To: Transportation Committee and Transportation Technical Committee

From: William Dickinson, Chairman, Transportation Committee

Date: October 5, 2020

Subject: Wednesday, October 15, 2020 Meeting of the Transportation Committee and Transportation Technical Committee to be held remotely @ 12:00 Noon via Zoom.

Join Zoom Meeting: https://us02web.zoom.us/j/81855035822
Call-In Number: +1-929-205-6099
Meeting ID: 818 5503 5822

Action Items:

1. Meeting Minutes of September 9, 2020  Page 4
2. 2021-2024 Transportation Improvement Program Amendment One  Pages 5-13
   Recommend to SCRCOG adoption of Resolution- James Rode
3. Annual Endorsement of CTDOT Targets for Safety Performance Measures  Pages 14-29

Informational Items:

1. New Haven-Meriden STP-Urban Program and LOTCIP  Stephen Dudley
2. Other Business
Transportation and Transportation Technical Committee Distribution List
All Receiving Agenda Notice via Email or Fax

Municipalities

Bethany: A. Marek, A. Green*
Branford: J. Cosgrove, T. Milici, J. Hoefferle*
East Haven:
Guilford: M. Hoey, M. Damiani, K. Quercia, J. Plaziak*
Hamden: M. Austin*
Madison: T. Banisch, R. Russo, J. Iennaco*
Meriden: D. White, D. Brunet, H. Weissberg*
Milford: B. Blake, D. Sulkis, C. Saley, J. Rosen, G. Pidluski*
North Branford: K. Weiss*, M. Paulhus,
North Haven: M. Freda, A. Fredricksen, B. Cummings, A. Bevilacqua*
Orange: P. Kaplan, B. Brinton*
Wallingford: W. Dickinson, Alison Kapushinski*
West Haven: N. Rossi, A. Quadir*
Woodbridge: B. Yalga*

*Voting Technical Transportation Committee member appointed by chief elected official

ARCADIS: R. Deitz
Cardinal Engineering: J. Cermola
Center for Disability Rights: M. Gallucci
CDM Smith: J. Balskus
CME Associates: J. Koolis
CTDOT: J. Giulietti, M. Rolfe, G. Wright, D. Larosa, R. Etuka, K. Chukwa, E. Wynkoop
Connecticut League of Women Voters (New Haven Chapter): Miriam Brody
Connecticut Transit: S. Willis, B. Diggs, J. Rickman
CT Latino News
CTRIDES: J. Cavolini, C. Zeifman
Dewberry: A. Zysk
FHWA: A. Jackson-Grove, E. Shortell, K. Salmoiraghi
GEI Consultants: K. Brady
Greater New Haven Convention and Visitors Bureau: G. Kozlowski
Greater New Haven Transit District: M. Marrero
GM2 Inc.: R. Armstrong
Hartford Courant
Inner City News
Integrated Management Controls: S. Gale
Kennedy Center: L. McElwee, J. Wardzala
La Voz Hispana
Luchs Associates: R. Dagan
MaGrann Associates J. Ball
Masters Manna: C. Trzcinski
Milford Transit District: H. Jadach
New Haven Parking Authority: J. Staniewicz, M. Fortunata
New Haven Register: M. Zaretsky
Office of Congresswoman Rosa DeLauro: L. Mangini
Office of Senator Richard Blumenthal: E. Graham
Office of Senator Chris Murphy: E. Johnson
PBAmericas (Glastonbury): A. Moretti, J. Kulpa
PelicanCorp: N. Holly
PRIME AE Group D. Imig
RBA Group D. Lapping
Spanish Community of Wallingford: M. Harlow
Technical Planning Associates: B. Sacco
UCONN: S. Levy
United Illuminating Company: S. Saczynski
Wallingford Committee on Aging: W. Viola
Wallingford Youth and Social Services: C. Turner
West Haven Chamber of Commerce: N. DeMatters
Transportation Committee Minutes – September 9, 2020

