working with SF1, SF2, SF3 and SF4 material and *Census Transportation Planning Program (CTPP)* Part 1 (place of residence), Part 2 (place of work) and Part 3 (zone-to-zone) data. Caliper Corporation (TransCAD vendor) extraction utilities facilitate use of SF1 and SF3 data— directly linking relevant data with applicable geography (block, block group, tract and municipal level GIS layers).

*ConnDEP’s Environmental GIS Data.*<sup>2</sup> Employed DEP’s basic ArcView-compatible database (as updated) as a source of aquifer protection, hydrology, geology, coastal boundary, municipal open space, DEP open space, water quality classification and waste treatment data.

*Aerial Photography.* Continued to purchase selected 2004 private sector digital photography (unregistered scans) while awaiting ConnDOT’s statewide seamless registered year 2004 digital orthophotos and an accompanying LIDAR (Light Detection And Ranging) generated Digital Elevation Model (DEM) file referenced to the Connecticut State Plane Coordinate System (NAD 83 horizontal) and NAVD 88 (vertical) datums—employing aerial scans for Task 2 planning projects, transit enhancement programming (Task 2) and Surface Transportation Program Urban (STPU) scoping packages (Task 3).

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<sup>2</sup> Connecticut Department of Environmental Protection, *Environmental GIS Data for Connecticut: 2003 Edition*, DEP Bulletin 37 (Hartford: DEP, 2003) as updated.

*GIS Software.* Continued MapInfo and ArcView upgrades to accommodate a variety of planning/data analysis needs including access to data files produced by municipalities, the South Central Connecticut Regional Water Authority and MAGIC (University of Connecticut Man and Geographic Information Center). Employed GDT's "Dynamap" as a basic street file per Connecticut's statewide license.

*Zonal Data Base.* Employed CTPP data to establish a year 2000 and 2030 demand modeling zonal database—building a database correlate with current trip generation modeling needs (Task 2) and disaggregating ConnDOT zonal controls per SCRCOG's finer grained zone system.

## 2. Transit

*Demand Modeling DataBase.* Reflected Connecticut Transit-furnished route and bus stop GIS data bases in a new TransCAD transit network (routes, peak hour headways and fare) to complement the Caliper Corporation's model chain review (Task 2). Accomplished first comprehensive update in several years—reflecting Connecticut Transit, local Milford, local Meriden, local Wallingford, Dattco (US1 East), Shore Line East, Metro North and Amtrak service.

## 3. Roadways

*Turning Movement Counts.* Continued the region's "major intersections" turning movement count program in the fall of 2004 and spring of 2005 to meet planning and programming needs. Field efforts acquired both AM and PM peak period turning movement data at the same intersection. Data and geometrics for 50 intersections were shared with municipalities and ConnDOT via JAMAR's "run time" version of PETRA.<sup>3</sup> Similarly maintained Council's GIS intersection location count database.

*Commuter Parking Lot Occupancy.* Continued to participate (field work) in ConnDOT's quarterly statewide commuter parking lot inventory. Quarterly memos shared current data and an historical perspective.

*ConnDOT Machine Counts.* Continued regular use of ConnDOT's "Traffic Count Locator" software for hourly automatic traffic recorder (ATR) and continuous count data.<sup>4</sup> Looked to a SCRCOG-maintained ConnDOT freeway and arterial GIS database for pre-1990 ADT data.

*ConnDOT Photolog.* Employed "Digital HIWAY" geometric data tools to obtain grade and dimensions necessary for operations-oriented analysis (particularly CORSIM)—complementing basic "Digital HIWAY" photolog (annual images of the state highway system) access capabilities.

*Congestion Monitoring (via FHWA's "GPS Travel Time and Speed Data Collection and Processing Software").* Continued a peak period arterial/freeway "congestion monitoring

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<sup>3</sup> Jamar Technologies' "Professional Engineers Traffic Reporting and Analysis" software. See <http://www.jamartech.com/>.

<sup>4</sup> Connecticut Department of Transportation, *2002-2003 ConnDOT Cartographic/Transportation Data CD-ROM* (ConnDOT: Newington, 2003) as revised. Awaiting a multi-year ATR update while using updated continuous count data. Occasionally employed ConnDOT 15 minute, lane-by-lane continuous count data obtained per SCRCOG request (versus hourly directional continuous counts data).



program” via repeated speed “runs” and database maintenance—reverting to region-wide “CMS network” coverage after a two year focus on the central I-95 corridor (I-95, US1 east and Route 80).

*Functional Classification Maps.* Adapted ConnDOT’s new (post-2000 Census) functional classification mapping to GIS format (ArcView/MapInfo)—facilitating access, facilitating inter-town review and generating associated functional classification mileage estimates.

## **Fiscal Year 2006 Tasks**

### *1.1 General Data Base*

*GIS Software.* Continue with ArcView.

*Year 2000 Census Products.* Continue using SF1 thru SF4 and CTPPP (*Census Transportation Planning Program*) products to meet basic planning needs.

### *1.2. Transit*

*Demand Modeling DataBase.* Continue annual “base year” network maintenance via review of Connecticut Transit, Metro North and Amtrak routes and schedules.

### *1.3. Roadways*

*Turning Movement Counts.* Continue major intersections counting program in the fall of 2005 and spring of 2006 securing AM and PM data for each location. Select 40-50 locations (approx.) each counting season (expand the program) relative to: (1) proposed municipal “Surface Transportation Program” projects (assist in project definition); (2) a *Route 22 Corridor Study* (Task 2); and (3) congestion management system planning requirements (Task 2, associating travel time with aggregate delay). As in the past, share the proposed counting program with municipalities and ConnDOT’s Office of Traffic Engineering before initiating fall, 2005 counts—seeking to accommodate state and local needs. Improve file handling and data formatting by upgrading to Jamar’s “PETRAPro” software.<sup>5</sup>

*Highway Database.* Maintain the region’s “base year” demand modeling “highway planning record” (a TransCAD street file) that describes current network conditions. Integrate new ConnDOT and SCRCOG traffic counts. Relevant demand modeling directional file data include the number of moving lanes, link distance, parking policy (peak versus off-peak), arterial type and general geographic location.<sup>6</sup>

*Commuter Parking Lot Occupancy.* Monitor late-morning occupancy (maximum occupancy) at each ConnDOT commuter parking facility in the region, at New Haven’s Union Station (via

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<sup>5</sup> Upgrade benefits include a better software interface, easier setup for three and five legged intersections, ability to accept digital photos, enhanced graphical intersection representation and availability of peak hour factors for each approach leg.

<sup>6</sup> A facility/area type “look up table” dictates free flow speed. CMS data provide supplementary “real world” volume-speed relationships.

New Haven Parking Authority machine data), at the Milford Railroad Station and at Branford, Guilford and Madison Shore Line East stations. Take one seasonal (quarterly) count at each facility per past practice.

*Local Capital Spending.* Provide local capital improvement data for ConnDOT's federally mandated FHWA Section 536 report.

*Congestion Monitoring (via FHWA's "GPS Travel Time and Speed Data Collection and Processing Software").* Accomplish selected AM and PM peak period "speed" runs along a predefined freeway/arterial network (all freeways/selected arterials) to support "congestion management system" planning (Task 2). Link arterial demand and "real world" speed/delay data. Continue a limited "GPS Travel Time Software" consulting relationship with AECOM (Arthur E. Anderson Consulting, software developer) —providing occasional "Software" technical support, staff training and software enhancements (FY06 Budget, Table 12). Likely to field test AECOM's next generation "GPS Travel Time Software" package now under development for FHWA in the fall, 2005.

*Digital HIWAY.* Continue annual subscription-based relationship with author of ConnDOT's Digital HIWAY—ensuring timely software upgrades (basic photolog and geometric tool capabilities). ConnDOT furnishes basic data (DVDs) at no cost.

## **Products**

### *1.2 Transit*

*Demand Modeling DataBase.* Updated base year route descriptions including AM peak, PM peak and off-peak headways (a TransCAD route file) (March, 2006).

### *1.3. Highways*

*Turning Movement Counts.* Share spring, 2005 and fall, 2005 data via JAMAR's "run time" version of PETRAPro and update Council's GIS intersection location count database (November, 2005).

*Commuter Parking Lot Occupancy.* Share quarterly commuter parking lot occupancy data via memos (September and December, 2005; March and June, 2006).

*Local Capital Spending.* Share annual FHWA Section 536 data with ConnDOT (April, 2006).

*Congestion Monitoring.* Share spring, 2005 and fall, 2005 peak period speed experience in context of a CMS report (Task 2) (April, 2006).

## **Staff Requirements**

See Tables 1 and 2.

