

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

***Fiscal Year 2007
July, 2006—June, 2007***

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Key Issues for the 2007 Program Year

Responding to the Goals of SAFETEA-LU

The new Federal transportation act, the Safe, Accountable Efficient Transportation Equity Act – a Legacy for Users 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 both the Regional Plan of Conservation and Development and 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 has been planned 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 will emphasize the formulation of a Long Range Plan document that is responsive to public concerns regarding issues such as smart growth, non-vehicular transportation, and context sensitive design solutions.

As indicated in the title of the new Federal transportation act, the safety of our transportation network has become an increasing concern, and a key consideration in the selection and prioritization of future projects. Many of our proposed work program elements respond to this challenge, including a Regional Bicycle and Pedestrian Plan, as well as several local area and corridor studies (i.e. the Sawmill Road Access Management Study, Wilbur Cross Parkway Ramp Adjustment Study, I-95 Operations Study and the Route 34 Corridor Traffic Study) to address previously identified transportation issues, and ongoing staff work to identify locations for further detailed study and analysis.

SCRCOG's 2007 Unified Planning Work Program (UPWP) addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with 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 section of the UPWP identifies objectives, prior FY 2006 work program activity, and major activities for the FY 2007 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. Due to modified Federal Highway Administration-Federal Transportation Administration administrative procedures, separate accounting is no longer required for highway and transit-related projects. However, maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

The 2007 UPWP work program consists of six work tasks:

Task 1: Management of the Planning Process - Program Administration

Task 2: Policy Planning - Transportation Plan Development

Task 3: Data Collection/Analysis - Monitoring and Projections

Task 4: Planning Studies

Task 5: Project Programming

Task 6: Public Participation

Work Program Highlights

Program Element/Study	Description	Consultant Support
Long Range Transportation Plan	Prepare and adopt a Long Range Transportation Plan that conforms to State and Federal guidelines.	None
Regional Bicycle/ Pedestrian Plan	Prepare a planning document that identifies constraints and opportunities for greater use of non-vehicular transportation modes with the region and highlights design and operational improvement concepts for further detailed examination.	\$75,000
Route 34 Corridor Traffic Study	First phase of a two-year analysis of traffic operational issues and mitigation for the Route 34 corridor area in New Haven.	\$110,000
New Haven Truck Route Study	Evaluate the impacts of truck traffic on the primary roadway network, as well as adjacent residential properties. Determine optimal truck route network. Identify enforcement and signage improvements to reduce truck impacts.	\$75,000
Wilbur Cross Pkwy Ramp Adjustment Study	Determine the relative merits of a Wilbur Cross Parkway/US5 (Wallingford) ramp adjustment.	\$50,000
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.	\$17,721
Sawmill Road Access Management Study	Identify roadway design concepts and traffic operations improvements to address existing deficiencies in the redevelopment area in the vicinity of Sawmill Road (Route 162) and I-95 interchange 42.	\$75,000
I-95 Operations Study – On-Call Consultant	Continue on-call consultant assistance to identify operational deficiencies and potential mitigation measures to respond to changing operational conditions as a result of the I-95 Corridor (Pearl Harbor Memorial/Q Bridge) construction program.	\$75,000
Unified Response Manual	Develop a Unified Response Manual (URM) that will be compliant with the National Incident Management System (NIMS).	\$20,000
Total		\$497,721

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 2006 planning work program after outreach and consultation at its July 11, 2005 meeting. SCRCOG's 2004 - 2005 audit was performed by a certified public accountant from the firm of Kilcadie, Randall & McNab and accepted by SCRCOG on September 28, 2005 as following recognized procedures and practices.

The Affirmative Action Plan for SCRCOG was approved by resolution at the February 22, 2006 Council meeting.

Major 2007 Activities

Mid-Year FY 2007 Work Program Review - Review and adjust the work program relative to emerging issues, opportunities and progress through the first six months.

Develop FY 2008 Work Program (UPWP)-Work with Council members through the Transportation Technical Committee to develop a 2008 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 2007).
- *Annual Audit*. Comprehensive audit of Council FY 2006 revenue, expenditures and internal management practices (September 2006).

