



Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

## **SCRCOG MEETING NOTICE & AGENDA**

**February 23, 2022 – 10:00 A.M.**

**Location: 127 Washington Avenue, 4<sup>th</sup> Floor West  
North Haven, CT 06473**

**NOTICE: This is a Hybrid meeting. All Board members or their proxies may attend in-person or remotely. masks are encouraged for in-person attendees. All guests will participate remotely.**

### **Zoom link information:**

Join Zoom Meeting: <https://us02web.zoom.us/j/83958849569>

Call-In Number: 1 (929) 205-6099

Meeting ID: 839 5884 9569

**Full agenda materials can be found at our website – [www.scrkog.org](http://www.scrkog.org)**

1. Call to Order and Introductions – *First Selectman Matthew Hoey, Chair*
2. Approval of 1/26/22 SCRCOG Meeting Minutes – *First Selectman Paula Cofrancesco, Secretary* Pages 2-5
3. Treasurer's Report for the month ending 1/31/22 – *First Selectman Paula Cofrancesco, Secretary* Pages 6, 7
4. Transportation Committee Report – *Mayor William Dickinson, Committee Chair* Pages 8-29
  - a. Adopt Resolution to Approve FY 2021-2024 TIP Amendment Thirteen Pages 12,13
  - b. Annual Endorsement of CTDOT Targets for Safety Performance Measures Page 28,29
5. Resolution Re: Appointment of SCRCOG Representative to the Tweed New Haven Airport Authority Board Page 30
6. Adoption of Affirmative Action Policy Resolution (annual renewal) Pages 31-33
7. Approval of Annual SCRCOG Self-Certification Pages 34,35
8. Congressional Reports – *Louis Mangini, Aide to U.S. Representative Rosa DeLauro; Ellen Graham, Aide to U.S. Senator Richard Blumenthal*
9. State Legislative Reports—*Michael Muszynski, CCM; Betsy Gara, COST*
10. SCRCOG Executive Director's Report – *Carl Amento, Executive Director* Pages 36-40
11. REX Development Report – *Ginny Kozlowski, Executive Director, REX Development* Pages 41-43
12. Greater New Haven Transit District Report- *Mario Marrero, Executive Director*
13. DESPP/DEMHS Report –*Jacob Manke, Region 2 Coordinator*
14. CTRides Quarterly Report Attached
15. Regional Cooperation/Other Business
16. Adjournment

The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.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.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en [www.scrkog.org](http://www.scrkog.org). Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de avis



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS  
*Planning for Our Region's Future*

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
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Carl J. Amento, Executive Director

TO: **SCRCOG Board Members**  
FROM: **First Selectman Paula Cofrancesco, Secretary**  
DATE: **February 16, 2022**  
SUBJECT: **SCRCOG Meeting Minutes January 26, 2022**

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**Present:**

Bethany	First Selectman Paula Cofrancesco, <i>Secretary</i>
Branford	First Selectman James Cosgrove
East Haven	Mayor Joseph Carfora
Guilford	First Selectman Matthew Hoey, <i>Chair</i>
Hamden	Mayor Lauren Garrett
Madison	First Selectman Peggy Lyons, <i>Treasurer</i>
Milford	Mayor Benjamin Blake
New Haven	Mayor Justin Elicker
North Branford	Michael Paulhus, <i>proxy for Mayor Jeffrey Macmillen</i>
North Haven	First Selectman Michael Freda, <i>Immediate Past Chair</i>
Orange	First Selectman James Zeoli, <i>Vice Chair</i>
Wallingford	Mayor William Dickinson
West Haven	Christopher Soto, <i>proxy for Mayor Nancy Rossi</i>
Woodbridge	First Selectman Beth Heller

SCRCOG Staff Carl Amento, Stephen Dudley, James Rode, Eugene Livshits, Christopher Rappa, Rebecca Andreucci, Adriano Cirioli, Lucy Marinelli.

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**Guests:** Mark Boughton, *Commissioner of Revenue Services*; Kevin Alvarez, *City of New Haven*; Ray Baldwin, *Town of East Haven*; Ginny Kozlowski and Barbara Malmberg, *REX Development*; Jennifer Pacacha, *CT Department of Transportation*; Louis Mangini, *Office of U.S. Representative Rosa DeLauro*; Ellen Graham, *Office of U.S. Senator Richard Blumenthal*; Michael Muszynski, *CCM*; Betsy Gara, *COST*; Lynn Vasquez, *Eversource*; Nan Birdwhistell, *Murtha Cullina Law Firm*; Lorena Venegas, *Member of the Public*.

**NOTE: The January SCRCOG Board meeting was held with both in-person and virtual attendance.**

**1. Call to order and Introductions**

Chairman Freda called the meeting to order at 10:06 a.m. All present introduced themselves. Executive Director Amento requested a moment of silence to acknowledge the death of Edward Swinkoski, the Finance Director of North Haven.

Stephen Dudley announced that he will be retiring effective April 1, 2022. First Selectman Hoey asked if Stephen may be available to continue part-time after that date. Stephen Dudley stated that he is not necessarily opposed, though that has not yet been discussed.

**2. Presentation: The Infrastructure Investment and Jobs Act**

Mark Boughton, the Commissioner of the Department of Revenue Services and Governor Lamont's Senior Advisor on Infrastructure, gave a presentation on the Infrastructure Investment and Jobs Act (IIJA). His position focuses on cross-agency collaboration and assisting municipalities with IIJA. He suggests that projects get

submitted through the COGs, where regional opportunities can be identified and then forwarded to DOT. Other states will be utilizing their counties. First Selectman Hoey asked if there was any assistance available for grant writing. Commissioner Boughton stated that they at this point are working on creating templates for the grant applications, but assistance might be available directly to Mayors and First Selectmen for grant writing in the future.

**3. Adoption of the November 17, 2021 SCRCOG Meeting Minutes**

Chairman Freda presented the Minutes of the SCRCOG Meeting of November 17, 2021, which were included in the agenda packet at pages 2-4. First Selectman Hoey made a motion to approve the adoption of the minutes. First Selectman Cofrancesco seconded. All voted in favor.

**4. Adoption of December 16, 2021 SCRCOG Special Meeting Minutes**

Chairman Freda presented the Minutes of the SCRCOG Special Meeting of December 16, 2021, which were included in the agenda packet at pages 5-6. First Selectman Cofrancesco made a motion to approve the adoption of the minutes, and First Selectman Hoey seconded. All voted in favor.

**5. Treasurer's Report for month ending 12/31/21**

First Selectman Cofrancesco presented the Treasurer's Report on pages 7-8 of the agenda packet. The Balance Sheet shows that SCRCOG has total assets of \$1,444,000 with \$1,014,000 of that in cash and investments. There is also \$96,000 due from CTDOT, \$254,000 due from OPM, and \$3,600 due from CIRCA. Expenses for the month were in order. First Selectman Cosgrove moved to adopt the report, and First Selectman Lyons seconded. The vote was unanimous.

**6. Transportation Committee Report**

Mayor Dickinson presented the Transportation Committee report on pages 9-20 of the agenda packet, with the Resolutions found on pages 17-20.

- Mayor Dickinson made a motion to approve TIP Amendment Twelve. First Selectman Cosgrove seconded, and all voted in favor.
- Mayor Dickinson made a motion to amend the UPWP. First Selectman Hoey seconded, and all voted in favor.

**7. Nominating Committee Report for Calendar Year 2022 Officers and Committees**

The Nominating Committee consisting of First Selectman Beth Heller, First Selectman James Cosgrove and Mayor Benjamin Blake presented the Committee's recommendations found on page 21 of the agenda packet. The Nominating Committee's recommendations for officers were: First Selectman Hoey as Chair, First Selectman Zeoli as Vice Chair, First Selectman Cofrancesco as Secretary, and First Selectman Lyons as Treasurer. The Nominating Committee also presented its recommendations for Executive Committee, Transportation Committee and Administrative and Personnel Committee.

**8. Election of Officers and Appointment of Committees**

Mayor Blake made a motion to approve, and First Selectman Cosgrove seconded, the recommendations of the Nominating Committee, with all voting in favor.

**9. Acceptance of Gavel by New Chair**

Chairman Freda thanked the COG for allowing him to serve, stating that it has been a rewarding experience. Incoming Chair Hoey accepted the gavel from Outgoing Chair Freda. Chairman Hoey thanked First Selectman Freda for his mentorship, and presented First Selectman Freda with a plaque honoring his time as SCRCOG Chair.

**10. Appointment of By-Laws Committee**

Chairman Hoey asked the Board members to consider volunteering for the by-laws committee, stating that interested members would be appointed at the February meeting.

**11. Adopt Resolution to appoint SCRCOG Bank Signatories**

First Selectman Cosgrove made a motion to approve the resolution on page 22 of the agenda packet. Mayor Blake seconded, and the vote was unanimous.

**12. Adopt Resolution authorizing the Executive Director to sign agreements with CTDOT**

Chairman Hoey presented the resolution on page 23 of the agenda packet. First Selectman Cosgrove made a motion to approve, and First Selectman Cofrancesco seconded. The motion passed unanimously.

**13. Adopt Resolution to Designate \$300,000 of Unassigned Fund Balance for the FY 2024 and FY 2025 Unified Planning Work Program and/or Regional Hazard Mitigation Plan Upgrade**

Stephen Dudley presented the resolution on pages 24-27 of the agenda packet. The resolution designates \$300,000 of SCRCOG's reserve funds to pay for match funds for UPWP and/or the Multi-Jurisdictional Hazard Mitigation Plan Update. This resolution was recommended to the Board by the Executive Committee. First Selectman Cosgrove made a motion to approve, and First Selectman Cofrancesco seconded. The motion passed unanimously.

**14. Congressional Reports**

Louis Mangini from Congresswoman DeLauro's office reported the Final Rule for the American Rescue Plan was released. Municipalities are allowed to take up to \$10 million for revenue loss, which would allow that funding to be used for all government services.

Ellen Graham from Senator Blumenthal's office stated that Commissioner Boughton and Louis Mangini covered everything relating to Infrastructure well. Mayor Blake stated he is hesitant to award grants from ARPA funding because of the potential tracking issues. Louis Mangini stated that grants under \$50,000 do not need to be tracked through the grant period. First Selectman Lyons asked if municipalities were hearing from the public with suggestions on how to spend the funding? First Selectman Cofrancesco stated that feedback has been minimal. Mayor Blake stated his constituents have been very vocal about where to spend the money.

**15. Legislative Reports**

Michael Muszynski from CCM stated the legislative session begins in two weeks and will be a short session. They will be alerting municipalities of any concerning legislation as it comes out.

Betsy Gara from COST stated the legislative start date is February 8. The budget address will happen virtually. COST is working on finalizing the government affairs agenda. They have a number of top legislative priorities, including: predictable revenue streams, infrastructure, mandate relief, broadband, extending permissions for hybrid/remote meetings, and property tax reform. COST will be hosting a hybrid annual meeting this year.

Chairman Hoey asked if there was the potential to revise the requirements for public meeting notices in newspapers versus posting online. Many of the local papers only go to print once per week and it is extremely expensive to post a public notice. Might it be possible to change the requirements to allow for online postings? Mayor Blake noted that posting of public notices is one of the few things keeping these local newspapers in business. Ray Baldwin responded that it is outdated, and our methods of information sharing have changed since those requirements were put into place.

**16. SCRCOG Executive Director's Report**

Executive Director Amento reviewed the SCRCOG Newsletter found on pages 28-32 of the agenda packet. There will be upcoming meetings with individual towns pertaining to Affordable Housing plans and DEEP's

Sustainable Materials Management (SMM) grant. SCRCOG has been awaiting OPM RSG funding since July 1, 2021. This has delayed the progress of the IT municipal cybersecurity training program. SCRCOG has been collaborating with UConn's CT Trail Finder Program to update, upgrade and make more accessible SCRCOG's online Regional Trails program. Lastly, EDA/DECD grant funding for SCRCOG for Post-Pandemic Economic Recovery has continued to be delayed. A year has passed since application since SCRCOG submitted its application, but we are expecting more information in February.

**17. REX Development Report**

Ginny Kozlowski from REX Development stated they are beginning the CEDS Update, and plan on meeting with every municipality by February.

**18. DEMHS Region 2 Report**

Jacob Manke was not in attendance.

**19. Regional Planning Commission November and January Action Tables**

The Action Tables were reviewed on pages 36-38 of the agenda packet.

**20. Regional Cooperation/Other Business**

Chairman Hoey questioned the reference to Tweed freight improvements in the UPWP and asked if the language was favorable to East Haven and New Haven. Ray Baldwin stated East Haven is also opposed to freight expansion. Kevin Alvarez noted New Haven's opposition, as well. Stephen Dudley stated that the COG had completed a freight study at the request of the Tweed Airport Authority, but there was minimal, if any, freight potential. The UPWP language could be amended to remove the references to freight if that is desire of the municipalities. Executive Director Amento agreed, reiterating that the Tweed freight study only showed potential for transporting a limited amount of produce from Long Island and occasional transplanted organs to Yale New Haven Hospital within the cargo of passenger planes.

**21. Adjournment**

First Selectman Cofrancesco made a motion to adjourn, and First Selectman Lyons seconded. The meeting was adjourned at 11:52 am.