FY 2006 Unified Planning Work Program

**Table 1**

**Task 1 Staff Requirements**

Hours in man-hours (No Overhead)

Cost in dollars

Task	Planners	Planners	Plan Assists	Plan Assists	Temporary	Temporary	Total	Total	Control	
	hours	cost	hours	cost	hours	cost	hours	cost	Table 2	cost
1.1 General Data Base	150	5,000	0	0	0	0	150	5,000	5,000	
year 2000 census products	150	5,000	0	0	0	0	150	5,000	5,000	
	0.0	0	0	0	0	0	0	0	0	0
1.2 Transit	90	3,000	0	0	0	0	90	3,000	3,000	
demand modeling database	90	3,000	0	0	0	0	90	3,000	3,000	
	0.0	0	0	0	0	0	0	0	0	0
	0.0	0	0	0	0	0	0	0	0	0
1.3 Roadways	241	8,000	248	6,075	2,857	25,000	3,345	39,075	39,075	
turning movement counts	68	2,255	175	4,305	1,716	15,015	1,959	21,575	21,575	
highway planning database	60	2,000	0	0	0	0	60	2,000	2,000	
commuter parking lot occupancy	60	2,000	0	0	114	1,000	174	3,000	3,000	
local capital spending	15	500	0	0	0	0	15	500	500	
congestion monitoring	37	1,245	72	1,770	1,027	8,985	1,136	12,000	12,000	
Total Task 1	481	16,000	248	6,075	2,857	25,000	3,586	47,075	47,075	
Task 1 From Table 11		16,000		6,075		25,000		47,075		

**Table 2**

**Task 1 Support**

No Overhead

Cost in dollars

Task	New Consolidated Planning Support	FTA			Total
		FY02 FHWA Release	Sec 5307	Sec 5303 Carryover	
1.1 General Data Base	5,000	0	0	0	5,000
year 2000 census products	5,000	0	0	0	5,000
	0	0	0	0	0
1.2 Transit	3,000	0	0	0	3,000
demand modeling database	3,000	0	0	0	3,000
	0	0	0	0	0
	0	0	0	0	0
1.3 Roadways	39,075	0	0	0	39,075
turning movement counts	21,575	0	0	0	21,575
highway planning database	2,000	0	0	0	2,000
commuter parking lot occupancy	3,000	0	0	0	3,000
local capital spending	500	0	0	0	500
congestion monitoring	12,000	0	0	0	12,000
Total Task 1	47,075	0	0	0	47,075
Task 1 From Table 11	47,075	0	0	0	47,075

## **Task 2: Transportation Plan Development**

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### **Objectives**

1. Refine the region's *Transportation Plan* per TEA21 (*Transportation Equity Act for the 21<sup>st</sup> Century*) provisions against a background of *Clean Air Act-SIP (State Implementation Plan for Air Quality)* goals.<sup>7</sup> Seek clarity, cohesiveness and consensus relative to basic direction and priorities.
2. Mesh transportation planning proposals with the region's physical plan (*Vision for the Future*), Connecticut's *Plan of Conservation and Development*, municipal development objectives and the region's economic development program.<sup>8</sup>
3. Extend ConnDOT *Congestion Management System* analysis to address "on the ground" conditions, assess options and foster responses.
4. Refine and extend *Intelligent Transportation System Strategic Deployment Plan* investment goals; integrate development with mainstream planning and programming efforts.

### **Fiscal Year 2005 Work**

#### *2.1 Plan Review and Development: Transit Emphasis*

*Transportation Plan* review and development efforts included:

*Milford Railroad Station Garage Feasibility Study: Goals and Constraints Briefing Package, Draft* (November, 2004). Station use and downtown traffic analysis complement a federally-funded consultant garage study to be performed per District-SCRCOG agreement through the late FY05-early FY06 period (see below).

*Regional Transit Development Strategies*. Completed a 15-month long overview of near-term opportunities and mid-term transit improvement strategies via Wilbur Smith Associates (New Haven) in association with KKO and Associates (Andover, Mass.)—considering density, service, infrastructure and finance. Shared transit, environment and service opportunities via public outreach.<sup>9</sup>

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<sup>7</sup> Per requirements of 23 *CFR* 450, 23 *CFR* 500 and 40 *CFR* 51. South Central Regional Council of Governments, *Mobility: A Transportation Plan, 2004-2008* (North Haven: SCRCOG, 2004).

<sup>8</sup> Including: (1) goals of the Regional Growth Partnership; a non-profit private sector-public sector organization established by the Council in 1995. See Regional Growth Partnership, "Regional Growth Partnership of South Central Connecticut Annual Work Program: Fiscal Year 2005-2006" (April, 2005) and RGP's *Comprehensive Economic Development Strategy* (2003); (2) SCRCOG's Section 8-35 (*CSA*) "Plan of Development"—*Vision for the Future* (November, 2000); and (3) the Connecticut Office of Policy and Management's *Conservation and Development Policies Plan for Connecticut: 2004-2009* (Hartford: OPM, 2004).

<sup>9</sup> Wilbur Smith Associates, *Regional Transit Development Strategies: Proposals*, prepared for SCRCOG (New Haven: WSA, expected June, 2005).

*Regional “Welfare-To-Work” Initiative.* Continued participation on the Regional Growth Connection’s “Welfare-To-Work” policy/technical committees.<sup>10</sup>

*Central I-95 Construction Period Transit and Transportation Management Plan.* Worked with ConnDOT to facilitate introduction of central corridor “transit and transportation system management” (TSM) components including construction of new Madison, Guilford and Branford Shore Line East rail stations per the *New Haven Harbor EIS*.<sup>11</sup>

*Update TransCAD Demand Model Chain.* Updated a 10-year-old MINUTP-based model chain—complementing a new, finer grain Census Transportation Planning Program-based (CTTP) zone system. Via staff, introduced the new zone system (adjusted corresponding centroids), moved to a finer grained highway network, reviewed highway/transit networks and moved from “stick” networks to GIS-based networks. Staff work complemented by Caliper Corporation (TransCAD vendor) efforts that: (1) brought home-based work trip production/attraction into the chain (moving from off line computation) while adopting ConnDOT’s current trip generation process (*Person Forecasting Model: Trip Generation*, Staff Paper 00-1, February, 2000); (2) adopted a current Capitol Region Governments’ (Hartford) mode split model (including a new separate rail trip purpose); (3) calibrated the Council’s mode split (logit) model with new CTPP data and a new Council-produced transit network; and (4) accomplished numerous model chain enhancements and (5) captured the revised model chain in a new TransCAD script (equivalent of a batch file)—permitting efficient Council modeling applications.<sup>12</sup>

*New Haven-Hartford-Springfield Commuter Rail Implementation Plan.* Supported ConnDOT’s 2.5 year (2003-2005) \$1.0 million action-oriented inland rail study as early 2005 proposals intended to provide investment direction were shared against a background of service goals, demand and related infrastructure.<sup>13</sup> Per ConnDOT guidance, promoted regional outreach, supported consultants and ensured that the Council’s Transportation Committee and chief elected officials had adequate input-review opportunities.

*Transit Enhancement.* Extended the region’s transit enhancement program via outreach, new project development and programming through the January-May, 2005 period.<sup>14</sup>

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<sup>10</sup> Per the Council’s *Job Access and Reverse Commuter Transportation Plan* (North Haven: SCRCOG, 1998). A December, 1999 agreement with the RGC, established that draft amendments to the *Plan* will, as necessary, be framed for Council review by the Regional Growth Connection (a Regional Growth Partnership affiliate working in tandem with the Regional Workforce Development Board).

<sup>11</sup> Per U.S. Federal Highway Administration, *Federal Highway Administration Record of Decision for Interstate 95 New Haven Harbor Crossing, Pearl Harbor Memorial Bridge (Q-Bridge)*, FHWA-CT-EIS-91-01F, State Project No. 92-354 (Washington: FHWA, August, 1999).

<sup>12</sup> Reflected in Caliper Corporation, *User’s Guide for the SCRCOG Planning Model in TransCAD 4.7/4.8* (Newton, Mass.: Caliper, November, 2004) and Caliper Corporation, “Model Description” (November, 2004).

<sup>13</sup> Wilbur Smith Associates, *New Haven-Hartford-Springfield Rail Implementation Plan: Final Report*, prepared for ConnDOT (New Haven: WSA, 2005).

<sup>14</sup> South Central Regional Council of Governments, *Transit Enhancement: 2005 South Central Connecticut Opportunities* (North Haven: SCRCOG, May, 2005).

## 2.2 Plan Review and Development: Highway Emphasis

Plan review and revision efforts included:

*Enhanced Planning Capabilities.* Improved basic demand modeling capabilities (above), introduced Synchro/Sim Traffic per common Connecticut usage and upgraded to Transyt-7F Version 10.2.

*Transportation Strategy Board/Transportation Investment Area Process.* Continued participation in both I-91 and Coastal Corridor TIAs. SCRCOG's Executive Director co-chairs the I-91 TIA—reporting at each TSB meeting.

*I-95 Branford to Rhode Island Feasibility Study.* Continued participation in ConnDOT's \$1.5 million, 30 month (January, 2002-December, 2004) Branford-to-Rhode *I-95 Feasibility Study* establishing near-term investment direction and long-term capacity goals for the 55 mile long I-95 corridor east of Branford's exit 54. Via Advisory Committee participation provided feedback as draft proposals emerged, final public outreach was pursued in the in the summer-fall of 2004 and a final proposals (*Final Report*) were advanced in December, 2004.<sup>15</sup>

*Pedestrian/Bicycle Safety.* Per a statewide initiative, identified high accident locations via a ConnDOT geocoded version of the Department's accident database (coding all accidents involving personal injury on both state and local highway systems and geocoding accident locations on the state highway system). Shared work in *Pedestrian/Bicycle Safety, An Early Focus* (November, 2004). Began determining contributing circumstances (including a review of individual reports at high accident locations); work continued in FY06 (below).

## Fiscal Year 2006 Tasks

### 2.1 Plan Review and Development: Transit Emphasis

*Intelligent Transportation System: Status and Opportunities.* See "Highway Emphasis" (below).

*Central I-95 Construction Period Transit and Transportation Management Plan.* See "Highway Emphasis" (below).

*Milford Railroad Station Structured Parking Study.* Via consultants retained by the Milford Transit District (Desman Associates and Clough, Harbour Associates) establish how and at what cost additional ADA compliant structured parking can be provided adjacent to the Milford Metro North Station against a background of virtually 100 percent weekday occupancy (675 public/private spaces) and a 520 person-estimated three year waiting list.<sup>16</sup> Complete work begun in FY05 that allows the Milford Transit District and the City of Milford to (1) screen structured parking options adjacent to the station; (2) identify a preferred site; (3) suggest an appropriate structure including module dimensions, height and site coverage; (4) develop a scaled conceptual

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<sup>15</sup> Clough, Harbour Associates, *I-95 Corridor, Branford to Rhode Island, Feasibility Study, Final Report*, prepared for ConnDOT (Rocky Hill, Ct.: Clough, Harbour, December, 2004).