Transportation Committee Members
Wallingford, Mayor William Dickinson, Chairman
Branford, FS Cosgrove
Guilford, FS Matthew Hoey
New Haven, Kevin Alvarez Proxy for Mayor Elicker
Milford, Justin Rosen Proxy for Mayor Blake

Guests
Doug Hausladen, New Haven
Mario Marerro, GNHTD
Laurie McElwee, John Wardzala, Kennedy Center
Erik Shortell, FHWA
Jim Mesner, Hamden
Lou Mangini, Congresswoman Rosa DeLauro’s office
Joseph Balskus, VHB
Edgar Wynkoop, CTDOT

Transportation Technical Committee
Branford, John Hoefferle
Guilford, Janice Plaziak
Hamden, Mark Austin
Madison, John Ianocco
Meriden, Howard Weisberg
New Haven, Giovanni Zinn
North Haven, Andrew Bevilacqua
Orange, Bob Brinton
Wallingford Alison Kapushinski
West Haven, Abdul Quadir
Woodbridge, Betsy Yagla

SCRCOG
Stephen Dudley, James Rode, Andy Cirioli, Daria Larson

Mayor Dickinson called the meeting to order at 12:00 PM

Action Item #1: Meeting Minutes of August 12, 2020
FS Hoey made a motion to approve the Minutes of the August 12, 2020 meeting K Alverez seconded the motion, which passed unanimously.

Action Item #2 2021-2024 Transportation Improvement Program
Mayor Dickinson asked for a motion to approve the Ozone Air Quality Conformity Resolution. FS Hoey made a motion to recommend approval. J. Rosen seconded the motion, which passed unanimously.
Mayor Dickinson asked for a motion to approve the PM 2.5 Air Quality Conformity Resolution. B. Yagla made a motion to recommend approval. J. Rosen seconded the motion, which passed unanimously.
Mayor Dickinson asked for a motion to approve the 2021-2024 TIP Resolution. FS Hoey made a motion to recommend approval. M. Austin seconded the motion, which passed unanimously.

Information Item #3: New Haven-Meriden STP-Urban Program and LOTCIP
S. Dudley reminded those present to get their LOTCIP applications completed so that they can be submitted to CTDOT. He announced that next month there will be a solicitation for new project and an update to the Priorities list. H Weissberg asked for approval to replace the Cooper St Bridge project with the Cedar St Bridge Project. G. Zinn made a motion to approve FS Cosgrove seconded the motion, which passed unanimously.

Information Item #4: Other Business
Following a brief discussion, the Committee agreed to move the November meeting from the 11th to 4th due to a conflict with Veterans’ Day.

J. Plaziak made and a motion to adjourn. J. Hoefferle seconded and the meeting adjourned at 12:20 PM.
<table>
<thead>
<tr>
<th>Project</th>
<th>Changes</th>
<th>Reason</th>
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<tbody>
<tr>
<td>0059-0168</td>
<td>Amendment 26 increases CON phase funding</td>
<td>Action is necessary based on revised schedule and updated cost estimates</td>
</tr>
<tr>
<td>0079-0241</td>
<td>Amendment 26 adjusts funding and schedule</td>
<td>Action is necessary based on revised schedule and updated cost estimates</td>
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<tr>
<td>0092-0685</td>
<td>Amendment 26 adds new funding sources.</td>
<td>Action is necessary to replace NHPP-BRX funding.</td>
</tr>
<tr>
<td>0092-0687</td>
<td>Amendment 26 adds a new Project</td>
<td>Project information will be made available as soon as we get it</td>
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<tr>
<td>0100-0180</td>
<td>Amendment 26 moves FD</td>
<td>Action is necessary based on revised schedule</td>
</tr>
<tr>
<td>0173-0504</td>
<td>Amendment 26 adds CON Phase</td>
<td>Action is necessary to add construction phase funding</td>
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</table>
South Central Regional Council of Governments
FFY2018-FFY2021 Transportation Improvement Program
Amendment 26

State Project #0059-0168
Municipality Guilford

Project Name: Pedestrian Sidewalk Improvements
Description: Sidewalk safety improvement project to construct a 2,000 linear foot, 5’ wide concrete sidewalk along Route 77 from the Adams Middle School to the art, sports, and public safety facilities north of I-95.