Respectfully submitted,  
First Selectman Cofrancesco, *Secretary*

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# Balance Sheet

South Central Regional Council of Governments

As of period 1/31/2022

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<b>Assets</b>
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**Cash and Investments**

Key Bank - Checking Account	95,307.31
State of CT - Short-Term Investment Fund	699,056.29
New Haven Bank	108,108.48

**Accounts Receivable**

CT Department of Transportation	145,778.71
CT Office of Policy and Management	278,813.77
Other State Grants (CIRCA)	1,049.97

**Other Assets**

Prepaid Expense (UConn MPA Intern)	13,538.55
Accrued Leave & Security Deposit	27,989.19
Furniture & Equipment	18,878.93

<b>Total Assets</b>	<b>1,388,521.20</b>
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<b>Liabilities</b>
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Accounts Payable	9,500.00
Deferred Revenue - Municipal	109,907.48
Deferred Revenue - OPM	5,176.08
Deferred Revenue - LOTCIP	204,452.49
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue - Special Assessment	10,826.63

<b>Total Liabilities</b>	<b>300,177.55</b>
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<b>Fund Balance</b>
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Fund Balance	782,225.38
Designated Fund Balance	300,000.00
Amount for Accrued Leave	16,326.27
Investment in Equipment	18,878.93
Change in Fund Balance	(29,086.93)

<b>Total Fund Balance</b>	<b>1,088,343.65</b>
<b>Total Liabilities and Fund Balance</b>	<b>1,388,521.20</b>

# Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 1/31/2022

	Current	Year-to-Date	Budget
<b>Resources</b>			
Municipal - Revenue	33,033.99	115,826.51	325,950.00
Municipal - Special Assessment			10,827.00
CT OPM - Regional Planning	24,140.57	278,813.77	573,101.00
CTDOT - Transportation Planning	49,621.82	349,440.08	1,318,898.00
CTDOT - LOTCIP	841.91	2,888.46	211,465.00
CT DECD (EDA Grant)			358,006.00
CT SotS - Regional Election Monitor			3,690.00
CIRCA - Resilient CT Grant		4,485.20	19,000.00
Interest - Revenue	67.17	493.25	2,000.00
<b>Total Resources</b>	<b>107,705.46</b>	<b>751,947.27</b>	<b>2,822,937.00</b>
<b>Direct Expenses</b>			
Transportation Planning Consultants		21,510.00	660,500.00
Land-Use Planning Consultants		5,411.25	8,000.00
Other Consultants	33,034.60	147,111.45	429,700.00
Travel	14.56	230.16	7,800.00
Data Processing		2,400.00	4,000.00
Commercial Printing			500.00
Subscriptions and Books	40.00	888.00	3,675.00
Insurance and Professional Services		449.32	
Meeting Expenses and Advertising	68.80	3,827.83	16,200.00
Miscellaneous		31.33	532.00
Transportation - Reserved			189,486.00
LOTCIP - Reserved			199,248.00
Hazard Mitigation Grant - Reserved			10,827.00
CT DECD (EDA Grant) - Reserved			264,694.00
<b>Total Direct Expenses</b>	<b>33,157.96</b>	<b>181,859.34</b>	<b>1,795,162.00</b>
<b>Direct Labor</b>			
<b>Direct Labor - Employees</b>	<b>33,229.48</b>	<b>254,125.58</b>	<b>447,378.00</b>
<b>Overhead</b>			
Indirect Labor - Employees	13,164.52	104,363.82	173,434.00
Employee Benefits	19,138.19	144,053.91	227,463.00
Travel			100.00
Data Processing	7,820.25	10,765.83	13,600.00
Rent	9,385.57	65,208.59	112,300.00
Telephone and Internet	265.92	3,120.44	7,400.00
Office Supplies	359.25	1,085.46	3,725.00
Equipment Maintenance	899.02	6,693.64	17,500.00
Subscriptions and Books	161.60	161.60	425.00
Insurance and Professional Services	305.00	9,154.00	23,100.00
Meeting Expenses and Advertising	70.95	70.95	700.00
Miscellaneous	61.32	371.04	650.00
<b>Total Overhead</b>	<b>51,631.59</b>	<b>345,049.28</b>	<b>580,397.00</b>
<b>Total Operating Expenses</b>	<b>118,019.03</b>	<b>781,034.20</b>	<b>2,822,937.00</b>

**South Central Regional Council of Governments**  
**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
Amendment Number 13

<b>Project</b>	<b>0043-0129    2012-A10-3    Bike/Ped East Haven Shoreline Greenway Trail</b>
<b>Changes</b>	Amendment 13 increases funding based on a revised cost estimate
<b>Reason</b>	Action is necessary to make the best use of federal funding. HPP funds, made available after the closeout of a different project are added. Available STPT funds for FY2022 are included as well.
<b>Project</b>	<b>0173-0512    2021-A3-3    REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS</b>
<b>Changes</b>	Amendment 13 reduces funding amount
<b>Reason</b>	Action is necessary as the number of signals is reduced
<b>Project</b>	<b>0173-0526    2022-A13-1    Traffic Signal LED Relamp</b>
<b>Changes</b>	Amendment 13 adds new project
<b>Reason</b>	Based on an analysis completed under State Project No. 0173-0512, it has been determined that there are approximately 702 traffic signals on various State highways at State-owned intersections in District 3 that require updates to replace existing LED lamps with new LED lamps. This CN breakout project will allow for approximately 486 of these locations, which have no associated signal plan changes, to advance to construction sooner than the remaining approximately 216 locations that will include additional enhancements and do require signal plan changes.



South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 13

**State Project #0043-0129**

**SCRCOG # 2012-A10-3**

**Municipality** East Haven

**AQ Code** X6

Proposed

**Project Name** Bike/Ped East Haven Shoreline Greenway Trail

**Description** Project is for design and construction of 4,800 ft Shoreline Greenway Trail in East Haven. This section is from Spray park on Cosey Beach Ave to D.C Moore School

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
HPP	FD	Federal	108				
		Local	27				
	CON	Federal		666			
		Local		166			
<b>Total Cost</b>	<b>\$967</b>	0	135	832	0	0	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
HPP	FD	Federal	108				
		Local	27				
	CON	Federal		723			
		Local		181			
STPT		Federal		116			
		Local		29			
<b>TIP Funds</b>	<b>\$1,184</b>	0	135	1,049	0	0	0

**Amendment Notes**

FY12 Amend 10 introduces new project. FY12 TIP Amend 18 moves FD to FY14 and add CON for FY15 FY15 TIP Amend 4 increases FD and moves CON to FY16. FY15 TIP amend 10 moves FD and CON phases out 1 year. FY15 TIP Amend 14 moves FD to FY17 FY15 TIP Amend 23 moves FD and CON from FY17 to FY18 FY18 TIP Amend 5 adjusts project schedule. FY18 TIP Amend 18 moves FD to FY20. FY 21 TIP Amend 3 move schedule and updates funding. FY21 TIP Amend 13 increases Funding.

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 13

**State Project #0173-0512**

**SCRCOG # 2021-A3-3**

**Municipality** Statewide

**AQ Code**

Proposed

**Project Name** REPLACE TRAFFIC SIGNAL LED LAMPS/VARIOUS LOC

**Description** Traffic signal LED re-lamping project in District 3 to keep signals functioning in a state of good repair & to provide additional enhancements if applicable, e.g. installing backplates with yellow retroreflective borders & replacing span-mounted signs.

**Current TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
STPA	PD	Federal	158				
		State	40				
	FD	Federal		133			
		State		33			
	CON	Federal		2,596			
		State		649			
<b>Total Cost</b>	<b>\$3,609</b>	0	198	3,411	0	0	0

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
STPA	PD	Federal	158				
		State	40				
	FD	Federal		133			
		State		33			
	CON	Federal		800			
		State		200			
<b>TIP Funds</b>	<b>\$1,364</b>	0	198	1,166	0	0	0

**Amendment Notes**

FY 21 TIP Amend 3 Adds a new project. FY21 TIP Amend 13 reduces funding amount

South Central Regional Council of Governments  
FFY2021-FFY2024 Transportation Improvement Program  
Amendment 13

**State Project #0173-0526**

**SCRCOG # 2022-A13-1**

**Municipality** District 3

**AQ Code X7**

Proposed

**Project Name** Traffic Signal LED Relamp

**Description** Traffic signal LED re-lamping in District 3 to keep signals functioning in a SOGR and update lamps to comply with MUTCD. Also replace span-mounted signs. CN breakout from Project 0173-0512.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i><b>Funding</b></i>	<i><b>Phase</b></i>	<i><b>Prior</b></i>	<i><b>2021</b></i>	<i><b>2022</b></i>	<i><b>2023</b></i>	<i><b>2024</b></i>	<i><b>FYI</b></i>
STPA	CON	Federal		1,796			
		State		449			
<b><i>TIP Funds</i></b>	<b><i>\$2,245</i></b>		0	0	2,245	0	0

**Amendment Notes**

FY21 TIP Amend 13 adds new project



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment  
Thirteen***

- 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*.



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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment  
Thirteen (Continued)***

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

The Program Amendment *Thirteen* 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 **February 23, 2022**

Date February 23, 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments

# Safety Performance Targets

CTDOT's proposed targets for year 2022

March 2021

*This technical memo documents the new safety target selection process used by CTDOT to select the 5 safety performance targets for 2022 that CTDOT will submit to USDOT in two separate reports.*

- *The Safety Engineering Section within the Division of Traffic Engineering will submit the targets through the annual report of its Highway Safety Improvement Program (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.*

***It is important to note that the term “Target” used in this technical memo is in accordance with the [Federal Register](#). The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.***

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 (Fatalities/100 million vehicle miles traveled)**
3. **Number of serious (A) injuries**
4. **Serious (A) injury rate (Serious Injuries/100 million vehicle miles traveled)**
5. **Number of non-motorist fatalities and serious injuries<sup>1</sup>**

Every year the state DOT must establish a specific performance “target” for each performance measure. The Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Planning must work collaboratively to establish a single common set of five (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**). FHWA and NHTSA encourages setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are two (2) penalties, if states fail to meet four (4) of the five (5) targets:

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<sup>1</sup> Non-motorists include pedestrians, other pedestrians (wheelchair, person in a building, skater, pedestrian conveyance), bicyclists, and other cyclist (non-motorist using a non-motorized pedal-powered vehicle other than a bicycle, such as a unicycle or adult tricycle), per the MMUCC investigators guide. .

- 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 programing 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.

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. The fatalities and fatality rates have fluctuated but seem to be slowing down or leveling off in the last few years with the exception of 2020 as discussed below. Of special concern in Connecticut, is the increase in [non-motorist](#) fatalities and serious injuries that began around 2014-2015. The increase in pedestrian fatalities has been observed at the national level and is not limited to Connecticut.

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.

**Smoothing Data with 5-Year Moving Averages.** FHWA uses 5-year moving averages to determine the State’s progress towards achieving safety targets. However, States may use any methodology deemed appropriate to calculate the target value for each performance measure. States are encouraged to review data sets, trends, anticipated funding, and consider other factors that may affect 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 2015 to 2019. The preliminary 2020 data, where available, is used for better decision-making regarding target selection. 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 Safety Engineering Section 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, Connecticut has experienced a change in trend for some performance measures in just the last 2-3 years.

Connecticut 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.** Since 2021, Connecticut 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. In addition, for 2022, we have used 10 years of data for the annual trendline to assist with better decision making. 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.<sup>2</sup> 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 has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of their strong commitment to safety. *See the inset.*

#### Considerations for Aggressive Safety Targets

A State that chooses a very aggressive target is making a very strong commitment to safety. This approach will require aggressive implementation efforts to improve performance. While an aggressive target introduces greater risk of missing the target, it is an opportunity to emphasize commitment to safety, strengthen safety policies, and improve consideration of safety in investment decisions.

*The above FHWA statement is taken from page 14 of “Safety Target Setting Coordination Report,” FHWA, 2016.*

**Special Challenge Posed by Pandemic in 2020.** The COVID-19 pandemic in 2020 posed an unusual challenge to state DOTs. The pandemic caused traffic volumes to drop 40-50% of normal in March and April of 2020, and a slow increase in traffic volumes from the month of May onwards. However, the traffic volume had not returned to the 2019 level by the end of 2020. While reduced traffic volumes should result in a similar drop in crashes, injuries, and fatalities; that was not necessarily the case. The total number of crashes and serious injuries decreased, but the number of fatalities increased. This might have been caused by significant increases in the percentage of drivers driving in excess of 85 mph, which is considered reckless driving.

Due to these highly unusual circumstances, we will have to carefully examine the 2020 data when the data sets are fully compiled. Where available, we have considered the 2020 preliminary data in our target selection.

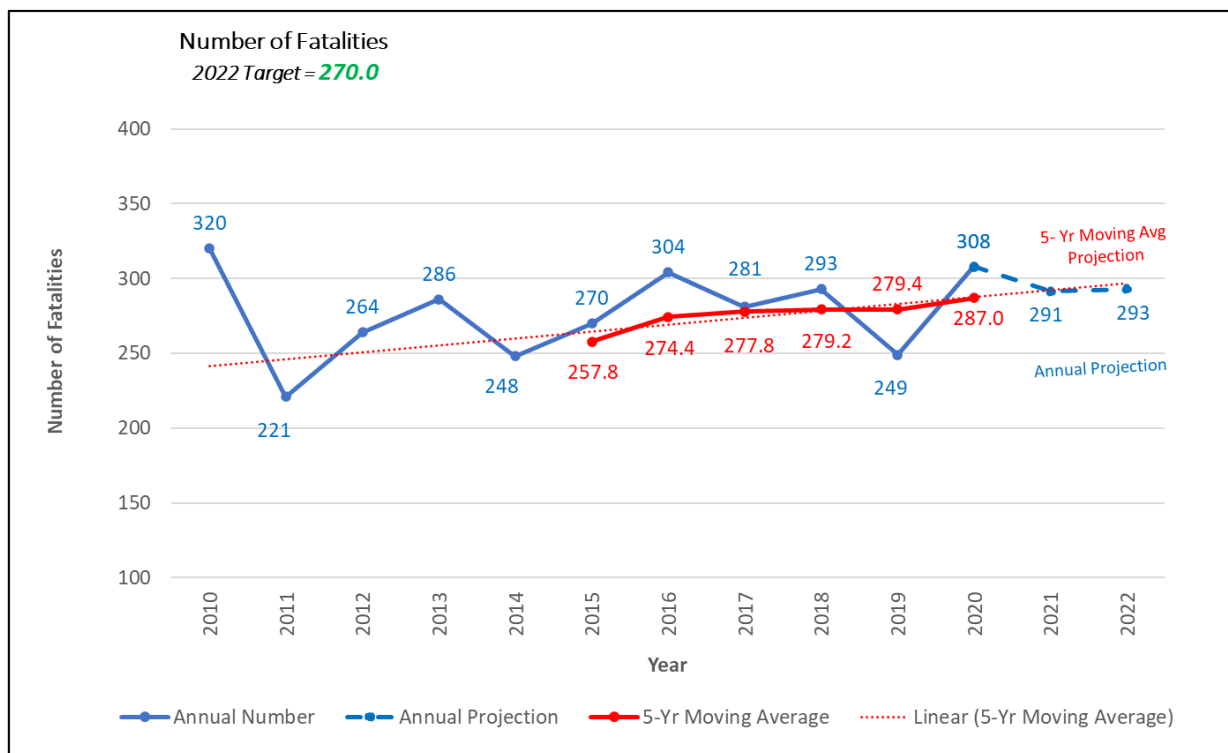
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<sup>2</sup> For example, the Department’s SHRP includes a goal of reducing the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021.



