NOTICE: As permitted by Governor Lamont’s Executive Order 7B, as extended by Executive Order 9A, regarding the COVID-19 Pandemic, this meeting is being held remotely with no in-person attendance.

To: Transportation Committee and Transportation Technical Committee

From: William Dickinson, Chairman, Transportation Committee

Date: April 7, 2021

Subject: Wednesday, April 14, 2021 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 March 10, 2021 Pages 4, 5

2. 2021-2024 Transportation Improvement Program Amendment Four Recommend to SCRCOG adoption of Resolution- James Rode Pages 6-11

3. CMAQ (Congestion Mitigation/ Air Quality) Application Priorities Recommend to SCRCOG adoption of Resolution- James Rode Pages 12

4. Endorsement Of Targets For Transit Safety Performance Measures Recommend to SCRCOG adoption of Resolutions- James Rode Pages 13-16
   a. Arrow Acquisition LLC Pages 17-20
   b. CTTRANSIT Pages 21-24
   c. DATTCO Inc Pages 25-27
   d. Greater New Haven Transit District Pages 28-30
   e. Milford Transit District

5. Discussion and Possible Action on New LOTCIP Program Priorities-Stephen Dudley

Informational Items:

6. Other Business

The agenda and attachments for this meeting are available on our website at www.scrcog.org. Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week’s notice.


127 Washington Avenue, 4th Floor West, North Haven, CT 06473

www.scrcog.org T (203) 234-7555 F (203) 234-9850 camento@scrcog.org
Transportation and Transportation Technical Committee Distribution List

All Receiving Agenda Notice via Email or Fax

### Municipalities

<table>
<thead>
<tr>
<th>Municipality</th>
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<tbody>
<tr>
<td>Bethany</td>
<td>A. Marek, A. Green¹</td>
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<td>J. Cosgrove, T. Milici, J. Hoefferle¹</td>
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<td>M. Hoey, M. Damiani, K. Quercia, J. Plaziak¹</td>
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<td>Hamden</td>
<td>M. Austin¹</td>
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<td>P. Lyons, R. Russo, J. Iennaco¹</td>
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<td>D. White, D. Brunet, H. Weissberg¹</td>
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<td>B. Blake, D. Sulkis, C. Saley, J. Rosen, G. Pidluski¹</td>
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<td>P. Kaplan, B. Brinton¹</td>
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<td>W. Dickinson, Alison Kapushinski¹</td>
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<td>N. Rossi, A. Quadir¹</td>
</tr>
<tr>
<td>Woodbridge</td>
<td>B. Yalga¹</td>
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¹ Voting Technical Transportation Committee member appointed by chief elected official

- ARCADIS: R. Deitz
- Cardinal Engineering: J. Cermola
- Center for Disability Rights: M. Gallucci
- CME Associates: J. Koolis
- CTDOT: J. Giulietti, M. Rolfe, G. Wright, D. Larosa, R. Etuka, K. Chukwa, S. Radisi
- Connecticut League of Women Voters (New Haven Chapter): Miriam Brody
- Connecticut Transit: S. Willis, B. Diggs, J. Rickman
- CT Latino News
- CTRIDES: J. Cavadini,
- 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
Carl J. Amento, Executive Director

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
VHB: J. Balskus
Wallingford Committee on Aging: W. Viola
Wallingford Youth and Social Services: C. Turner
West Haven Chamber of Commerce: N. DeMatties
Transportation Committee Minutes – March 10, 2021

Mayor William Dickinson called the meeting to order at 12:01 PM

Action Item #1: Public Input for Certification Review
As part of the New Haven TMA Recertification process, Kurt Salmoiraghi and Leah Sirmin gave a presentation and solicited input from those present.

Action Item #2: Meeting Minutes of February 10, 2021
K. Weiss made a motion to approve the Minutes of the February 10, 2021 meeting FS Hoey seconded the motion, which passed unanimously.

Action Item #3: 2021-2024 Transportation Improvement Program Amendment Three
J. Rode introduced Amendment 3, which included 8 Project changes. M. Austin made a motion to recommend approval. K. Weiss seconded the motion, which passed unanimously.

