



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

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

**Special Meeting Notice & Agenda  
South Central Regional MPO and COG  
Wednesday, October 25, 2023 – 10:00 A.M.**

This is a hybrid meeting with in-person attendance at the SCRCOG Office and remote access via Zoom.

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

Join Zoom Meeting: <https://us02web.zoom.us/j/83877342935>

Call-In Number: +1-929-205-6099 / Meeting ID: 838 7734 2935

- 1 **Call to Order and Introductions**
- 2 **Adopt Minutes of September 27, 2023 SCRCOG Meeting (motion)** Pages 2-6
- 3 **Treasurer's Report for month ending September 30, 2023 (motion)** Pages 7-9
- 4 **MPO Business**
  - a) Resolution to Approve FY 2021-2024 TIP Amendment Thirty-One (motion) Pages 10-14
  - b) Resolution for Endorsement of Targets for Safety Performance Measures Established by CTDOT (motion) Pages 15-34
  - c) Resolution Authorizing the Executive Director to Apply for and Accept FY 2024 Highway Safety Specialist Pilot Program Grant (motion) Pages 35-46
  - d) Approval of Salary Adjustment for New Hire: Transportation Project Manager (motion)
  - e) Deputy Director/Director of Transportation Report
  - f) Transportation Staff Report
  - g) Greater New Haven Transit District Report
  - h) CT Rides Report
- 5 **COG Business**
  - a) Executive Director's Report
  - b) Regional Planning Staff Report
  - c) Regional Planning Commission October Action Table Pages 47,48
  - d) REX Development Report
  - e) Congressional Reports
  - f) State Legislative Reports – CCM, COST
  - g) DEMHS Report
- 6 **Regional Cooperation/ Other Business**
- 7 **Adjournment**



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

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Carl J. Amento, Executive Director

**TO: SCRCOG Board Members**  
**FROM: First Selectwoman Peggy Lyons, Secretary**  
**DATE: October 18, 2023**  
**SUBJECT: SCRCOG Meeting Minutes of September 27, 2023**

**Present:**

Bethany	First Selectman Paula Cofrancesco, <b><i>Vice Chair</i></b>
Branford	First Selectman James Cosgrove
East Haven	Michelle Benivegna, <i>proxy for Mayor Joseph Carfora</i>
Hamden	Mayor Lauren Garrett, <b><i>Treasurer</i></b>
Madison	First Selectwoman Peggy Lyons, <b><i>Secretary</i></b>
Meriden	Timothy Coon, <i>proxy for Mayor Kevin Scarpati</i>
New Haven	Mayor Justin Elicker
North Branford	Michael Downes, <i>proxy for Mayor Jeffrey Macmillen</i>
North Haven	First Selectman Michael Freda
Orange	First Selectman James Zeoli, <b><i>Chair</i></b>
Wallingford	Mayor William Dickinson, Jr
Woodbridge	First Selectman Beth Heller

SCRCOG Staff Carl Amento, Laura Francis, James Rode, Chris Rappa, Benjamin Lovejoy, Rebecca Andreucci, Stephanie Camp, Amealia Maynard, Joan Paglinco

**Guests:** Ginny Kozlowski, *REX Development*; Jennifer Pacacha, *CT Department of Transportation*; Mario Marrero and Mary Bigelow, *Greater New Haven Transit District*; Mike Anderson, Al Carbone and Frank Reynolds, *United Illuminating*; Keyri Ambrocio, *Greater New Haven Chamber of Commerce*; Nicole Velardi, *DEMHS*; Mike Muszynski, *CCM*; Laurie McElwee, *South Central Regional Mobility Manager*; Sam Carmody, *Eversource*; Lou Mangini, *Office of U.S. Representative Rosa DeLauro*; Jameson Foulke, *Office of U.S. Senator Christopher Murphy*

**NOTE: The September SCRCOG Board meeting was a hybrid meeting**

**1. Call to order and Introductions**

Chairman Zeoli called the meeting to order at 10:00 a.m. All present introduced themselves.

**2. Presentation: Frank Reynolds, President and CEO of UI/SCG/CNG**

Frank Reynolds spoke on the United Illuminating Rate Case, Performance-Based Rates and the High School Training Program.

**3. Adopt Minutes of August 23,2023 SCRCOG Meeting (motion)**

First Selectwomen Lyons presented the minutes of the SCRCOG Meeting of August 23, 2023, which were included in the agenda packet on pages 2-6. First Selectman Heller made a motion to approve. Michael Downes seconded. The motion passed.

**4. Treasurer’s Report for the month ending August 31, 2023 (motion)**

Mayor Garrett presented the Treasurer’s Report on pages 7-8 of the agenda packet. The Balance Sheet shows that SCRCOG has total assets of \$ 2.3 million in which \$521,000 are in cash and investments, \$483,000 is due from

CTDOT and \$131,000 is due from DEMHS. All expenses appear to be appropriate for the one-month period. A motion was made by Mayor Garrett and seconded by First Selectman Cofrancesco. The vote was unanimous.

## **5. MPO Business**

### **a. Resolution to Approve FY 2021-2024 TIP Amendment Thirty (motion)**

Mayor Dickinson advised that the Transportation Committee met and recommended the approval of TIP Amendment Thirty. A motion was made by Mayor Dickinson and seconded by First Selectman Cofrancesco. The motion was approved.

### **b. Resolution Authorizing Executive Director to enter into agreement for eSTIP Software Subscription (motion)**

Deputy Director Francis noted that the contract with Ecointeractive has been restructured based on the concerns raised at the last SCRCOG Board meeting. The start date has been moved to October 1, 2023. The implementation process was reduced by 2 months which will make the onboarding process quicker, and the payment schedule has changed to monthly payments. The implementation process has been reduced to about 6 weeks. There will be a meeting to learn more about the product and what the pricing structure will be for municipalities that are interested in the software. First Selectman Cofrancesco made the motion and Michael Downes seconded. The motion passed unanimously.

### **c. Deputy Director/Director of Transportation Report**

Deputy Director Francis reported the CTDOT Commissioner had to reschedule his presentation which had been originally scheduled for today. The Transportation Committee had an informative meeting hosting the region's legislators. The legislators advised that SCRCOG should get more involved in the legislative process. They also warned of the fiscal cliff in transportation funding for 2025. Deputy Director Francis also advised that Laurie McElwee is back at work as the South Central Region's Mobility Manager. If you have a need for mobility services, please reach out to Laurie. Deputy Director Francis also mentioned she is working with SCRCOG on reinvigorating the CT Fast Track/CT Rail Hartford Line Corridor Advisory Committee. First Selectman Freda is co-chairing the Advisory Committee with Mayor Cantor of West Hartford.

### **d. Transportation Staff Report**

Jim Rode reported Guilford had a bid opening for road construction projects. They also completed work on the updated scope of services with our LOTCIP Consultant. Chairman Zeoli asked how many LOTCIP program applications are there. Jim advised there have been 3 applications sent to DOT and that there are several projects that have been pre-applied for.

Rebecca Andreucci gave an update on Direct Charge Requests. She advised that SCRCOG has started the approval process for the Transportation Planning Studies included in the UPWP. The study concepts were sent to the DOT for their review and approval, and once SCRCOG receives a response, an RFQ will be released for consultant services.

### **e. Greater New Haven Transit District Report**

Mario Marrero reported they are still down several drivers and dispatchers, however, the mechanic positions have been filled. The agency has been averaging 650 trips a day with 15,300 trips in July and 16,400 in August. Mario also advised they did outreach in Orange to inform seniors and those with disabilities regarding services and that they can do the same for any other town. CT Transit will be holding a public forum for proposed fare increase and route changes for Hartford and New Haven on October 7<sup>th</sup>.

## 6. COG Business

### **a. Resolution Authorizing the Executive Director to Execute a Regional Performance Incentive Program Grant for a Regional Cybersecurity Assessment and Protection Program (motion)**

Chairman Zeoli referred to page 24 of the agenda packet. Executive Director Amento advised that the RPIP grant is in an amount up to \$2.2 million and will require a 50% local match. Towns can have a cyber assessment done which will cost \$15K-\$30K, depending on the size of the town. Towns can then decide if they want to move forward with any type of implementation to correct the vulnerabilities. This would be at a 50% discount paid by the state. If the grant is accepted, there will be a kick-off meeting and individual meetings with Novus Insight. A motion was made by First Selectman Cofrancesco and seconded by Mayor Garrett. The motion was approved. Mayor Garrett did ask if an assessment is needed in order to purchase different offerings. Executive Director Amento explained if you had an assessment done and it is 100% of what they would have done, you can.

### **b. Approval of FY 2023-2024 Regional Services Grant (RSG) Spending Plan Amendment #2 (motion)**

Chairman Zeoli referred to pages 25-27 of the agenda packet. Executive Director Amento explained the changes, noting that staff labor increased, the Data Dashboard increased \$10K from the original estimates, and the tree canopy study increased \$6K from the original estimates.

A motion was made by First Selectman Cofrancesco and seconded by Michael Downes. The motion passed unanimously.

### **c. Resolution to Approve FY 2023-2024 Budget Revision #3 (motion)**

Chairman Zeoli referred to pages 28-30. Finance Director Rappa advised the revision includes the Cybersecurity Grant and the changes to the RSG Spending Plan.

A motion was made by First Selectman Cofrancesco and seconded by Mayor Garrett. The motion passed unanimously.

### **d. Resolution Authorizing the Executive Director to enter into an agreement with DataHaven for FY 2023-2024 Regional Services Grant-funded Consultant Services (motion)**

Executive Director Amento stated that DataHaven would be contracted with to complete a Data Dashboard for the region. The dashboard will allow SCRCOG to have access to demographic and socioeconomic data that is regularly updated.

A motion was made by First Selectman Cofrancesco and seconded by Mayor Garrett. The motion was approved.

### **e. Executive Director's Report**

Executive Director Amento stated that, along with the \$2.2M Cybersecurity grant, SCRCOG also received a \$1M Climate Pollution Reduction Grant. He also mentioned that they are hearing that they will receive a DEEP grant for forming a Regional Waste Authority. More details are expected before next month's meeting. Amento reported that West Haven opted to end its voluntary solid waste/food waste co-collection pilot program. Guilford and Madison began their pilot program May 1<sup>st</sup> and Meriden began its pilot program August 2<sup>nd</sup>. Amento reported on a regional meeting of the municipal Energy Taskforces hosted by SCRCOG. He also stated that two QU interns will be starting next month. On October 16<sup>th</sup>, SCRCOG will host in the region a presentation on the proposal in North Haven for a waste reclamation facility. Bill Gambardella will be giving the presentation to any Board members who are interested in learning more.

**f. Regional Planning Staff Report**

Ben Lovejoy stated that the SCRCOG Regional Housing Working Group has started meeting monthly again. There is a meeting today to discuss the successes of the last year and what has worked and what challenges were encountered. The Working Group will host a tour in October of multi-family housing in the region. They are also working on an RFP for the completion of a Regional Housing Plan. Ben reported on SCRCOG's expanded Grant Program offering free grant technical assistance provided by SCRCOG's Grant Consultants. This could be a review of applications, identifying funding sources for specific projects, or even drafting the application. Lovejoy noted that all Land Use Commissioners must receive 4 hours of training by January 2024. SCRCOG will be offering a regional training on Thursday, Oct 12<sup>th</sup> from 4 to 8 pm. Within the training will be 1 hour on the required Affordable Housing component with Ben Fink. The other 3 hours will be on Land Use-based legal requirements, operation of commissions, and site plan reviews. Lovejoy also advised that intern Amealia Maynard is working on researching Public Engagement and Public Participation strategies. The Southern New England American Planning Association (SNEAPA) conference will be held in New Haven next Thursday and Friday. Ben Lovejoy will be leading a mobile workshop at the conference on placemaking.