## Performance Measure: **Number of Traffic Fatalities**

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 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

### “Annual” Fatalities.

- The annual number of fatalities have fluctuated from year to year, but the **annual data** also suggest a **downward trend** since a high point of **320** in **2010**. The year 2020 has been an exception when most of the states in the U.S., including CT, saw an increase in traffic fatalities with a significant drop in traffic volume during the COVID-19 pandemic.
- A time series **regression analysis** was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis, we should expect the fatalities around 290, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average.

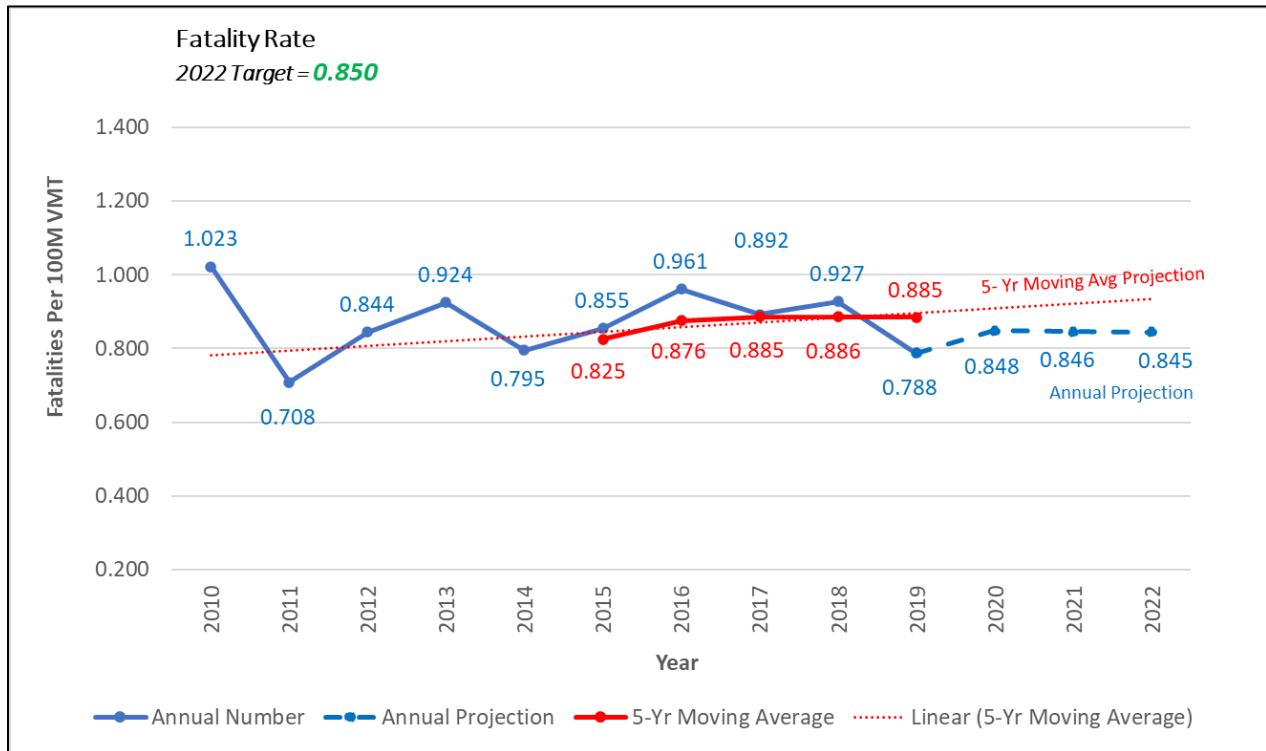
- The 5-year moving average trendline shows the projected fatalities of around 290, similar to the projection with the annual numbers for the target year of 2022.

### **TARGET:**

- CTDOT is choosing to set a 2022 fatality target of **270.0**. The selection is based on careful consideration of the following:
  1. CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2014 - 2015.
  2. There has been a decreasing trend in the number of fatalities for the past couple of years with safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic which resulted in higher than expected traffic fatalities when the traffic volume was significantly lower. This was an unexpected consequence observed in most of the states in the U.S.

## Performance Measure: **Fatality Rate (Fatalities/100 million vehicle miles traveled)**

The trends in the fatality rate<sup>3</sup> 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 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019

Note: The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document.

### “Annual” Fatality Rate.

- The annual fatality rate has fluctuated from year to year, but the **annual data** suggest a **downward trend** since a high point of **1.023 fatalities/100M VMT in 2010**.
- A time series **regression analysis** was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis we should expect the fatality rates to **drop to 0.845**, but there is a significant amount of statistical variance around the projection.

<sup>3</sup> 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.

### 5-Year Moving Average.

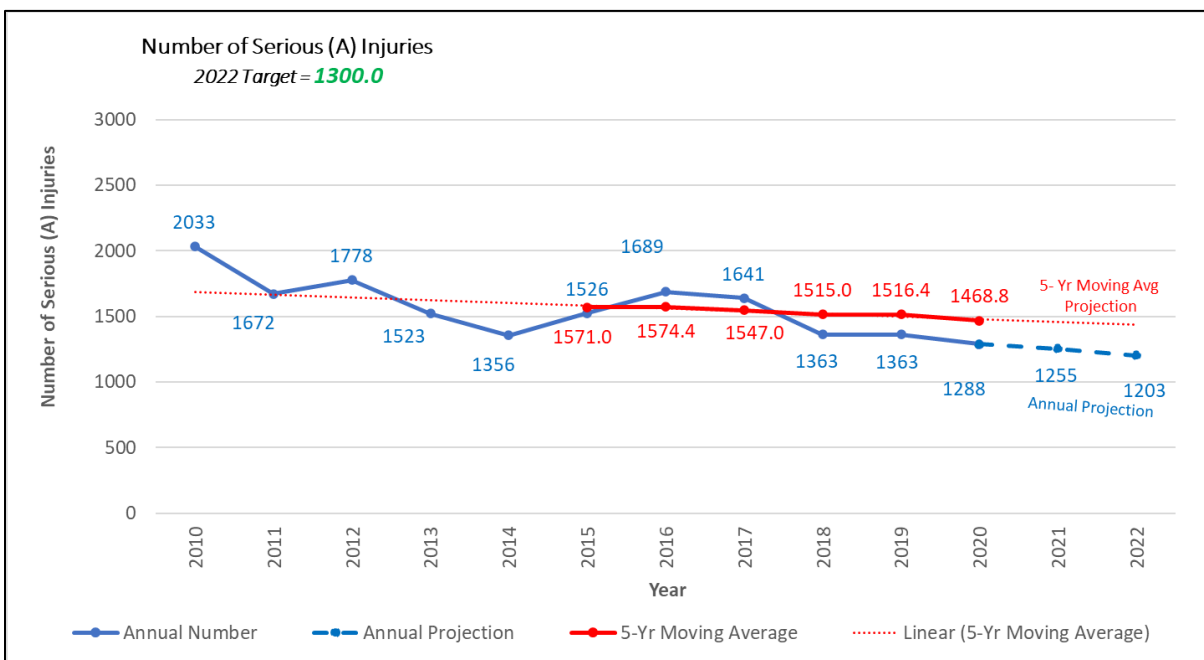
- In contrast to the annual numbers, the 5-year moving average is exhibiting an **upward trend**. The trendline for the 5-year moving average suggests the fatality rate could be up to 11% higher (or a rate of 0.936 versus 0.845) than rates suggested by the “annual” projection. (The annual trend reflects the influence of a decreasing fatality rate.)

### **TARGET:**

- CTDOT is choosing to set a 2022 fatality rate target of **0.850**. 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 0.845 and 0.936**.
  2. CTDOT wants to set an **aggressive target** that will move the state back toward fatality rate levels experienced in **2014 - 2015 time period**.
  3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic where CT saw an increase in traffic fatalities with a significant drop on traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the fatality rate for 2020 will be higher than any of the previous years.
  4. The latest available NHTSA data for 2018 suggests that historically, Connecticut has one of the lowest fatality rates in the country. In 2018, it had a rate of 0.930 that was the 11<sup>th</sup> lowest rate nationwide. The national average of 1.13 was 20% higher. Despite having an already exceptionally low fatality rate, Connecticut is choosing to strive for an even lower rate by setting target at 0.850 for 2022. The goal is to return to 2014 - 2015 levels.

## Performance Measure: Number of Serious (A) Injuries

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 2022 as described below.



Source: CT Crash Data Repository as of 03/15/21

*Note: The definition of "Serious (A) Injury" was changed in 2015 to match MMUCC 4<sup>th</sup> edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis*

### "Annual" Serious Injuries.

- The annual number of serious injuries have fluctuated from year to year, but the **annual data** also suggest a major **downward trend** since a high point of 2033 in 2010.
- A time series **regression analysis** was conducted to project the likely number of serious injuries in 2021 and 2022 (our target year). Based on the regression analysis, we should expect large drop in serious injuries. The drop is expected to bring the annual number down to around 1200, 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

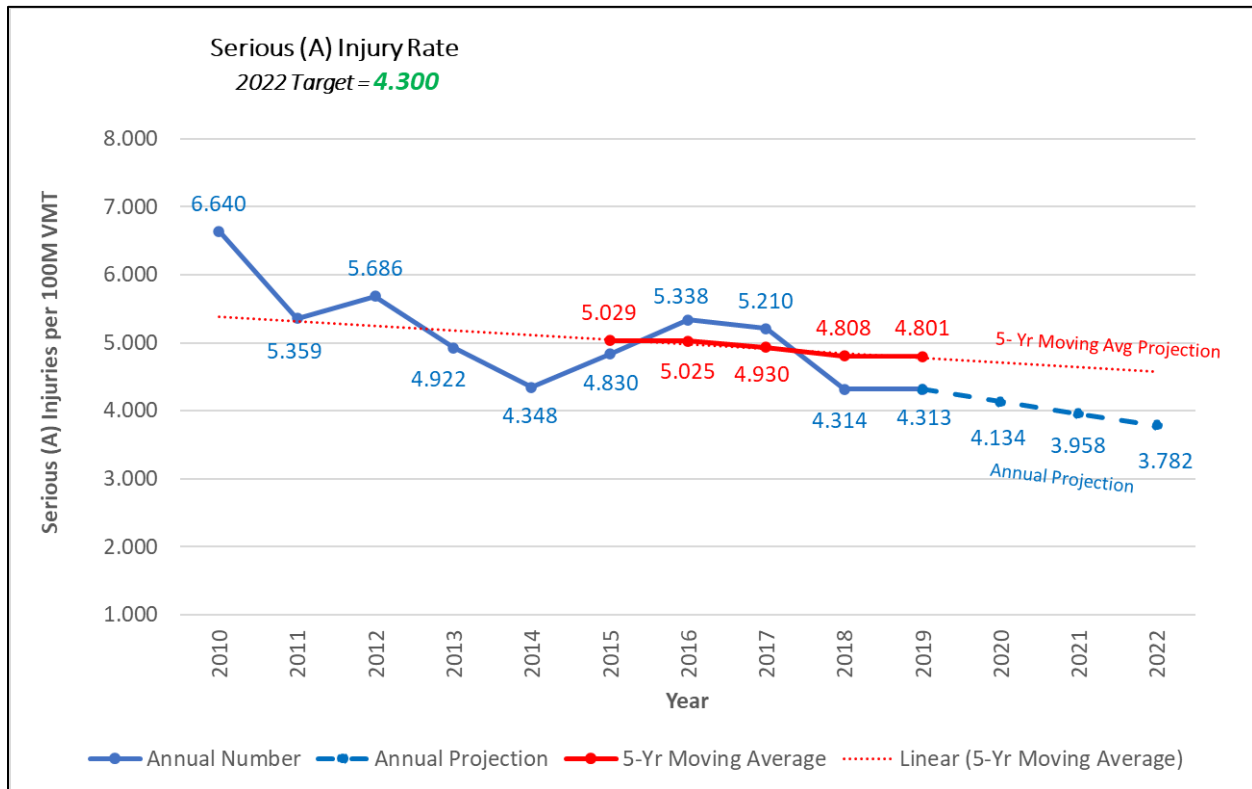
average trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 1439, while the regression forecast is around 1200.

**TARGET:**

- CTDOT is choosing to set a 2022 target of **1300.0 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 1203 - 1439.
  2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2014 or lower.

## Performance Measure: **Serious (A) Injury Rate (Serious Injuries/100 million vehicle miles traveled)**

The trends in serious injury rates<sup>4</sup> 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 2022 as described below.



Source: CT Crash Data Repository as of 03/15/21

Note: 1.) The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document; 2.) The definition of “Serious (A) Injury” was changed in 2015 to match MMUCC 4<sup>th</sup> edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis.

### “Annual” Serious Injury Rates.

<sup>4</sup> 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.

- The annual serious injury rates have fluctuated from year to year, but the **annual data** suggest a major **downward trend** since a high point of **6.640 serious injuries/100 million VMT** in **2010**.
- A time series **regression analysis** was conducted to project the likely serious injury rates in 2021 and 2022 (our target year). Based on the regression analysis, we should expect a large drop in the serious injury rates. The drop is expected to bring the annual rate down to **3.700 – 4.000**, 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 **4.582**, while the regression forecast is **3.700 – 4.000**.