<sup>16</sup> Waiting list and inventory per Urbitran Associates, *Connecticut Rail Governance Study: Task 2: Technical Memorandum, Parking Inventory and Utilization*, prepared for the Connecticut Department of Transportation (Newington: ConnDOT, 2003) and <http://www.ctrailgovernance.com/reports/FinalParkingReport.pdf>.

site plan including the structure, a standard floor module, landscaping and associated pedestrian improvements (if any); (5) prepare a structure visualization including relationships to abutting property; (6) suggest the full range of structure design-construction costs including landscaping, necessary/desirable street improvements (if any) and necessary/desirable pedestrian access improvements (if any); (7) suggest a preferred operating plan complementing that at adjacent District-operated station surface lots, and (8) develop a *pro forma* financial operating plan including the full range of maintenance/operating costs likely to be experienced. FY05 SCRCOG peak period traffic operations analysis (simulation) provides a vehicular access planning background.

*Regional Transit Development Strategies: Near-Term Opportunities.* Refine promising opportunities identified by a Wilbur Smith Associates-KKO *Regional Transit Development Strategies* study as work concludes in June, 2005.<sup>17</sup> Via the Study Technical Committee, consider candidate opportunities that may include:

*Consolidating Downtown New Haven Shuttles.* Together with shuttle operators (Yale University, the Greater New Haven Transit District and Connecticut Transit) and the City of New Haven determine relative costs and benefits inherent in a unified Yale University-Downtown-Union Station service—establishing illustrative schedules, stops, relationship(s) to new/planned major Downtown generators, curbside improvements (if any), operating policies (fare/transfer), vehicle needs and public sector programming opportunities.

*Ride Request Service.* With transit operators, suggest how and where service between a fixed terminal and outlying demand response points can be implemented given a mix of local fixed route performance and ride request experience in other urban areas.

*Regional Welfare-to-Work Initiative.* Continue work with the Regional Workforce Alliance, Regional Growth Partnership, the Greater New Haven Transit District and ConnDOT (Bureau of Public Transportation)—identifying non-central employment opportunities for both central city and suburban low-income residents and framing cost-effective public-private sector transportation responses.

## 2.2 Plan Review and Development: Highway Emphasis

*Congestion Management System (CMS).* Extend and refine ConnDOT's statewide CMS "Screening Report" at a regional level. Review relationships between the "Report", SCRCOG travel time analysis (Task 1) and the Council's 25 year *Transportation Plan*. Suggest a mix of near-term and mid-range strategies intended to limit arterial/freeway congestion.<sup>18</sup> Look toward recent South Central Connecticut experience to help guide near-term proposals.<sup>19</sup>

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<sup>17</sup> Wilbur Smith Associates, *Regional Transit Development Strategies: Proposals*.

<sup>18</sup> See Connecticut Department of Transportation, *Congestion Management System: 2004 Congestion Screening and Monitoring Report* (Newington: ConnDOT, 2004) shared per FHWA's-FTA's "Management and Monitoring Systems Rule"; 23 *CFR* 500 that assigns basic CMS development-maintenance responsibility to states while suggesting that in transportation management areas (urbanized areas of 200,000) "...the CMS shall be part of the metropolitan planning process in accordance with 23 *CFR* 450..."; suggesting mpo/state DOT collaboration.

<sup>19</sup> Including 2000-2001 signal operations review (optimization) work undertaken by Wilbur Smith Associates (under contract to ConnDOT) per New Haven-Meriden Surface Transportation Program support. See Wilbur Smith Associates, *South Central Connecticut Signal Timing Project*, prepared for the Connecticut Department of Transportation (ConnDOT: Newington, 2000) including "Whalley Avenue, New Haven", "North Main Street

*Continue TransCAD Demand Model Chain Improvements.* Via the Caliper Corporation, extend FY05 enhancements in the context of the new model chain (script) including addition of a cost variable (highway toll and transit boarding fare) to the mode split model; introduction of peak-versus off-peak trip distribution; and creation of selected special generator zones (Yale University, hospitals and other universities)—recalibrating the mode split model and revising script as appropriate.

*Pedestrian/Bicycle Safety.* Per a statewide initiative, frame responses at “high accident locations” (generally 0.5 mile to one mile long segments) established in FY05. Determine contributing circumstances (via a review of individual DMV reports at high accident locations) and, with ConnDOT and municipalities, define countermeasures including traffic calming applications. Look to national experience including FHWA’s *Pedestrian Safety Roadmap & Resource Catalog*, Washington State DOT’s *Pedestrian Facilities Guidebook*, FHWA’s *Pedestrian Safety Guide and Countermeasure Selection System* and FHWA’s *PBCAT (Pedestrian Bicycle Crash Analysis Tool)* countermeasure software.<sup>20</sup>

*Route 22 Corridor Study (Figures 1 and 2).* Via consultant, frame a near-term and mid-range improvement program that addresses recent traffic growth on secondary and tertiary facilities—new demand due to central I-95 congestion, the Central I-95 Improvement Program and/or growth in the Route 22 corridor. Move from a broad scale supply-demand analysis through concept development to a prioritized improvement program via a process that includes: (1) strong, sustained outreach to corridor communities and residents; (2) 24 hour (ATR) directional traffic counts on important corridor facilities complemented by SCRCOG peak period turning movement counts; (3) traffic assignment that gauges near-term I-95 related traffic change, programmed Route 80 construction impacts and affects of mid-range corridor growth (the Council making TransCAD model elements available to consultants); (4) a near-term and mid-range strategic plan; (5) improvement concepts at selected locations; (6) selected operational analyses; and (7) associated cost estimates that reflect the ConnDOT construction environment.

*Transportation Strategy Board/Transportation Investment Area Process.* Maintain participation in/responsiveness to TSB and Coastal Corridor/I-91 Corridor TIA planning initiatives. SCRCOG’s Executive Director, as I-91 TIA Co-chair, participates in TSB meetings (reporting to the TSB monthly).

*US5 Planning/Preliminary Design (Wallingford).* Determine whether, where, how and at what cost US5 can be improved between North Street (south) and Route 150 (north). With consultant assistance and in association with the Town of Wallingford and ConnDOT, consider: (1) current demand via 2004-2005 Council turning movement counts; (2) mid-range peak period demand suggested by municipalities; (3) alternate geometry including a standard four-to-five lane section; (4) access management opportunities including left turn prohibitions; (5) right-of-way requirements; (6) cost; and (7) anticipated performance with the aid of Transyt-7F/Corsim. Frame a mid-term program that ConnDOT and Wallingford can jointly pursue. Look to engineering consultants for alternatives input, concept plans and cost estimates.

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Extension, Wallingford”, “Route 1, Orange/West Haven”, “Route 10, New Haven”, “Route 1, East Haven” and “Route 17/80, New Haven” reports.

<sup>20</sup> <http://www.walkinginfo.org/pedsafe/index.cfm> and University of North Carolina, Highway Safety Research Center, *Pedestrian and Bicycle Crash Analysis Tool (PCBAT), User’s Manual, Version 2.0*, prepared for FHWA (Chapel Hill: Highway Safety Research Center, February, 2005).



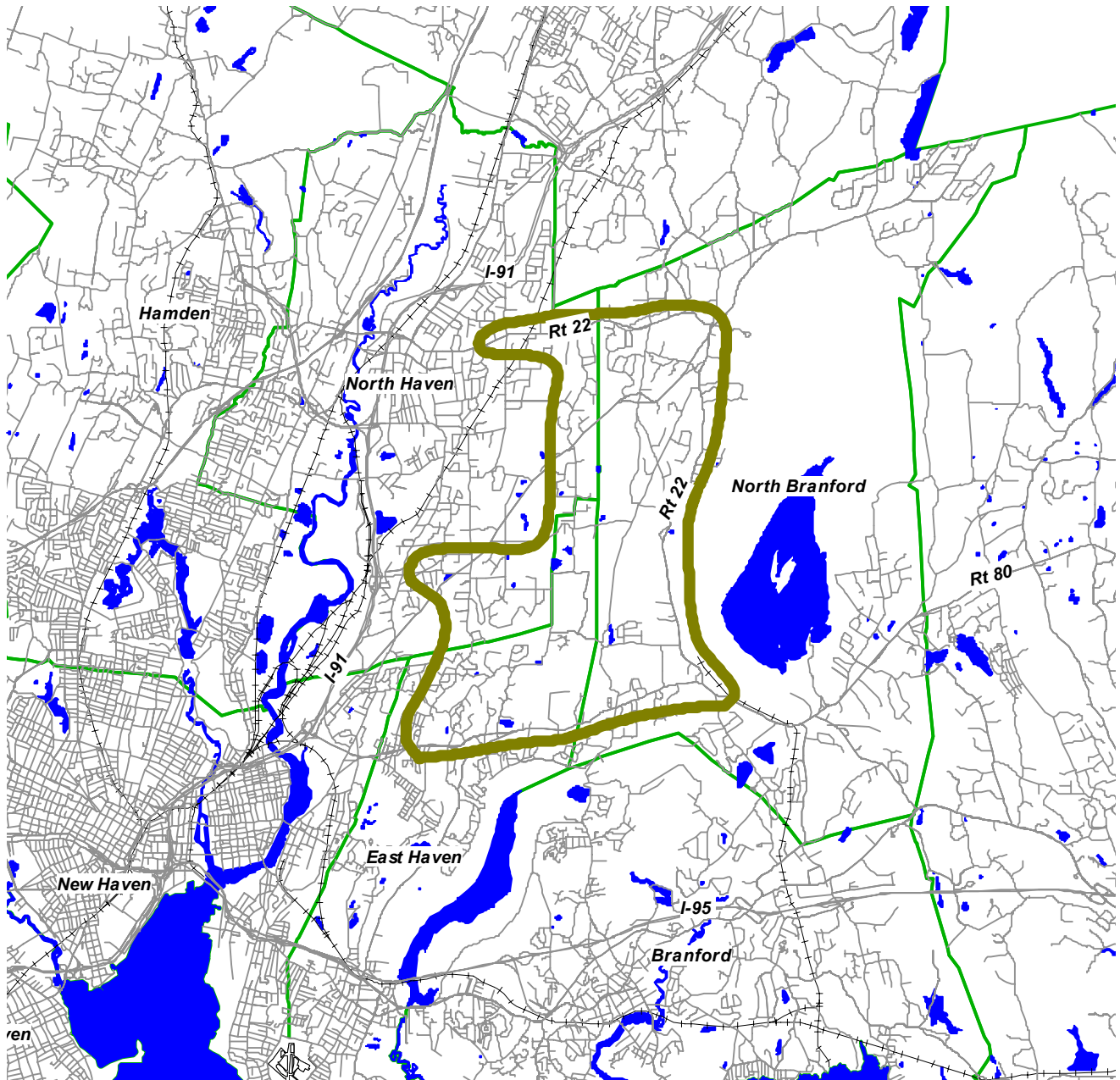


Figure 1: Route 22 Corridor. The Study frames a near-term and mid-range improvement program that addresses recent traffic growth on secondary and tertiary facilities due to central I-95 congestion, the Central I-95 Improvement Program and growth in the Route 22 corridor.