**g. Regional Planning Commission September Action Table**

Chairman Zeoli referred to pages 23-24 for the RPC Action Table. Ben Lovejoy stated Milford submitted their Plan of Conservation and Development which is required for review.

**h. CPRG Update**

Ben Lovejoy presented an update on the Climate Pollution Reduction Grant (CPRG).

**i. REX Development Report**

Ginny Kozlowski advised that on October 12<sup>th</sup> there will be a Regional Economic Development Forum (REDFO) Zoom Meeting on the state of Commercial Real Estate in New Haven. On Oct 26<sup>th</sup>, there will be a presentation on Small Business Programs at SCRCOG.

**j. Congressional Reports**

Lou Mangini praised DataHaven's data reports. Their Town Equity Reports are 32 pages of data for each town. An example he gave showed the people that can get free health insurance are uninsured at double the rate of those who must pay for it. The type of information in these reports can help better address community needs. Lou also advised LIHEAP (Low Income Home Energy Assistance Program) is going back to pre-pandemic levels, however, the State of CT has reduced their funding assistance amount. The federal fiscal year ends on Saturday, and it appears that Congress will not have all appropriations, budget, and bills completed, which may lead to a government shutdown.

Jameson Foulke discussed the IRA grants that municipalities are eligible for a portion of the \$4.30B. His office can assist with the applications and letters of support. He also advised that the office of Senator Murphy recently sent out a federal update. If you did not receive it, please reach out to Jameson.

**k. State Legislative Reports – CCM, COST**

Mike Muszynski stated the legislature was in a special session yesterday confirming a new Supreme Court Justice in CT. They also modified the primary date for presidential primaries from the last Tuesday in April to the first Tuesday in April and enacted election monitoring provisions.

On Oct 12<sup>th</sup> the legislative committee will be meeting to see what the policy committees have been discussing and recommending. At the November 28<sup>th</sup> convention at Mohegan Sun, CCM's legislative program will be finalized. He encouraged all to attend.

## **I. DEMHS Report**

Nicole Velardi advised that the REPT Steering Committee Chair Bill Richards has resigned. They have voted in Deputy Chief Scott Bisson of the North Haven Fire Department as the new Steering Committee Chair and Assistant Chief Mike Schove of the Guilford Fire Department as the new Vice Chair for the REPT. The Homeland Securities Grant Funding 2023 application has been released and the region is working on submitting an application. The 2023 Emergency Management Performance Grant application went out to your Emergency Management Directors and is due soon. The Local Emergency Operations Plan update is due January 1<sup>st</sup> and weekly assistance is being provided by the Emergency Management Directors. The All-Hazard School Safety and Security Plans are due November 1<sup>st</sup>. Please reach out to school officials to make sure they meet the deadline. The School Security Grant Program funding is being announced over the next weeks. Nicole reminded municipalities they need to obtain approval from DEEP for emergency debris sites prior to their use. The Governor's Emergency Planning and Preparedness Initiative (EPPI) Exercise will take place on Saturday, October 14<sup>th</sup> and Wednesday, Oct 18<sup>th</sup>. Any town receiving EMPG funding is required to participate in one of the EPPI sessions. The next REPT meeting will be November 17<sup>th</sup> at Branford Fire headquarters and also online. Susie Beckman is working to get the MOA and Resolutions for the 2022 Homeland Security Grant Program so she may be reaching out to each municipality. Finally, DEMHS will be hosting a field day on Wednesday, October 11<sup>th</sup> at the Westville Music Bowl in New Haven to showcase equipment and assets that have been purchased through the Homeland Security Grant Program.

## **7. Regional Cooperation/Other Business**

Chairman Zeoli stated that if any CEOs would appreciate a presentation from the State of Connecticut's various departments, reach out to SCRCOG staff with that request.

## **8. Adjournment**

Chairman Zeoli made a motion to adjourn. First Selectman Cofrancesco seconded. The meeting was adjourned at 11:44 a.m.

Respectfully submitted,

First Selectwoman Peggy Lyons, *Secretary*

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# Balance Sheet

South Central Regional Council of Governments

As of period 9/30/2023

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

Key Bank - Checking Account	1,346,516.41
State of CT - Short-Term Investment Fund	140,369.47

**Accounts Receivable**

CT Department of Transportation	486,815.24
CT DESPP – FEMA Grant	131,321.03
US EPA – CPRG	9,213.32
CT DEEP – SMM Grant	30,213.96
CIRCA	(534.80)

**Other Assets**

Accrued Leave & Security Deposit	23,867.11
Furniture & Equipment	10,574.46
Right to Use Asset - Real Property	1,193,827.26
Right to Use Asset - Equipment	34,813.69
Amortization	(243,376.32)

<b>Total Assets</b>	<b>3,163,620.83</b>
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<b>Liabilities</b>
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Accounts Payable	9,500.00
Payroll Taxes Payable & Accrued Interest	775.10
Deferred Revenue - Municipal	125,558.67
Deferred Revenue - OPM	854,592.23
Deferred Revenue - LOTCIP	172,782.20
Deferred Rev. - Other (Election Monitor)	3,690.77

<b>Total Liabilities</b>	<b>1,166,898.97</b>
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<b>Fund Balance</b>
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Fund Balance	730,272.15
Designated Fund Balance	300,000.00
Amount for Accrued Leave	12,204.19
Investment in Equipment	10,574.46
Lease Obligation	984,489.53
Change in Fund Balance	(40,818.47)

<b>Total Fund Balance</b>	<b>1,996,721.86</b>
<b>Total Liabilities and Fund Balance</b>	<b>3,163,620.83</b>

# Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 9/30/2023

Resources	Current	Year-to-Date	Budget
Municipal - Revenue	7,587.85	26,961.54	298,186.00
Municipal - Special Assessment			175,000.00
CT OPM - Regional Planning	62,809.90	115,772.43	948,502.00
CT OPM - RPIP (Cybersecurity)			2,220,066.00
CTDOT - Transportation Planning	54,701.59	164,202.97	2,139,298.00
CTDOT - LOTCIP	691.66	3,300.10	171,611.00
CT DECD (EDA Grant)		225.92	203,490.00
US EPA - CPRG	9,213.32	25,305.01	999,479.00
CT SotS - Regional Election Monitor			3,691.00
CT DEEP - SMM Grant		9,463.50	112,800.00
Miscellaneous		9,501.37	
Interest - Revenue	241.11	1,093.79	20,000.00
Retiree Health Insurance Contribution	444.62	1,778.48	6,500.00
<b>Total Resources</b>	<b>135,690.05</b>	<b>357,605.11</b>	<b>7,298,623.00</b>

Direct Expenses	Current	Year-to-Date	Budget
Retiree Health Insurance	444.62	1,778.48	6,500.00
Transportation Planning Consultants			1,309,658.00
Land-Use Planning Consultants			13,000.00
Other Consultants	24,750.00	33,499.50	1,101,157.00
Passthrough Grants			155,105.00
Travel	72.05	218.12	9,400.00
Data Processing		2,150.00	34,500.00
Commercial Printing			500.00
Subscriptions and Books		331.65	8,250.00
Insurance and Professional Services		1,440.00	5,000.00
Meeting Expenses and Advertising	3,712.55	5,474.18	20,050.00
Capital			25,000.00
Miscellaneous	300.34	300.34	1,297.00
Transportation - Reserved			152,181.00
LOTCIP - Reserved			128,343.00
CT OPM (RPIP Grant) - Reserved			2,045,066.00
CT DECD (EDA Grant) - Reserved			36,714.00
CT DEEP (SMM Grant) - Reserved			16,769.00
US EPA (CPRG) - Reserved			747,202.00
<b>Total Direct Expenses</b>	<b>29,279.56</b>	<b>45,192.27</b>	<b>5,815,692.00</b>

Direct Labor	Current	Year-to-Date	Budget
<b>Direct Labor - Employees</b>	<b>45,036.74</b>	<b>128,030.14</b>	<b>615,887.00</b>



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## Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 9/30/2023

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<b>Overhead</b>	<b>Current</b>	<b>Year-to-Date</b>	<b>Budget</b>
Indirect Labor - Employees	18,115.76	38,398.36	213,511.00
Employee Benefits	27,116.03	94,808.96	411,683.00
Travel			100.00
Data Processing		2,772.00	19,300.00
Rent	9,573.29	38,436.41	152,900.00
Telephone and Internet	265.92	707.76	8,100.00
Office Supplies	487.60	539.56	3,600.00
Equipment Maintenance	2,797.50	5,986.90	26,900.00
Insurance and Professional Services	591.50	9,832.00	29,600.00
Meeting Expenses and Advertising			650.00
Miscellaneous	73.00	491.76	700.00
<b>Total Overhead</b>	<b>59,020.60</b>	<b>191,973.71</b>	<b>867,044.00</b>
<b>Total Operating Expenses</b>	<b>133,336.90</b>	<b>365,196.12</b>	<b>7,298,623.00</b>

**South Central Regional Council of Governments**  
**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
Amendment Number 31

**Project**      **0043-0133      2023-A31-1      Rock Slope Stabilization CT 100**

**Changes**      Amendment 31 adds new project.

**Reason**      The purpose of this resilience improvement project is to improve the long-term stability of the rock slope along the north side of U.S. Route 1 (Saltonstall Parkway) between Saltonstall Road and the Regional Water Authority driveway. The existing rock slope, which varies in height from 5 to 53 feet, has had multiple failures and debris has reached the Route 1 southbound travel lane. The project is being initiated at the request of CTDOT's Bureau of Highway Operations and Soils and Foundations Unit due to ongoing monitoring and safety concerns.

**Project**      **0156-0181      2019-TIP21-1      Replace Br #00162 Design-Build**

**Changes**      Amendment 31 reduces NHPP BRX and adds REP funds.

**Reason**      Action is necessary to allow the use of repurposed earmark funding that has become available.

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 31

**State Project #0043-0133**  
**Municipality** East Haven

**SCRCOG # 2023-A31-1**  
**AQ Code X6**

Proposed

**Project Name** Rock Slope Stabilization CT 100

**Description** Stabilize rock slope adjacent to U.S. 1 @ CT 100 (Int.43-208) in East Haven. Cut back rock face approx. 20 ft to create suitable catchment area & new stable rock face. Traffic signal replacement expected due to span pole conflict during blasting.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
PRFP	PD	Federal				400	
		State				100	
	FD	Federal					240
		State					60
	ROW	Federal					40
		State					10
	CON	Federal					2,480
		State					620
<b>TIP Funds</b>	<b>\$3,950</b>		0	0	0	0	500
							3,450

**Amendment Notes**

Fy21 TIP Amend 31 adds new project

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 31

**State Project #0156-0181**  
**Municipality** West Haven

**SCRCOG # 2019-TIP21-**  
**AQ Code X6**  
 Proposed

**Project Name** Replace Br #00162 Design-Build

**Description** NHS - Replacement of Bridge No. 00162 (including addition of operational lane) carrying Interstate-95 over Metro North Railroad in West Haven. This project will use the Design-Build delivery method.