Action Item #4: Discussion and Possible Action on New LOTCIP Program Priorities
S. Dudley said the LOTCIP project list should be available for the April meeting for discussion and prioritization.

Action Item #5: Recommend Approval of CMAQ Priorities
S. Dudley introduced the 4 CMAQ project applications for prioritization. After some discussion, FS Hoey made a motion to rank the projects as

1. City of New Haven - Downtown Signals (92-666 continued)
2. Town of Hamden – Hamden Town Center Traffic Signal Replacement – Phase 2
3. City of Milford – Parking Lot Repavement at the Milford Train Station
4. City of New Haven - Traffic Signal Modernization (92-682 continued)

M. Austin seconded the motion, which passed unanimously.
Information Item #6: Draft UPWP FY2022 and FY 2023
S. Dudley gave a brief presentation of the Draft UPWP for FY22 and FY23. He asked those present to review and offer comments.

Information Item #7: Other Business
Lou Mangini provided an update on federal funding that could be made available in the region.
David Murphy provided an update of the Resilient CT study
J. Plaziak made and a motion to adjourn. J Hoefferle seconded and the meeting adjourned at 12:53PM.
<table>
<thead>
<tr>
<th>Project</th>
<th>0079-0247</th>
<th>2021-A4-1</th>
<th>Multi-Use Path from E Main to Wallingford town line</th>
<th>Page 7</th>
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<td>Changes</td>
<td>Amendment 4 adds a new project</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Reason</td>
<td>This project was selected by CTDOT in 2020, during a 2019 COG solicitation, for funding under the Transportation Alternatives Program. The Research Parkway Multi-Use Trail will include a bituminous concrete multi-use path, minor drainage improvements and a trailhead parking lot at the Wallingford Town Line.</td>
<td></td>
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<table>
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<tr>
<th>Project</th>
<th>0092-0681</th>
<th>2016-A18-1</th>
<th>Intersection Improvement @ SR 745 &amp; Kimberly Ave</th>
<th>Page 8</th>
</tr>
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<tbody>
<tr>
<td>Changes</td>
<td>Amendment 4 moves the Construction Phase to FY24</td>
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<td></td>
</tr>
<tr>
<td>Reason</td>
<td>This Action is necessary based on a revised project schedule</td>
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<tr>
<th>Project</th>
<th>0170-3417</th>
<th>2017-A0-5</th>
<th>Mast Arm &amp; Span Pole Insp Statewide</th>
<th>Page 9</th>
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<tbody>
<tr>
<td>Changes</td>
<td>Amendment 4 increases funding amounts</td>
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<td></td>
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<tr>
<td>Reason</td>
<td>This action is necessary based on a revised cost estimate.</td>
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# FFY2021-FFY2024 Transportation Improvement Program Amendment 4

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<th>0079-0247</th>
<th>SCRCOG #</th>
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<tr>
<td>Municipality</td>
<td>Meriden</td>
<td>AQ Code</td>
<td>Proposed</td>
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<tr>
<td><strong>Project Name</strong></td>
<td>Multi-Use Path frm E Main to Wallingford town line</td>
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<tr>
<td><strong>Description</strong></td>
<td>Construction of 2.2 miles of bituminous concrete shared use path on the west side of Research Parkway in Meriden, from East Main Street to a parking lot that will be constructed by the project at the Wallingford Town Line</td>
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## Current TIP Funding (In Thousands)

## Proposed TIP Funding (In Thousands)

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<tr>
<th>Funding</th>
<th>Phase</th>
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<tr>
<td>2024</td>
<td>1,900</td>
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## Amendment Notes
FY21 TIP Amend 4 Adds project
## South Central Regional Council of Governments

FFY2021-FFY2024 Transportation Improvement Program

### Amendment 4

**State Project #0092-0681**

**Municipality** New Haven

**Project Name** Intersection Improvement @ SR 745 and Kimberly Ave

**Description** Intersection improvements at CT 10 and SR 745 and Kimberly Ave, includes adding dedicated turn lanes on CT 10 approaches, drainage, traffic signal replacement, reconstruction of sidewalks, landscaping, and relocation of utilities.