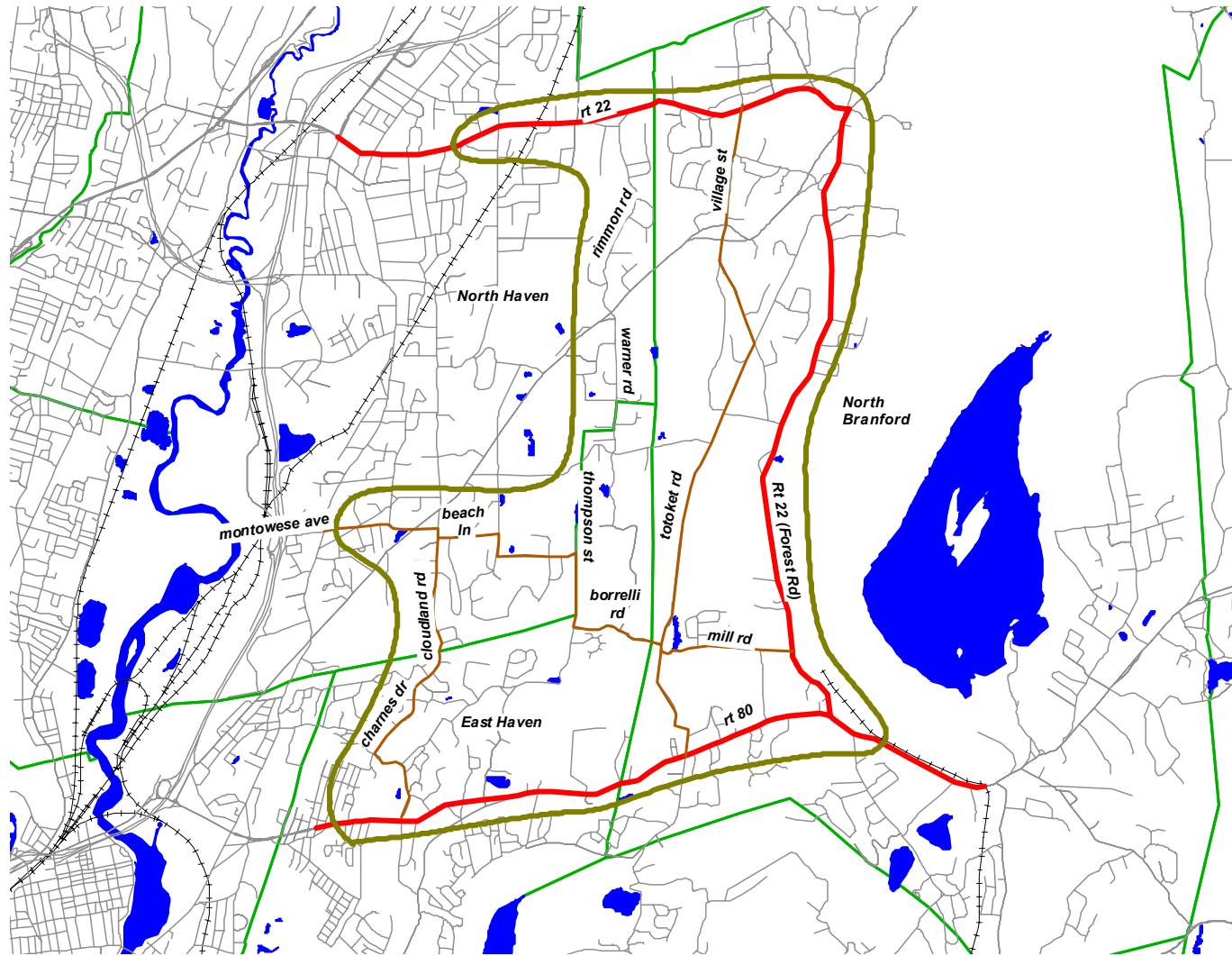


Figure 2: The Route 22 Corridor Study. Peak period traffic that formerly moved along freeway corridors, on Route 80 or on Route 22 now uses narrow local roads to avoid congestion. The Study seeks to frame an improvement program that returns through movement to state highways and/or selectively improves local roads.

*Planning Capabilities.* Continue to upgrade basic planning tools including CORSIM, Transyt-7F, TransCAD, Synchro/Sim Traffic, PETRA (Professional Engineers Traffic Reporting and Analysis software used for turning movement count downloading/display), Highway Safety Analysis Software (collision diagrams) and HCS (Highway Capacity Software).

*Central I-95 Construction Period Transit and Transportation Management Plan.* Via Urbitran Associates' and in association with the City of New Haven, frame near-term traffic operations plans that respond to Central I-95 Improvement Program schedules, New Haven bridge improvement schedules (State Street, Grand Avenue, Chapel Street, Ferry Street and Hillhouse Avenue) and the Quinnipiac Avenue reconstruction program (Figure 3). Consider current conditions per an extended peak period turning movement count program, expected demand at selected points in time, low cost/immediate action improvements at key locations, bus routing requirements and signal operations capabilities.

*Whitney Avenue-Dixwell Avenue Choke Point.* Assess improvement options at the historic central Hamden choke point and, in the absence of an acceptable intersection improvement scheme, consider whether/how east-west and north-south alternatives can be improved. Address Whitney Avenue-Dixwell Avenue intersection level options with traffic signal/microsimulation tools and broader options (alternatives), if necessary, via traffic assignment. Complete work begun in late FY05.

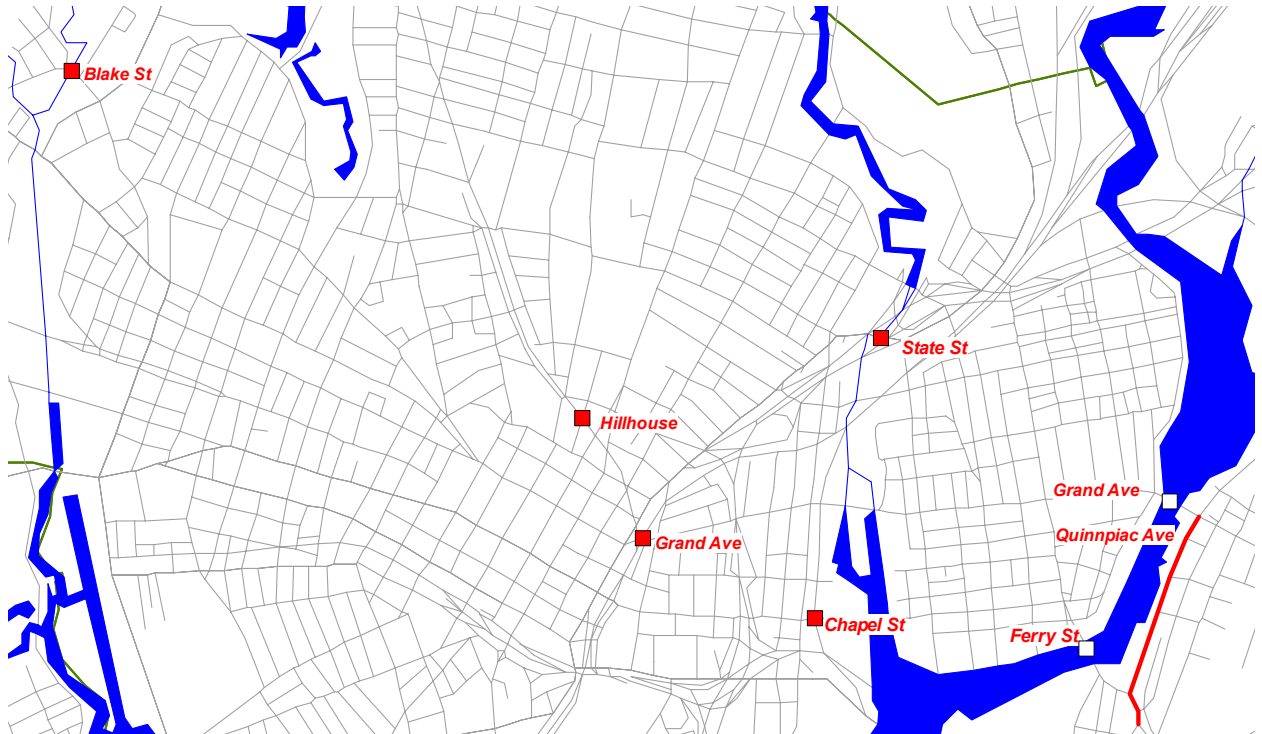


Figure 3: Central I-95 Construction Period Transit and Transportation Management Plan. An action-oriented study considers expected new demand at selected points in time, low cost/immediate action improvements at key locations, bus routing requirements and signal operations capabilities.

## **Products**

### *Transit Emphasis*

*Milford Railroad Station Structured Parking Study (By Milford Transit District).* Consultant-prepared report suggesting how and at what cost additional ADA compliant structured parking can be provided adjacent to the Milford Metro North Station (December, 2005).