**Current TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
NHPP-BRX	ROW	Federal			495		
		State			55		
	CON	AC-Entry			0		
		Federal		85,000	21,800		8,700
	State		9,444	2,422		967	
STPNH	AC-Entry	Federal			0		
		Federal			10,000		
		State			1,111		
<b>Total Cost</b>	<b>\$139,994</b>	0	0	94,444	35,883	0	9,667

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
NHPP-BRX	ROW	Federal			495		
		State			55		
	CON	AC-Entry			0		
		Federal		85,000	15,800		8,700
	State		9,444	1,756		967	
REP	AC-Entry	Federal			0		
		Federal			6,000		
		State			1,500		
STPNH	AC-Entry	Federal			0		
		Federal			10,000		
		State			1,111		
<b>TIP Funds</b>	<b>\$140,828</b>	0	0	94,444	36,717	0	9,667

**Amendment Notes**

Moved to FY21 TIP, FY21 TIP Amend 17 adds CON Funding. FY21 TIP Amend 19 adjusts schedule, FY21 TIP Amend 27 adjusts funding and adds ROW. FY21 TIP Amend 28 replaces NHPP-BRX funds with STPNH funding. FY21 TIP Amend 31 adds REP



Carl J. Amento, Executive Director

**Resolution**

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Thirty One***

- 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—2023 to 2050, (April, 2023)*; 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—2023 to 2050, (April, 2023)*; 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*.



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

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

**Resolution**

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

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

The Program Amendment *Thirty One* shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **October 25, 2023**

Date October 25, 2023

By: \_\_\_\_\_  
First Selectwoman Peggy Lyons *Secretary*  
South Central Regional Council of Governments

# Safety Performance Targets

CTDOT's proposed targets for year 2024

April 2023

*This technical memo documents the safety target selection process used by CTDOT to select the five safety performance targets for 2024 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 Policy and Planning Bureau will submit the targets through 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, but CTDOT disagrees with the use of the term “Target” as it implies that a specific number of deaths or serious injuries are acceptable. The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.***

The USDOT requires that each State DOT evaluate highway safety in the state using five highway safety performance “measures” and data from motor vehicle crashes in the state for the previous five 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 CTDOT 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 Policy and Planning work collaboratively to establish a single common set of five (5) performance targets. The shared targets are subsequently submitted to and tracked by the USDOT through the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). FHWA and NHTSA encourage 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:

<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 and are required to spend 100 percent 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 an HSIP Implementation Plan which details how the safety funds will be spent and how the proposed program will improve safety.

The CTDOT aims to balance the target-setting process by selecting targets that:

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

**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 2017 to 2021. The preliminary 2022 data, where available, are used for better decision-making regarding target selection. While the targets are determined jointly, separate submittals are made to each federal agency.

**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 some fatality and serious injury data included in the moving averages are four and five 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 since the COVID-19 pandemic. 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.



**Target Setting Approach.** Since 2020, Connecticut has been using a modified approach to target setting using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. In addition, since 2021, CTDOT has used ten years of data for annual forecasting 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. CTDOT 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 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.](#)*

**The COVID-19 Pandemic and Its Lingering Effects.** The COVID-19 pandemic and its aftermath has posed an unusual challenge to state DOTs across the country. During the initial phase of the COVID-19 pandemic, traffic volumes in Connecticut fell 40 to 50 percent from normal in March and April of 2020, followed by a slow increase in traffic volumes from the month of May onwards. However, traffic volumes had not returned to 2019 levels by the end of 2020. While reduced traffic volumes should have resulted in a decrease in crashes, injuries, and fatalities, Connecticut found that was not the case. The total number of crashes and serious injuries decreased, while the number of fatalities increased in 2020. This may have been caused by a significant increase in the percentage of drivers driving in excess of 85 mph observed on Connecticut roadways, which is considered reckless driving. This change in roadway travel and the changes in driver behavior was also observed at the national level. There was 7.3 percent increase in traffic fatalities in 2020, compared to 2019 in the U.S.<sup>2</sup>

In 2021, fatalities in Connecticut stayed relatively flat. National data suggest an increase in fatalities of approximately 10.1 percent in 2021 compared to 2020.<sup>2</sup>

In 2022, the fatalities in Connecticut continued to increase. Preliminary fatality numbers for Connecticut for 2022 show an estimated increase of 28.2 percent from 2021. This included an increase in fatal speeding crashes while the state experienced a decrease in fatal alcohol-impaired crashes. National data suggest a decrease in fatalities of approximately 0.3 percent in 2022 compared to 2021.<sup>2</sup> Although nationwide there was a slight decrease in the number of fatalities, the Northeast region experienced a 1 to 2 percent increase. The Traffic Safety Facts publication by

<sup>2</sup> NHTSA Report No. DOT HS 813 428 Early Estimate of Motor Vehicle Traffic Fatalities in 2022.

NHTSA suggests that speeding, driving impaired, driving distracted and not using seat belts as possible factors which created an environment contributing to risky driving behavior and increased traffic fatalities during and after the COVID-19 pandemic.<sup>3</sup> The reduction in law enforcement presence on the roadways is likely a potential contributing factor to the observed risky driving behavior.

**Vision Zero Council of Connecticut.** CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The [Vision Zero Council of Connecticut](#) is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers.

The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney.

Recently, the Council and its subcommittees focusing on equity, enforcement, engineering, and education developed proposals for legislation on the next steps to implement the recommendations of the Vision Zero Council.

These recommendations included:

- Requiring a complete streets plan for each municipality
- Adopting an ICE (Intersection Control Evaluation) Policy
- Studying of specific traffic movement regulations
- Increasing requirements for driver retraining
- Enacting a prohibition on open alcohol containers in motor vehicles
- Implementing automated traffic enforcement
- Enacting a helmet law for all motorcycle riders
- Establishing a Fatal Collision Reduction Team to engage in high visibility enforcement blitzes
- Utilizing schools to better educate children about road safety
- Utilizing the judicial system in driver re-training
- Utilizing the DMV to educate drivers on a more frequent basis
- Utilizing DPH to educate around emerging traffic safety issues
- Improving data, identify uses, formalize statewide consideration of equity
- Establishing traffic safety campaigns and education
- Creating opportunities for car seat distribution and education
- Promoting seatbelt safety among populations with lower usage rates

<sup>3</sup> NHTSA Report No. DOT HS 813 210 Continuation of Research on Traffic Safety During the COVID-19 Public Health Emergency: January-June 2021.

- Reforming license suspension and traffic court processes
- Creating infrastructure that specifically protects bicyclists, the disabled, and pedestrians

**Blood Alcohol Concentration Limit.** Connecticut consistently ranks amongst the top five states in the nation for alcohol-impaired traffic fatalities and is above the national average in terms of alcohol-related fatalities. To address the problem of impaired driving on Connecticut roadways, CTDOT introduced the legislative bill to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session. The CTDOT HSO has worked to address this issue in the state through various avenues including but not limited to educational and awareness campaigns, enforcement grants etc.

**Wrong-Way Crashes.** In 2022, Connecticut experienced a sharp rise in fatal wrong-way crashes on the state's interstates and highways. Thirteen fatal wrong-way crashes resulted in 23 fatalities, accounting for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs.

To counteract this rise in wrong-way crashes, Connecticut announced the implementation of \$20 million in funding for wrong-way driving alert systems in July 2022. Media campaigns were created to address wrong-way driving. In addition to this program, the CTDOT Safety Engineering Unit has upgraded signage on 700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has improved pavement arrows and line delineation at off-ramps with double-wide stop lines. The Safety Engineering Unit is also installing updated traffic signaling at ramp intersections and installing wrong-way signs on the back sides of speed limit signs along highways.

Within the CTDOT HSO, there has been added funding to state and local police with Alcohol-Impaired and Distracted Driving enforcement grants, increased media campaigns addressing cannabis and alcohol use and additional support for the implementation of programs such as Drug Recognition Expert (DRE) trainings, DUI sobriety checkpoints and roving patrols.

In order to address this increase in impaired wrong-way driving crashes, Connecticut is currently reviewing the BAC laws and consideration is being placed on lowering the BAC impairment level from 0.08 to 0.05 g/dl. The State also held a Green Lab in February which provided training to law enforcement partners and provided a chance to assess volunteers under the influence of cannabis as well as combined with alcohol. This training is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of legalized recreational cannabis.

As a result, three bills were introduced in the 2023 legislative session: House Bill 5917 An Act Implementing the Recommendations of the Vision Zero Council; Senate Bill 1082 An Act Implementing the Recommendations of the Department of Transportation Regarding a Reduction in Blood Alcohol Limits for Impaired Driving and Boating; and House Bill 6746 An Act Concerning

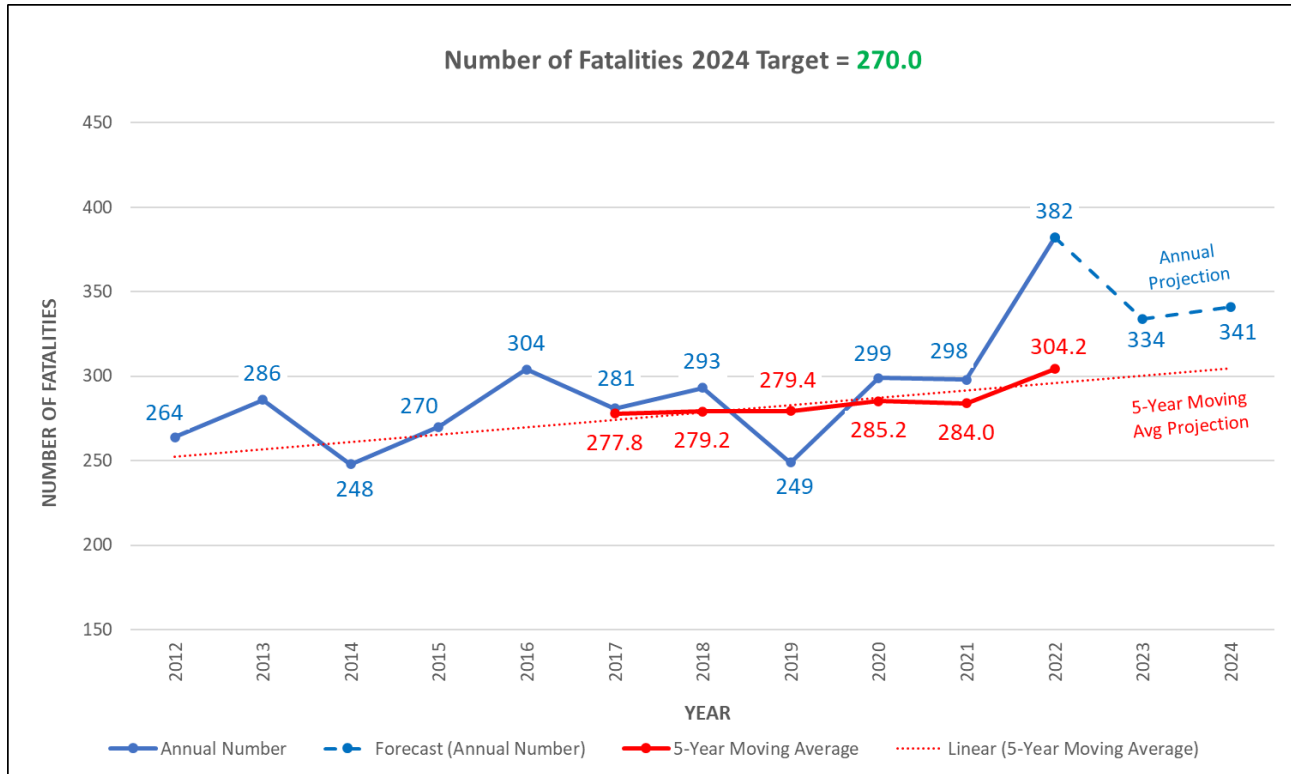
Wrong-Way Driving Detection and Prevention. These bills received favorable ranking by the joint committee on transportation and are currently pending review.