### Current TIP Funding (In Thousands)

<table>
<thead>
<tr>
<th>Funding</th>
<th>Phase</th>
<th>Prior</th>
<th>2021</th>
<th>2022</th>
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**Total Cost** $4,400

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### Proposed TIP Funding (In Thousands)

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<th>2022</th>
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<th>2024</th>
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<td>State</td>
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**TIP Funds** $4,400

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### Amendment Notes

FY15 Amendment 18 adds a new project FY 18 TIP Amend 10 moves CON to 2020.
FY18 TIP Amend 14 moves CON to FY21. FY21 TIP Amend 4 Moves CON to FY24
## FFY2021-FFY2024 Transportation Improvement Program
### Amendment 4

**State Project #0170-3417**

**Municipality**: Statewide  
**SCRCOG #**: 2017-A0-5  
**AQ Code**: X6  
**Proposed**

**Project Name**: Mast Arm & Span Pole Insp Statewide

**Description**: Inspection of Traffic Signal Mast Arms and Span Poles by consultant engineering firms and/or in-house staff.

### Current TIP Funding (In Thousands)

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

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**Amendment Notes**

Introduced with FY18 TIP. FY21 TIP Amend 4 increases Funding amounts
Resolution
Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Four

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 2021-Fiscal Year 2024 Transportation Improvement Program on September 23, 2020, 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 2021-2024 Transportation Improvement Program and the Region’s Metropolitan Transportation Plans—2019 to 2045, (April, 2019); and

Whereas: The Council, on September 23, 2020, indicated that periodic Program adjustment or amendment was possible; and

Whereas: Projects referenced in the Program amendment (below) are consistent with the region’s metropolitan transportation plan Metropolitan Transportation Plans—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 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Four
(Continued)

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

The Program Amendment Four 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 April 28, 2021.

Date April 28, 2021

By: ______________________
First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
Resolution

CMAQ (Congestion Mitigation/ Air Quality) Application Priorities

Whereas: CMAQ funds are apportioned to the State of Connecticut under federal transportation programs (MAP-21 and continuing resolutions); and

Whereas: The Connecticut Department of Transportation has invited regions to develop funding proposals and suggest funding priorities for continued program; and

Whereas: The region has solicited candidate applications from its member municipalities; and

Whereas: The applications have been reviewed by the Transportation Committee and a suggested ranking has been forwarded to the Council for action;

Now Therefore, Be It Resolved That the South Central Regional Council of Governments

Asks that the Connecticut Department of Transportation consider the following South Central Connecticut CMAQ priorities when structuring a statewide program:

1. City of New Haven - Downtown Signals
2. Town of Hamden – Hamden Town Center Traffic Signal Replacement – Phase 2
3. City of Milford – Parking Lot Repavement at the Milford Train Station
4. City of New Haven - Traffic Signal Modernization

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 South Central Regional Council of Governments on April 28, 2021.

Date April 28, 2021

By: ________________________________
First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE MEASURES ESTABLISHED BY ARROW LINE ACQUISITION LLC

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State 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 Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673)) requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS), by December 31, 2020, and

WHEREAS Arrow Line Acquisition LLC has established seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

(1) Fatalities (total number of reportable fatalities)
(2) Fatalities (fatality rate per total vehicle revenue miles by mode)
(3) Injuries (total number of reportable injuries)
(4) Injuries (injury rate per total vehicle revenue miles by mode)
(5) Safety Events (total number of reportable safety events)
(6) Safety Events (safety event rate per total vehicle revenue miles by mode)
(7) System Reliability (mean distance between mechanical failures by mode)

WHEREAS, the Safety Performance Targets, and were developed in collaboration between Arrow Line Acquisition LLC and the Connecticut Department of Transportation (CTDOT), and shared with representatives of SCRCOG on 12-1-2020, and
WHEREAS the SCRCOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned Arrow Line Acquisition LLC targets, or establish its own target within 180 days of Arrow Line Acquisition LLC establishing and reporting its targets,

NOW THEREFORE, BE IT RESOLVED, that SCRCOG has agreed to support the Arrow Line Acquisition LLC 2021 targets for the transit safety performance targets as attached herein, and

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 April 28, 2021

Date April 28, 2021

By: ________________________________
First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
SAFETY PERFORMANCE TARGETS

Safety Performance Targets (§ 673.11(a)(3))

As required this PTASP contains safety performance targets (SPTs) that are based on the safety performance measures established under the National Public Transportation Safety Plan (January 2017). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5).