*Regional Transit Development Strategies.* Up to three memos (initiatives) describing how the region can advance FY05 *Regional Transit Development Study* priority proposals.

### *Highway Emphasis*

*Congestion Management System (CMS).* Annual “congestion status” report (data base update) and suggested direction (April, 2006).

*TransCAD Demand Model Chain Improvement.* Caliper Corporation revisions to “Model Description” reflecting updates (January, 2006).

*Pedestrian/Bicycle Safety.* A counter measures program for up to three “high accident locations” (December, 2005).

*Route 22 Corridor Study.* Consultant report sharing near-term/mid-range program shaped with relevant municipalities and residents (June, 2005).

*US5 Planning/Preliminary Design (Wallingford).* Report suggesting whether, where, how and at what cost US5 can be improved between North Street (south) and Route 150 (north) (April, 2006).

*Whitney Avenue-Dixwell Avenue Choke Point.* Memo addressing the possibility of intersection/area improvements (October, 2006).

## **Staff Requirements**

See Tables 3 and 4.

FY 2006 Unified Planning Work Program

**Table 3**

**Task 2 Staff Requirements**

Hours in man-hours (No Overhead)

Cost in dollars

Task	Director hours	Director cost	Planners hours	Planners cost	Plan		Temp hours	Temp cost	Total hours	table 4	
					Assists hours	Assists cost				hours	cost
2.10 Transit Emphasis	176	8,050	2,271	75,495	0	0	0	0	2,447	83,545	83,545
regional transit development strategies	45	2,050	308	10,238	0	0	0	0	513	15,000	15,000
regional welfare-to-work initiative	44	2,000	218	7,257	0	0	0	0	262	9,257	9,257
milford rr station structured parking	0	0	361	12,000	0	0	0	0	361	12,000	12,000
its status and opportunities	22	1,000	1,384	46,000	0	0	0	0	1,406	47,000	47,000
2.20 Highway Emphasis	329	15,096	3,106	103,228	268	6,585	0	0	3,703	124,909	124,909
congestion management system	22	1,000	223	7,415	268	6,585	0	0	513	15,000	15,000
transcad model chain improvements	0	0	241	8,000	0	0	0	0	241	8,000	8,000
pedestrian/bicycle safety	22	1,000	120	4,000	0	0	0	0	142	5,000	5,000
route 22 corridor study	76	3,500	647	21,500	0	0	0	0	723	25,000	25,000
transportation strategy board/tias	44	2,000	150	5,000	0	0	0	0	194	7,000	7,000
us5 planning/preliminary design (wallingford-me)	22	1,000	1,088	36,175	0	0	0	0	1,110	37,175	37,175
central I-95 management plan	122	5,596	193	6,404	0	0	0	0	315	12,000	12,000
whitney ave-dixwell ave choke point	22	1,000	443	14,734	0	0	0	0	465	15,734	15,734
Total Task 2	505	23,146	5,377	178,723	268	6,585	0	0	6,150	208,454	208,454
Total Task 2 From Table 11		23,146		178,723	0	6,585		0		208,454	

**Table 4**

**Task 2 Support**

No Overhead

Cost in dollars

Task	New Consolidated Planning Support	FY02 FHWA Release	FTA		
			Sec 5307	Sec 5303 Carryover	Total
2.1 Transit Emphasis	54,257	0	0	29,288	83,545
its status and opportunities	0	0	0	12,288	12,288
central I-95 construction period	9,257	0	0	0	9,257
milford rr station structured parking	0	0	0	12,000	12,000
regional transit development strategies	42,000	0	0	5,000	47,000
2.2 Highway Emphasis	109,175	15,734	0	0	124,909
congestion management system	15,000	0	0	0	15,000
transcad model chain improvements	8,000	0	0	0	8,000
pedestrian/bicycle safety	5,000	0	0	0	5,000
route 22 corridor study	25,000	0	0	0	25,000
transportation strategy board/tias	7,000	0	0	0	7,000
us5 planning/preliminary design (wallingford-meriden)	37,175	0	0	0	37,175
central I-95 management plan	12,000	15,734	0	0	12,000
whitney ave-dixwell ave choke point	12,000	0	0	0	15,734
Total Task 2	163,432	15,734	0	29,288	208,454
Total Task 2 From Table 11	163,432	15,734	0	29,288	208,454

### ***Task 3: Transportation Improvement Program***

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#### ***Objectives***

1. Maintain a five-year *Transportation Improvement Program* reflecting Council-ConnDOT priorities, long-range Council *Transportation Plan* objectives, short-range transportation system management opportunities, Intelligent Transportation System (ITS) deployment initiatives and *TEA-21* 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. Ensure that *Transportation Improvement Program* actions are exposed to broad public review before action by the Council of Governments—the region’s chief elected officials.
3. Participate in advanced planning of major projects with state, municipal and/or federal staffs when useful.

#### ***Fiscal Year 2005 Program***

##### ***3.1 Surface Transportation Program (Urban Program with Allocated Support)***

*Programming.* Maintained a multi-year design, right-of-way acquisition and construction program that balanced priorities and resources. In concert with the Connecticut Department of Transportation’s Local Roads Section (Bureau of Engineering and Highway Operations) and municipalities, effected monthly review of progress and impediments to intended near-term obligations—permitting change necessary to accomplish work and/or introduce new projects at the earliest possible time.

*Cost Control.* Pursued new (FY04) cost control policies intended to limit project cost creep—ensuring that SCRCOG’s Transportation Committee is apprised of the nature, extent and reason for cost escalation and, with the relevant municipality and ConnDOT, has an opportunity to consider cost/design options.

*Project Development.* Advanced new “scoping packages” (project proposals per a ConnDOT-prescribed format) for Project Concept Unit (Bureau of Engineering and Highway Operations) refinement—municipal proposals intended to extend the six-year STP program as current projects are obligated. Continued to participate in ConnDOT-municipal field scoping and “time out” (interim scoping review) meetings.

##### ***3.2 Transportation Improvement Program***

*Maintained a FY2005-2009 TIP.* In concert with ConnDOT, effected financially constrained *TIP* amendments to the June, 2004 *Program* via Transportation Committee/SCRCOG review—

ensuring public outreach per the Council’s adopted “Public Participation Guidelines”.<sup>21</sup> Similarly maintained SCRCOG’s *TIP* database—providing comprehensive *TIP* updates (web) after each amendment.

*Urbanized Area Coordination.* Continued Surface Transportation Program Urban (STPU) and Federal Transit Administration Section 5307 transit enhancement program coordination with regional planning organizations comprising the post-2000 Census Bridgeport-Stamford and New Haven Urbanized areas per FY02 “memoranda of understanding” (MOUs).

### 3.3 *Advanced Planning*

*Local Accident Reduction Program.* Sought municipal interest in the Department’s annual local accident reduction program (January, 2005)—resulting in a Milford (Gulf Street) application.

*FTA Section 5310.* Established annual non-profit capital support priorities (March, 2005) per an outreach process, advice of public transit operators and Council action.

## ***Fiscal Year 2006 Tasks***

### 3.1 *Surface Transportation Program (Allocated Support)*

*Maintain a STP Program.* Maintain a six-year program that balances priorities, cost control policies, 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 process of joint municipal-Council project definition in advance of ConnDOT “concept team” attention; SCRCOG participation through the scoping-to-project programming process; and Council monitoring of programmed work.

*USDOT Urbanized Areas.* Continue programming consultation with regional planning organizations comprising the new (post-2000 Census) Bridgeport-Stamford and New Haven-Meriden urbanized areas per FY02 MOUs.

### 3.2 *Transportation Improvement Program*

*Maintain the FY2005-FY 2009 TIP.* Effect change and review consistent with the region’s *Transportation Plan* and state-defined financial constraints per a well-established Transportation Technical Committee, Transportation Committee (elected officials) and Council review process. Observe public outreach “Participation Guidelines” (June, 2005) including direct Transportation Committee email notice (agenda cover page and indication that complete agenda is available on SCRCOG’s web site) to media and approximately 100 people (including municipal staff, ConnDOT staff, transit operators and members of the public) who have requested notice.

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<sup>21</sup> Council of Governments, “Public Participation Guidelines, Transportation Planning Guidelines” (North Haven: SCRCOG, June, 2005)—reviewed annually per USDOT requirements and available on SCRCOG’s web site (scrcog.org).

*Adopt a FY2007-FY2011 TIP.* Adopt a new five year *TIP* per USDOT guidelines.<sup>22</sup> Frame (review initial ConnDOT draft content and adjust MS Access queries and report structure as necessary per a new time frame) and review successive versions of a draft FY07-FY11 *TIP* through the March-May, 2006 period; effect public outreach per adopted public participation guidelines (including coordination with ConnDOT); and adopt in May, 2006 after Technical Committee-Transportation Committee review. Publish a new (adopted) *Program* in June, 2006 while USDOT *STIP* review/approval is in progress. Consider moving to TELUS for *TIP* management through the January-March, 2006 period.<sup>23</sup>

### 3.3 *FTA Section 5310 (Formerly Section 16(b) (2)) Assistance*

*Outreach to Non-Profit Organizations.*<sup>24</sup> Share notice of an annual Section 5310 (non-profit capital assistance) opportunity and help potential non-profit applicants advance proposals consistent with FTA and ConnDOT guidelines (January, 2006).

*Annual Priorities.* Establish regional priorities via mayors and first selectmen and share priorities with ConnDOT to facilitate the annual statewide program development process (March, 2006).

### 3.4 *Advanced Planning*

*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, 2005).

## **Products**

1. *Maintain a FY2005-2009 TIP.* Maintain the current (June, 2004) five-year *Transportation Improvement Program* per the Council’s public participation process and effect amendments as appropriate through the year.<sup>25</sup>
2. *Adopt a FY2007-FY2011 TIP.* Adopt and publish a new five-year *TIP* after outreach and review (May-June, 2006).
3. *Local Accident Reduction Program.* Prepare “applications” for ConnDOT review in association with interested municipalities (April, 2006).