**Safe Systems Approach.** The Safe Systems approach is part of the Strategic Highway Safety Plan (SHSP), with the idea being that it can be applied equitably across the transportation network. CTDOT will evaluate how to integrate Safe System principles into CTDOT's planning and design practices and will discuss the best ways to integrate this during the Executive and Steering Committee meetings.

**CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and has stayed committed to setting aggressive targets as indicated below. CTDOT is actively working to decrease the traffic fatalities on Connecticut roadways, developing non-receding or improving data driven targets, with the ultimate goal of zero fatalities.**

## 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 2024 as described below.



Source: FARS Final Files 2012-2020, FARS Annual Report File 2021, Preliminary 2022 CTDOT Data as of 4/10/2023.

### “Annual” Fatalities

- The annual number of fatalities has fluctuated from year to year. There was a declining trend until 2019 after a high point of 304 fatalities in 2016. However, the trend started to reverse in 2020 with the COVID-19 pandemic. The years 2020 and 2021 saw a spike in fatalities in Connecticut and was observed at the national level as well. The 2022 preliminary data suggest 382 fatalities, a dramatic 28.2 percent increase over 2021 in Connecticut.
- A time series regression analysis was conducted to project the likely number of fatalities in 2023 and 2024 (our target year). Based on this regression analysis, the projected fatalities are approximately 341, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

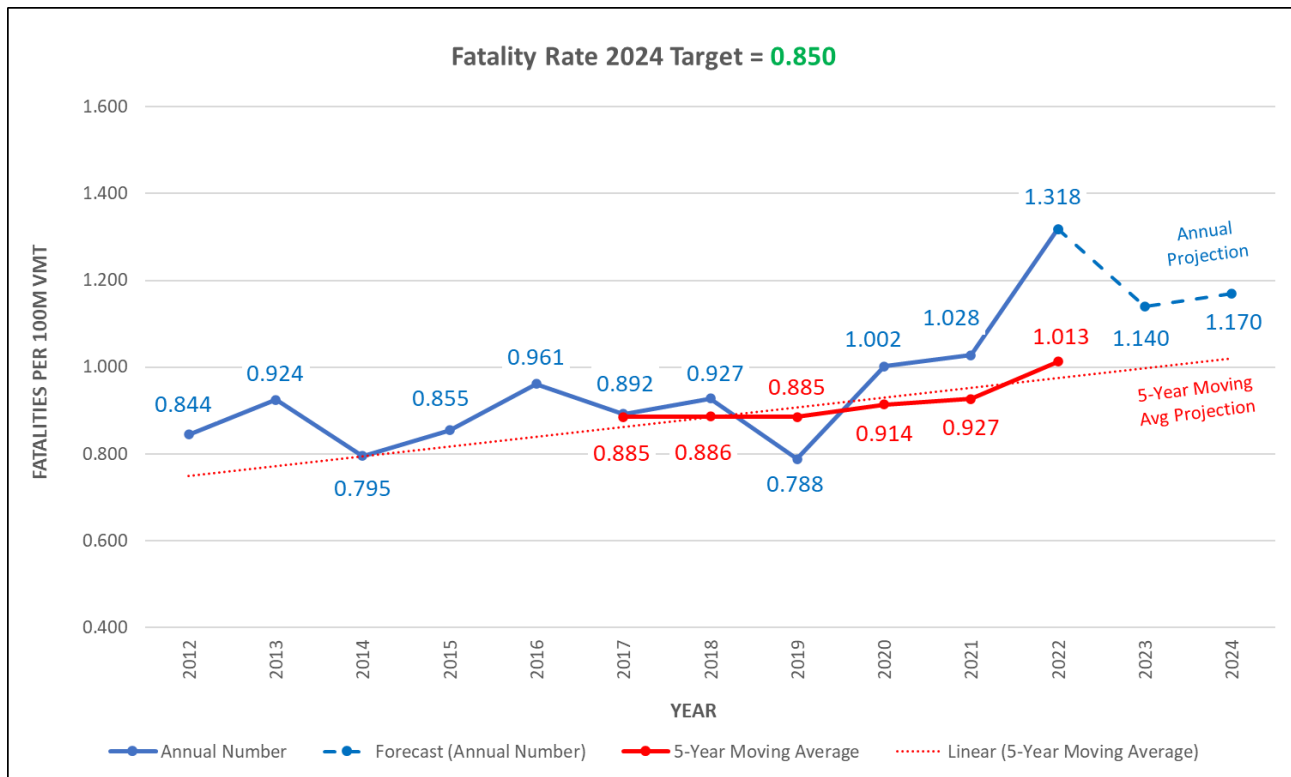
- The 5-year moving average trendline shows the projected fatalities of approximately 304, lower than the projection with the annual numbers for the target year of 2024.

### TARGET

- CTDOT is choosing to maintain a 2024 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 and 2019. before the impact of the COVID-19 pandemic.
  2. Prior to the COVID-19 pandemic, there had 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 -2022 were unusual years with the COVID-19 pandemic which resulted in higher-than-expected traffic fatalities. This was an unexpected consequence observed in several states in the country.

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

The trends in the fatality rate<sup>4</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 2024 as described below.



Source: FARS Final Files 2012-2020; FARS Annual Report File 2021; Preliminary 2022 CTDOT Data as of 4/10/2023; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2020/>  
 Note: The data points for 2022 are based on the 2021 VMT since the 2022 VMT information is not available at this time.

### “Annual” Fatality Rate

- The annual fatality rate has fluctuated from year to year, but the annual data suggest an upward trend since the COVID-19 pandemic in 2020 and 2021. The number of fatalities continued to increase, reaching 1.028 fatalities/100 million VMT in 2021. Preliminary 2022 data suggest a further increase in the fatality rate.
- A time series regression analysis was conducted to project the likely number of fatalities in 2023 and 2024 (our target year). Based on the regression analysis the projected fatality rate

<sup>4</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.

is approximately 1.170, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

- In parallel with 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 increase to 1.020 in 2024.

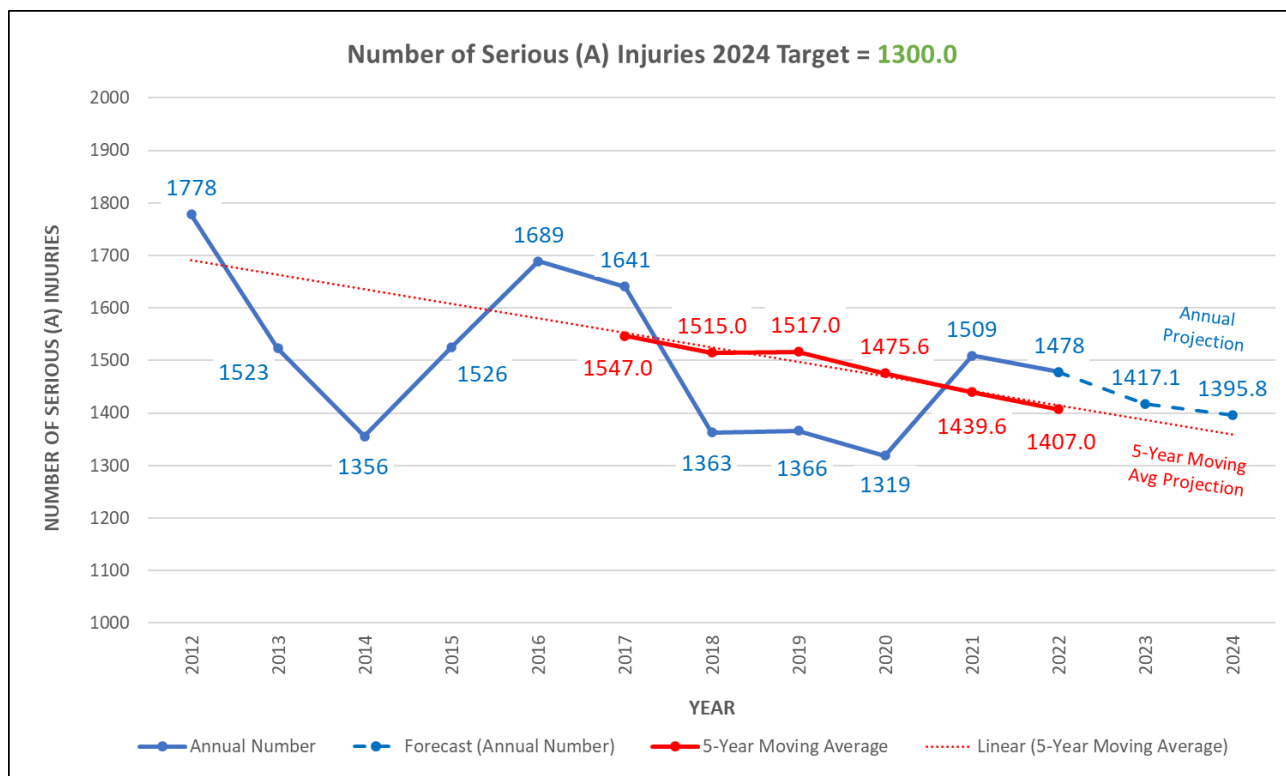
### TARGET

- CTDOT is choosing to maintain an aggressive target of **0.850** in 2024. The selection is based on careful consideration of the following:
  1. The two trendlines in the graph suggest the actual value may be between 1.020 and 1.170. These trends are higher due to the continuing impact of the COVID-19 pandemic on the number of fatalities and the VMT.
  2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014-2015 and 2019 time periods before the impact of the COVID-19 pandemic.
  3. CTDOT recognizes that 2020 -2022 were unusual years with the COVID-19 pandemic when Connecticut saw an increase in traffic fatalities even though the traffic volume dropped. This resulted in higher fatality rate in 2020 and the increase in fatalities has continued into 2021 and 2022 which will likely push the fatality rate even higher.
  4. In 2021, in the aftermath of the COVID-19 pandemic, Connecticut's fatality rate increased to 1.028. Early estimates from NHTSA suggest a national fatality rate of 1.37 in 2021 which is 33 percent higher than Connecticut. Connecticut is choosing to strive for a lower rate by setting a target at 0.850 for 2024. The outcome is to return to pre-COVID-19 pandemic levels with the ultimate goal of zero traffic fatalities.



## 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 2024 as described below.



Source: Connecticut Crash Data Repository as of 4/10/2023.