The Arrow Line Acquisition, LLC uses seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

1. Fatalities (total number of reportable fatalities)
2. Fatalities (fatality rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries)
4. Injuries (injury rate per total vehicle revenue miles by mode)
5. Safety Events (total number of reportable safety events)
6. Safety Events (safety event rate per total vehicle revenue miles by mode)
7. System Reliability (mean distance between mechanical failures by mode)

Safety Performance Targets Coordination (§ 673.15(a),(b))

The below safety performance targets were developed in collaboration between the Connecticut Department of Transportation (CTDOT), Arrow Line Acquisition, LLC and the Metropolitan Planning Organization(s) (MPO) listed below:

<table>
<thead>
<tr>
<th>Mode of Transit Service</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Safety Events</th>
<th>System Reliability</th>
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<tbody>
<tr>
<td></td>
<td>total</td>
<td>per 100</td>
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<td></td>
<td>thousand VM</td>
<td></td>
<td>thousand</td>
</tr>
<tr>
<td>Commuter Bus (CB)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MPO</th>
<th>Date SPTs Transmitted to MPO</th>
<th>Date of Consultation with MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Southeastern Connecticut</td>
<td>November 13, 2020</td>
<td>November 19, 2020</td>
</tr>
<tr>
<td>Capital Region</td>
<td>November 13, 2020</td>
<td>November 25, 2020</td>
</tr>
<tr>
<td>South Central Region</td>
<td>November 13, 2020</td>
<td>December 1, 2020</td>
</tr>
</tbody>
</table>

1 VRM - Vehicle Revenue Miles
<table>
<thead>
<tr>
<th>Methodology of SPTs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>The above safety performance targets are based on the review of the previous two-year (state fiscal years 2018 thru 2019) average of the service provider’s safety performance data.</td>
<td></td>
</tr>
<tr>
<td>Effective Period of SPTs</td>
<td></td>
</tr>
<tr>
<td>January 1, 2021 thru December 31, 2021</td>
<td></td>
</tr>
</tbody>
</table>

Each year CTDOT and Arrow Line Acquisition, LLC collaborate in developing safety performance targets which are then transmitted to and discussed with the above-mentioned MPO(s). In addition, the approved Agency Safety Plan including the safety performance targets are shared with the above-mentioned MPO(s).
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTTRANSIT.

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State 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 Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673)) requires certain operators of public transportation systems that receive federal funds under FTA’s Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS), by December 31, 2020, and

WHEREAS CTTRANSIT has established seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

(1) Fatalities (total number of reportable fatalities)
(2) Fatalities (fatality rate per total vehicle revenue miles by mode)
(3) Injuries (total number of reportable injuries)
(4) Injuries (injury rate per total vehicle revenue miles by mode)
(5) Safety Events (total number of reportable safety events)
(6) Safety Events (safety event rate per total vehicle revenue miles by mode)
(7) System Reliability (mean distance between mechanical failures by mode)

WHEREAS, the Safety Performance Targets, and were developed in collaboration between CTTRANSIT and the Connecticut Department of Transportation (CTDOT), and shared with representatives of SCRCOG on 12-1-2020, and

WHEREAS the SCRCOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned CTTRANSIT targets, or establish its own target within 180 days of CTTRANSIT establishing and reporting its targets,
NOW THEREFORE, BE IT RESOLVED, that SCRCOG has agreed to support the CTTRANSIT 2021 targets for the transit safety performance targets as attached herein, and

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 April 28, 2021

Date April 28, 2021

By: __________________________

First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
SAFETY PERFORMANCE TARGETS

Safety Performance Targets (§ 673.11(a)(3))

As required this PTASP contains safety performance targets (SPTs) that are based on the safety performance measures established under the National Public Transportation Safety Plan (January 2017). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5).