Current TIP Funding (In Thousands)

<table>
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<th>Funding</th>
<th>Phase</th>
<th>Year</th>
<th>2021</th>
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Proposed TIP Funding (In Thousands)

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Amendment Notes
FY18 TIP Amend 12 adds new project. FY18 TIP Amend 26 increases CON phase funding.
**State Project #0079-0241**

**Municipality**: Meriden

**Project Name**: Traffic Signal Modernization

**Description**: The project will upgrade the signal equipment, provide coordination and geometric improvements that will improve safety and efficiency and reduce vehicle emissions.

### Current TIP Funding (In Thousands)

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<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2021</th>
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### Proposed TIP Funding (In Thousands)

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**Amendment Notes**

FY 15 TIP Amendment 17 adds a new project. FY18 TIP Amend 9 adjusts project schedule. FY18 TIP Amend 26 adjusts funding and schedule.
## FFY2018-FFY2021 Transportation Improvement Program
### Amendment 26

**State Project #0092-0685**

**Municipality** New Haven

**Project Name** Replace Bridge 03998 Over AMTRAK

**Description** Project for replacement of bridge which carries Ferry Street over AMTRAK RR. Structure is through a truss built in 1912. Complete restoration due to significant age.

### Current TIP Funding (In Thousands)

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<th>Phase</th>
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### Proposed TIP Funding (In Thousands)

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**Amendment Notes**

FY18 TIP Amend 2 adds project FY18 TIP Amend 17 adjusts schedule. FY18 TIP Amend 26 adds new funds.
South Central Regional Council of Governments
FFY2018-FFY2021 Transportation Improvement Program
Amendment 26

State Project #0092-0687
Municipality New Haven

Project Name Rehab Movable Br 00337 o/ Quinnipiac River
Description Project to rehab Bridge #00337

Current TIP Funding (In Thousands)

<table>
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<tr>
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<th>Phase</th>
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<th>2022</th>
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TIP Funds $17,500

Amendment Notes
FY18 TIP Amend 26 Adds a new Project
**Project Name**: REPLACE HIGHWAY SIGNS & SUPPORTS

**Description**: Replacement of highway signs and sign supports along I-91 and CT Route 40 from North Haven to Meriden.

### Current TIP Funding (In Thousands)

<table>
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<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2021</th>
<th>2022</th>
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### Proposed TIP Funding (In Thousands)

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**Amendment Notes**

FY18 TIP Amend 17 adds project. FY18 TIP Amend 23 moves FD. FY18 TIP Ammend 26 moves FD
South Central Regional Council of Governments

FFY2018-FFY2021 Transportation Improvement Program

Amendment 26

State Project #0173-0504

SCRCOG # 2019-A14-1

Municipality: District 3

AQ Code: X6

Proposed

**Project Name:** Replace Highway Illumination System

**Description:** Replacement of complete highway illumination systems at locations along various routes determined to be in the greatest need of replacement within District 3, and replacement of just existing light fixtures along I-95 in Bridgeport.

**Current TIP Funding (In Thousands)**

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<th>Funding</th>
<th>Phase</th>
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**Proposed TIP Funding (In Thousands)**

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**Amendment Notes**

Fy 18 Amend 14 Introduces Project. FY18 TIP Amend 26 adds CON Phase
Resolution
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Twenty-Six

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration-established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program on July 26, 2017, after finding the Program conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 CFR 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: Air Quality Conformity Reports: Fiscal Year 2018-2021 Transportation Improvement Program and the Region’s Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: The Council, on July 26, 2017, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s long-range transportation plan (South Central Regional Metropolitan Transportation Plan—2019 to 2045, (April, 2019)); and

Whereas: Council Public Participation Guidelines: Transportation Planning have been observed during the development of the proposed Program amendment (below); and

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the Program.
Resolution
Fiscal Year 2018-Fiscal Year 2021 Transportation Improvement Program Amendment Twenty-Six (continued)

Now, Therefore, Be It Resolved By the Council of Governments:

The Program Amendment Twenty-Six shall be transmitted to the Connecticut Department of Transportation, for inclusion in the State Transportation Improvement Program.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on October 28, 2020.