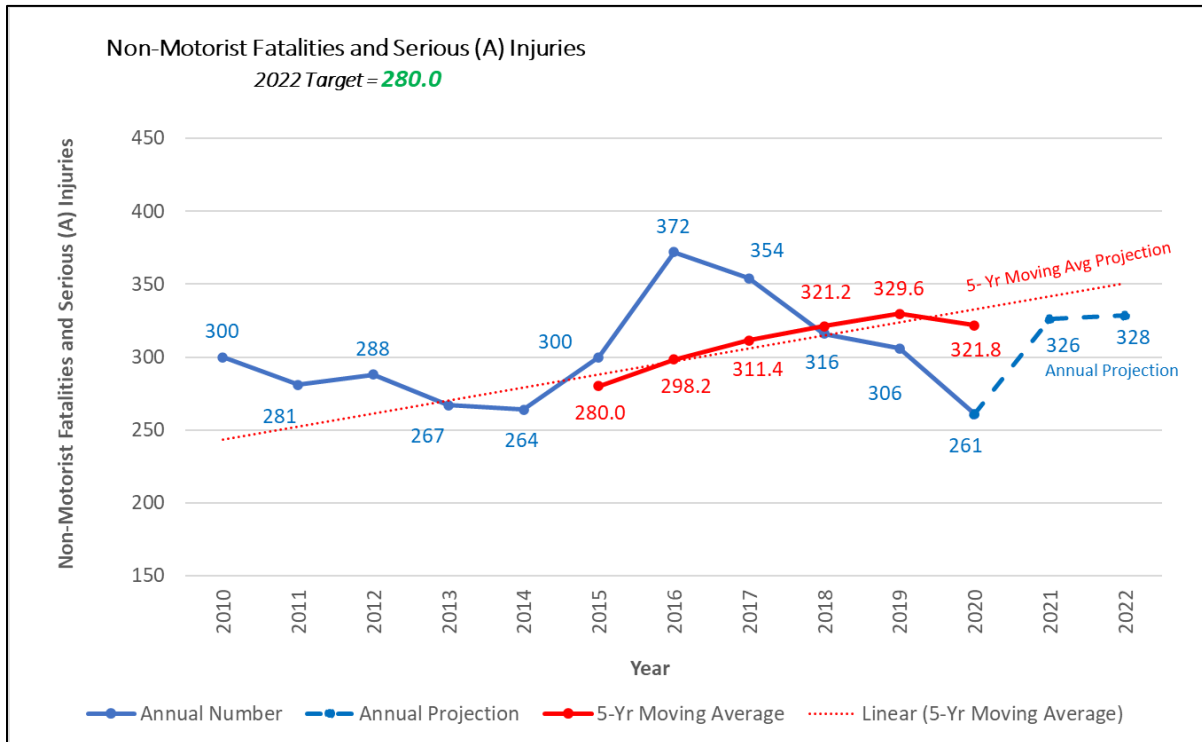
#### **TARGET:**

- CTDOT is choosing to set a 2022 target of **4.300 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 **3.700 – 4.600**.
  2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in **2014** or lower.
  3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic. There was a decrease in the number of serious injuries and a significant drop in the traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the serious injury rate for 2020 will be higher than the past couple of years due to the drop in traffic volume.



## Performance Measure: **Number of Non-Motorist Fatalities and Serious (A) Injuries**

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 2022 as described below.



Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

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

- The annual number of non-motorist fatalities and serious injuries have fluctuated 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 2021 and 2022 (our target year). 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 since 2015**. **However, the 2020 preliminary data is encouraging and suggests a small drop**. The diverging trends yield a significant difference between the 5-year moving average trendline and the

annual regression analysis forecast. The 5-year moving average is expected to increase to around **350.6**, while the regression forecast is **325-330**.

**TARGET:**

- CTDOT is choosing to set a 2022 target of **280.0** 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 became a major issue in Connecticut when pedestrian 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 a major program to improve safety and expand opportunities for walking and bicycling. Several safety-related infrastructure projects were undertaken from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals.
  2. 5-year Moving Average Trendline is Problematic. Given CTDOT's commitment to pedestrian safety, we are unwilling to accept the higher a 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 **300-330** that we believe to be more likely than the 5-year average, and it is more acceptable given CTDOT's 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 lower.

## CTDOT SAFETY PERFORMANCE TARGETS REPORTED TO FHWA

Targets Reported		2018	2019	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022
	Target Years	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022
	Performance Assessment Year	2020	2021	2022	2023	2024
Number of Traffic Fatalities		257.0	274.0	277.0	270.0	270.0
Fatality Rate		0.823	0.873	0.883	0.850	0.850
Number of Serious (A) Injuries		1571.0	1574.0	1547.0	1360.0	1300.0
Serious (A) Injury Rate		5.033	5.024	4.931	4.300	4.300
Number of Non-motorized Fatalities & Serious (A) Injuries		280.0	290.0	307.2	300.0	280.0

### 2018 Safety Performance Target Assessment Summary from FHWA Website

Connecticut Safety Performance Target Assessment Summary

PERFORMANCE MEASURE	2014-2018 TARGET	2014-2018 OUTCOME	2012-2016 BASELINE	MET TARGET?	BETTER THAN BASELINE?	MET OR MADE SIGNIFICANT PROGRESS?
Number of Fatalities	257.0	279.4	274.4	No	No	NO
Rate of Fatalities	0.823	0.886	0.874	No	No	
Number of Serious Injuries	1,571.0	1,496.6	1,573.0	Yes	N/A	
Rate of Serious Injuries	5.033	4.752	5.020	Yes	N/A	
Number of Non-Motorized Fatalities and Serious Injuries	280.0	311.8	298.0	No	No	

### State Highway Safety Report (2018) - Connecticut

<https://www.fhwa.dot.gov/tpm/reporting/state/safety.cfm?state=Connecticut>



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

## **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, 2021, 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 May 2021 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 27, 2021, and the Highway Safety Plan dated June 29, 2021 and



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Carl J. Amento, Executive Director

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 February 23, 2022.

Date February 23, 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments



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Carl J. Amento, Executive Director

**Resolution Re:**  
**Appointment of SCRCOG Representative to the Tweed New Haven Airport Authority Board**

**Whereas:** The South Central Regional Council of Governments (SCRCOG) appointed David White as Representative on the Tweed New Haven Airport Authority Board on September 26, 2018 for a four-year term which commenced on July 1, 2018; and

**Whereas:** Mr. White's terms expired on June 30, 2022; and

**Whereas:** Mr. White is proposed to serve as one of SCRCOG's representatives to the Tweed New Haven Airport Authority Board.

***Now, Therefore, Be It Resolved By the South Central Regional Council of Governments:***

That David White are hereby reappointed as one of SCRCOG's Representatives to the Tweed New Haven Airport Authority Board for a four-year term commencing on July 1, 2022.

***Certificate***

The undersigned duly qualified and acting as Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted by majority vote at a legally convened meeting of the Council of Governments on February 23, 2022

Date February 23. 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments



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February 23, 2022

**AFFIRMATIVE ACTION POLICY STATEMENT**

It is the policy of SCRCOG ("the agency") to assure that applicants are employed, and that employees are treated during employment, without regard to an individual's race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. Such action shall include; employment; upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship, pre-apprenticeship, and/or on-the-job training.

This agency will implement, monitor, enforce and achieve full compliance with this Affirmative Action Policy Statement in conjunction with the applicable Federal and State laws, regulations, executive orders and contract provisions, including but not limited to those listed below:

**Dissemination of Policy:**

All members of the agency who are authorized to hire, supervise, promote, and discharge employees, or who recommend such action, or who are substantially involved in such action, will be made fully cognizant of, and will implement, this agency's Equal Employment Opportunity (EEO) policy and contractual responsibilities to provide EEO in each grade and classification of employment. These actions shall include:

1. Periodic meetings of supervisory and personnel office employees will be conducted before the start of work and then not less often than once every year, at which time the agency's EEO policy and its implementation will be reviewed. These meetings will be conducted by the EEO officer.
2. All new supervisory or personnel office employees will be given a thorough indoctrination by the EEO Officer, covering all major aspects of the agency's EEO obligations within thirty days following their reporting for duty.
3. All personnel who are engaged in direct recruitment for the agency will be instructed by the EEO Officer of the agency's procedures for locating and hiring minority group employees.
4. Notices and posters setting forth the agency's EEO policy will be placed in areas readily accessible to employees, applicants for employment and potential employees.
5. The agency's EEO policy and the procedures to implement such policy will be brought to the attention of employees by means of meetings, employee handbooks, or other appropriate means.
6. Sexual Harassment Prevention Resources including training and remedies must be available to all employees. See Connecticut General Assembly Public Acts 19-16 and 19-93.

**Recruitment:**

When advertising for employees, the agency will include in all advertisements the notation; "An Affirmative Action/Equal Opportunity Employer." All such advertisements will be placed in publications having a large circulation among minority groups in the area where the work force would normally be derived.

1. The agency will, unless precluded by a valid bargaining agreement, conduct systematic and direct recruitment through public and private employee referral sources likely to yield qualified minority and female applicants. To meet this requirement, the agency will identify referral sources and establish procedures for recruitment to obtain the referral of minority and female applicants.

2. The agency will encourage their present employees to refer minority group applicants for employment. Information and procedures with regard to referring minority group applicants will be discussed with employees.

#### Personnel Actions:

Wages, working conditions, and employee benefits shall be established and administered, and personnel actions of every type, including hiring, upgrading, promotion, transfer, demotion, layoff, and termination, shall be taken without regard to race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability. The following procedures shall be followed:

- The agency will promptly investigate all complaints of alleged discrimination made to the agency, and will take appropriate corrective action within a reasonable time. If the investigation indicates that the discrimination may affect persons other than the complainant, such corrective actions shall include such other persons. Upon completion of each investigation, the agency will inform every complainant of all of their avenues of appeal.

#### Training and Promotion:

The agency will assist in locating, qualifying, and increasing the skills of minority group and women employees, and applicants for employment. The agency will utilize the following tools to identify training and promotional opportunities in the firm:

1. The agency will advise employees and applicants for employment of available training programs and the entrance requirements.
2. The agency will encourage minority group and women employees to apply for such training and promotion.

#### Selection of Contractors:

The agency will not discriminate on the grounds race, color, religion, sex, sexual orientation, gender identity, national origin, age or disability in the selection and retention of contractors, including procurement of materials and leases of equipment.

1. The agency shall use their best efforts to ensure contractor/consultant compliance with Federal and State Equal Opportunity (EO) and EEO requirements.

#### Records and Reports:

The agency and any contractor/consultant shall keep records as necessary to document compliance with EO/EEO requirements. Such reports shall be retained for a period of three years following completion of the contract/consultant work and shall be available at reasonable times and places for inspection by authorized representatives of CTDOT and/or the United States Department of Transportation. The following records should be maintained:

1. The number of minority and non-minority group members and women employed in each work classification;
2. The progress and efforts being made in locating, hiring, training, qualifying, and upgrading minority and female employees;
3. Complaints of Discrimination; and
4. Information required for your Affirmative Action Plan Update.

In implementing this policy and ensuring that affirmative action is being provided, each time a hiring opportunity occurs this agency will contact and request referrals from minority and female organizations, referral sources, and media sources. All advertising will emphasize that the agency is "An Affirmative Action/Equal Opportunity Employer."

In order to substantiate this agency's efforts and affirmative actions to provide equal opportunity, the agency will maintain and submit, as requested, documentation such as referral request correspondence, copies of advertisements utilized and follow-up documentation to substantiate that efforts were made in good faith. This



agency will maintain the necessary internal audit procedures and record keeping systems to report the agency's affirmative action efforts.

It is understood by me, my Equal Employment Opportunity Officer and my supervisory and managerial personnel that failure to effectively implement, monitor and enforce this agency's affirmative action program and/or failure to adequately document the affirmative actions taken and efforts made to recruit and hire minority and female applicants, in accordance with our affirmative action program in each instance of hire, will result in this agency being required to recommit itself to a more stringent affirmative action program. This plan, in addition to CTDOT's EO/EEO contract provisions and requirements, shall constitute our Affirmative Action Program.

The Executive Director has designated a responsible official to monitor all employment related activity to ensure that the agency's EEO policy is being implemented. The equal opportunity officer (hereinafter referred to as the EEO Officer) shall have the responsibility for and must be capable of effectively administering and promoting an active program of equal employment opportunity and is assigned adequate authority and responsibility to do so.

It is fully understood by this agency that the ultimate responsibility for the full implementation of this agency's Affirmative Action Program rests with Executive Director of the agency.

\_\_\_\_\_  
Carl Amento

Name of Executive Director

\_\_\_\_\_  
Signature of Executive Director

\_\_\_\_\_  
Date

\_\_\_\_\_  
Christopher Rappa, Finance Director

Name and Title of Appointed EEO Officer

\_\_\_\_\_  
Signature of EEO Officer

\_\_\_\_\_  
Date



SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

## **MPO PLANNING CERTIFICATION**

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 South Central Region and

WHEREAS, SCRCOG conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation by preparing a Unified Planning Work Program, preparing, maintaining and amending the endorsed Transportation Improvement Program (TIP), preparing and updating the endorsed Metropolitan Transportation Plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

NOW THEREFORE BE IT RESOLVED, that the South Central Regional Council of Governments hereby certifies that the metropolitan transportation planning process is being carried out in accordance with all applicable requirements of:

- (1) 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;
- (2) In nonattainment and maintenance areas, sections 174 and 176(c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506(c) and (d)) and 40 CFR part 93;
- (3) Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;
- (4) 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
- (5) Section 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR part 26 regarding the involvement of disadvantaged business enterprises in DOT funded projects;
- (6) 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

(7) The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and 49 CFR parts 27, 37, and 38;

(8) The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

(9) Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

(10) Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

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 February 23, 2022

Date: February 23, 2022

By:

\_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

# NEWSLETTER

Volume I, Issue 7

## FEBRUARY 2022

Welcome to the SCRCOG monthly newsletter where you can find updates on our transportation planning, regional planning, and municipal services programs.