CTtransit uses seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

1. Fatalities (total number of reportable fatalities)
2. Fatalities (fatality rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries)
4. Injuries (injury rate per total vehicle revenue miles by mode)
5. Safety Events (total number of reportable safety events)
6. Safety Events (safety event rate per total vehicle revenue miles by mode)
7. System Reliability (mean distance between mechanical failures by mode)

Safety Performance Targets Coordination (§ 673.15(a),(b))

The below safety performance targets were developed in collaboration between the Connecticut Department of Transportation (CTDOT), CTtransit and the Metropolitan Planning Organization(s) (MPO) listed below:

<table>
<thead>
<tr>
<th>Mode of Transit Service</th>
<th>Safety Performance Targets (Hartford, New Haven, Stamford Divisions)</th>
<th>System Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Fatalities</td>
<td>Injuries</td>
</tr>
<tr>
<td></td>
<td>total</td>
<td>per 100 thousand VRM¹</td>
</tr>
<tr>
<td>Motorbus (MB)</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bus Rapid Transit (RB)</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MPO</th>
<th>Date SPTs Transmitted to MPO</th>
<th>Date of Consultation with MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Western Region</td>
<td>November 13, 2020</td>
<td>November 24, 2020</td>
</tr>
<tr>
<td>Capital Region</td>
<td>November 13, 2020</td>
<td>November 25, 2020</td>
</tr>
</tbody>
</table>

¹ VRM - Vehicle Revenue Miles
### PUBLIC TRANSPORTATION AGENCY SAFETY PLAN

<table>
<thead>
<tr>
<th>MPO</th>
<th>Date SPTs Transmitted to MPO</th>
<th>Date of Consultation with MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Central Region</td>
<td>November 13, 2020</td>
<td>December 1, 2020</td>
</tr>
</tbody>
</table>

#### Methodology of SPTs

The above safety performance targets are based on the service provider's safety performance data covering the period of July 1, 2019 through June 30, 2020.

#### Effective Period of SPTs

January 1, 2021 thru December 31, 2021

Each year CTDOT and CT Transit collaborate in developing safety performance targets which are then transmitted to and discussed with the above-mentioned MPO(s). In addition, the approved Agency Safety Plan including the safety performance targets are shared with the above-mentioned MPO(s).
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE MEASURES ESTABLISHED BY DATTCO Inc.

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State 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 Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673)) requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS), by December 31, 2020, and

WHEREAS DATTCO Inc. has established seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

(1) Fatalities (total number of reportable fatalities)
(2) Fatalities (fatality rate per total vehicle revenue miles by mode)
(3) Injuries (total number of reportable injuries)
(4) Injuries (injury rate per total vehicle revenue miles by mode)
(5) Safety Events (total number of reportable safety events)
(6) Safety Events (safety event rate per total vehicle revenue miles by mode)
(7) System Reliability (mean distance between mechanical failures by mode)

WHEREAS, the Safety Performance Targets, and were developed in collaboration between DATTCO and the Connecticut Department of Transportation (CTDOT), and shared with representatives of SCRCOG on 12-1-2020, and

WHEREAS the SCRCOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned DATTCO Inc. targets, or establish its own target within 180 days of DATTCO Inc. establishing and reporting its targets,
NOW THEREFORE, BE IT RESOLVED, that SCRCOG has agreed to support the DATTCO Inc. 2021 targets for the transit safety performance targets as attached herein, and

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 April 28, 2021

Date April 28, 2021

By: ____________________________
First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
SAFETY PERFORMANCE TARGETS

Safety Performance Targets (§ 673.11(a)(3))

As required this PTASP contains safety performance targets (SPTs) that are based on the safety performance measures established under the National Public Transportation Safety Plan (January 2017). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5).