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

Task 2: Policy Planning

Objectives

1. Prepare a Regional Long Range Plan by July 1, 2007, incorporating multiple opportunities for municipal and general public input.
2. Identify general direction for future SCRCOG work and offer member municipalities a range of options and experience gained from basic planning research.

Prior Year Activity

Follow-up on prior Plan initiatives. This is a new task for the 2007 Work Program. During 2006, SCRCOG staff prepared a revised *Public Participation Guideline* (identified under Task 6, Public Participation), and responded to priorities identified during prior years in the *2004 Regional Transportation Plan* and in the *Regional Transit Study* (FY 2005).

Major 2007 Activities

Long Range Plan Update. SCRCOG will update our previous (2004) Long Range Plan document so that it conforms to all the requirements of SAFETEA-LU for adoption by the Council in March of 2007. This plan will be developed in close coordination with an update of the Regional Plan of Conservation and Development, and will involve extensive public outreach activities and workshop meetings with a wide range of interest groups.

The updated plan document will contain:

- Review of environmental issues and constraints facing the region, developed in consultation with relevant regulatory agencies.
- Identification of a fiscally constrained program for capital projects and for system operations and maintenance.
- Comparison of transportation and land use planning elements through a common public outreach and vision-development process.

Regional Pedestrian & Bicycle Study. Following up on the 2005-2006 trail mapping project (funded with a DEP grant outside the UPWP), this study will provide a conceptual framework for increasing the attractiveness and effectiveness of bicycle and pedestrian transportation on a region-wide basis. The study will begin with a visioning process tied in to the Regional Transportation Plan update to identify goals for both of these modes. A key area for goal-setting and evaluation will be 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. The Regional Study will also provide SCRCOG with additional staff and consultant resources to address high priority pedestrian safety locations identified in the FY 2005 and 2006 work program years.

Task 3: 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.
5. Continue a congestion monitoring program to provide estimates of peak period travel time along arterial roadways and freeways. This information is a critical component in the identification of issues and formulation of the Long Range Transportation Plan.

Prior Year Activity

Traffic Data Collection Program. Continued the region's manual turning movement count program in the fall of 2005 and spring of 2006 primarily to support major study efforts, such as the Route 5 Corridor Study, the I-95 Central Corridor Traffic Operations and Management Study and Route 22 Corridor Planning Study. Data was collected at approximately 50 intersections during each of the two counting periods, for a total of 100 intersections. Additional ATR traffic counts were collected in the course of the Route 22 and I-95 studies and these were shared with the participating towns. 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 2004 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 2007 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 2006 and spring of 2007. 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. Continue collection of travel speed and delay data to support congestion management system planning. Identify technical requirements to fully integrate congestion monitoring data collection with the regional transportation model and to better calibrate the model to "real world" conditions and to respond to emerging transportation challenges. SCRCOG staff will work with both an on-call consultant and 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).

Safety Monitoring. Review safety data, goals, objectives and strategies to promote safety.

Products

- Model Database Updates
- Traffic Data Collection
- Commuter Parking Lot Occupancy
- Congestion Monitoring

Schedule

Traffic Data Collection. Fall and spring counting programs (November 2006 and May 2007).

Commuter Parking Lot Occupancy. Quarterly commuter parking lot occupancy data collection. (September and December 2006; March and June 2007).

Congestion Monitoring.

- Spring 2006 and Fall 2007 peak period speed data collection. (April 2006).
- Update the CMS network to reflect new data.

Task 4: Transportation Planning Studies

Objectives

1. 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 2007), Connecticut's *Plan of Conservation and Development*, State and local municipal economic development objectives and the region's economic development program.
2. 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.

Prior Year Activities

Route 22 Corridor Study – Clough Harbour & Associates, LLC was contracted to provide an evaluation of traffic speed and safety issues, physical deficiencies and traffic operational issues leading to the development of improvement alternatives, such as typical cross-sections, traffic calming measures, and prioritization of improvements in a subsequent phase of the study will help the three participating towns, North Branford, East Haven and North Haven, and the Council of Governments pursue improvement programming with the Connecticut Department of Transportation and at the town level (for non-State roads).

I-95 Operations and Traffic Management Study –Under an extension of on-call contract, Urbitran Associates, Inc. has updated and expanded City of New Haven downtown SYNCHRO network utilizing newly collected data to analyze impacts of Central I-95 construction on the local street system.