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<sup>22</sup> 23 CFR 324.

<sup>23</sup> New Jersey Institute of Technology, *Users Manual: TELUS, Transportation, Economic and Land Use System, Version 3.0*, prepared for the U.S. Federal Highway Administration (Newark, NJ: NJIT, 2003).

<sup>24</sup> FTA support for public sector organizations occurs via Section 5307 per annual Greater New Haven Transit District outreach and *TIP* action—Section 5310 participation is unnecessary.

<sup>25</sup> Adopting a new “air quality conformity statement” as necessary per the statewide plan development-programming processes.



4. *FTA Section 5310 Capital Priorities.* Share with ConnDOT after Council review (March, 2006).

**Staff Requirements**

See Tables 5 and 6.

**Table 5**  
**Task 3 Staff Requirements**  
 Hours in man-hours (No Overhead)  
 Cost in dollars

Task	Director hours	Director cost	Planners hours	Planners cost	Plan Assists hours	Plan Assists cost	Temp hours	Temp cost	Total hours	Total cost	(table 6) cost
3.1 maintain a stp program	76	3,500	250	8,300	29	700	0	0	355	12,500	12,500
3.2 transp improvement program	87	4,000	241	8,000	41	1,000	0	0	369	13,000	13,000
3.3 fta section 5310	4	200	9	300	0	0	0	0	13	500	500
3.4 advanced planning	36	1,650	117	3,900	12	300	0	0	166	5,850	5,850
Total Task 3	204	9,350	617	20,500	82	2,000	0	0	902	31,850	31,850
Total Task 3 From Table 11		9,350		20,500		2,000		0		31,850	0

**Table 6**  
**Task 3 Support**  
 No Overhead  
 Cost in dollars

Task	New Consolidated Planning Support	FY02 FHWA Release	FTA		Total
			Sec 5307	Sec 5303 Carryover	
3.10 maintain a stp program	12,500	0	0	0	12,500
3.20 transp improvement program	13,000	0	0	0	13,000
3.30 fta section 5310	500	0	0	0	500
3.40 advanced planning	5,850	0	0	0	5,850
Total Task 3	31,850	0	0	0	31,850
Total Task 3 From Table 11	31,850	0	0	0	31,850

#### ***Task 4: Involvement Of Citizens, Professionals And Elected Officials***

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##### ***Objectives***

1. Facilitate a timely flow of information to interested individuals and organizations.
2. Provide a focus for public and professional input prior to review of the region's *Transportation Plan, Transportation Improvement Program* and other key products by chief elected officials.
3. Actively elicit ideas and reactions from people and organizations with strong interests in specific projects, studies, areawide plans and/or decision-making processes. Ensure that outreach, review and project definition respond to USDOT/ConnDOT "environmental justice" initiatives including proactive outreach.
4. Share technical material with professionals, elected officials and the public at appropriate times as major *Plan* and *Program* efforts progress. Frame materials to meet needs and grasps of respective interest groups.

##### ***Year 2005 Work Program***

Seven basic mechanisms permitted the Council of Governments to interact with a broad array of individuals and organizations during FY 05.

1. *Annual Report*

A brochure describing the flavor and emphasis of Council activities and the planning-programming process. The notion of a cooperative state-regional-municipal planning process is imparted. Next published in January, 2006.

2. *Media Coverage*

A Transportation Committee agenda email notification process includes 35 area media organizations—ensuring that all proposed *TIP* and *Plan* actions are brought to the public's attention in a timely manner. Meeting notices referencing proposed Transportation Committee/Council actions and SCRCOG publications were regularly shared with newspapers of general circulation (including the dominant *New Haven Register*, the *Connecticut Post*, the *Meriden Record-Journal* and one half dozen local (non-daily) newspapers in the region), specialized newspapers and radio and television news departments. The *New Haven Register* and the *Connecticut Post* frequently cover Council meetings while WQUN (Quinnipiac University) interviews the Executive Director twice each year.

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

recommendations and physical planning proposals to the Council as a whole. One hundred (100) persons, including advocacy organizations and private transit operators, are apprised of committee meetings by email, invited to secure complete agendas on SCRCOG's web site and provided an opportunity to share concerns and/or perspective in an informal meeting environment. Council "Public Participation Guidelines" encourage broad, ongoing participation via the committees; seeking views and guidance before draft *Plan* and *Program* materials are shaped.<sup>26</sup>

#### 4. *Public Meetings*

A variety of meetings facilitated FY 05 planning activities—meetings including:

1. Key ConnDOT central I-95 design public hearings.
2. I-91 TIA, Coastal Corridor TIA and TSB meetings.
3. Rideworks' monthly meetings. SCRCOG's Executive Director serves on Rideworks' Board of Directors.
4. the Connecticut Maritime Commission (supplanting the former Connecticut Port Authority). SCRCOG's Executive Director serves on the Maritime Commission.
5. Periodic Connecticut Association for Community Transportation meetings where paratransit planning and operations experience are shared.
6. 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.
7. 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
8. Regional Growth Connection Technical and Policy Committee meetings. The RGC, a Regional Growth Partnership affiliate, shapes the region's "welfare to work" transportation commitment together with state, municipal and regional partners.
9. Regional Alliance work sessions. The six-year-old Alliance brings a broad array of regionally oriented organizations together to share experience, initiatives and ideas.
10. Periodic public work sessions preceding major Council actions or related to major Council planning products.<sup>27</sup>
11. Monthly meetings of local chambers of commerce in the 15 town region (hosted by SCRCOG).

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<sup>26</sup> Council of Governments, "Public Participation Guidelines, Transportation Planning Guidelines" (North Haven: SCRCOG, June, 2005)—reviewed annually per USDOT requirements and available on SCRCOG's web site (scrcog.org).

<sup>27</sup> Including *Plan* and *TIP* adoption per "Public Participation Guidelines".

12. 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 2005 meetings similarly permitted chief elected officials to interact directly with ConnDOT as central I-95 construction period traffic management plans were reviewed and refined.<sup>28</sup>

(6) *SCRCOG Web Site*

The site ([www.scrcog.org](http://www.scrcog.org)) provides ready access to Council meeting agendas, reports and memos including “Public Participation Guidelines”, the *Transportation Improvement Program (TIP)* (revised to date), proposed *TIP* amendments and *Mobility* (the region’s transportation plan). Links to ConnDOT, municipalities, data sources and transit/transportation sites are included.

(7) *Public Participation Guidelines*

Written guidelines, reviewed annually by chief elected officials, describe Council outreach mechanisms.<sup>29</sup>

***Fiscal Year 2006 Tasks***

FY 2006 efforts build upon fiscal year 2005 activity to refine and extend proactive outreach mechanisms directed to the minority and economically disadvantaged community—pursuing environmental justice goals.<sup>30</sup> Outreach and interaction will gradually shape a communications/participation program correlate with state-national emphasis and the needs of the South Central Connecticut’s minority and low-income communities. Efforts focus on enhanced involvement and communication—working with municipalities, transit operators and ConnDOT to gain direct, clear, straightforward understandings about perceived transportation needs. New initiatives that support environmental justice goals seek extend a current relationship with the Connecticut Coalition for Environmental Justice’s New Haven EJ Coalition—seeking to involve:

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<sup>28</sup> Plans stemming from U.S. Federal Highway Administration, *Federal Highway Administration Record of Decision for Interstate 95 New Haven Harbor Crossing, Pearl Harbor Memorial Bridge (Q-Bridge)*, FHWA-CT-EIS-91-01F, State Project No. 92-354 (Washington: FHWA, August, 1999).

<sup>29</sup> Per 23 *CFR* 450.316.

<sup>30</sup> Building on recent direction offered by the Capitol Region Council of Governments and SCRCOG’s *Environmental Justice Briefing Package: Transportation Planning, 2003-2004 Goals and Outreach* (May, 2003). See CRCOG’s *Environmental Justice and CRCOG’s Transportation Planning Program* (December, 2002) and *Atlas of Low-Income and Minority Populations in the Capitol Region* (January, 2003)—both framed per a USDOT “Environmental Justice Challenge Grant” extended to three MPOs (including San Antonio and Washington, D.C.) seeking to find better outreach mechanisms and reassess/improve environmental justice policy.

- Empower New Haven—the City’s five-year-old non-profit Empowerment Zone organization. Empower New Haven “Neighborhood Management Teams” provide an effective community-based outreach mechanism.
- the West Haven Black Coalition.
- the City of New Haven’s “Community Management Team” composed of neighborhood associations.

Parallel efforts continue to define other locally based low-income/minority-oriented outreach mechanisms that can help with continuing interaction.

**Staff Requirements**

See Tables 7 and 8.

**Table 7**  
**Task 4 Staff Requirements**  
 Hours in man-hours (No Overhead)  
 Cost in dollars

Task	Director hours	Director cost	Planners hours	Planners cost	Plan Assists hours	Plan Assists cost	Temporary hours	Temporary cost	Total hours	Total cost	Control (table 8)
4.1 annual report	20	927	0	0	0	0	0	0	20	927	927
4.2 media coverage	39	1,800	0	0	0	0	0	0	39	1,800	1,800
4.3 transportation committee	65	3,000	21	700	0	0	0	0	87	3,700	3,700
4.4 public meetings	87	4,000	36	1,200	0	0	0	0	123	5,200	5,200
4.5 council meetings	65	3,000	45	1,500	0	0	0	0	111	4,500	4,500
4.6 reports and memorandums	37	1,711	15	489	0	0	0	0	52	2,200	2,200
4.7 scrog web site	0	0	54	1,811	0	0	0	0	54	1,811	1,811
4.8 public participation guidelines	17	800	9	300	0	0	0	0	26	1,100	1,100
<b>Total Task 4</b>	<b>332</b>	<b>15,238</b>	<b>181</b>	<b>6,000</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>513</b>	<b>21,238</b>	<b>21,238</b>

**Table 8**  
**Task 4 Support**  
 Hours in man-hours (No Overhead)  
 Cost in dollars

Task	New Consolidated Planning Support	FY02 FHWA Release	FTA		Total
			Sec 5307	Carryover	
4.10 annual report	927	0	0	0	927
4.20 media coverage	1,800	0	0	0	1,800
4.30 transportation committee	3,700	0	0	0	3,700
4.40 public meetings	4,200	0	0	1,000	5,200
4.50 council meetings	4,500	0	0	0	4,500
4.60 reports and memorandums	2,200	0	0	0	2,200
4.70 scrog web site	1,300	0	0	511	1,811
4.80 public participation guidelines	1,100	0	0	0	1,100
<b>Total Task 4</b>	<b>19,727</b>	<b>0</b>	<b>0</b>	<b>1,511</b>	<b>21,238</b>
<b>Total Task 4 From Table 11</b>	<b>19,727</b>	<b>0</b>	<b>0</b>	<b>1,511</b>	<b>21,238</b>

## ***Task 5: Program Administration***

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### ***Objectives***

1. Schedule planning activities. Permit progress and priorities to guide the flow of individual work tasks.
2. Ensure that expenditures are well documented and cost-effective.