DATTCO uses seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

1. Fatalities (total number of reportable fatalities)
2. Fatalities (fatality rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries)
4. Injuries (injury rate per total vehicle revenue miles by mode)
5. Safety Events (total number of reportable safety events)
6. Safety Events (safety event rate per total vehicle revenue miles by mode)
7. System Reliability (mean distance between mechanical failures by mode)

Safety Performance Targets Coordination (§ 673.15(a),(b))

The below safety performance targets were developed in collaboration between the Connecticut Department of Transportation (CTDOT), DATTCO, and the Metropolitan Planning Organization(s) (MPO) listed below:

<table>
<thead>
<tr>
<th>Mode of Transit Service</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Safety Events</th>
<th>System Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>total</td>
<td>per 1 Million VRM</td>
<td>total</td>
<td>per 1 Million VRM</td>
</tr>
<tr>
<td>Motorbus (MB)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Commuter Bus (CB)</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>MPO</th>
<th>Date SPTs Transmitted to MPO</th>
<th>Date of Consultation with MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lower Connecticut River Valley</td>
<td>November 13, 2020</td>
<td>November 20, 2020</td>
</tr>
<tr>
<td>Capital Region</td>
<td>November 13, 2020</td>
<td>November 25, 2020</td>
</tr>
</tbody>
</table>

1 VRM - Vehicle Revenue Miles
### Public Transportation Agency Safety Plan

<table>
<thead>
<tr>
<th>MPO</th>
<th>Date SPTs Transmitted to MPO</th>
<th>Date of Consultation with MPO</th>
</tr>
</thead>
<tbody>
<tr>
<td>South Central Region</td>
<td>November 13, 2020</td>
<td>December 1, 2020</td>
</tr>
</tbody>
</table>

**Methodology of SPTs**

The above safety performance targets are based on the review of the previous five-year (2014 thru 2018) average of the service provider’s safety performance data reported to the National Transit Database (NTD).

**Effective Period of SPTs**

January 1, 2021 thru December 31, 2021

Each year CTDOT and DATTCO collaborate in developing safety performance targets which are then transmitted to and discussed with the above-mentioned MPO(s). In addition, the approved Agency Safety Plan including the safety performance targets are shared with the above-mentioned MPO(s).
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE MEASURES ESTABLISHED BY THE GREATER NEW HAVEN TRANSIT DISTRICT

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State 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 Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673)) requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS), by December 31, 2020, and

WHEREAS The Greater New Haven Transit District (GNHTD) has established seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):
(1) Fatalities (total number of reportable fatalities)
(2) Fatalities (fatality rate per total vehicle revenue miles by mode)
(3) Injuries (total number of reportable injuries)
(4) Injuries (injury rate per total vehicle revenue miles by mode)
(5) Safety Events (total number of reportable safety events)
(6) Safety Events (safety event rate per total vehicle revenue miles by mode)
(7) System Reliability (mean distance between mechanical failures by mode)

WHEREAS, the Safety Performance Targets, and were developed in collaboration between GNHTD and the Connecticut Department of Transportation (CTDOT), and shared with representatives of SCRCOG on 5-19-2020, and

WHEREAS the SCRCOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned GNHTD targets, or establish its own target within 180 days of GNHTD establishing and reporting its targets,
NOW THEREFORE, BE IT RESOLVED, that SCRCOG has agreed to support the GNHTD 2021 targets for the transit safety performance targets as attached herein, and

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 April 28, 2021

Date March 24, 2021  

By: 

First Selectman James Zeoli, Secretary  
South Central Regional Council of Governments
SAFETY PERFORMANCE TARGETS

Safety Performance Targets (§ 673.11(a)(3))

As required this PTASP contains safety performance targets (SPTs) that are based on the safety performance measures established under the National Public Transportation Safety Plan (January 2017). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5).

The Greater New Haven Transit District uses seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

1) Fatalities (total number of reportable fatalities)
2) Fatalities (fatality rate per total vehicle revenue miles by mode)
3) Injuries (total number of reportable injuries)
4) Injuries (injury rate per total vehicle revenue miles by mode)
5) Safety Events (total number of reportable safety events)
6) Safety Events (safety event rate per total vehicle revenue miles by mode)
7) System Reliability (mean distance between mechanical failures by mode)

Safety Performance Targets Coordination (§ 673.15(a),(b))

The Greater New Haven Transit District met and consulted with representatives of the Connecticut Department of Transportation (CTDOT) and the South-Central Regional Council of Governments (MPO) on 5-19-2020 in sharing the safety performance targets listed below. These safety performance targets are based on the review of the 2 previous years of Greater New Haven Transit District’s safety performance data.