Route 5 Study – This study utilized both staff resources and consultant assistance from URS Corporation to frame workable improvement concepts at selected locations along a 4.5 mile-long Meriden-Wallingford commercial corridor.

Milford Railroad Station Parking Study - Milford Transit District (with consulting assistance of Desman Associates and Clough, Harbour & Associates) moved toward conclusion of work intended to establish the feasibility of additional parking at the Milford Metro North railroad station and to identify alternative design concepts for a structured parking facility.

Dixwell/Whitney Traffic Study – This study conducted in-house identified operational improvements feasible within the limited rights-of-way available in this key intersection in Hamden Center.

Major 2007 Activities

Route 34 Corridor Transportation Study from Interstate I-95 to Route 10 - The study will guide the City and State officials in defining major transportation improvement strategies needed to improve mobility, enhance safety, increase system productivity and promote economic growth along this corridor while maintaining adequate parking and access to support current and future land uses. The objective of preparing a Transportation Study for the corridor is to, (a) identify and thoroughly assess congestion and safety in the corridor, and (b) identify and fully evaluate congestion mitigation measures. The study will use performance measures to assess operational and safety issues relating to existing and future land use development along the corridor.

The work plan envisioned for completing this corridor transportation master plan study includes the following;

- Development of a Corridor Advisory Committee
- Collection of basic data for analysis of existing and future conditions
- Evaluation of existing conditions in terms of traffic flow, traffic safety, bicycle and pedestrian facilities, transit facilities and services
- Preparation of future travel demand forecast with considerations for all land in the corridor to be developed to maximum intensity allowed under current zoning
- Identification and evaluation of congestion mitigation options
- Development and evaluation of safety management measures
- Identification and evaluation of access management strategies
- Identification of aesthetic amenities
- Preparation of the Corridor Improvement & Management Report
- Development of the Corridor Management Plan and Implementation Program

New Haven Truck Impact and Routing Study - The program's objectives are to (1) minimize the impact of road construction and general commercial truck traffic in residential sections of the city; (2) facilitate more direct access to the interstate highway system; (3) reduce harmful diesel emissions; and (4) reduce the overall volume of non-local truck traffic on city streets.

To implement this program, the following tasks are proposed-

- Assessment of Existing Conditions
 - Collect and analyze data pertaining to commercial truck patterns; "no-thru truck" signage systems; local and state route systems; and enforcement data
 - Analyze the impact of major construction projects on truck routing
- Develop recommendations concerning truck routing systems; regulations/ordinances; environmental best practices; inspections and enforcement.
 - Development of a local truck ordinance and appropriate land use controls to address
 - Enhanced enforcement guidelines for local police use
 - Enhanced environmental and safety inspection program, including roving inspections
 - Truck route signage recommendations

Sawmill Road Access Management Study - Identify roadway design concepts and traffic operations improvements to address existing deficiencies in the redevelopment area in the vicinity of Sawmill Road, Bull Hill Road (Route 162) and I-95 interchange 42.

Regional Travel Demand Model Improvements - Working in coordination with a consultant to be selected during the FY2007 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.

I-95 Operations and Traffic Management Study – This study will evaluate opportunities to respond to the congestion impacts of the Central I-95 (Pearl Harbor Memorial Bridge) project.

Wilbur Cross Parkway Ramp Adjustment Study - This study will investigate relocation of the Wilbur Cross Parkway ramp adjustments in a broader context—assessing adjacent interchange impacts via the region's travel demand model by:

- Additional turning movement counts.
- Conducting a more fine-grained highway network analysis by “subzoning” traffic patterns within the regional travel model.
- Outreach to local property owners, business people and residents.
- Evaluating the potential for additional travel demand on North Main Street, Curtis Street, Route 68 and Barnes Road.
- Development of a recommended configuration and priority improvement plan.

Other Planning Activities

Coordinated Public Transit Human Services Transportation Plan. This new 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).

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 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 a number of the studies identified previously. Specifically, the New Haven Truck Impact and Routing Study will address the need for more clearly defined and signed truck routes.

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 alternatives for the proposed intermodal terminal at the former Magellan/Wyatt Energy site; and coordinating with the Town of North Haven in their response to future intermodal opportunities created by the announced closing of the Stop & Shop warehouse in the Montowese section.