### ***Fiscal Year 2005 Work Program***

1. *Annual FY2006 Unified Planning Work Program (Transportation Work Program)*. Adopted a detailed work program after outreach and consultation.
2. *Annual Audit*. Effected an A-130 and related State of Connecticut audit in December, 2004 per Council-ConnDOT agreement.

### ***Fiscal Year 2006 Tasks***

#### ***5.1 Mid-Year FY2006 Work Program Review***

Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

#### ***5.2 Develop FY 2007 Work Program (UPWP)***

*A Multi-Modal Program*. Reflect both highway- and transit-oriented work tasks.

*Observe Process*. Frame through early outreach (largely the Transportation Committee meeting agenda email process) and final action of mayors and first selectmen. Observe Council "Public Participation Guidelines" throughout.

#### ***5.3 Certification***

*Self-Certification*. Effect annual 23 *CFR* Part 450 certification by mayors and first selectmen that the planning process is consistent with applicable federal regulations.<sup>31</sup> Submit to ConnDOT, FHWA and FTA in June, 2006.

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<sup>31</sup> Per 23 *CFR* 450.334 (a). "The State and the MPO shall annually certify to the FHWA and the FTA that the planning process is addressing the major issues facing the area and is being conducted in accordance with all applicable requirements..."

5.4 Progress Reports

*Financial Control.* Maintain financial records and develop reports in accordance with prescribed USDOT and ConnDOT practice.

*Quarterly Reports.* Develop quarterly narrative and financial status reports for funding agencies.

*Annual Affirmative Action Plan.* Review and revise (as appropriate) Council’s ConnDOT-required “Affirmative Action Plan” (November, 2006).

*Annual A-130 and State Audit.* Comprehensive audit of Council FY 2005 revenue, expenditures and internal management practices (December 1, 2005 as established by ConnDOT).

5.5 Final Project Report

*Report.* A full narrative report identifying all significant program products and deficiencies (June, 2006).

**Staff Requirements**

See Tables 9 and 10.

**Table 9**  
**Task 5 Staff Requirements**  
Hours in man-hours (No Overhead)  
Cost in dollars

Task	Director	Director	Planners	Planners	Plan Assists	Plan Assists	Temp	Temp	Total	(table 10)	
	hours	cost	hours	cost	hours	cost	hours	cost	hours	cost	cost
5.1 review fy2006 program	9	400	6	200	0	0	0	0	15	600	600
5.2 develop fy2007 work program	26	1,200	36	1,200	0	0	0	0	62	2,400	2,400
5.3 certification	0	0	6	200	0	0	0	0	6	200	200
5.4 progress reports	22	1,000	18	600	0	0	0	0	40	1,600	1,600
5.5 final report	9	400	9	300	0	0	0	0	18	700	700
Total Task 5	65	3,000	75	2,500	0	0	0	0	141	5,500	5,500
Total Task 5 From Table 11		3,000		2,500						5,500	

**Table 10**  
**Task 5 Support**  
Hours in man-hours (No Overhead)  
Cost in dollars

Task	New Consolidated Planning Support	FY02 FHWA Release	FTA			Total
			Sec 5307	Sec 5303 Carryover		
5.10 review fy2006 program	600	0	0	0	600	
5.20 develop fy2007 work program	2,400	0	0	0	2,400	
5.30 certification	200	0	0	0	200	
5.40 progress reports	1,600	0	0	0	1,600	
5.50 final report	700	0	0	0	700	
Total Task 5	5,500	0	0	0	5,500	
Total Task 5 From Table 11	5,500	0	0	0	5,500	

## ***Schedule And Budget***

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Figure 4 suggests an anticipated Fiscal Year 2006 work schedule; only principal work tasks are depicted. Anticipated completion dates are associated with Task 1 through 5 products.

### *Budget*

Table 11, “Staff Requirements”, associates work tasks with staff time and resultant costs; only direct costs (staff salary) are reflected. Table 12 “Fiscal Year 2006 Budget” suggests the full range of continuing transportation planning expenditures funded by a mix of new and continuing (“carry-over”) support—a \$1,033,948 FY06 planning program.

### *New (FY 2006) Support<sup>32</sup>*

U.S. Federal Highway Administration (Metropolitan Planning Funds) and U.S. Federal Transportation Administration (Section 5303 Technical Studies Program) via the Connecticut Department of Transportation--\$627,384. Joint FHWA-FTA support reflects USDOT’s new consolidated planning (or “flex”) program administered by FHWA.  
Connecticut Department of Transportation for continuing planning activities--\$78,423.<sup>33</sup>  
Municipalities through the Council of Governments-- \$78,423.

### *Continuing (Carry-Over) Funds*

U.S. Federal Transportation Administration per the Section 5303 Technical Studies Program--\$79,600 (federal funds now under contract per Council’s FY 2005 ConnDOT planning agreement).  
U.S. Federal Highway Administration via the Connecticut Department of Transportation (unexpended federal fiscal year 2002 support released after audit)--\$120,188 (largely attributable to staff turnover during the fiscal year).  
Municipalities through the Council of Governments--\$24,965 complementing FTA funds now under contract and newly released FHWA FY02 support).  
Connecticut Department of Transportation for continuing planning activities--\$24,965 (complementing FTA funds now under contract and newly released FHWA FY02 support).

Direct (non-salary) costs are reflected in Table 13 while Tables 14 and 15 associate staff, overhead (1.2338 percent) and direct costs with work tasks and federal funding programs. Average hourly (billable) rates include: Executive Director-\$45.83; Planner-\$33.24, Planning Assistant-\$24.53; and Field-\$8.75.

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<sup>32</sup> Current fiscal year planning funds normally stem from the previous federal fiscal year’s apportionment; e.g. FFY05 allocations support FY06 planning activity. Estimated FY06 support (new funds and a release of FY02 FHWA support) are reflected in Connecticut Department of Transportation “Fiscal Year 2006 Unified Planning Work Program”, March 15, 2005 memo from Gerald T. Jennings, Transportation Assistant Planning Director, Bureau of Policy and Planning, to Regional Planning Organization Directors. FY05 FTA carry-over estimates via SCRCOG.

<sup>33</sup> A 10 percent state and 10 percent Council “match” for joint FHWA- FTA support.



Figure 4

**Fiscal Year 2006  
Principal Work Tasks**

	J	A	S	O	N	D	J	F	M	A	M	J
<b>1. Monitoring and Projections</b>												
1.2 demand modeling database												
1.3 share new intersection counts												
1.3 commuter parking surveys												
1.3 produce annual FHWA 536 data												
1.3 acquire annual CMS monitoring data												
<b>2. Transportation Plan Development</b>												
2.1 environmental justice												
2.1 regional transit development strategies												
2.1 milford rr station structured parking												
2.2 annual congestion management review												
2.2 us5 planning/preliminary design (wallingford)												
2.2 rt122 corridor study												
2.2 pedestrian safety												
2.2 transcad demand model chain improvements												
2.2 whitney ave-dixwell ave chokepoint												
2.2 central I-95 construction management plan												
<b>3. Transportation Improvement Program</b>												
3.2 FY 2007-FY2011 TIP												
3.3 fta section 5310												
3.4 local accident reduction program												
<b>4. Public Involvement</b>												
4.1 annual report												
<b>5. Program Administration</b>												
5.1 mid-year FY2006 work program review												
5.2 develop FY 2007 work program												
5.4 annual A-130 and state audit												

**Table 11 A**  
**Staff Requirements**  
 Dollars (Direct Salary Costs)

	Director	Planners	Planning		Total
			Assistants	Temporary	
Table 12 Control	36,985	129,767	12,075	25,000	203,827
FHWA (PL)	36,985	129,767	12,075	25,000	203,827
1 Monitoring and Projections	0	13,000	6,075	25,000	44,075
2 Transportation Plan Develop	12,908	92,267	4,000	0	109,175
3 Transportation Improve Prog	9,350	18,000	2,000	0	29,350
4 Involvement	11,727	5,000	0	0	16,727
5 Program Administration	3,000	1,500	0	0	4,500
Table 12 Control	9,166	53,214	1,377	0	63,757
FTA 5303 (New)	9,166	53,214	1,377	0	63,757
1 Monitoring and Projections	0	3,000	0	0	3,000
2 Transportation Plan Develop	7,166	45,714	1,377	0	54,257
3 Transportation Improve Prog	0	2,500	0	0	2,500
4 Involvement	2,000	1,000	0	0	3,000
5 Program Administration	0	1,000	0	0	1,000
Table 12 Control	4,583	25,008	1,208	0	30,799
FTA 5303 Carry-Over	4,583	25,008	1,208	0	30,799
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	3,072	25,008	1,208	0	29,288
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	1,511	0	0	0	1,511
5 Program Administration	0	0	0	0	0
Table 12 Control	0	15,734	0	15,734	15,734
FY02 FHWA Release	0	15,734	0	0	15,734
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	0	15,734	0	0	15,734
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	0	0	0	0	0
5 Program Administration	0	0	0	0	0
Table 12 Control	0	0	0	0	314,117
Total	50,734	223,723	14,660	25,000	314,117
1 Monitoring and Projections	0	16,000	6,075	25,000	47,075
2 Transportation Plan Develop	23,146	178,723	6,585	0	208,454
3 Transportation Improve Prog	9,350	20,500	2,000	0	31,850
4 Involvement	15,238	6,000	0	0	21,238
5 Program Administration	3,000	2,500	0	0	5,500