<table>
<thead>
<tr>
<th>Mode of Transit Service</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Safety Events</th>
<th>System Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>total</td>
<td>per 100 thousand VRM¹</td>
<td>total</td>
<td>per 100 thousand VRM</td>
</tr>
<tr>
<td>DR</td>
<td>0.0</td>
<td>1.0</td>
<td>0.0</td>
<td>20.00</td>
</tr>
</tbody>
</table>

¹ VRM - Vehicle Revenue Miles
RESOLUTION FOR ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE MEASURES ESTABLISHED BY
THE MILFORD TRANSIT DISTRICT

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State 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 Public Transportation Agency Safety Plan (PTASP) final rule (49 CFR Part 673)) requires certain operators of public transportation systems that receive federal funds under FTA's Urbanized Area Formula Grants to develop safety plans that include the processes and procedures to implement Safety Management Systems (SMS), by December 31, 2020, and

WHEREAS The Milford Transit District (MTD) has established seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):
(1) Fatalities (total number of reportable fatalities)
(2) Fatalities (fatality rate per total vehicle revenue miles by mode)
(3) Injuries (total number of reportable injuries)
(4) Injuries (injury rate per total vehicle revenue miles by mode)
(5) Safety Events (total number of reportable safety events)
(6) Safety Events (safety event rate per total vehicle revenue miles by mode)
(7) System Reliability (mean distance between mechanical failures by mode)

WHEREAS, the Safety Performance Targets, and were developed in collaboration between MTD and the Connecticut Department of Transportation (CTDOT), and shared with representatives of SCRCOG on 7-10-2020, and

WHEREAS the SCRCOG may establish targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned MTD targets, or establish its own target within 180 days of MTD establishing and reporting its targets,
NOW THEREFORE, BE IT RESOLVED, that SCRCOG has agreed to support the MTD 2021 targets for the transit safety performance targets as attached herein, and

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 April 28, 2021

Date April 28, 2021

By: ________________________________

First Selectman James Zeoli, Secretary
South Central Regional Council of Governments
SAFETY PERFORMANCE TARGETS

Safety Performance Targets (§ 673.11(a)(3))

As required this PTASP contains safety performance targets (SPTs) that are based on the safety performance measures established under the National Public Transportation Safety Plan (January 2017). A safety performance target is a quantifiable level of performance or condition expressed as a value for the measure related to safety management activities to be achieved within a set time period (§ 673.5). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets (§ 673.5).

The Milford Transit District uses seven (7) safety performance targets based on four (4) safety performance measure categories (fatalities, injuries, safety events, and system reliability):

1. Fatalities (total number of reportable fatalities)
2. Fatalities (fatality rate per total vehicle revenue miles by mode)
3. Injuries (total number of reportable injuries)
4. Injuries (injury rate per total vehicle revenue miles by mode)
5. Safety Events (total number of reportable safety events)
6. Safety Events (safety event rate per total vehicle revenue miles by mode)
7. System Reliability (mean distance between mechanical failures by mode)

Safety Performance Targets Coordination (§ 673.15(a),(b))

The Milford Transit District met and consulted with representatives of the Connecticut Department of Transportation (CTDOT) and the South Central CT Metropolitan Planning Organization (MPO) on 7/10/20 in sharing the safety performance targets listed below. These safety performance targets are based on the review of the previous 5 years of Milford Transit District’s safety performance data.

<table>
<thead>
<tr>
<th>Mode of Transit Service</th>
<th>Fatalities</th>
<th>Injuries</th>
<th>Safety Events</th>
<th>System Reliability</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>total</td>
<td>per 100 thousand VRM</td>
<td>total</td>
<td>per 100 thousand VRM</td>
</tr>
<tr>
<td>MB</td>
<td>0</td>
<td>0</td>
<td>3</td>
<td>.20</td>
</tr>
<tr>
<td>CB</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>TB</td>
<td></td>
<td></td>
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<td></td>
</tr>
<tr>
<td>RB</td>
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<td>2</td>
<td>.20</td>
</tr>
<tr>
<td>DT</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

4 VRM - Vehicle Revenue Miles