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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

### “Annual” Serious Injuries

- The annual number of serious injuries has fluctuated from year to year, but the annual data also suggest a downward trend since a high point of 1778 in 2012.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2023 and 2024 (our target year). The preliminary data for 2022 suggest a decrease in the number of serious injuries after an increase in 2021. This decrease is expected to bring the projected annual number down to approximately 1395, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

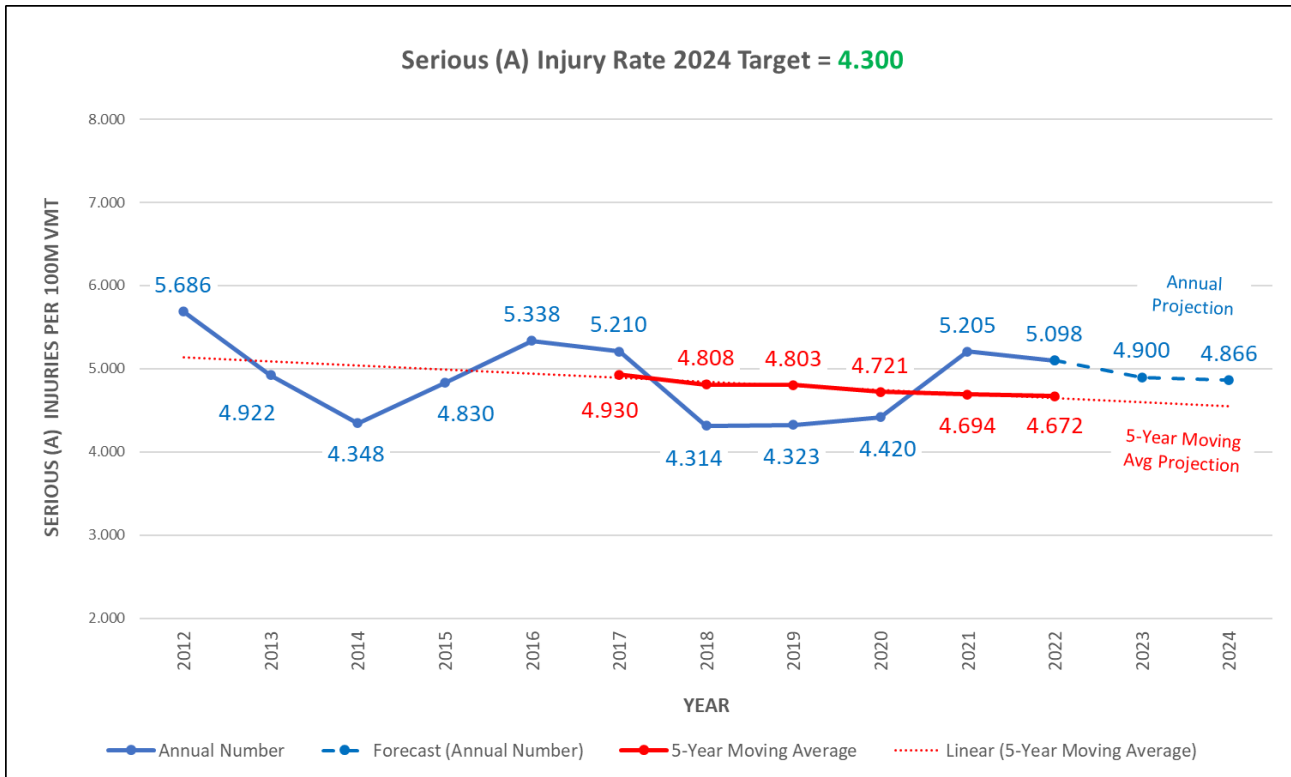
- Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* has been exhibiting a steady downward trend despite a recent uptick in 2021. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 1359, while the regression forecast is approximately 1395.

### TARGET

- CTDOT is choosing to maintain a 2024 target of **1300.0** serious injuries. The selection is based on careful consideration of the following:
  1. The two trendlines in the graph suggest the actual value may fall between 1359-1395.
  2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower. At the beginning of the COVID-19 pandemic in 2020 the number of fatalities increased but the number of serious injuries decreased.

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

The trends in the serious injury rate<sup>5</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 2024 as described below.



Source: Connecticut Crash Data Repository as of 4/10/2023. VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2020/>

Note: 1.) The data points for 2021 and 2022 are based on the same VMT number since the 2022 VMT information is not available at this time; 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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

<sup>5</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.

### “Annual” Serious Injury Rates

- The annual serious injury rates have fluctuated from year to year, but the annual data suggest a downward trend since a high point of 5.686 serious injuries/100 million VMT in 2012.
- A time series regression analysis was conducted to project the likely serious injury rates in 2023 and 2024 (our target year). Based on the regression analysis, we should expect a continuing reduction in serious injury rates. This decrease is expected to bring the annual rate down to 4.551-4.866, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

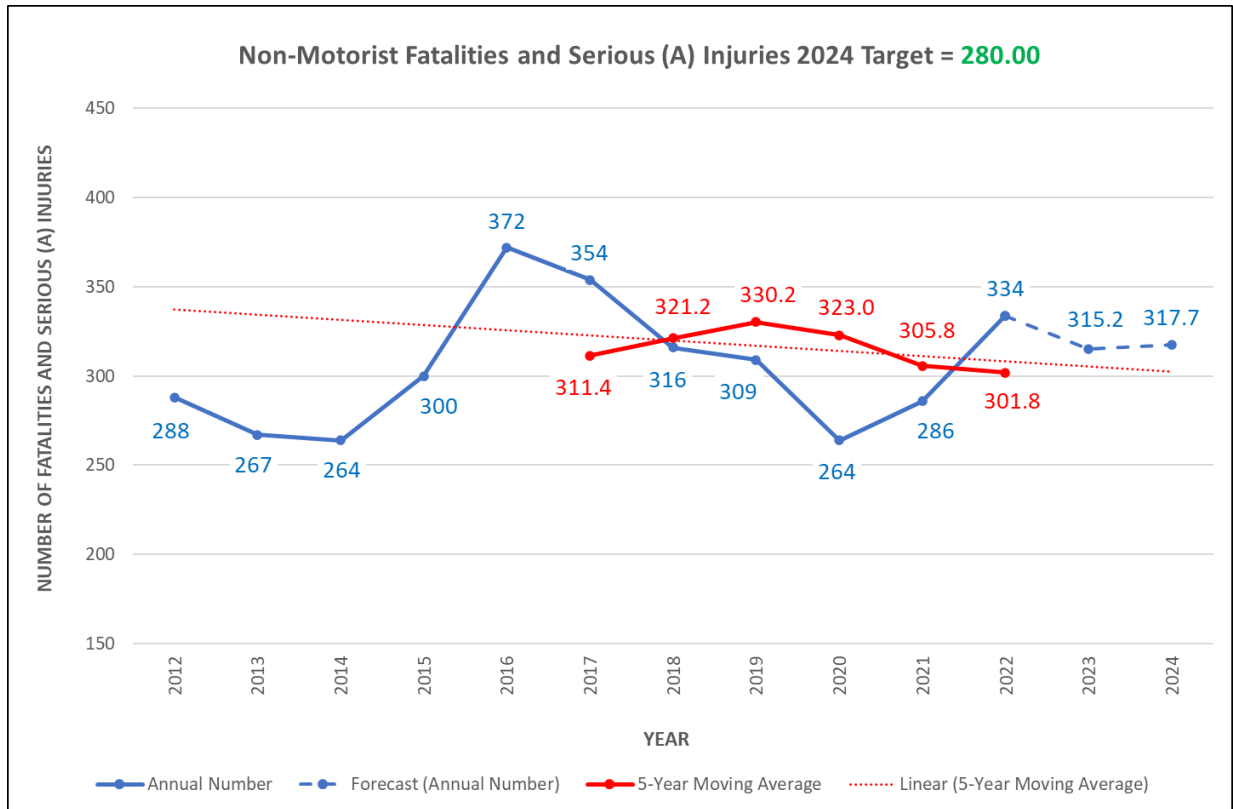
- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady downward trend. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 4.551, while the regression forecast is 4.866.

### TARGET

- CTDOT is choosing to maintain a 2024 target of **4.300** serious injuries/100 million VMT. The selection is based on careful consideration of the following:
  1. The two trendlines in the graph suggest the actual value may fall between 4.551-4.866, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2018 and lower.
  2. CTDOT recognizes that 2020 and 2021 were unusual years with the COVID-19 pandemic. There was a decrease in the number of serious injuries likely due to a reduction in traffic volume in 2020, whereas 2021 saw an increase in the number of serious injuries. In 2022, preliminary data suggest serious injuries once again began the downward trend.

## 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 and 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 2024 as described below.



Source: FARS Final Files 2012-2020, FARS Annual Report File 2021, Preliminary 2022 CTDOT and Connecticut Crash Data Repository Data as of 4/10/2023.

### “Annual” Non-Motorist Fatalities and Serious Injuries

- The annual number of non-motorist fatalities and serious injuries has fluctuated from year to year, but the annual data suggest a 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 2023 and 2024 (our target year). The regression analysis, suggest a small reduction to approximately 302.5 - 317.7 similar to the 2018 and 2019 pre-COVID-19 pandemic number. There is a significant amount of statistical variance around the projection.

## 5-Year Moving Average

- Similar to the “annual” projection, the 5-year moving average for non-motorist fatalities and serious injuries is projecting an increase although there is 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 approximately 302.5, while the regression forecast is 317.7 for 2024.

## TARGET

- CTDOT is choosing to maintain a 2024 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 heightened concern in Connecticut when pedestrian fatalities increased significantly in 2014. While it was part of a larger national trend, it raised concern in heavily urbanized areas, where walking and bicycling are more common. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority and has a program to improve safety. Several safety-related infrastructure projects were undertaken from 2015-2023 to improve the conspicuity of traffic control devices for non-motorized road users including, but not limited to, marked crosswalk enhancements, pedestrian facility upgrades, and pedestrian signing. Connecticut remains committed to these goals.

In addition, there were several changes to the non-motorist Safety Laws in Connecticut in 2021 with the *Connecticut House Bill No. 5429*, which included the following:

- *Pedestrian Law – § 1 – YIELDING TO PEDESTRIANS AT CROSSWALKS: Expands the circumstances under which drivers must yield to pedestrians at uncontrolled crosswalks*
  - *Dooring Law – § 4 – DOORING: Prohibits causing physical contact with moving traffic by (1) opening a vehicle door or (2) leaving it open longer than necessary to load or unload passengers*
  - *Speed Limit Law – §§ 6-12 – LOCAL ROAD SPEED LIMITS AND PEDESTRIAN SAFETY ZONES: Allows municipalities to establish speed limits on local roads without OSTA approval and allows for the establishment of pedestrian safety zones with speed limits as low as 20 mph in downtown districts, community centers, and areas around hospitals*
2. 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

<b>Targets Reported</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b> <i>CTDOT Adopted New Target Setting Methodology</i>	<b>2022</b>	<b>2023</b>	<b>2024</b>
Target Years	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024
Performance Assessment Year	2020	2021	2022	2023	2024	2025	2026
Number of Traffic Fatalities	257.0	274.0	277.0	270.0	270.0	270.0	270.0
Fatality Rate	0.823	0.873	0.883	0.850	0.850	0.850	0.850
Number of Serious (A) Injuries	1571.0	1574.0	1547.0	1360.0	1300.0	1300.0	1300.0
Serious (A) Injury Rate	5.033	5.024	4.931	4.300	4.300	4.300	4.300
Number of Non-motorized Fatalities & Serious (A) Injuries	280.0	290.0	307.2	300.0	280.0	280.0	280.0

## 2019 & 2020 Safety Performance Target Assessment Summaries from FHWA Website

### 2019 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	274.0	279.4	277.8	No	No	No
Rate of Fatalities	0.873	0.884	0.884	No	No	
Number of Serious Injuries	1,574.00	1,510.40	1,547.00	Yes	N/A	
Rate of Serious Injuries	5.024	4.782	4.93	Yes	N/A	
Number of Non-Motorized Fatalities and Serious Injuries	290.0	329.6	311.4	No	No	

### 2020 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2016-2020 Target	2016-2020 Actual	2014-2018 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	277.0	284.4	279.2	No	No	No
Rate of Fatalities	0.883	0.912	0.886	No	No	
Number of Serious Injuries	1,547.00	1,467.80	1,514.60	Yes	N/A	
Rate of Serious Injuries	4.931	4.696	4.808	Yes	N/A	
Number of non-motorized fatalities and non-motorized serious injuries	307.2	322.2	321.4	No	No	





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, 2023, and

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

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the CTDOT coordinated the establishment of safety targets with the 8 Metropolitan Planning Organizations (MPOs) in Connecticut at the June 2023 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2023, and the Triennial Highway Safety Plan (24/25/26) dated July 2023 and

WHEREAS the SCRCOG may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its safety targets,



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

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

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to support CTDOT's 2024 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.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on October 25, 2023.