**Table 11 B**  
**Staff Requirements**

Person Hours

	Director	Planning			Total
		Planners	Assistants	Temporary	
FHWA (New)	807	3,904	492	2,857	8,060
1 Monitoring and Projections	0	391	248	2,857	3,496
2 Transportation Plan Develop	282	2,776	163	0	3,220
3 Transportation Improve Prog	204	542	82	0	827
4 Involvement	256	150	0	0	406
5 Program Administration	65	45	0	0	111
FTA 5303 (New)	200	1,601	56	0	1,857
1 Monitoring and Projections	0	90	0	0	90
2 Transportation Plan Develop	156	1,375	56	0	1,588
3 Transportation Improve Prog	0	75	0	0	75
4 Involvement	44	30	0	0	74
5 Program Administration	0	30	0	0	30
FTA 5303 Carry-Over	100	752	49	0	902
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	67	752	138	0	957
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	33	0	0	0	33
5 Program Administration	0	0	0	0	0
FTA 5307 New	0	0	0	0	0
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	0	0	0	0	0
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	0	0	0	0	0
5 Program Administration	0	0	0	0	0
Other	0	473	0	0	473
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	0	473	0	0	473
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	0	0	0	0	0
5 Program Administration	0	0	0	0	0
Total	1,107	6,731	598	2,857	11,292
1 Monitoring and Projections	0	481	248	2,857	3,586
2 Transportation Plan Develop	505	5,377	268	0	6,150
3 Transportation Improve Prog	204	617	82	0	902
4 Involvement	332	181	0	0	513
5 Program Administration	65	75	0	0	141

**Table 12**  
**Fiscal Year 2006 Budget**  
 Dollars

	SOURCE			
	total	consolidated support	new carryover 5303	FY02 FHWA
<i>Staff</i>				
Council Staff	289,117	242,584	30,799	15,734
Temporary Staff (Field)	25,000	25,000	0	
	314,117	267,584	30,799	15,734
<i>Direct Costs</i>				
Reproduction (outside services)	1,400	0	300	0
Travel	20,500	1,100	400	0
Hardware (1)	2,800	20,100	0	0
Transportation Software(2)	6,800	2,800	0	0
General Operations (3)	1,700	6,800	0	0
Consultants (Transportation) (4)	299,000	154,000	30,000	115,000
Total Direct	332,200	154,000	30,700	115,000
Council Indirect (1.2338)	387,558	330,145	38,000	19,413
Total Expenses	1,033,875	784,229	99,499	150,147
Total Funds Available	1,033,878	784,229	99,500	150,148

(1) three JAMAR Model DB400 intersection counting units.

(2) principally Transcad, Digital Highway, JAMAR and USDOT upgrades through McTrans (T-7F and HCS)

(3) including books, reports, technical training and advertising.

(4) per text

**Table 13**

*Direct Costs: Other than Staff*

*Dollars*

	task1	task2	task3	task4	task5	total	table 12 control
Reproduction	0	0	0	1,400	0	1,400	1,400
new consolidated support	0	1,100	0	0	0	1,100	1,100
fta 5303 carry-over	0	300	0	0	0	300	300
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	0	0	0	0	0	0
Travel	9,800	8,400	1,700	500	100	20,500	20,500
new consolidated support	9,800	8,200	1,500	500	100	20,100	20,100
fta 5303 carry-over	0	200	200	0	0	400	400
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	0	0	0	0	0	0
Hardware Purchase	2,800	0	0	0	0	2,800	2,800
new consolidated support	2,800	0	0	0	0	2,800	0
fta 5303 carry-over	0	0	0	0	0	0	0
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	0	0	0	0	0	0
Purchase Transportation Software and Publications	0	6,800	0	0	0	6,800	6,800
new consolidated support	0	6,800	0	0	0	6,800	6,800
fta 5303 carry-over	0	0	0	0	0	0	0
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	0	0	0	0	0	0
General Operations	0	1,300	200	200	0	1,700	1,700
new consolidated support	0	1,300	200	200	0	1,700	1,700
fta 5303 carry-over	0	0	0	0	0	0	0
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	0	0	0	0	0	0
Consultant (Transportation Planning)	0	299,000	0	0	0	299,000	299,000
new consolidated support	0	154,000	0	0	0	154,000	154,000
fta 5303 carry-over	0	30,000	0	0	0	30,000	30,000
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	115,000	0	0	0	115,000	115,000
Total	12,600	316,900	1,900	700	100	332,200	332,200
new consolidated support	12,600	171,400	1,700	700	100	186,500	186,500
fta 5303 carry-over	0	30,500	200	0	0	30,700	30,700
fta 5307 (new)	0	0	0	0	0	0	0
FY02 FHWA Release	0	115,000	0	0	0	115,000	115,000

**Table 14**  
**Cost Summary**  
 Dollars

	COG Staff	Temp Staff	Other Direct	Indirect	Total
table 12 control	242,584	25,000	186,500	330,145	784,229
New Consolidated Support	242,584	25,000	186,500	330,145	784,229
1 Monitoring and Projections	22,075	25,000	12,600	58,081	117,756
2 Transportation Plan Develop	163,432	0	171,400	201,642	536,474
3 Transportation Improve Prog	31,850	0	1,700	39,297	72,847
4 Involvement	19,727	0	700	24,339	44,766
5 Program Administration	5,500	0	100	6,786	12,386
table 12 control	30,799	0	30,700	38,000	99,499
FTA 5303 (Carry-Over)	30,799	0	30,700	38,000	99,499
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	29,288	0	30,500	36,136	95,924
3 Transportation Improve Prog	0	0	200	0	200
4 Involvement	1,511	0	0	1,864	3,375
5 Program Administration	0	0	0	0	0
table 12 control	15,734	0	115,000	19,413	150,147
FY02 FHWA Release	15,734	0	115,000	19,413	150,147
1 Monitoring and Projections	0	0	0	0	0
2 Transportation Plan Develop	15,734	0	115,000	19,413	150,147
3 Transportation Improve Prog	0	0	0	0	0
4 Involvement	0	0	0	0	0
5 Program Administration	0	0	0	0	0

**Table 15**  
**Funding Summary**  
*Staff, Direct and Indirect*  
*Dollars*

	Federal	State	Local	Total
New Consolidated Support	627,383	78,423	78,423	784,229
1 Monitoring and Projections	94,205	11,776	11,776	117,756
2 Transportation Plan Develop	429,180	53,647	53,647	536,474
3 Transportation Improve Prog	58,277	7,285	7,285	72,847
4 Involvement	35,813	4,477	4,477	44,766
5 Program Administration	9,909	1,239	1,239	12,386
FTA 5303 (Carry-Over)	79,599	9,950	9,950	99,499
1 Monitoring and Projections	0	0	0	0
2 Transportation Plan Develop	76,739	9,592	9,592	95,924
3 Transportation Improve Prog	160	20	20	200
4 Involvement	2,700	338	338	3,375
5 Program Administration	0	0	0	0
table 12 control	0	150,147	0	150,147
FY02 FHWA Release	0	0	0	0
1 Monitoring and Projections	0	150,147	0	150,147
2 Transportation Plan Develop	0	0	0	0
3 Transportation Improve Prog	0	0	0	0
4 Involvement	0	0	0	0
5 Program Administration	0	0	0	0
Total	706,982	238,519	88,373	1,033,875
1 Monitoring and Projections	94,205	11,776	11,776	117,756
2 Transportation Plan Develop	505,918	213,386	63,240	782,545

### Hardware

Limited hardware expenditures acquire three (3) new JAMAR Model DB 400 intersection counting units—allowing SCRCOG to expand its seasonal turning movement count program (moving from four to six part-time employees and adding one (1) spare unit for the six person team).

### Consultants

Consultants supplement Council staff to help accomplish the work program (Table 12):

- assisting with GPS travel time software applications (Task 1) (\$2,000) (AECOM) (New Consolidated Support).
- effecting enhancements to SCRCOG’s TransCAD demand modeling chain (Task 2) (\$20,000) (Caliper Corporation) (New Consolidated Support).
- providing new SCRCOG staff with on-site TransCAD training (Task 2) (\$2,000) (Caliper Corporation) (New Consolidated Support).
- performing alternative definition/functional design/cost estimation work associated with the *US5 Planning/Preliminary Design* (Wallingford) (Task 2) (\$40,000) (New Consolidated Support-\$30,000 and FY02 FHWA Release-\$10,000).
- performing a *Route 22 Study* (Task 2) (\$105,000) (FY02 FHWA Release) (Consultant to be retained per normal ConnDOT qualifications-based process).
- extending *Central I-95 Construction Period Transit and Transportation Management Plan* work (Task 2) (\$100,000) (New Consolidated Support).
- completing the *Milford Railroad Station Structured Parking Study* (Task 2) (\$30,000) (Per a SCRCOG-Milford Transit District agreement that allowed the District to retain Desman Associates/Harbour, Clough Associates per FTA- and ConnDOT-defined consultant selection guidelines.) (FY05 FTA Carryover Support).

Existing relationships with Urbitran Associates, Caliper Corporation (TransCAD) and AECOM will be extended through the fiscal year. Consultant assistance relative to new a *Route 22 Study* will be solicited per normal Council-ConnDOT-FTA procedures.<sup>34</sup>

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<sup>34</sup> Observing guidelines in ConnDOT’s “Consultation Requirements Outline” (Bureau of Policy and Planning, February, 2000).