Date October 28, 2020

By: ____________________________
First Selectman Matthew Hoey, Secretary
South Central Regional Council of Governments
Safety Performance Targets
CTDOT’s proposed targets for year 2021

This technical memo documents the new safety target selection process used by CTDOT to select the 5 safety performance targets for 2021 that CTDOT will submit to USDOT in two separate reports.

- The Traffic Engineering Division will submit the targets through the annual update of its Highway Safety Improvement Plan (HSIP) that is submitted to FHWA.
- The Highway Safety Office (HSO) in the Planning Bureau will submit the targets through the annual update of its Highway Safety Plan (HSP) that is submitted to NHTSA.

The U.S. DOT requires that each state DOT evaluate highway safety in the state using 5 highway safety performance “measures” and data from motor vehicle crashes in the state for the previous 5 years.

1. Number of traffic fatalities
2. Fatality rate/100 million vehicle miles
3. Number of serious injuries
4. Serious injury rate/million vehicle miles
5. Number of non-motorist fatalities and serious injuries

Every year the state DOT must establish a specific performance “target” for each performance measure. The Traffic Safety Office in the Bureau of Engineering, and the Highway Safety Office in the Bureau of Planning must work collaboratively to establish a single common set of 5 performance targets. The shared targets are subsequently submitted to and tracked by the U.S. DOT through the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). Targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are 2 penalties, if states fail to meet at least 4 of the 5 targets:

- States lose the ability to ‘flex’ some of their FHWA safety funds to other programs, are required to spend 100% of their safety funds on safety projects.
  - This penalty has no real impact on CTDOT since safety is a priority and our goal for the last few years has been to spend all of our federal safety funds on safety projects.
- States must prepare a HSIP Implementation Plan that details how the safety funds will be spent and how the proposed program will improve safety.

The CTDOT tries to balance target setting process by selecting targets that:

- impact safety programming in a way that accomplishes the overall goal of reducing serious injuries and fatalities on the State’s roadways, and
- that are still practical and achievable.

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3 Non-motorists include pedestrians, bicyclists, and other users of the street right-of-way who are not in a motor vehicle or motorcycle.
Achieving the balance has proven difficult in the last few years as we adapt to new federal guidelines, and to changes in both national and state trends in fatalities and serious injuries. In the last 5-6 years, there have been noticeable changes in trends as fatalities and fatality rate rates jumped around 2014 and 2015 but seem to be slowing down or leveling off in the last few years. Of special concern in Connecticut, is the increase in non-motorist fatalities and serious injuries that also began around 2014-15.

The question facing CTDOT as we prepare this year’s report is whether some of these undesirable trends will continue, level off, or possibly even reverse themselves. There is recent evidence to suggest the negative trends might be lessening and conditions might be returning to levels last seen in 2015 or earlier.

**Smoothing Data with 5-Year Moving Averages.** Federal regulations require that state DOTs use 5-year moving averages to identify trends in fatalities and serious injuries, and to use the averages to measure progress towards achieving safety goals and targets. The use of 5-year moving averages smooths out what can sometimes be significant fluctuations in data from one year to the next. Since large annual fluctuations in data are relatively common, basing performance targets on “annual” data alone can result in the selection of faulty targets and an inability to achieve the selected performance targets. The 5-year moving average is one method that can help avoid or reduce the problem caused by large “annual” fluctuations.

For this year’s Safety Performance Target submittals to FHWA and NHTSA, CTDOT is required to report on the 5-year period from 2014 to 2019. While the targets are determined jointly, separate submittals are made to each federal agency. Planning’s Highway Safety Office submits a report to NHTSA, and the Traffic Engineering Office submits a report to FHWA.