Date October 25, 2023,

By: \_\_\_\_\_  
First Selectwoman Peggy Lyons *Secretary*  
South Central Regional Council of Governments



**SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS**

*Planning for Our Region's Future*

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

***Resolution Authorizing the Executive Director to Apply for and Accept FY 2024 Highway Safety Specialist Pilot Program Grant***

*Whereas:* SCRCOG completed an update to the Regional Transportation Safety Plan (RTSP) in June 2023;

*Whereas:* The RTSP identified that a significant number of crashes in the region were the result of behavioral issues;

*Whereas:* The Connecticut Department of Transportation (CTDOT) Highway Safety Office assisted SCRCOG with the development of a pilot program to fund a Regional Highway Safety Officer to provide highway safety programming to municipalities within the region;

*Whereas:* The CTDOT Highway Safety Office allocated \$169,718.38 for the SCRCOG Highway Safety Specialist Pilot Program;

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

That SCRCOG apply for and execute the agreement with the State of Connecticut (the “Agreement”) in the amount of \$169,718.38 for the FY 2024 Highway Safety Pilot Program Grant; and

*Be It Further Resolved:*

That Carl Amento, as Executive Director of SCRCOG, is directed to execute and deliver the Agreement on behalf of SCRCOG and to do all things necessary or appropriate to carry out the terms of the Agreement, including executing and delivering all agreements and documents contemplated by the Agreement.



*Certificate*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Council of Governments on October 25, 2023.

Date: October 25, 2023

By: \_\_\_\_\_  
First Selectwoman Peggy Lyons, Secretary  
South Central Regional Council of Governments

## FY 2024 Highway Safety Project Grant Application

	<b>FY 2024 HIGHWAY SAFETY PROJECT GRANT APPLICATION</b>				
	<i>CT DEPARTMENT OF TRANSPORTATION</i>				
	<i>FORM</i>	HS-1	<i>CFDA #</i>	20.600	
	<b>PROJECT NO:</b>	<b>0204-0707-AX</b>			
<b>Revision:</b> July 5, 2023	<b>PROGRAM AREA:</b>	<b>402-PT</b>			Received Department of Transportation  Highway Safety Office
<b>Expires:</b> September 30, 2024	<b>PROGRAM AREA DESCRIPTION:</b>	<b>Regional Highway Safety Pilot</b>			
ACCEPTANCE -- IT IS UNDERSTOOD AND AGREED BY THE UNDERSIGNED THAT FUNDS RECEIVED AS A RESULT OF THIS APPLICATION IS SUBJECT TO THE REGULATIONS GOVERNING HIGHWAY SAFETY PROJECTS. THIS AGREEMENT MAY BE TERMINATED BY EITHER PARTY IN ACCORDANCE WITH TRANSPORTATION SAFETY SECTION POLICY. COPY OF POLICY OBTAINED UPON REQUEST.					
<b>PROJECT TITLE:</b>					
<b>SCRCOG Highway Safety Pilot Program</b>					
<b>GOVERNMENTAL UNIT:</b>			<b>ADDRESS OF GOVERNMENTAL UNIT:</b>		
South Central Regional Council of Governments (SCRCOG)			127 Washington Avenue, 4th Floor West, North Haven, CT 06473		
<b>APPLICANT:</b>			<b>ADDRESS OF APPLICANT:</b>		
South Central Regional Council of Governments (SCRCOG)			127 Washington Avenue, 4th Floor West, North Haven, CT 06473		
<b>FEIN:</b> 06-0770103	<b>UEI NUMBER:</b>	<b>ANTICIPATED PROJECT STARTUP DATE:</b> October 1, 2023			
<b>PROJECT DIRECTOR:</b>		<b>TITLE:</b>		<b>TELEPHONE NUMBER:</b>	
Laura Francis		Deputy Director/Director of Transportation Planning		203 466-8624	
<b>SIGNATURE:</b>		<b>ADDRESS &amp; ZIP CODE:</b>		<b>FAX NUMBER:</b>	
		127 Washington Avenue, 4th Floor West, North Haven, CT 06473		<a href="mailto:lfrancis@scrcog.org">lfrancis@scrcog.org</a>	
<b>FISCAL OFFICER:</b>		<b>TITLE:</b>		<b>TELEPHONE NUMBER:</b>	
Christopher Rappa		Finance Director		(203) 466-8610	
<b>SIGNATURE:</b>		<b>ADDRESS &amp; ZIP CODE:</b>		<b>FAX NUMBER:</b>	
		127 Washington Avenue, 4th Floor West, North Haven, CT 06473		<a href="mailto:cjrappa@scrcog.org">cjrappa@scrcog.org</a>	
<b>AUTHORIZING OFFICIAL:</b>		<b>TITLE:</b>		<b>TELEPHONE NUMBER:</b>	
Carl Amento		Executive Director		(203) 466-8625	
<b>SIGNATURE:</b>		<b>ADDRESS &amp; ZIP CODE:</b>		<b>FAX NUMBER:</b>	
		127 Washington Avenue, 4th Floor West, North Haven, CT 06473		<a href="mailto:camento@scrcog.org">camento@scrcog.org</a>	
<b>FOR HSO USE ONLY</b>					
<b>APPROVED PROJECT PERIOD:</b>		<b>FROM:</b>		<b>THROUGH:</b> September 30, 2024	
<b>FISCAL REVIEW COMPLETED BY:</b> (SIGNATURE AND DATE)		<b>PROJECT MANAGER REVIEW COMPLETED BY: (SIGNATURE AND DATE)</b>			
		BRYAN R. PAVLIK			
		<b>PROGRAM COORDINATOR REVIEW COMPLETED BY: (SIGNATURE AND DATE)</b>			
<b>CHRISTINE BISKE or ANILA HAFEEZ</b>		JOSEPH CRISTALLI, JR.			
		<b>GOVERNOR'S HIGHWAY SAFETY REPRESENTATIVE: (SIGNATURE AND DATE)</b>			
<b>REQUESTED AMOUNT:</b> \$169,718.38		<b>COMMISSIONER GARRETT EUCALITTO</b>			
<b>HSO APPROVED \$:</b>					
<b>TOTAL ALLOTTED \$:</b>					

**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>	<b>APPLICANT</b>	
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>	
	<b>PROBLEM ID</b>	<b>PAGE 1 OF 5</b>

**\*\*Press "ALT"&"Enter" together to insert new line**

**STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION**

**PROBLEM IDENTIFICATION**

Describe in detail the specific problem to be corrected or impacted.  
 Indicate the reason your current program or activity is not adequate and explain past efforts to resolve the problem.  
 Provide supporting data, facts, or statistics that will substantiate the need for requested project.

*In July 2023, SCRCOG developed a Safety Action Plan (<https://public.3.basecamp.com/p/61KuWe8bVB2pNtGY4y3ZwKKd>) for the region. It outlines effective measures and goals to reduce potential future crashes by using a systemic approach which better positions the region to compete for safety funds. The action plan was developed in coordination with SCRCOG staff and local stakeholders to provide equitable distribution of funding for the region's communities.*

*This action plan used robust data driven methodology to identify locations within the SCRCOG Region that experience high crash frequency. The crash data included in this report consisted of only injury and fatal crashes that occurred between January 1, 2019, and December 31, 2021. Limited access highways were excluded from the analysis. This report identified 100 corridors and intersections with the highest fatal and injury crashes in the region and 40 locations with the highest number and severity of non-motorized vehicle crashes. Within this network, 37 roadway segments, 39 intersections and 20 pedestrian and bicycle crash locations fall within disadvantaged communities, as defined by the USDOT Equitable Transportation Community (ETC) Explorer and Justice40 Map. Those communities are New Haven, West Haven and Meriden. According to the 2020 census data, 4% of SCRCOG's total area is designated as disadvantaged and 20% of SCRCOG's population live in these communities.*

*Among the 805 crashes occurring on these top 100 segments within the study period, 9.3% were fatal crashes (K), 7.2% crashes were suspected serious injury (A), 25.2% were suspected minor injury (B), and 58.3% were possible injury crashes. Crashes occurring at top 100 segments were further divided by the emphasis areas identified in the Strategic Highway Safety Plan (SHSP). Roadway departure contributed to 14.8% of crashes, motorcycle and commercial motor vehicles contributed to 3.7% and 4.3% crashes respectively. Non-motorized road users were responsible for 11.7% of crashes, young drivers were liable for 32.7% crashes and the rest were due to driver behavior related issues. Among the behavioral factors, aggressive driving caused 54% of crashes, impaired driving caused 3.9% of crashes and distracted driving caused 5.2% of the crashes. Aggressive driving was identified as the top contributor for segment crashes.*

*Among the 1,074 crashes occurring at the top 100 state-owned intersections, 1.4% were fatal (K), 7.5% were suspected serious injury (A), 24.1% were suspected minor injury (B), and 66.9% were possible injury. The top contributor for the intersection crashes is the same as segment crashes: aggressive driving which contributed to 55% of the crashes. For the rest of the behavioral factors, impaired driving caused 2.4% of crashes and distracted driving caused 3.8% of the crashes. Non-motorized road users were responsible for 4.4% of crashes, young drivers were liable for 27.0% crashes. Roadway departure, motorcycle and commercial motor vehicles contributed to 2.3%, 3.0% and 2.4% of crashes respectively.*

## FY 2024 Highway Safety Project Grant Application

<b>PROJECT TITLE</b>	<b>APPLICANT</b>	
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>	
	<b>PROBLEM ID</b>	<b>PAGE 2 OF 5</b>

**\*\*Press "ALT"&"Enter" together to insert new line**

**STATEMENT OF THE PROBLEM AND BACKGROUND INFORMATION**

**PROBLEM IDENTIFICATION (CONT.):**

*For both categories, behavioral factors were identified as the major contributor compared to the infrastructure related issues. The data shows that infrastructure alone is not sufficient to improve safety. Initiatives to raise public awareness, bolster and expand driver education to address behavior related safety issues, and increased law enforcement can increase users' awareness regarding risky driving and its negative consequences.*