Improvements to track connections in the vicinity of New Haven harbor 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.

Task 5: Emergency Response Planning

Objective

1. Develop recommended enhancements to the region's emergency response planning and coordination.
2. Prepare a Unified Response Manual.

Prior Year Activities

Responding to nationwide concerns in the wake of hurricanes Katrina and Rita, and the resulting federal legislative mandates, on January 17, 2006, the State released a set of preliminary regional evacuation plans. During 2006, the Region's towns were required to develop local all-hazard emergency operating plans (EOP) which outlined in a broad sense how they will mitigate, prepare for, respond to and recover from a major incident or disaster. The basic EOP is also complemented by several annexes which go into greater detail regarding various support functions. Together with the Valley COG and portions of the Estuary Region and the Central Connecticut Region, the SCRCOG region falls within the State's DEMHS Region 2. The Regional Emergency Disaster (RED) Plan provides a framework for member towns to collaborate in emergency planning. A major component of the RED Plan consists of a region-wide data base of equipment and resources that can be used and shared by member towns.

Major 2007 Activities

Unified Response Manual – Under this work program element, SCRCOG will develop a Unified Response Manual (URM) that will be compliant with the National Incident Management System (NIMS). This subtask is anticipated to be performed by a consultant selected during the 2007 program year. Following selection, the consultant will develop a manual that is suitable for use in incident management efforts on a statewide basis. The consultant may also be requested to develop a tabletop exercise, as a test of the draft URM; and to develop a multi-media training program for use by State and local agencies.

Development of the URM will be coordinated with a Technical Advisory Committee and also through the Statewide Incident Management Task Force (SIMTF) with State agencies that have incident management responsibilities, as well as with local first responders through their statewide associations.

Task 6: Project Programming

Objectives

1. Maintain a five-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.

Prior Activity

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 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. In concert with ConnDOT, SCRCOG staff drafted financially constrained TIP amendments to the FY 2005 Program for review and approval by the Transportation Committee and SCRCOG Board. SCRCOG staff updated and enhanced the TIP database to provide a more understandable format, and continued 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 (February 2006) following an outreach process to local social service providers, advice of public transit operators and SCRCOG Board action.

Major 2007 Activities

Prepare and adopt the FY2007-FY 2011 TIP. Adopt a new five-year Transportation Improvement Program (TIP) which is consistent with the region's Transportation Plan and state-defined financial constraints following the established public outreach and Council review process.

Surface Transportation Program. Establish regional priorities with ConnDOT to facilitate the annual statewide program development process (March, 2007). Maintain a six-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 2007).

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 2007).

Products

- FY2007-2011 TIP. Maintain the five-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 2007).
- FTA Section 5310 Capital Priorities. Share with ConnDOT after Council review (March 2006).
- New Transit Enhancement projects as part of ongoing program.

Task 7: Public Participation

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 2006 through a wide range of outlets:

1. *Annual Report*

SCRCOG's annual report was issued in February 2006.

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

4. *SCRCOG Newsletter*

During the FY 2006 program year, SCRCOG staff initiated a quarterly newsletter to better inform members and the general public of significant activities and items of interest in the areas of regional transportation and land use planning.

5. *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.
- 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).

6. *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 2006 meetings allowed chief elected officials to share their concerns with the State’s Transportation Commissioner as the Pearl Harbor Memorial (“Q”) Bridge construction program moved forward.

7. *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.

8. *Public Participation Guidelines*

In response to a request from the Federal Highway Administration during the certification review, SCRCOG revised its public participation guidelines, and presented them in a more user-friendly booklet format. These revised guidelines were adopted by the SCRCOG Board in November 2005.

Major 2007 Activities

Efforts will focus on enhanced public awareness and understanding region’s transportation needs. In FY 2007 outreach will emphasize the formulation of a Long Range Plan document that is responsive to public concerns regarding issues such as smart growth, non-vehicular transportation, and context sensitive design solutions.