**Disadvantage of 5-year Moving Average.** Connecticut has not been satisfied with the prior practice of using the 5-year moving average as the sole indicator to set the future years’ safety performance targets. While the moving average does smooth fluctuations, the use of a 5-year period means that we are including some fatality and serious injury data in our moving averages that is 4 and 5 years old. During that timeframe, motor vehicle crash trends might have changed. In fact, CT has experienced a change in trend for some performance measures in just the last 2-3 years. CT believes that the 5-year moving average is a “lagging indicator” that cannot serve as the sole or even primary guideline for setting safety performance targets.

**New Target Setting Approach.** This year, CT is using a modified approach to target setting. We are using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. The final target selection is also based on professional judgement, and a strengthened commitment to advancing CTDOT’s overall safety goal of improving the safety of all roadway users. The Department is committed to setting “aggressive” safety targets and then developing a strong program to achieve the targets.

This aggressive target setting increases the risks of not achieving targets, but it is consistent with the high priority that CTDOT’s has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of

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2 For example, the Department’s SHRP includes a goal of reducing the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021.
their strong commitment to safety. See the FHWA statement to the right taken from page 14 of “Safety Target Setting Coordination Report,” FHWA, 2016 (https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm).

Special Challenge Posed by Pandemic in 2020. The COVID-19 pandemic in 2020 poses an unusual challenge to state DOTs as they seek to set new safety targets for 2021. We know the pandemic caused traffic volumes to drop 40-50% of normal for a 3-4-week period in March and April, but since mid-April we have seen a slow increase in traffic volumes. It is not known when or if volumes will return to normal in 2020 or even 2021. While reduced traffic volumes should result in a similar drop in crashes, injuries, and fatalities; that is not necessarily the case. Early indications are that crashes, and serious injuries did drop proportionate to the drop in volume. However, fatalities do not appear to have dropped much at all. This might be caused by significant increases in the percentage of drivers driving in excess of 80 mph, but there is too little data yet to ascertain the real cause.

Due to these highly unusual circumstances and uncertainty about how long they might continue, CTDOT selected its safety targets based on the Fatality Analysis Reporting System (FARS) data by NHTSA for 2014 through 2018; and, CTDOT/CT Crash Data Repository preliminary data for 2019. In the future, we will have to carefully examine the 2020 data when the year is completed and after the 2020 data sets are fully compiled.
Performance Measure: **CT Fatalities: 2014-2019**

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.

![Graph showing annual and 5-year moving average fatalities]


**“Annual” Fatalities.**

- The annual number of fatalities did fluctuate as expected from year to year, but the annual data also suggest a **downward trend** since a high point of **304** in 2016.

- A time series **regression analysis** was conducted to project the likely number of fatalities in 2020 and 2021 (our target year). Based on the regression analysis, we should expect the fatalities to **drop to 260-270**, but there is a significant amount of statistical variance around the projection.

**5-Year Moving Average.**

- In contrast to the annual numbers, the 5-year moving average is exhibiting a continuing **upward trend**. The trendline suggests the 5-year moving average could be as much as 20-25 fatalities higher than the likely annual trend. (The annual trend reflects the influence of decreasing fatalities since 2016.)

**TARGET:**

- CTDOT is choosing to set a 2021 fatality target of **270**. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value should lie fall between 260-290.
2. CTDOT wants to set an aggressive target that will move the state back toward fatality levels experienced in 2015 and earlier.

3. CTDOT recognizes that 2019 had an exceptionally low number of fatalities. The unusually large reduction of 39 fatalities between 2018 and 2019 an could be a statistical anomaly.
Performance Measure: **CT Fatality Rate per 100M VMT: 2014-2019**

The trends in the fatality rate\(^3\) are illustrated in the graph below. Annual fatality rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.


“Annual” Fatality Rate.

- The annual fatality rate fluctuates as expected from year to year, but the annual data also suggest a downward trend since a high point of 0.961 fatalities/100M VMT in 2016.
- A time series regression analysis was conducted to project the likely number of fatalities in 2020 and 2021 (our target year). Based on the regression analysis we should expect the fatality rates to drop to 0.835, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- In contrast to the annual numbers, the 5-year moving average is exhibiting a continuing upward trend. The trendline for the 5-year moving average suggests the fatality rate could be up to 8% higher (or a rate of 0.910 versus 0.835) than rates suggested by the “annual” projection. (The annual trend reflects the influence of a decreasing fatality rate since 2016.)