Please visit the [SCRCOG website](#) for more information on who we are, what we do, and opportunities for public participation.



### ENERGY CONSERVATION

SCRCOG's partners at LiveGreen CT expects to publish an EV Zoning Regulation Blueprint by March 1st. This blueprint will feature a step-by-step guide to adopting EV regulations. Additionally, LiveGreen is planning an EV Zoning Regulations Program and an Electric Police Vehicle Adoption Program in 2022. SCRCOG will advise communities further as to dates and program details.



### INFORMATION TECHNOLOGY / CYBERSECURITY

SCRCOG's cybersecurity consultant, Novus Insight Inc., is beginning to renew the interactive cybersecurity training program for the municipalities with existing users whose licenses expired in September 2021. Municipalities that requested an expansion in users will be accommodated as well. Novus will reach out to those towns individually to set up a meeting. Once that phase is completed, they will set up meetings to on-board any other municipalities that would like to participate in the program but have yet to on-board their employees. Please contact [Andy Cirioli](#) with any questions or expressions of interest to participate in the program.

Mark Boughton, Department of Revenue Services Commissioner and Senior Advisor to the Governor for Infrastructure, joined the January Board meeting to present an overview of the Infrastructure Investment and Jobs Act (IIJA) and discuss the Governor's plan to deploy these federal funds. The Act invests \$1.2 trillion into transportation, utility, environmental, and broadband projects, in addition to other areas of infrastructure. Out of this pool of funds, Connecticut is expected to receive about \$6 billion dollars over five years. Use the links below to access the slides from Commissioner Boughton's presentation, the White House's Guidebook for IIJA, and the SCRCOG IIJA resources webpage.

[Presentation Slides on Governor's Deployment Plan for IIJA Funds](#)

[The White House's Guidebook for IIJA](#)

[SCRCOG's IIJA Resources Webpage](#)



## MUNICIPAL GRANTS

SCRCOG is launching a Municipal Grants Initiative for its member municipalities. This initiative will offer each community technical assistance related to grant writing and administration. Additionally, online trainings on topics of common interest will be scheduled for the Spring.

To kick this off, and as a follow up on the online survey that many cities/towns completed in Fall 2021, SCRCOG consultants, Juliet Burdelski and Renata Bertotti, will be reaching out to those who submitted responses to the Fall 2021 survey to schedule virtual or phone conferences to assess each community's specific needs regarding grant training and/or technical assistance. If a community has not completed the survey and would like to be contacted by the consultants, please do so by [clicking here](#). If a community is unsure whether they submitted a survey response, they should reach out to [Andy Cirioli](#).



## PURCHASING

The fourth session of the SCRCOG Municipal Procurement Training Series on purchasing consortia, which featured speakers from *Sourcewell* and *Omnia Partners - Public Sector* was held on Thursday, February 10th. Please [click here](#) to access a recording of this training session. For additional resources on Sourcewell, Omni Partners, Capitol

Region Purchasing Council (CRPC), and other purchasing consortia available to SCRCOG municipalities, please visit the SCRCOG webpage on purchasing consortia ([click here](#)). Use the link below to access the flyer and schedule for the entire training series.

### 2021-22 Municipal Procurement Training Series Flyer and Schedule



## SOLID WASTE, RECYCLING, & FOOD WASTE DIVERSION

**SMM Phase II Grant Planning Meetings:** Kristen Brown and Pamela Roach are meeting individually with SCRCOG municipalities that have moved on to Phase II of CT DEEP's Sustainable Materials Management (SMM) grant application. These meetings serve as an opportunity to model possible UBP/Food Waste Diversion pilot programs and estimate potential savings. Several UBP models are being considered, such as co-collection of food scraps and traditional solid waste, separate collection of food scraps, combining food scraps with leaves, and commercial food waste diversion. SCRCOG is eager to assist its municipalities in implementing these pilot programs as the cost of disposal is rising and may be as high as \$140/ton within 5 years. Applications for Phase II are due by March 30th and will be considered on a first-come-first-serve basis.

**Center for Eco-Technology Food Waste Diversion Guidance:** Through ReduceWasteCT, a free technical assistance program funded by CT DEEP and delivered under contract by Center for EcoTechnology (CET), businesses can maximize reduction, recovery, and recycling opportunities. CET also works with schools and other institutions to focus on food waste – helping establish share tables and donation programs, as well as food scrap recycling initiatives. CET has a robust toolbox of resources and has developed state-specific materials about food donations, donating food in schools, and spotlights a program occurring in schools in Milford and Woodbridge. Contact CET to learn more about food recovery and waste diversion opportunities at 888-410-3827 or e-mail [ReduceWasteCT@cetonline.org](mailto:ReduceWasteCT@cetonline.org).



## TRANSPORTATION PLANNING

Connecticut's nine Councils of Governments met with CT Department of Transportation (DOT) to discuss the department's update of the Capital Plan. DOT will be receiving an additional funding through the federal Infrastructure bill (IIJA) to further projects listed in the Capital Plan.

Additionally, SCRCOG staff met with Meriden Public Works and Engineering staff to discuss potential improvements to Route 5. The City intends to fund a portion of the improvements through the LOTCIP program.



## UNIFIED PLANNING WORK PROGRAM (UPWP)

SCRCOG received authorization from CT DOT to commence five UPWP projects: West Haven Bicycle Pedestrian Plan, Meriden CT Loop Trail Study, Hamden Farmington Canal Crossings Study, Wallingford Northrup Road Study, and Milford Road Connection Study.



## UPCOMING MEETINGS & EVENTS

### Transportation Committee Meeting

Date and Time: Wednesday, March 9, 2022 from 12:00 PM to 1:00 PM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

### AIA Documents - Municipal Procurement Training Series

Date and Time: Thursday, March 10, 2022 from 10:00 AM to 11:15 AM

Meeting Type: Remote - [Click Here to Register for Zoom Meeting](#)

### Regional Planning Commission Meeting

Date and Time: Thursday, March 10, 2022 from 5:15 PM to 6:15 PM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

### Executive Committee Meeting

Date and Time: Wednesday, March 23, 2022 from 9:00 AM to 10:00 AM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)

### SCRCOG Board Meeting

Date and Time: Wednesday, February 23, 2022 from 10:00 AM to 11:30 AM

Meeting Type: Hybrid - SCRCOG Office / [Click Here to Join the Zoom Meeting](#)

Agenda: [Click Here to Access the Meeting Agenda](#)



SCRCOG Newsletter

South Central Regional Council of Governments  
127 Washington Avenue  
4th Floor, West Building  
North Haven, CT 06473

Want to change how you receive these emails?  
You can [update your preferences](#) or [unsubscribe from this list](#).





February 16, 2022

Dear Chief Elected Officials of SCRCOG,

Over the last month, REX has been focused on regional recovery efforts with an emphasis on manufacturing, workforce development, and tourism/hospitality marketing.

In the manufacturing area, we are collaborating with Marcia LaFemina of Penn Globe, New Haven city officials, and other partners to create a not-for-profit job training center called Manufacturing and Technical Community Hub (MATCH). The program would develop in-demand manufacturing skillsets, provide inclusive programming in both English and Spanish, and offer extended hours to promote upskilling. The identified location is on two existing bus routes.

As a member of Workforce Alliance's planning committee, we are participating in the RFP process for selecting the One-Stop Service Provider. The successful applicant will have addressed issues regarding program outreach, services provided (in-person and virtual), support hours, professional development, and equity and inclusion practices in the company.

Anticipating an uptick in demand for vacations and other leisure activities based on last summer's experience, Visit New Haven will execute a spring marketing blitz with advertising including tourismfun.com and promoting the new Visit New Haven app. We expect continued digital marketing with AAA and the distribution of the 2022 Greater New Haven Visitors and Relocation guide at key transportation centers in New England and the tri-state area. We are continuing our discussions with the Bradenton CVB for tourism cross-promotion opportunities as well as meeting with Bradenton economic development administrators to identify potential synergies.

Committees for 2022 CEDS Annual Update and Performance Report are preparing updates on the 2018-2023 goals and objectives. Community participation at the outreach presentations has been enthusiastic and insightful. The realities of the pandemic's impact and the funding to execute plans has been invigorating for the economic development commissions.

Graphs of regional unemployment claims are attached. If you would like the spreadsheet by town, please let us know.

Sincerely,

Ginny Kozlowski  
Executive Director

# REX

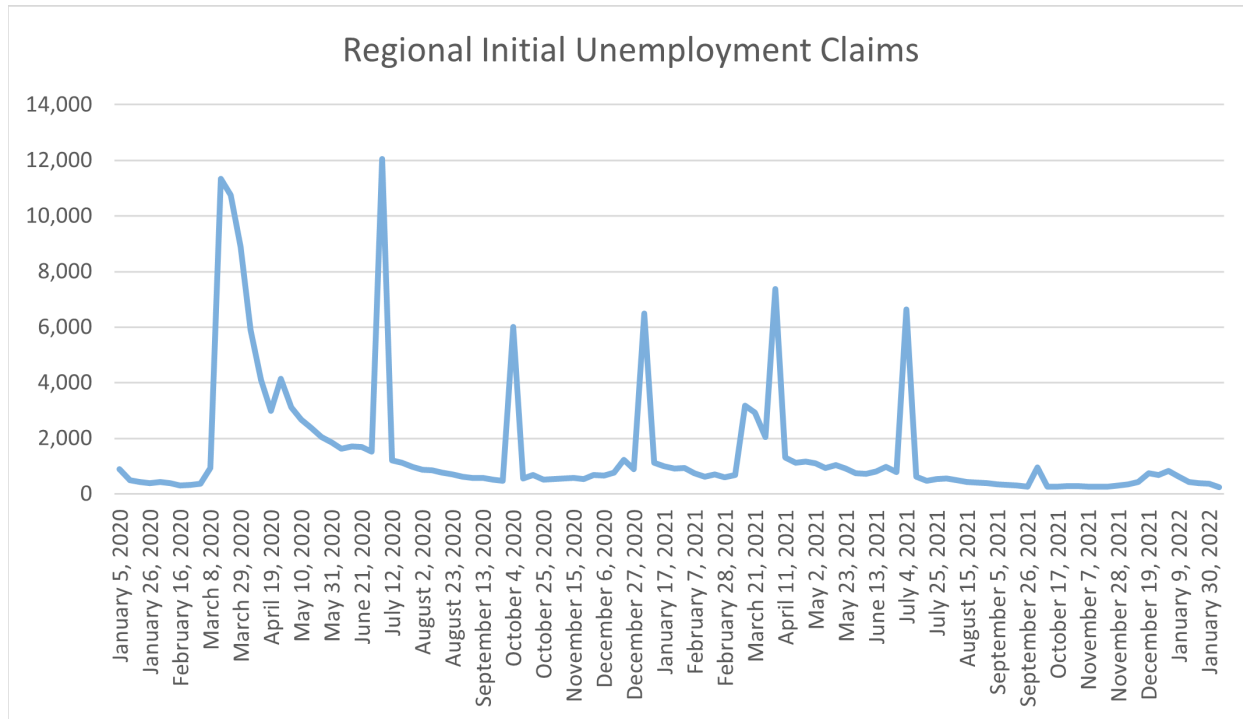
## DEVELOPMENT

Regional Initial Unemployment Claims – Updated February 14, 2022

Dept. of Labor Office of Research

Claims after January 26, 2022 are incomplete.

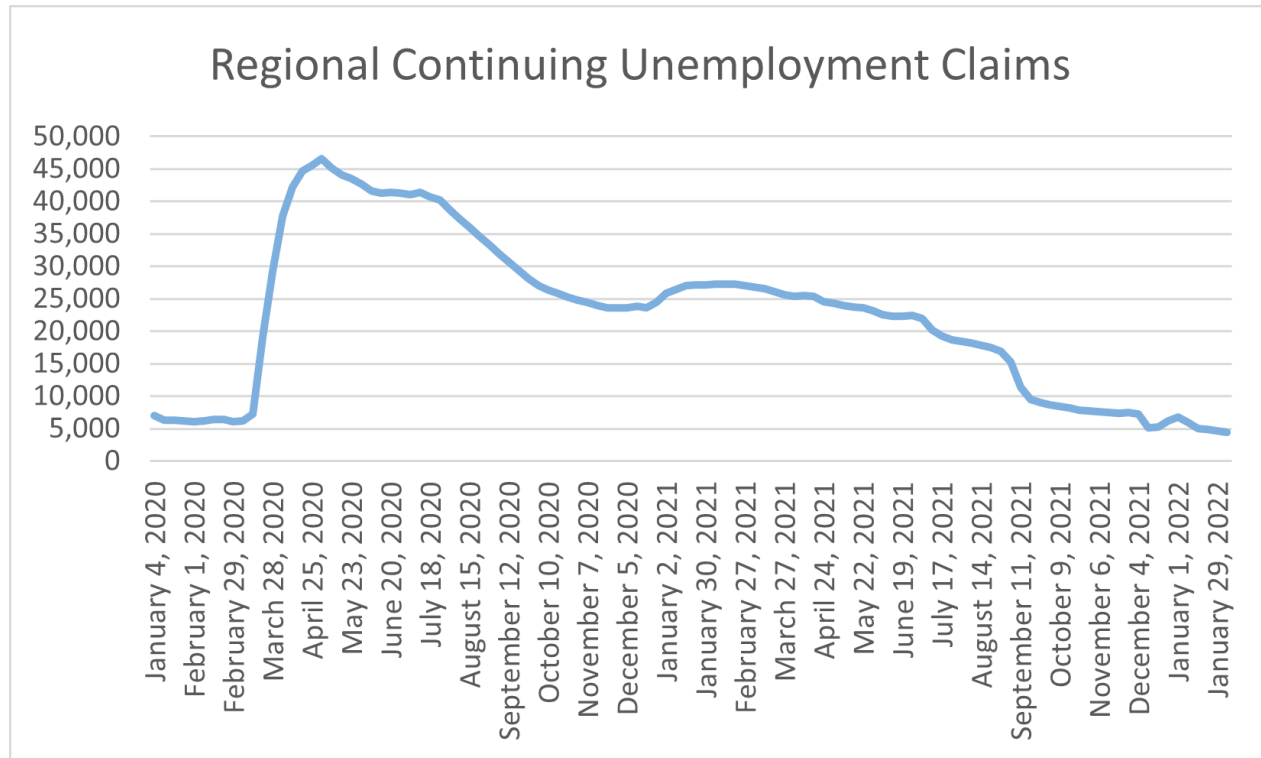
Note: The spikes, January 3, 2021 & April 4, 2021, July 4, 2021 and October 3, 2021, are due to the QRS (Quarterly Record Search)



# REX

## DEVELOPMENT

Regional Continuing Claims – Updated February 14, 2022  
 Dept. of Labor Office of Research  
 Claims after January 22, 2022 are incomplete.