*Driver behavior such as speeding, red-light running, following too closely and improper lane change are considered "aggressive". This type of contributing factors requires behavior modifications to reduce crash frequency and severity. Non-infrastructure countermeasures can modify behaviors that contribute to crashes by demonstrating safe behavior, reinforcing safety messaging, including potentially fatal results from the risky driving practices and can increase the percentages of responsible roadway users.*

*Implementation of behavioral countermeasures involves significant public outreach, coordination, presentations, and organization. Most municipalities and Councils of Governments do not have staff dedicated to this effort. Therefore, SCRCOG will embed a Regional Highway Safety Program Specialist at the South Central Regional Council of Governments who will work full-time on highway safety initiatives that will benefit the 15 municipalities in the SCRCOG region.*

*The Regional Highway Safety Program Specialist will be responsible for coordinating and implementing highway safety programs and initiatives aimed at reducing crashes, injuries, and fatalities on public roadways. This role involves developing and managing partnerships with various stakeholders, designing, and executing educational campaigns, and analyzing data to assess program effectiveness.*

*The National Highway Traffic Safety Administration and CTDOT Highway Safety Office have many resources dedicated to behavioral countermeasures. The existing national and statewide efforts need reinforcement at the regional and local levels. SCRCOG intends to continue utilizing the existing resources while developing a program that is tailored to regional challenges.*

*The Regional Highway Safety Program Specialist will work closely with the National Highway Traffic Safety Administration, CTDOT Highway Safety Office, officials from each of the 15 SCRCOG member municipalities, law enforcement, education and community organizations, and other relevant parties to promote and enhance highway safety. Special emphasis will be outreach to traditionally underserved and environmental justice communities in New Haven, West Haven and Meriden.*

## FY 2024 Highway Safety Project Grant Application

<b>PROJECT TITLE</b>	<b>APPLICANT</b>	
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>	
	<b>OBJECTIVES</b>	<b>PAGE 1 OF 4</b>

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**OBJECTIVES**

**Describe the objectives to be accomplished during this project.**

The objectives should be specific, clearly written, measurable, and time-framed.

The Regional Highway Safety Specialist will utilize existing and developed programming to further the following objectives over a **12-month period**. Data collection and analysis of crashes will identify patterns and trends, informing the development of targeted interventions and countermeasures. Programs, campaigns, events, and communications will be aimed to reach audiences such as youth, elderly, underserved populations, pedestrians, cyclists, and motorcyclists. The Regional Highway Specialist will ensure that each municipality in the SCRCOG region benefits from the program.

**Objectives**

1. **Promote Safe Driving Behavior:** Educate drivers, especially young drivers, and elderly drivers, about safe driving practices, including obeying traffic laws, avoiding distractions, wearing seatbelts, and not driving under the influence of alcohol or drugs. Schedule programming, communications, events in each of the 15 SCRCOG municipalities and track attendance and reach.
2. **Decrease Impaired Driving:** Implement strategies to discourage and prevent impaired driving, such as sobriety checkpoints, public awareness campaigns, and stricter enforcement of laws related to driving under the influence. Schedule programming, communications, events in each of the 15 SCRCOG municipalities and track attendance and reach.
3. **Address Distracted Driving:** Develop initiatives to combat distracted driving caused by activities like texting, talking on the phone, and using in-car entertainment systems while driving. Schedule programming, communications, events in each of the 15 SCRCOG municipalities and track attendance and reach.
4. **Decrease Speeding:** Develop initiatives to reduce the incidents of speed related crashes. Schedule programming, communications, events in each of the 15 SCRCOG municipalities and track attendance and reach. Use the ST of CT Crash Depository to compare statistics during the 12-month project period for each of the 15 SCRCOG municipalities.
5. **Promote Pedestrian and Cyclist Safety:** Develop and promote initiatives to enhance the safety of pedestrians and cyclists by educating both drivers and non-motorists about sharing the road safely. Schedule programming, communications, events in each of the 15 SCRCOG municipalities and track attendance and reach.
6. **Target High-Risk Groups and Underserved Communities:** Identify and focus efforts on high-risk groups such as young drivers, senior citizens, and commercial vehicle operators through specialized education, training, and awareness programs. Ensure that programming reaches the underserved communities. Identify high-risk groups and underserved communities by using existing data and track programming, communications and events that reach those identified groups.

## FY 2024 Highway Safety Project Grant Application

<b>PROJECT TITLE</b>	<b>APPLICANT</b>	
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>	
	<b>ACTIVITIES</b>	<b>PAGE 1 OF 4</b>
<p><b>**Press "ALT" &amp; "Enter" together to insert new line</b></p> <p><b>ACTIVITIES</b>  <b>Describe activities and procedures you will undertake to achieve each objective.</b>  Identify project personnel and responsibilities. Include activity timelines.</p>		
<p>The Regional Highway Safety Specialist will achieve the program objectives by conducting some or all of the following activities in each of the 15 SCRCOG municipalities and/or regionally.</p> <ol style="list-style-type: none"> <li>1. Launch public awareness campaigns that reach all SCRCOG municipalities, to educate drivers, passengers, and pedestrians about safe driving practices, the importance of wearing seat belts, not driving under the influence of alcohol or drugs, and the dangers of distracted driving. Use existing programs and personalize programs to the region/municipality when appropriate. Personalize campaigns to address targeted populations such as older/younger drivers, underserved populations, pedestrians, cyclists. Personalize campaigns to address differences between rural and urban/suburban safety issues.</li> <li>2. Establish communication with the Superintendents and principals in each SCRCOG municipality to discuss programming in at least middle schools and high schools and collect feedback through focus groups and surveys.</li> <li>3. Establish partnerships with SCRCOG municipal leaders, police departments, school districts, higher educational institutions, senior centers, recreation directors, stakeholder groups such as cycle clubs, and others who can assist in highway safety programming and messaging.</li> <li>4. Create Regional Highway Safety Social media accounts. Create regular highway safety social media posts and graphics. Arrange for SCRCOG municipalities to share on their social media accounts.</li> <li>5. Promote highway safety by appearing on any local tv and radio news outlets, public TV programs, and podcasts.</li> <li>6. Organize bike rodeo events to promote bicycle safety.</li> <li>7. Develop educational materials, including brochures, presentations, videos and training resources that can be distributed around the region.</li> <li>8. Maintain a performance measurement accounting system to measure program effectiveness. Feedback from community events, websites, surveys, focus groups and any other methods, will be collected and analyzed to determine impact and outcomes.</li> </ol>		



**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>		<b>APPLICANT</b>				
SCRCOG Highway Safety Pilot Program		South Central Regional Council of Governments (SCRCOG)				
		<b>BUDGET</b>				
<b>BUDGET DETAIL FOR ITEMS THAT ARE CHARGED TO THIS GRANT</b>						
<b>A. Personnel Cost: Positions #</b>		<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	
*Hours worked on grant activities.	<b>Position Title</b>	<b>Deputy Director</b>	<b>New Employee (Regular Hours)</b>	<b>New Employee (Vac/Sick/PTO)</b>		
	<b>Hourly rate</b>	\$139.39	\$77.72	\$77.72		
	<b>Pay Period Scheduled Hours</b>	35.00	35	35.00		
	<b>*Hours allotted for this grant</b>	3.50	35.0	0.00		
	<b>Number of Pay Periods</b>	52	47	5.00		
	<b>A1</b>	<b>Salaries Sub-Total</b>	\$25,368.98	\$127,849.40	\$0.00	\$0.00
		<b>Salaries Total</b>				\$153,218.38
		<b>Fringe Rate %</b>				
	<b>A2</b>	<b>Fringe Sub-Total</b>	\$0.00	\$0.00	\$0.00	\$0.00
		<b>Fringe Total</b>				\$0.00
	<b>Salaries and Fringe Total</b>	\$25,368.98	\$127,849.40	\$0.00	\$0.00	
<b>A. Personnel Cost Total</b>					\$153,218.38	
<b>Personnel Costs Notes</b>	The Deputy Director will oversee the New Employee. Vacation/Sick/PTO will not be charged directly to this grant as such hours are part of the indirect rate calculation.					
<b>B. Travel (require pre-approval from HSO)</b>			\$4,500.00		\$4,500.00	
<b>Description</b>	in-state mileage and parking state airfare/train/mileage/parking, baggage fees, lodging, meals, and conference registration fees				out-of-	
<b>C. Contractual Services</b>					\$0.00	
<b>Description</b>						
<b>D. Operating/Supplies Costs</b>			\$10,500.00		\$10,500.00	
<b>Description</b>	Advertising expenses (ex. new employee job posting) and supplies and materials					
<b>E. Equipment</b>			\$1,500.00		\$1,500.00	
<b>Description</b>	laptop computer for New Employee					
<b>F. Indirect Cost @ rate:</b>		0.00%			\$0.00	
	<b>Sum of Indirect Cost Base Categories (attach agreement):</b>					
	<b>Indirect Rate Base Categories (i.e. A1,A2,B,etc.):</b>					
<b>Total Project Cost:</b>					<b>\$169,718.38</b>	

**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>	<b>APPLICANT</b>
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>
	<b>CONTINUATION</b>

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**CONTINUATION AND COST ASSUMPTION**

Describe how project activities will be supported when federal participation ends (if warranted)

Results will be calculated and analyzed at the conclusion of the 12-month pilot project period. If, in partnership with the ST of CT Highway Safety Department, the project is deemed a success, SCRCOG will seek funding for the continuance of the project.

**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>	<b>APPLICANT</b>
<b>SCRCOG Highway Safety Pilot Program</b>	<b>South Central Regional Council of Governments (SCRCOG)</b>
	<b>REIMBURSEMENT</b>

**PROJECT EXPENDITURES --- REIMBURSEMENT REQUIREMENTS**

*NOTE: This is a federally reimbursable program. The cost of all expenses incurred under this project must first be paid for with municipal or state agency funds. The sub-grantee may then apply for reimbursement based on the procedures and policies listed below.*

<b>Project Start Date</b>	<b>Project Ending Date</b>	<b>Reimbursement Deadline</b>
	<b>September 30, 2024</b>	<b>October 30, 2024</b>

- *All reimbursements must be signed and dated by the sub-grantee’s authorizing official.*
- *Reimbursements should be submitted on a quarterly/monthly basis, per program, per program manager, during the term of the approved grant.*
- *Under the terms and conditions of this project application, ALL SUPPORTING DOCUMENTATION must be submitted to the Highway Safety Office no later than thirty ( 30 ) days after the project's ending date. Please verify the project start date, project ending date, and reimbursement deadline prior to any project activity.*
- *All reimbursements must include the invoice as well as proof of payment (examples: for airfare or hotel; a billing statement showing a zero balance, a screen shot from system showing vendor and payment amount with voucher number, copy of front and back of canceled check, or notarized letter which includes check number and date when expenditure was paid).*
- *Deadline for all federal reimbursements for salary positions must be invoiced to the CT Highway Safety Office (HSO) no later than October 30<sup>th</sup>. Failure to do so may jeopardize your reimbursement.*
- *All salary reimbursements must be accompanied by signed timesheets and/or reports. Signature of both the employee and authorizing Supervisor is required.*
- *Deadline for all federal reimbursements for commodity purchases and other pre-approved grant items should be submitted to the HSO no later than October 30<sup>th</sup>.*
- *Photocopies of any media coverage (if applicable) or supportive documentation can be included.*
- *Grant category budgets should be adhere to, funding is not fluid between budget categories. Only expenses contained in the approved Highway Safety Project application may be claimed for reimbursement.*

**FAILURE TO MEET THE REIMBURSEMENT REQUIREMENTS SET FORTH WILL RESULT IN YOUR CLAIM BEING DENIED.**

**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>	<b>APPLICANT</b>
SCRCOG Highway Safety Pilot Program	South Central Regional Council of Governments (SCRCOG)
	<b>AUDIT REQ</b>

**ATTACHMENT A**

**SINGLE AGENCY AUDITING REQUIREMENTS AND PROCEDURES  
EFFECTIVE OCTOBER 1, 2023**

**AUDIT REQUIREMENT STATEMENT:**

The town/city/agency of South Central Regional Council of Governments (SCRCOG) declares that for the fiscal year ending September 30, 2024, the sum total of Federal funds awarded to local government agencies from all sources **DOES exceed \$750,000** and that it will conduct an audit report as required under 2 CFR part 200 subpart F (REVISED) AUDITS OF STATES, LOCAL GOVERNMENTS, AND NON-PROFIT ORGANIZATIONS AND 49 CFR UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND COOPERATIVE AGREEMENTS TO STATE AND LOCAL GOVERNMENTS PART 18.26.