**TARGET:**

- CTDOT is choosing to set a 2021 fatality rate target of 0.850. The selection is based on careful consideration of the following:

\(^3\) Fatality rate is calculated as the number of fatalities per 100 million Vehicle Miles Traveled annually. Comparing the number of fatalities relative to the volume of annual travel eliminates annual fluctuations in fatalities that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of fatalities.
1. The 2 trendlines in the graph suggest the actual value should lie fall between 0.835 and 0.910.
2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2015 and earlier.
3. CTDOT recognizes that 2019 had an exceptionally low fatality rate 0.807 fatalities/100M VMT. The unusually large rate reduction between 2018 and 2019 an could be a statistical anomaly.

CT fatality rate among lowest in nation:

- CTDOT failed to meet its fatality rate target last year, but this must be considered in the context of two major factors.
  1. **CT 2018 fatality rate “among nation’s lowest.”** Historically, CT achieves one of the lowest fatality rates in the country. In 2018, it has a rate of 0.930 that was the 11th lowest rate nationwide. The national average of 1.13 was 20% higher

     Despite having an already exceptionally low fatality rate, CT is choosing to strive for an even lower rate by setting target at 0.850 for 2021. The goal is to return to 2015 levels.
  2. **5-Year moving average is a “Lagging Indicator.”** CT believes relying exclusively on a lagging indicator like the 5-year moving average can result in selection of poor targets. This clearly was the result last year, and we propose to modify our approach as explained on page 1 of this report.
Performance Measure: **CT Serious Injuries: 2014-2019**

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.

![Graph showing trends in serious injuries from 2014 to 2019](image)

**Source:** CT Crash Data Repository

“Annual” Serious Injuries.

- The annual number of serious injuries fluctuated as expected from year to year, but the annual data also suggest a major downward trend since a high point of 1689 in 2016.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2020 and 2021 (our target year). Based on the regression analysis, we should expect a large drop in serious injuries. The drop is expected to bring the annual number down to 1260-1300, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the case for fatalities, the 5-year moving average for serious injuries is exhibiting a steady downward trend. Nonetheless, there is still a large difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 1410, while the regression forecast is 1260-1300.

**TARGET:**

- CTDOT is choosing to set a 2021 fatality target of 1360 serious injuries. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value should lie fall between 1260-1410.
2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.
Performance Measure: **CT Serious Injury Rate per 100M VMT: 2014-2019**

The trends in serious injury rates\(^4\) are illustrated in the graph below. Annual serious injury rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.

```
serious injuries/million VMT
```

\(^{4}\) The serious injury rate is calculated as the number of serious injuries per 100 million Vehicle Miles Traveled annually. Comparing the number of serious injuries relative to the volume of annual travel eliminates annual fluctuations in injuries that one might expect due to differences in travel volumes from year to year. It adjusts for one source of variation that is known to directly impact the number of serious injuries.

"Annual" Serious Injury Rates.

- The annual serious injury rates fluctuated as expected from year to year, but the annual data also suggest a major **downward trend** since a high point of 5.34 serious injuries/100 million VMT in 2016.
- A time series **regression analysis** was conducted to project the likely serious injury rates in 2020 and 2021 (our target year). Based on the regression analysis, we should expect large a drop in the serious injury rates. The drop is expected to bring the annual rate down to 3.90 -4.10, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the case for **fatality rates**, the 5-year moving average for serious injury rates is exhibiting a steady **downward trend**. Nonetheless, there is still a large difference between the 5-year average
trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 4.50, while the regression forecast is 3.90-4.10.

TARGET:

- CTDOT is choosing to set a 2021 fatality target of **4.30 serious injuries/100M VMT**. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value should lie fall between 3.90-4.50.
  2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities & serious injuries for non-motorists are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.