## CTrides: Quarter 4 Activity Summary

October—December 2021

### Return to Transit Campaign

In October, we continued development of the Statewide return to transit campaign, encouraging residents to use public transportation. We reviewed and revised the initial creative campaign concepts from the agency. We also worked with our media partner to develop the paid media plan for the campaign. The first round of illustrations were received, and the website landing page design and development was in progress.

In November, the illustrations, digital banner designs, and the media buy were approved. The campaign landing page continued to be developed and was quality checked internally. Social media advertisements and art assets for digital displays were finalized and received.

The campaign landing page was completed and published in December, along with all digital banner assets with links to the landing page. On December 3rd, digital and Facebook advertisements went live. Production then began for the outdoor creative assets, and we initiated the creative brief for the Tik Tok and Instagram influencer campaign.

### Hop Aboard - Residential Campaign

This campaign focuses on promoting the use of the CTrail Hartford Line in the eight communities through which the line runs. In October, a strategic meeting was held with the creative, media, and direct mail agencies; the final campaign strategy and budget were approved.

In November, we received the direct mail proposal and budget which included targeting and mailing quantities.

In December, we received an updated direct mail plan and budget from the vendor. We also received and reviewed the media plan from the agency and continued the development of displays and social media assets.

### All About Trains Program

This educational and safety program about using the train was further developed this quarter. In October, the final list of promotional items were selected. Development of the interactive presentation tool began. We received and reviewed the first draft of the landing page and provided feedback to the agency. We created the first drafts of the introduction letter, sell sheet and other supporting collateral.



## CTrides: Quarter 4 Activity Summary (Continued)

October—December 2021

In November, all orders were placed for the approved promotional items. Development continued for the interactive presentation tool, introduction letter, and sell sheet. The campaign landing page was sent to the Department of Transportation for review and approval.

In December, all promotional items were delivered. Further development continued for the landing page design, interactive presentation tool, introduction letter, sell sheet, coloring pages, activity sheets, and student certificates. We also initiated coding for the landing page.

### “Along the Lines” Podcast

During this quarter, episodes 22 - 26 were recorded; episodes 19 - 25 were reviewed and edited; and episodes 18 - 22 were released and promoted throughout the quarter on social media (Facebook, Twitter, Instagram, LinkedIn). A promotional and paid media campaign, including posters, radio, and landing page were proposed reviewed by DOT.

As of the end of the quarter, the podcast had a total of 3,312 downloads including the following episodes: Episode 18: CT Ferry System, Episode 19: Downtown Crossing, Episode 20: Accessible Transportation - ADA and Paratransit, Episode 21: Mobility in Southeastern CT, and Episode 22: Auld Lang Syne – Year-End Review.

### CTrides News Roundup

October, November, and December editions were distributed. The October edition included content about the Farmington Canal Heritage Trail, CT*Trail* updates, pedestrian safety, and Along the Lines Podcast.

The November edition included content about new additions to CT*Trail* Hartford Line, CTDOT’s launch of Aira, CT*transit*’s first electric bus, Multimodal and Transit Summit, and news on revamping the Windsor Locks rail station.

The December edition showcased a new winter-themed masthead design. The content for December included CT’s Infrastructure Investment and Jobs Act, holiday events accessible by transit, future plans for New Haven Union Station, and Along the Lines Podcast.

### CTrides.com Updates

In October, the Aira webpage was launched as a resource to assist blind or visually impaired individuals. The Transportation Leaders section was





## CTrides: Quarter 4 Activity Summary (Continued)

October—December 2021

removed from the employer's page on the website.

In November, we developed a "News & Updates" section on the Aira page.

In December, we updated the home page, commuters page, and employers page with new "winter" themed graphics. The News page was updated with press releases from the Department of Transportation. The marketing materials were updated to match the most recent version of the individual and organization brochures.

### Marketing Collateral Updates

In October, to better tailor our materials to current environment, we began reviewing and updating our Organizations and Commuter collateral. We began the initial redesign to accommodate the new copy.

In November, we continued the text and design updates to the collateral.

In December, the new copy and revised layouts were completed for both brochures, and were updated on Flipsnack for the website. The downloadable version of the commuter brochure was complete, and we initiated development of the Spanish version. We also began development of the downloadable version of the organizations' brochure.

### CTrides Connecticut In Motion Webinar Series

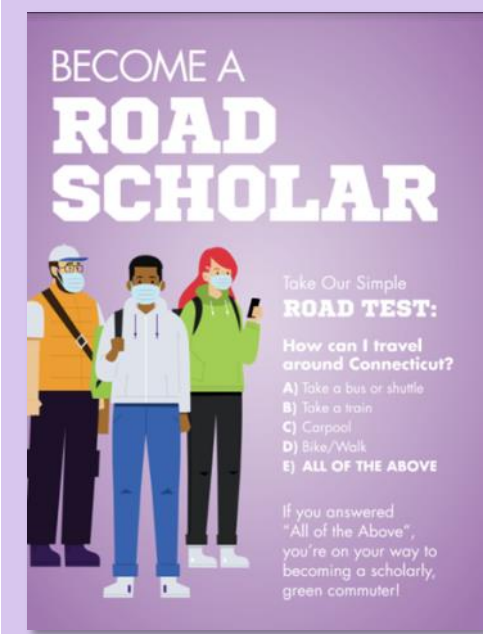
In October, we presented the Department of Transportation with a proposal for the third episode of the Connecticut In Motion Webinar series.

In December, we received approval to move forward, and we developed a project outline which outlining key deliverables and dates in conjunction with our stakeholders.

### Road Scholar

In November, we started reviews and quality checks with our Commuter Program Managers of the transit options for the 40 participating schools.

In December, we completed the quality check process for the list of transit options. We updated the color on our Spring 2022 brochures



## CTrides: Quarter 4 Activity Summary (Continued)

October—December 2021

and updated the U-Pass CT graphic to match. Digital versions were approved and the Road Scholar brochures were printed and both physical and digital copies were distributed.

### Social Media

In October, November, and December we posted social media content across the CTrides, CTrail Hartford Line, CTrail Shore Line East, and CTfastrak accounts, which include Facebook, Twitter, Instagram, and LinkedIn.

In October, we promoted the launch of the Aira program on CTrides, CTrail, and CTfastrak accounts. Announcements were posted on CTrail Hartford Line for additional service and the new customer service office opening in Hartford Union Station. Additionally, we promoted episode 18 of Along the Lines podcast on all CTrides accounts.

In November, we began posting interactive Instagram stories and LinkedIn polls, including questions about working from home and holiday travel plans. On CTrides accounts, we promoted episodes 19 and 20 of Along the Lines podcast, highlighted the benefits of riding public transportation, and promoted U-Pass CT. On CTrail accounts, we posted Thanksgiving schedule updates and reminders, Veterans Day posts, and continued promotion of the Aira program. On CTfastrak accounts, we promoted Parkville Market in Hartford, fall activities, the Hartford Holiday Market, and Winterfest which are all accessible by CTfastrak.

In December, the Return to Transit campaign launched on social media. We also continued Along the Lines podcast and Aira promotions, promoted the new on-demand transit service Wheels2U Norwalk, and holiday posts on CTrides accounts. On CTrail accounts, we posted holiday service schedule updates and reminders, vaccine clinic information, a hand sanitizer video, and promoted multiple activities (e.g. YuleFest), including holiday events, that are accessible by CTrail. On CTfastrak accounts, we also promoted activities like Winterfest and holiday events.

### Nearby Transit Options Handout Template

In October, we began designing and developing collateral templates for apartments and office buildings that are located near CTrail and CTfastrak stations.

In November, we completed two versions of the templates—one



## CTrides: Quarter 4 Activity Summary (Continued)

October—December 2021

residential and one office to promote the use of CTfastrak, CTrail Shore Line East, CTrail Hartford Line, and Metro-North New Haven Line. QR codes were included for easy access to the transit operator's website.

### Holiday Station Decoration

In October, the holiday station decoration proposal for New Haven Union Station was approved by the Department of Transportation. Selfie station designs were sent to the DOT for review. We toured that station with the DOT, Parking Authority, and City of New Haven representatives to further discuss the décor and logistical plans.

In November, we received new input from DOT on installations and other requirements. We provided station measurements to the agency for decoration orders. Snowflake window stickers and garland orders were placed.

In December, the snowflake stickers and garland were installed at the station. A "Happy Holidays & Travels" animation was designed for the big board.

### Miscellaneous

- A poster for Albertus Magnus College students to join the commuter challenge and log their trips on the CTrides app was created.
- Development of the updated telework banner for the Virtual Room began.
- A new proposal for Drive Less Connecticut, CTrides annual May event to encourage people to use greener modes of travel, was sent to the Department of Transportation. We began drafting a list of reward options for each green mode of travel based on the new direction of Drive Less Connecticut.
- The microfiber cloth designs and options were sent to the Department of Transportation for their approval.
- A horizontal option of the MTA Nearby Transit Options poster for digital screens was created and sent to Marcus Partners.





### Participating Organization Activity

As of December 31, the total number of CTrides employer participants, stakeholders and community participants was **339**.

#### Highlights:

##### Statewide Transit Operator Initiative

Conducted targeted corridor outreach to promote new and existing transit services to local partners and communities.

##### Return to Transit Campaign

Supporting campaign outreach led to 10 new partners.

- Partnerships include employers, apartment complex managers, and hotels along transit corridors who are actively promoting our services in conjunction with the local transit operators

An analysis was conducted of bus services that connect to rail stations as part of the larger residential outreach initiative to promote transit use.

##### Chambers of Commerce Outreach

Stamford Chamber of Commerce

- CTrides website and Commuter Program Managers information were included on the directory home page.

Greater Danbury Chamber of Commerce

- CTrides.com added to the “Transportation” landing page, which will remain as a permanent resource.

Hartford Chamber of Commerce

- Hartford Chamber networking event resulted in a new partnership with Yelp CT.

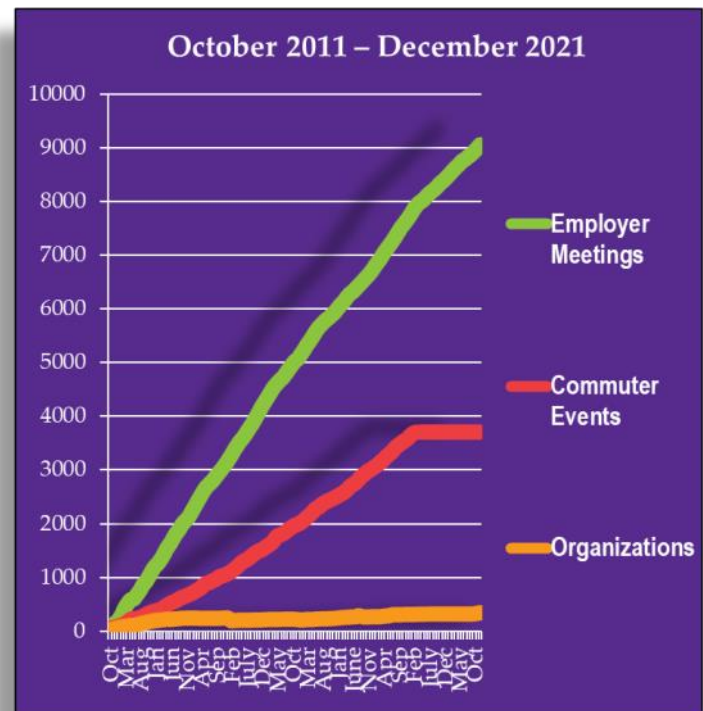
##### Residential Outreach

Researched CT Rail Shore Line East bus connections to identify residential outreach opportunities.

Results: Identified and met with five apartment groups who agreed to promote local bus connections and rail service to their residents. Additional outreach events are planned for the new year.

The CTrides Outreach Team held **181 Events and Meetings** with our worksite partners during Q4. The total number of currently participating organizations is at **339**.

This quarter’s worksite activity, segmented by region, can be found on the following pages. A complete list of program organizations/stakeholders is in Appendix A.





Fewer cars. Better air. Healthier lives.

## Quarterly Report

October—December 2021

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### New Partners:

- Abbey Lane Living
- Ann's Place
- Breakfast, Lunch, and Dinner Group
- BrightStar Care
- Connecticut Institute for Refugees and Immigrants
- Crocker House Apartments
- Crown Point Apartments
- Danbury Medical Group
- Greater Waterbury Transit District
- Hotel Zero Degrees
- Marriott Hotel-Danbury
- MCCA (Danbury)
- Mohican Apartments
- Northwestern CT Transit District
- Rotary Club of Rockville
- Senior Living Residences, LLC (Ridgefield)
- Senior Resources Agency on Aging
- The Botanist
- The Docks Apartments
- The Summit
- Windsor Station Apartments
- Winthrop Apartments
- Yelp CT



## Regional Worksite Highlights

**Western CT** includes Litchfield, Housatonic, Bridgeport & Stamford regions

### Highlights

#### HARTransit

Launched campaign with HARTransit to promote on-demand service to businesses along the Danbury Route 10 micro-transit loop.

Promoted HARTransit On-Demand service to 14 businesses/residences in Danbury, resulting in 8 new partners.