Table A-1
Anticipated Revenues for FY 2007

<i>Task</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
FHWA & FTA	\$834,084	\$104,261	\$104,261	\$1,042,605
FTA FY 05 Carry-Over	\$14,177	\$1,772	\$1,772	\$17,721
FY 03 Released	\$150,653	\$18,832	\$18,832	\$188,316
<i>Total</i>	\$998,914	\$124,864	\$124,864	\$1,248,642

Table A-2
Staff Costs by Task

<i>Task</i>	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
Task 1: Prog. Admin.	\$44,863	\$5,608	\$5,608	\$56,079
Task 2: Policy Planning - LRI	\$105,515	\$13,189	\$13,189	\$131,894
Task 3: Data Collection	\$59,312	\$7,414	\$7,414	\$74,140
Task 4: Trans. Planning Studi	\$169,511	\$21,189	\$21,189	\$211,889
Task 5: Emergency Response	\$14,176	\$1,772	\$1,772	\$20,000
Task 6: Programming - TIP	\$80,141	\$10,018	\$10,018	\$100,177
Task 7: Public Participation	\$67,794	\$8,474	\$8,474	\$84,742
<i>Total</i>	\$541,313	\$67,664	\$67,664	\$678,921

Table A-3
Person Hours by Task ¹

<i>Task</i>	<i>Exec. Dir.</i>	<i>Planner</i>	<i>Asst. Plan.</i>	<i>Field</i>	<i>Total</i>
Task 1: Prog. Admin.	300	300	100	0	700
Task 2: Policy Planning - LRI	170	1,650	75	0	1,895
Task 3: Data Collection	10	500	100	1,720	610
Task 4: Planning Studies	245	2,710	100	0	3,055
Task 6: Programming - TIP	200	1,087	130	0	1,417
Task 7: Public Participation	200	800	200	0	1,200
<i>Total</i>	1,125	7,047	705	1,720	8,877

¹Represents only UPWP transportation-related hours

Table A-4
Direct Labor Cost by Task

<i>Task</i>	<i>Exec. Dir.</i>	<i>Planner</i>	<i>Asst. Plan.</i>	<i>Field</i>	<i>Total</i>
Task 1: Prog. Admin.	\$14,217	\$9,333	\$2,497	\$0	\$26,047
Task 2: Policy Planning - LRI	\$8,056	\$51,332	\$1,873	\$0	\$61,261
Task 3: Data Collection	\$474	\$15,555	\$2,497	\$15,910	\$34,436
Task 4: Planning Studies	\$11,611	\$84,308	\$2,497	\$0	\$98,416
Task 6: Programming - TIP	\$9,478	\$33,805	\$3,246	\$0	\$46,529
Task 7: Public Participation	\$9,478	\$24,888	\$4,994	\$0	\$39,360
<i>Total</i>	\$53,314	\$219,220	\$17,604	\$15,910	\$306,048
<i>Avg. Hourly Rate</i>	\$47.39	\$31.11	\$24.97	\$9.25	

Table A-5

Direct Labor + Overhead Cost by Task

<i>Task</i>	<i>Exec. Dir.</i>	<i>Planner</i>	<i>Asst. Plan.</i>	<i>Field</i>	<i>Total</i>
Task 1: Prog. Admin.	\$30,609	\$20,094	\$5,376	\$0	\$56,079
Task 2: Policy Planning - LRI	\$17,345	\$110,517	\$4,032	\$0	\$131,894
Task 3: Data Collection	\$1,020	\$33,490	\$5,376	\$34,254	\$74,140
Task 4: Planning Studies	\$24,998	\$181,515	\$5,376	\$0	\$211,889
Task 6: Programming - TIP	\$20,406	\$72,782	\$6,989	\$0	\$100,177
Task 7: Public Participation	\$20,406	\$53,584	\$10,752	\$0	\$84,742
<i>Total</i>	\$114,785	\$471,981	\$37,901	\$34,254	\$658,921
	\$47.39	\$31.11	\$24.97	\$9.25	

Table A-6

Total UPWP Program Cost for FY 2007

<i>Item</i>	<i>Cost</i>
Labor	\$306,048
Overhead	\$352,873
Consultants (see Table 1)	\$497,721
Other Direct Costs (see below)	\$29,000
Capital	\$63,000
<i>Total</i>	\$1,248,642

Table A-7

Direct Cost Breakout

<i>Item</i>	<i>Cost</i>
Print & Repro	\$1,000
Travel	\$16,000
Data Process	\$7,000
Miscellaneous	\$5,000
Capital	\$63,000
<i>Total</i>	\$92,000