![Graph showing trends in non-motorist fatalities and serious injuries (2014-2019)](image)

**Source:** FARS Final files 2014-2017, Annual Report File 2018, CT Crash Data Repository

**“Annual” Non-Motorist Fatalities & Serious Injuries.**

- The annual number of non-motorist fatalities and serious injuries fluctuated as expected from year to year, but the annual data also suggest a major downward trend since a high point of 372 in 2016.

- A time series regression analysis was conducted to project the likely number of non-motorist fatalities and serious injuries in 2020 and 2021 (our target year). Based on the regression analysis, we should expect a drop in fatalities and serious injuries. The drop is expected to bring the annual number down to 300-320, but there is a significant amount of statistical variance around the projection.

**5-Year Moving Average.**

- Unlike the “annual” projections of fatalities and injuries, the 5-year moving average for non-motorist fatalities and serious injuries is exhibiting a steady upward trend. The diverging trends yield a significant difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to increase to around 350, while the regression forecast is 300-320.

**TARGET:**

- CTDOT is choosing to set a 2021 target of 300 non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:
1. **High Priority for Pedestrian Safety.** The safety of pedestrians and bicyclists became a major issue in CT when pedestrian and bicyclist fatalities unexpectedly jumped in 2014. While it was part of a larger national trend, it raised great concern in a state that is heavily urbanized, and walking and bicycling are essential modes of transport for many residents. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority, and it has major program to improve safety and expand opportunities for walking and bicycling. We remain committed to those goals.

2. **5-year Moving Average Trendline is Problematic.** Given CTDOT’s commitment to pedestrian safety, we are unwilling to accept the higher performance target of 350 fatalities and serious injuries that is projected using the 5-year moving average trendline.

3. **“Annual” Trendline More Acceptable.** The projection using regression analysis suggests a value between 300-320 that we believe to more likely than the 5-year average, and it is more acceptable given CTDOT goal to improve non-motorist safety.

4. **Aggressive Target.** The CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.
Safety Performance **Targets** for 2021

Call for returning to **2014 & 2015** levels

<table>
<thead>
<tr>
<th>Performance Measure</th>
<th>Proposed 2017-2021 Target</th>
<th>Policy Goal</th>
</tr>
</thead>
<tbody>
<tr>
<td># Fatalities</td>
<td><strong>270.0</strong></td>
<td>Reduce Fatalities to <strong>2015 levels of 270 of less</strong>.</td>
</tr>
<tr>
<td>Fatality Rate</td>
<td><strong>0.850</strong></td>
<td>Reduce Fatality Rate to <strong>2015 levels of 0.850 or less</strong>.</td>
</tr>
<tr>
<td># Serious Injuries</td>
<td><strong>1360.0</strong></td>
<td>Reduce Serious Injuries to <strong>2014 levels of 1360 or less</strong>.</td>
</tr>
<tr>
<td>Serious Injury Rate</td>
<td><strong>4.300</strong></td>
<td>Reduce Serious Injury Rate to <strong>2014 levels of 4.30 or less</strong>.</td>
</tr>
<tr>
<td># Non-Motorist Fatalities &amp; S.I.</td>
<td><strong>300.0</strong></td>
<td>Reduce Non-Motorist Fatalities &amp; Serious Injuries to <strong>2015 levels of 300 or less</strong>.</td>
</tr>
</tbody>
</table>
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the South Central Region; and

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2020, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures using both a 5-year moving average trendline and an annual trendline to guide the selection of targets for:

(1) Number of Fatalities,

(2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),

(3) Number of Serious Injuries,

(4) Rate of Serious Injuries per 100 million VMT, and

(5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the CTDOT coordinated the establishment of safety targets with the 8 Metropolitan Planning Organizations (MPOs) in Connecticut at the June 2020 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 28, 2020, and the Highway Safety Plan dated July 21, 2020 and
WHEREAS the SCRCOG may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State’s targets, or establish its own target within 180 days of the State establishing and reporting its safety targets,

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to support CTDOT’s 2021 targets for the five safety performance targets as attached herein, and

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on October 28, 2020.

Date October 28, 2020

By: ______________________________
First Selectman Matthew Hoey, Secretary
South Central Regional Council of Governments