#### Charter Communications

Met with the partner contact to discuss long term program strategy, and to schedule upcoming events to promote the use of rail

#### Thule, Inc.

Conducted a transportation needs analysis with Thule, as part of their sustainability program. Next steps will include employee origin maps and on-site events.

#### Merritt 7 Complex Metro-North Promotion

Partnered with the Merritt 7 Complex to promote the use of Metro-North to the 50 companies in the complex and their 4,000 employees. Promotions included information about the pedestrian bridge renovation and newly installed digital transit information screens.

#### Connecticut Department of Labor

Presented CTrides resource information to the CT Department of Labor (CTDOL) and the American Job Center (AJC) ambassadors. The AJC will use our services to promote statewide commuting options for job placement candidates.

#### Meetings

- Abbey Lane Living
- Accessible Pharmacy
- Ann's Place
- Bigelow Tea
- Bridgeport Regional Business Council
- Charter Communications
- Chipotle
- City of Bridgeport
- City of Norwalk
- Connecticut Department of Labor
- Connecticut Department of Labor (NW and SW Business Service Teams)
- Connecticut Institute for Refugees and Immigrants
- Crown Apartments
- Crown Point Apartments
- EVEN Hotel Norwalk
- Greater Bridgeport Transit District
- Greater Danbury Chamber of Commerce
- Greater Norwalk Chamber of Commerce
- Greater Waterbury Transit District
- HARTransit

- Hotel Zero Degrees
- Ives Manor
- Marriott Hotel-Danbury
- MCAA-Danbury
- Merritt 7 Complex-Marcus Partners
- Naugatuck Valley Council of Governments
- Northwest CT Community College
- Norwalk Transit District
- Rite Aid
- Staples
- The Botanist
- The Botanist-Danbury
- The Summit
- Thule, Inc
- Trader Joe's
- Tuscanero's Pizza
- University of Connecticut-Waterbury
- Warehouse Wines
- Western Connecticut Council of Governments
- WWE



## Regional Worksite Highlights

**Southern CT** includes Middlesex, New Haven & coastal regions

### Highlights

#### Albertus Magnus (New Haven)

Developed and launched a fall semester commuter challenge where participants who track the most green trips would win prizes.

#### Belimo Aircontrols

Re-engaged ETC to strategize and to plan events for a Route 10 bus service promotion. Ridership to be tracked at end of fiscal year.

#### Wesleyan University Wes Pass Pilot

Outreach efforts have led to month-over-month increased usage of Middletown Area Transit (MAT).

Due to the success of the pilot, Wesleyan and MAT are in discussions to make the Wes Pass permanent.

- 81 recorded trips in September
- 150 recorded trips in October

#### City of New Haven

Bikeshare event held in partnership with City and goNewHavengo. Used event to promote first and last-mile options for the return to transit campaign.

#### Town of Old Saybrook

In partnership with the Economic Development Director and 9 Town Transit, initiated a town-wide plan for workshops with employers to promote transit options for work and recreational use.

#### BrightStar Care

CTrides surveyed the 275 employees to collect home information and willingness to take transit. Results to be used to promote viable green commuting options.

#### Meetings

- Albertus Magnus
- Albertus Magnus (New Haven)
- American Job Center
- American Job Center (Waterbury)
- Belimo Aircontrols
- BrightStar Care
- Chamber of Commerce of Eastern Connecticut
- Connecticut Roundtable of Climate and Jobs
- Crocker House Apartments
- goNewHavengo
- Greater New Haven Chamber of Commerce
- Mohican Apartments

- Saybrook Station Apartments
- Southeastern Connecticut Council of Government
- Stone Academy (Waterbury)
- Stone Academy-West Haven
- The Docks Apartments
- Town of Old Saybrook
- University of New Haven
- Wesleyan University
- Winthrop Square Apartments



## Regional Worksite Highlights

**Eastern CT** includes the Hartford, North and Central regions of Connecticut

### Highlights

#### Connecticut Department of Transportation

Held Virtual Event that resulted in 400 visits to virtual room and CTrides.com combined.

#### University of Connecticut (Storrs & Regional Campuses)

Presented benefits and availability of public transportation options to UConn faculty and staff.

#### West Hartford Residential Outreach

Working with the town to schedule a series of educational workshops to promote CTfastrak and educate West Hartford residents on the transit options available. Targeted neighborhoods include:

- Elmwood
- Bishop's Corner
- West Hartford Center

#### Spectra on Pearl Apartment

Complex in downtown Hartford is now digitally distributing Nearby Transit postcards to their new and incoming residents.

#### Town of West Hartford

Coordinated and confirmed participation with West Hartford Public Library to host transit

workshops in various West Hartford branches to promote bus service for work and recreational trips in these surrounding neighborhoods:

- Elmwood
- Bishop's Corner
- West Hartford Center

### Yelp CT

In collaboration with Yelp CT, initiated partnerships with restaurants near CTfastrak stations for a transit restaurant crawl. Worked with our partner contact to secure incentive buy-in from each participating restaurant – incentive contingent upon riders showing they took transit to the establishment.

### Meetings

- Albertus Magnus College
- Breakfast, Lunch, and Dinner Group
- C&S Wholesale Grocers
- Capital Community College
- Capital Workforce Partners
- Central Connecticut State University
- City of Hartford
- Comcast
- Commute with Enterprise
- Connecticut Children's Medical Center
- Connecticut Department of Aging and Disability Services
- Connecticut Department of Transportation
- Connecticut Transit

- Conning
- CTtransit
- Eastern Connecticut State University
- Goodwin University
- Greater Hartford Transit District
- Greater New Britain Chamber of Commerce
- Hartford Chamber of Commerce
- Horizon Services Company
- Job Corps-Hartford
- MetroHartford Alliance
- Noah Webster Library
- Northeast District Department of Health
- Northeastern Connecticut Transit District
- Northwestern CT Transit District
- Randstad Staffing
- Randstad USA
- Rotary Club of Rockville
- Senior Living Residences, LLC (Farmington)
- Senior Resources Agency on Aging
- Stone Academy-East Hartford
- Town of Berlin
- Town of West Hartford
- Town of Windsor Locks
- University of Connecticut
- Windham Region Transit District
- Windsor Stations Apartments
- Yelp CT

## Quarterly Report

October—December 2021

### Customer feedback:

- *"Cindy was very helpful and professional. I would love to be able to speak with her again on any future matters."*
- *"I'd like to thank you for the quick and easy process for getting the reimbursement for the uber trips due to the suspension on route 928"*
- *"I am happy that they honored their word and are very respectful and helpful."*
- *"Response was very helpful - I rate the service provided by Lisa as a 5!"*
- *"Cindy was amazing. She was extremely kind and answered all my questions, plus more. I am really grateful for such an amazing experience! Thank you, Cindy!"*
  - *"Quick and efficient response. Thank you."*

### Customer Service Highlights

CTrides/CTrail calls: 5,891

Custom Commute Plans: 20

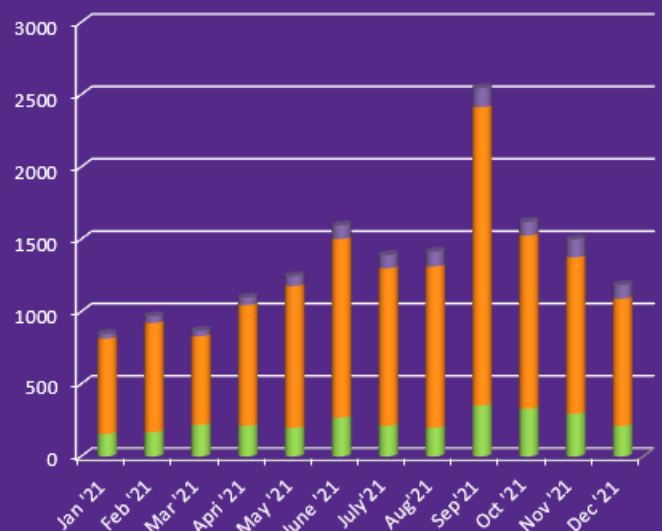
Total Number of Website Form Submissions: 654

Total Number of Emails Sent and Received: 836

### Customer Service Details:

- **4,308 Total** cases into CTrides
  - **3,157 calls**  
4 inquiries about available disabled services  
11 bilingual inquiries
  - **Sent and received 836 emails**  
Great or OK rating on 91% of emails surveyed
  - **Facilitated 315 live online chats of which 71 were SMS (text) chats**  
4.5 out of 5 (best) avg. rating on all chats
- **Provided 1 Emergency Ride Home**
- **Processed 147 CTrail Hartford Line and 59 CTrail Shore Line East** complaints, suggestions, questions
- **Distributed only 1 trial bus pass to commuters** due to massive decrease in ridership caused by COVID-19.