*Name:* \_\_\_\_\_ *Signature:* \_\_\_\_\_  
*Title:* \_\_\_\_\_ *Date:* \_\_\_\_\_

(NOTE: PLEASE DO NOT SIGN FOR BOTH STATEMENTS) 

**AUDIT EXEMPTION STATEMENT:**

The town/city/agency of South Central Regional Council of Governments (SCRCOG) declares that for the fiscal year ending September 30, 2024, the sum total of Federal funds awarded to local government agencies from all sources **DOES NOT exceed \$750,000** and that an independent audit is not required under 2 CFR part 200 subpart F (REVISED) AUDITS OF STATES, LOCAL GOVERNMENTS, AND NON-PROFIT ORGANIZATIONS AND 49 CFR UNIFORM ADMINISTRATIVE REQUIREMENTS FOR GRANTS AND COOPERATIVE AGREEMENTS TO STATE AND LOCAL GOVERNMENTS PART 18.26.

*Name:* \_\_\_\_\_ *Signature:* \_\_\_\_\_  
*Title:* \_\_\_\_\_ *Date:* \_\_\_\_\_

The following sanctions policy will be in effect for sub grantees who do not submit Audit Reports or who do not correct findings in those reports:

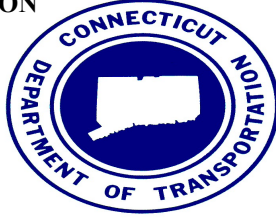
- a. Any sub grantee receiving \$750,000 or more in Federal funds from all sources who fails to submit an audit report two or more sequential fiscal years will not be eligible for highway safety grants until all audit reporting requirements are met.
- b. Any sub grantee who has not taken corrective action on an audit finding within six months of the submission of an audit report will have funds automatically deducted from any pending claims. If there are no pending claims with the HSO, the sub grantee will not be eligible for highway safety grants until a corrective action has been negotiated with the HSO.

**FY 2024 Highway Safety Project Grant Application**

<b>PROJECT TITLE</b>		<b>APPLICANT</b>		
<b>SCRCOG Highway Safety Pilot Program</b>		<b>South Central Regional Council of Governments (SCRCOG)</b>		
		<b>SUMMARY</b>		
<b>BUDGET SUMMARY</b>				
<b>TOTAL FEDERAL BUDGET</b>	<b>\$169,718.38</b>	<b>FEDERAL SHARE</b>	<b>100.00%</b>	
<b>TOTAL MATCH BUDGET</b>	<b>\$0.00</b>	<b>NON-FEDERAL SHARE</b>	<b>0.00%</b>	
<b>FEDERAL AWARD IDENTIFIER NUMBER (FAIN):</b>				
<b>CHARGES FOR THIS GRANT</b>	<b>AMOUNT</b>	<b>BUDGET SUMMARY APPROVAL</b>		
<b>SALARY</b>	\$153,218.38	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>FRINGE BENEFIT @ 0.00%</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>TRAVEL</b>	\$4,500.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>CONTRACTUAL SERVICES</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>OPERATING/SUPPLIES COSTS</b>	\$10,500.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>EQUIPMENT</b>	\$1,500.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>INDIRECT COSTS</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>TOTAL FEDERAL BUDGET</b>	<b>\$169,718.38</b>	<b>APPROVED \$:</b>		
<b>MATCH FOR THIS GRANT</b>	<b>AMOUNT</b>	<b>MATCH SUMMARY APPROVAL</b>		
<b>SALARY</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>FRINGE BENEFIT @ 0.00%</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>TRAVEL</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>CONTRACTUAL SERVICES</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>OPERATING/SUPPLIES COSTS</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>EQUIPMENT</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>INDIRECT COSTS</b>	\$0.00	<input type="checkbox"/> APPROVED	<input type="checkbox"/> CONDITION APPLY*	<input type="checkbox"/> N/A
<b>TOTAL MATCH BUDGET</b>	<b>\$0.00</b>	<b>MATCH \$:</b>		
*Conditionally approved amounts will only be reimbursed upon satisfying the condition mentioned below.				
<b>NOTES:</b>				

# HSO REIMBURSEMENT INVOICE

**CT DEPARTMENT OF TRANSPORTATION**  
**HIGHWAY SAFETY OFFICE**  
**ADDRESS: 2800 BERLIN TURNPIKE**  
**CITY: NEWINGTON**  
**STATE: CT**  
**ZIP CODE: 06131-7546**  
**ATTN: BRYAN R. PAVLIK**



**PAYEE:**  
**ADDRESS LINE #1:**  
**ADDRESS LINE #2:**  
**CITY/TOWN:**  
**STATE:**  
**ZIP CODE:**  
**PHONE NUMBER:**

<b>GRANT NAME:</b>	SCRCOG Highway Safety Pilot Program		
<b>INVOICE DATE:</b>		<b>VENDOR ID #</b>	
<b>INVOICE #</b>		<b>ADDRESS #</b>	
<b>STATE PROJECT #</b>	0204-0707-AX	<b>PURCHASE ORDER #</b>	
<b>BILLING PERIOD:</b>		<b>RECEIPT #</b>	

BUDGET CATEGORIES	BUDGET	CURRENT INVOICE	PREVIOUSLY BILLED	BALANCE
SALARIES	\$153,218.38	\$0.00	\$0.00	\$153,218.38
FRINGE BENEFITS %    0.00%	\$0.00	\$0.00	\$0.00	\$0.00
TRAVEL (Mileage only)*	\$4,500.00	\$0.00	\$0.00	\$4,500.00
CONTRACTUAL SERVICES	\$0.00	\$0.00	\$0.00	\$0.00
OPERATING/SUPPLIES COSTS	\$10,500.00	\$0.00	\$0.00	\$10,500.00
EQUIPMENT	\$1,500.00	\$0.00	\$0.00	\$1,500.00
INDIRECT COSTS    0.00%	\$0.00	\$0.00	\$0.00	\$0.00
<b>TOTAL:</b>	<b>\$169,718.38</b>	<b>\$0.00</b>	<b>\$0.00</b>	<b>\$169,718.38</b>

<b>MATCH (if any):</b>	<b>\$0.00</b>	<b>INVOICE AMOUNT:</b>	<b>\$0.00</b>
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## CITY/TOWN/AGENCY'S AUTHORIZED OFFICIAL

I CERTIFY, that in accordance with the laws of the state and under the terms of the approved program(s) area that actual costs claimed have been incurred and have not previously been presented for payment.

<b>NAME:</b>		<b>SIGNATURE:</b>	
<b>TITLE:</b>		<b>DATE:</b>	
<b>EMAIL:</b>			

## FOR HSO USE ONLY

**BRYAN R. PAVLIK**

<b>PROJECT MANAGER:</b>	<b>SIGNATURE</b>	<b>DATE</b>
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**JOSEPH T. CRISTALLI**

<b>SAFETY PROGRAM COORDINATOR:</b>	<b>SIGNATURE</b>	<b>DATE</b>
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**CHRISTINE BISKE OR ANILA HAFEEZ**

<b>FISCAL APPROVAL</b>	<b>SIGNATURE</b>	<b>DATE</b>
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<b>NOTES:</b>		Received Department of Transportation  Highway Safety Office
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**SOUTH CENTRAL CONNECTICUT  
Regional Planning Commission**

**October 2023 RPC Action Table**

Ref. #	Received	Description	Adjacent RPC Towns	RPC Action
2.1	9.18.23	<b>Town of West Haven:</b> Zoning regulation text change for building maximum height exemptions and interpretation of file #ZR 23- 200.	Milford, Orange, Woodbridge, New Haven	By resolution, the RPC has determined that the proposed zoning regulation text amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor does there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.
2.2	9.28.23	<b>City of Milford:</b> Proposed zoning regulation text changes to Article III – District Use Regulations Section 3.5 – Office District.	Stratford, Shelton, Orange, West Haven	<p>By resolution, the RPC has determined that the proposed zoning regulation text amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region. However, the RPC has concern regarding the erection of large warehousing in close proximity to residential zones, as well as the impacts of development on Mondo Pond, which ultimately drains into Long Island Sound. Care should be taken to ensure that any development on this site has no negative impact to the Long Island Sound.</p> <p>Furthermore, the RPC points out that the proposed zoning regulation text amendment appears to be inconsistent with the most recent draft of the Milford Plan of Conservation and Development (POCD) that the RPC reviewed during the September 2023 RPC meeting. The draft POCD indicates that the site targeted by the zoning amendment would be an appropriate location for increased multi-family housing, while the proposed amendment authorizes a non-residential warehouse use at this location.</p>
2.3	9.25.23	<b>Town of North Branford:</b> Proposed zoning regulation text changes for Residence Districts and Floor Area – “Dwelling and Dwelling Unit”.	Branford, Guilford, Durham, Wallingford, North Haven, East Haven	<p>During the October 12th meeting, the RPC reviewed the referral from North Branford (item 2.3) and no concerns were raised. The RPC was prepared to vote on the referral when a separate matter was raised, and ultimately the RPC inadvertently failed to officially vote on item 2.3. Because of this, a resolution was not issued, but an advisory report was offered.</p> <p>SCRCOG staff found that the proposed zoning regulation text amendment does not appear to cause any negative inter-municipal impacts to the towns in the South Central Region nor does there appear to be any impacts to the habitat or ecosystem of the Long Island Sound.</p>

South Central Regional Council of Governments

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

[www.scrcog.org](http://www.scrcog.org) T (203) 234-7555 F (203) 234-9850 [rpc@scrcog.org](mailto:rpc@scrcog.org)

**SOUTH CENTRAL CONNECTICUT  
Regional Planning Commission**

<b>2.4</b>	<b>10.6.23</b>	<b>Town of Orange:</b> Proposed zoning text amendment to Section 383-47 & 383-143.9 – Ground Coverage.	Milford, Shelton, Derby, Woodbridge, New Haven, West Haven	By resolution, the RPC has determined that the proposed zoning regulation amendment does not appear to cause any negative inter-municipal impact to the towns in the South Central Region nor does there appear to be any impact to the habitat or ecosystem of the Long Island Sound.
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