### 4th Quarter 2021



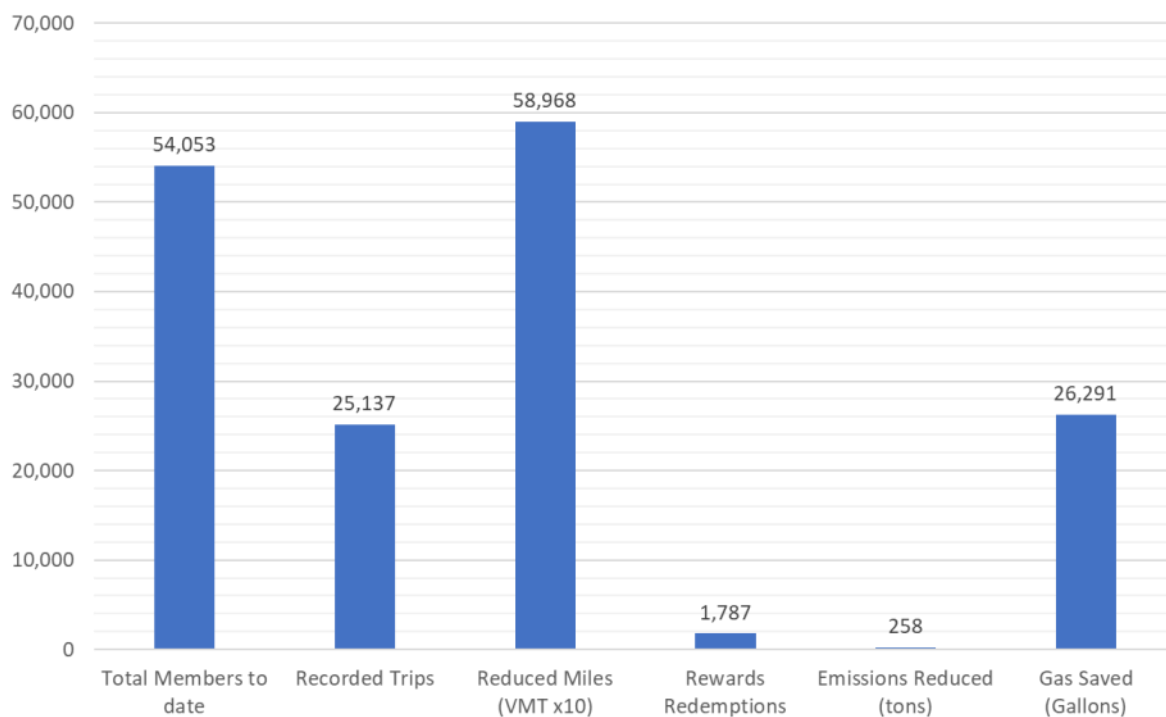
▶ **3,157 — Inbound Calls**

▶ **315 — Online Chats**

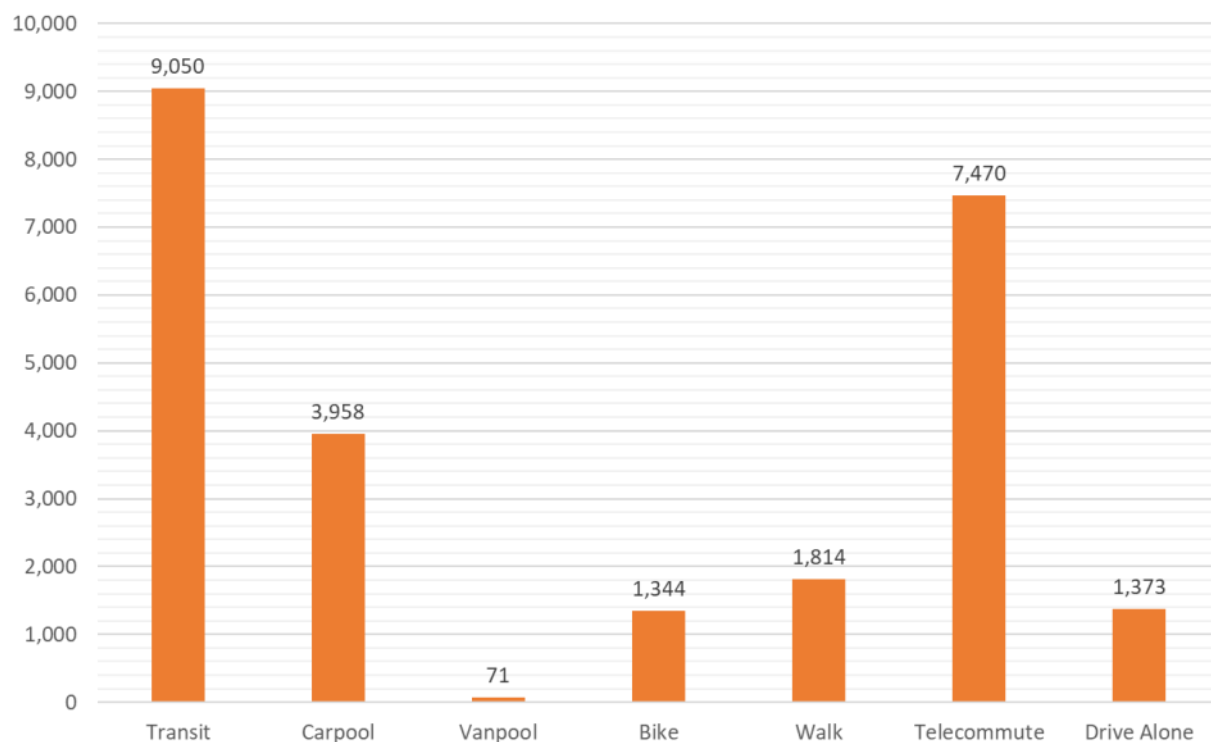
▶ **836 — Emails**

## Ridematching and Rewards

Membership and Impacts



Breakdown of Recorded Trips





**As of Q4 2021, there are more than 300 businesses, agencies and municipalities working with CTrides**

- |  |   |  |
|--|---|--|
| 1. 3PL Worldwide                       | 39. CDM Smith   | and Immigrants   |
| 2. 9Town Transit                       | 40. Center for Latino Progress  | 67. Connecticut Mental Health Center                     |
| 3. Abbey Lane Living                   | 41. Central Connecticut Chambers of Commerce                                    | 68. Connecticut National Guard                           |
| 4. Advance Auto Parts                  | 42. Central Connecticut Coast YMCA  | 69. Connecticut Probate Court                            |
| 5. Advanced Behavioral Health          | 43. Central CT State University   | 70. Connecticut Spring and Stamping                      |
| 6. AECOM                               | 44. Chabaso Bakery, Inc.  | 71. Connecticut State Insurance Department               |
| 7. Aetna                               | 45. Cigna   | 72. Connecticut Valley Hospital                          |
| 8. Albea                               | 46. City of Bridgeport  | 73. Connecticut Valley Industries                        |
| 9. Albertus Magnus                     | 47. City of Danbury   | 74. Connecticut Water                                    |
| 10. Albertus Magnus (East Hartford)    | 48. City of Meriden   | 75. Conning, Inc.  |
| 11. Alexion Pharmaceuticals            | 49. City of New Britain   | 76. Continuum of Care Inc.                               |
| 12. All Our Kin                        | 50. City of New Haven   | 77. Crocker House Apartments                             |
| 13. Amazon Fulfillment Center BDL-2    | 51. City of Stamford  | 78. Crown Point Apartments                               |
| 14. Amazon Fulfillment Center BDL-5    | 52. City of Waterbury   | 79. CT Department of Labor                               |
| 15. Amazon Sorting Center Wallingford  | 53. City of Waterbury - Public Health   | 80. CTtransit  |
| 16. American Institute                 | 54. Community Health Center of New London                                       | 81. CTfastrak  |
| 17. Ann's Place                        | 55. Connecticare  | 82. Danbury Medical Group                                |
| 18. Aptar Group                        | 56. Connecticut Children's Medical Center                                       | 83. Datto, Inc.  |
| 19. ARC of Litchfield County           | 57. Connecticut College   | 84. Department of Administrative Services                |
| 20. Artspace New Haven                 | 58. Connecticut Department of Developmental Services                            | 85. Department of Economic and Community Development     |
| 21. ASML, Inc.                         | 59. Connecticut Department of Energy and Environmental Protection (Hartford)    | 86. Department of Emergency Services & Public Protection |
| 22. Asnuntuck Community College        | 60. Connecticut Department of Energy and Environmental Protection (New Britain) | 87. Department of Public Health (Hartford)               |
| 23. Avon Health Center                 | 61. Connecticut Department of Labor   | 88. Department of Rehabilitation Services                |
| 24. Becton Dickinson and Company       | 62. Connecticut Department of Transportation                                    | 89. Department of Revenue Services                       |
| 25. BHcare                             | 63. Connecticut Department of Veterans Affairs                                  | 90. Department of Social Services (Hartford)             |
| 26. Bigelow Tea                        | 64. Connecticut Green Bank  | 91. Diageo, Inc.   |
| 27. BikewalkCT                         | 65. Connecticut Innovations   | 92. Dollar Tree Distribution Center                      |
| 28. BLT Office (Norwalk)               | 66. Connecticut Institute for Refugees  | 93. DRS  |
| 29. BLT Office (Stamford)              |   | 94. East River Energy                                    |
| 30. Bradley Airport                    |   | 95. Eastern Account System, Inc.                         |
| 31. Branford Hall (Branford)           |   | 96. Eastern Connecticut State University                 |
| 32. Branford Hall (Southington)        |   |  |
| 33. Breakfast, Lunch, and Dinner Group |   |  |
| 34. Bridgeport Public Schools          |   |  |
| 35. BrightStar Care                    |   |  |
| 36. Cabelas                            |   |  |
| 37. Capital Community College          |   |  |
| 38. CARTUS                             |   |  |



## Quarterly Report

October—December 2021

## Appendix A: Partner List

- |   |  |   |
|---|--|---|
| 97. Eastern Connecticut Transportation Consortium | 132. Hispanic Advisory Council of Greater Stamford (HACGS) | 166. Marcus Partners Mgmt.                          |
| 98. Eastern Workforce Investment Board            | 133. Hologic   | 167. Marriott Hotel-Danbury                         |
| 99. Electric Boat                                 | 134. Honeywell   | 168. Mary Wade Home                                 |
| 100. Empire State Realty Trust                    | 135. Hotchkiss School                                      | 169. MassMutual                                     |
| 101. Enterprise Holdings                          | 136. Horizon Services Company                              | 170. MCCA (Danbury)                                 |
| 102. Enterprise Rideshare                         | 137. Homegoods Distribution                                | 171. MedSource Consultants                          |
| 103. ESPN   | 138. Homes For the Brave                                   | 172. Medtronic                                      |
| 104. Essex Steam Train and Riverboat              | 139. Hospital for Special Care                             | 173. Middlesex Community College                    |
| 105. ExecutNet                                    | 140. Hotel Zero Degrees                                    | 174. Middlesex Community College - Meriden Campus   |
| 106. Fairfield University                         | 141. Housatonic Community College                          | 175. Middlesex Hospital                             |
| 107. Foxwoods Resort and Casino                   | 142. Hubbell Incorporated                                  | 176. Middlesex Hospital Shoreline Medical Center    |
| 108. FTD Florists                                 | 143. Human Resource Leadership Association of Eastern CT   | 177. Middletown Area Transit                        |
| 109. Fusco Corporation                            | 144. i2systems   | 178. Milford Transit District                       |
| 110. From You Flowers                             | 145. IFG Companies (Guilford Specialty Group)              | 179. Mitchell College                               |
| 111. Gateway Community College                    | 146. Inertia Dynamics Corporation                          | 180. Mohegan Sun Casino                             |
| 112. Gaylord Specialty Healthcare                 | 147. Innovate Stamford                                     | 181. Mohican Apartments                             |
| 113. Global Steering Systems                      | 148. IRS   | 182. Mystic Healthcare and Rehabilitation LLC       |
| 114. GoNHGO                                       | 149. Jackson Laboratory                                    | 183. Mystic Marriott Hotel & Spa                    |
| 115. Goodwill of Western & Northern CT            | 150. JCC of Greater New Haven                              | 184. Nalas Engineering                              |
| 116. Goodwin College                              | 151. Jewett City Savings Bank                              | 185. Naugatuck Valley Community College (Danbury)   |
| 117. Greater Bridgeport Transit                   | 152. Job Corps (Hartford)                                  | 186. Naugatuck Valley Community College (Waterbury) |
| 118. Greater Norwalk Chamber of Commerce          | 153. Job Corps New Haven                                   | 187. Naugatuck Valley Council of Governments        |
| 119. Greater Waterbury Transit District           | 154. Jones Lang Lasalle Americas                           | 188. Naval Submarine Base New London                |
| 120. Greater Waterbury YMCA                       | 155. Key Bank - New Haven                                  | 189. New Britain CT Works Center                    |
| 121. Greenwich Board of Education                 | 156. Knights of Columbus                                   | 190. New Britain Downtown District                  |
| 122. Greenwich Chamber of Commerce                | 157. Konica Minolta Business Solutions                     | 191. New Haven Coalition for Active Transportation  |
| 123. Group CBS Circuit Breaker Sales              | 158. Law offices of John Andreini                          | 192. New Haven Mayor's Task Force on Bike Education |
| 124. Hartford Adult Education Center              | 159. Lawrence + Memorial Hospital                          | 193. North East Transportation Co.                  |
| 125. Hartford Foundation for Public Giving        | 160. Lincoln Life Insurance/Freemont Group Management      | 194. Northwest Connecticut Reentry Council (CAACE)  |
| 126. Hartford HealthCare System Support Office    | 161. Lincoln Technical Institute                           | 195. Northwest Hills COG                            |
| 127. Hartford Hospital                            | 162. Live Green CT   | 196. Northwestern CT Community                      |
| 128. Hartford Public Library                      | 163. Lower Connecticut River Valley Council of Governments |   |
| 129. Hartford Steam Boiler                        | 164. Manchester Community College                          |   |
| 130. HARTransit                                   | 165. Manufacturing Alliance Service Corporation            |   |
| 131. Henkel Corporation                           |  |   |

## Quarterly Report

October—December 2021

## Appendix A: Partner List

College	230. Randstad	258. Stamford Downtown Special Services District (SDSSD)
197. Northwestern CT Transit District	231. Reckson/SL Green	259. Stanley Black & Decker
198. Norwalk Community College	232. Regal Care	260. State Education Resource Center
199. Norwalk Housing Authority	233. RGIS	261. State of Connecticut
200. Norwalk Transit	234. Rich Product Corporation	262. Stone Academy (East Hartford)
201. Nucor Steel (Wallingford)	235. Rotary Club of Rockville	263. Stone Academy (Waterbury)
202. NWCC Center for Workforce Development	236. Saint Francis Hospital	264. Stone Academy (West Haven)
203. Office of Policy and Management	237. Saybrook Point	265. Sun Life Financial
204. Office of the Attorney General	238. Sea Corp	266. Tauck Tours
205. Office of the Secretary of the State	239. SeeClickFix	267. The Botanist
206. Office of the State Comptroller	240. Senior Living Residences (Farmington Station)	268. The Business Council of Fairfield County
207. Oracle Corporation	241. Senior Living Residences, LLC (Ridgefield)	269. The Docks Apartments
208. Paier College of Art	242. Senior Resources Agency on Aging	270. The Hartford
209. Paradigm Property Management	243. Shipman & Goodwin	271. The Independence Center
210. Pathway Lighting Inc.	244. Siemon Company	272. The Kennedy Center, Inc.
211. Paul Bailey Architects	245. Sikorsky Aircraft Corporation—Bridgeport	273. The Summit
212. Pelli Clarke Pelli Architects	246. Sikorsky Aircraft Corporation—Shelton	274. The Watermark at 3030 Park
213. People Friendly Stamford	247. Sikorsky Aircraft Corporation—Stratford	275. The Workplace
214. People's United Bank	248. Society for Human Resource Management	276. Three Rivers Community College
215. PEP - Lacey Manufacturing	249. South Central Regional Council of Governments	277. Thule Inc
216. Pierce Care	250. Southeast Area Transit	278. Tower Labs Ltd.
217. Pitney Bowes-Danbury	251. Southeastern Connecticut Council of Governments	279. Town Green Special Services District
218. Pitney Bowes-Shelton	252. Southern Connecticut State University	280. Town of Branford
219. Porter & Chester Institute (Branford)	253. Southwest Community Health Center	281. Town of Burlington
220. Porter and Chester Institute (Enfield)	254. St. Mary's Hospital	282. Town of East Hartford
221. Porter and Chester Institute (Stratford)	255. St. Vincent's College	283. Town of Fairfield
222. Porter and Chester Institute (Waterbury)	256. St. Vincent's Medical Center	284. Town of Farmington
223. Pratt & Whitney - Middletown	257. Stamford Chamber of Commerce	285. Town of Greenwich
224. Pratt and Whitney		286. Town of Trumbull
225. Prudential (Hartford)		287. Town of Windsor
226. Quinebaug Valley CC		288. Town of Woodbridge
227. Quinnipiac University		289. Travelers
228. Quinnipiac University - North Haven Campus		290. Trinity College
229. Radiall USA Inc.		291. Triumph
		292. TSKP Studios
		293. Tunxis Community College

**Quarterly Report**

October—December 2021

**Appendix A: Partner and Stakeholder List**

- |  |  |
|--|--|
| 294. U.S. Department of Housing and Urban Development            | 324. Wesleyan University                           |
| 295. UConn Hartford  | 325. West Hartford Health and Rehab                |
| 296. UConn Health Center   | 326. Western Connecticut State University          |
| 297. UConn Law School  | 327. Western CT Council of Governments             |
| 298. Ulbrich Stainless Steels and Special Metals                 | 328. Wiggin & Dana, LLP                            |
| 299. United Bank   | 329. Windham Region Transit District               |
| 300. United Healthcare   | 330. Windham Regional Community Council            |
| 301. United Illuminating   | 331. Windsor Health and Rehabilitation Center, LLC |
| 302. United States District Court: District of Connecticut       | 332. Windsor Station Apartments                    |
| 303. United Technologies Corporation                             | 333. Winthrop Apartments                           |
| 304. University of Bridgeport                                    | 334. Wiremold/Legrand                              |
| 305. University of Connecticut—Avery Point                       | 335. Workers' Compensation Commission              |
| 306. University of Connecticut—Storrs                            | 336. Yale University                               |
| 307. University of Connecticut—Stamford                          | 337. Yale-New Haven Hospital                       |
| 308. University of Connecticut—Waterbury                         | 338. Yelp CT                                       |
| 309. University of Hartford                                      | 339. YMCA Greater Hartford                         |
| 310. University of New Haven                                     |  |
| 311. University of Saint Joseph                                  |  |
| 312. University of St. Joseph School of Pharmacy                 |  |
| 313. USI Consulting  |  |
| 314. U.S. Federal Highway Administration                         |  |
| 315. Valley Transit District                                     |  |
| 316. Veterans Affairs Connecticut Healthcare System (Newington)  |  |
| 317. Veterans Affairs Connecticut Healthcare System (West Haven) |  |
| 318. Voya  |  |
| 319. Washington Inventory Systems                                |  |
| 320. Waste Management  |  |
| 321. Watch For Me CT   |  |
| 322. Waterbury Hospital  |  |
| 323. Watson Foods  |  |