

South Central Regional Transportation and Transportation Technical Committee

Meeting Notice & Agenda Wednesday, January 8, 2025 – 12:00.

This is a hybrid meeting with in-person attendance at the SCRCOG Office and remote access via Zoom.
Office Location: 127 Washington Avenue, 4th Floor West, North Haven, CT 06473

Join Zoom Meeting: <https://us02web.zoom.us/j/81855035822>

Call-In Number: +1-929-205-6099

Meeting ID: 818 5503 5822

Action Items:

1. [Meeting Minutes of November 13, 2024.](#) Page 2
2. [Annual Endorsement of CTDOT Targets for Safety Performance Measures](#) Pages 3-11
3. [2025-2028 Transportation Improvement Program Amendment Four](#) Pages 12-16

Informational Items:

4. [2025-2028 Transportation Improvement Program Update Process Discussion](#)
5. [LOTICIP Program Update](#) Page 17
6. [UPWP Studies Progress Update and Solicitation for New Study Cycle.](#)
7. [SCRCOG Public Participation Guidelines Update for 2025](#)

Agenda and attachments for this meeting are available on our website at www.scrkog.org. Please contact SCRCOG for copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two weeks' notice.

"Necesidades especiales: a las personas con discapacidad auditiva se les proveerá con medios auditivos y/o intérpretes de signos. Igualmente intérpretes para personas que hablan poco inglés, pero será preciso avisar con dos semanas de antelación. Se puede solicitar la agenda en otro idioma que no sea inglés comunicándose con SCRCOG".

Transportation Committee Minutes – November 13, 2024

Transportation Committee Members

FS James Cosgrove, Branford
FS Matt Hoey, Guilford
Mayor Lauren Garrett, Hamden
Alison Kapushinski Proxy for Mayor Cervoni, Wallingford.

Guests

Michael Dion, Mike Kurker, BL
Kevin Tedesco, CTDOT
Leena Qureshi, GM2

Transportation Technical Committee

Branford, John Hoefflerle
East Haven, John Bodwell
Guilford, Janice Plaziak
Madison, Rob Russo,
Meriden, Brian Ennis
New Haven, Giovanni Zinn
North Branford, Chris Holden
Orange, Bob Brinton
West Haven, Abdul Quadir

SCRCOG

James Rode, Drew Thomas

Chairman Cosgrove called the meeting to order at 12:010 PM.

Action Item #1: Meeting Minutes of October 9, 2024

FS Hoey made a motion to approve the Minutes of the October 9, 2024, meeting; A Kapushinski seconded the motion, which passed unanimously.

Action Item #3: 2025-2028 Transportation Improvement Program Amendment Three

J. Rode introduced 7 project changes in Amendment 3. FS Hoey made a motion to recommend approval. A Kapushinski seconded the motion, which passed unanimously.

Informational Item #3: LOTCIP Program Update

J. Rode provided an update on the available funding and a schedule of anticipated projects. Those present asked questions and provided feedback.

Informational Item #4 Discussion of Sidewalks in the State ROW CTDOT Response.

In response to the committee's concerns a letter from District 4 was shared with the committee prior to the meeting. K Tedesco and J Pacacha were on hand to answer questions. Unfortunately, technical difficulties made it hard for the people online to participate. It was decided, that the discussion with CTDOT will continue.

J. Plaziak made a motion to adjourn at 12:35, J Hoefflerle seconded.

Endorsement of Targets for Safety Performance Measures for 2025

The FHWA requires CTDOT to evaluate highway safety in the state using the five highway safety performance “measures” and data from motor vehicle crashes in the state for the previous five years.

The 5 Safety Performance Measures are.

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 injuries¹**

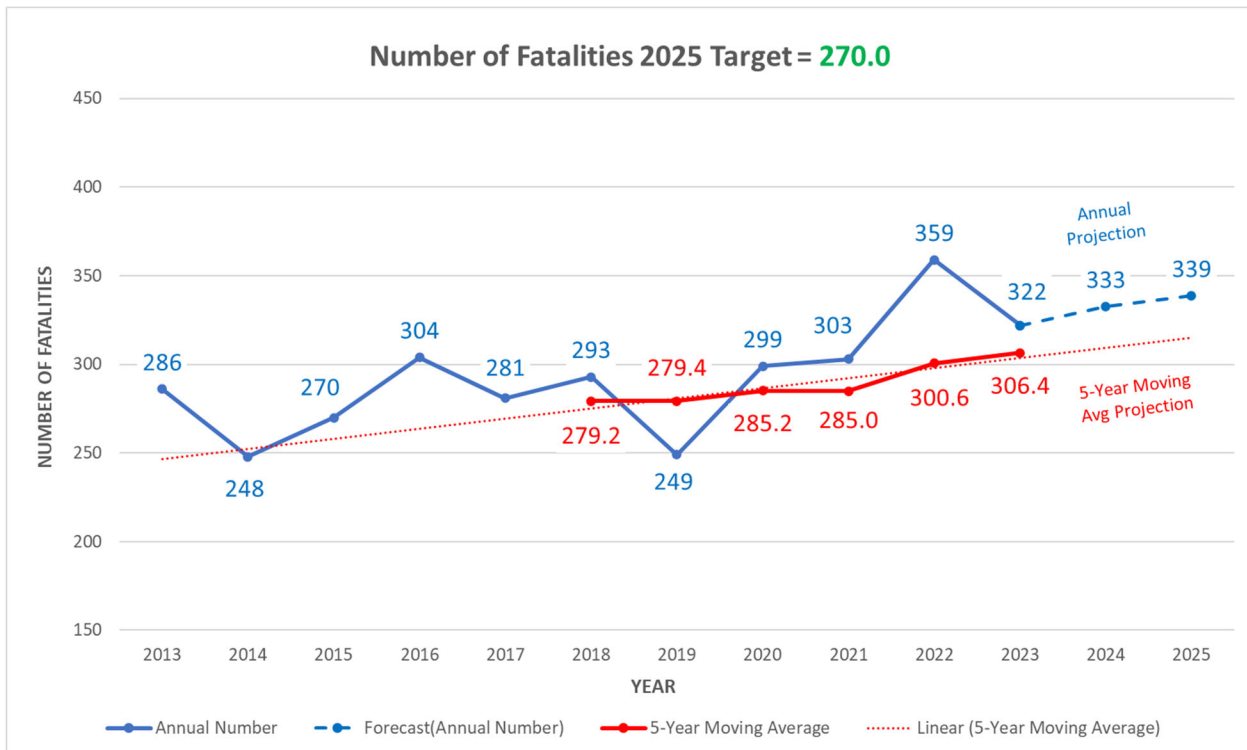
Every year, the CTDOT must establish a specific performance “target” for each performance measure. The Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Policy and Planning work collaboratively to establish a single common set of 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.

CTDOT has officially adopted the following safety targets in the Highway Safety Improvement Program annual report dated August 31, 2024

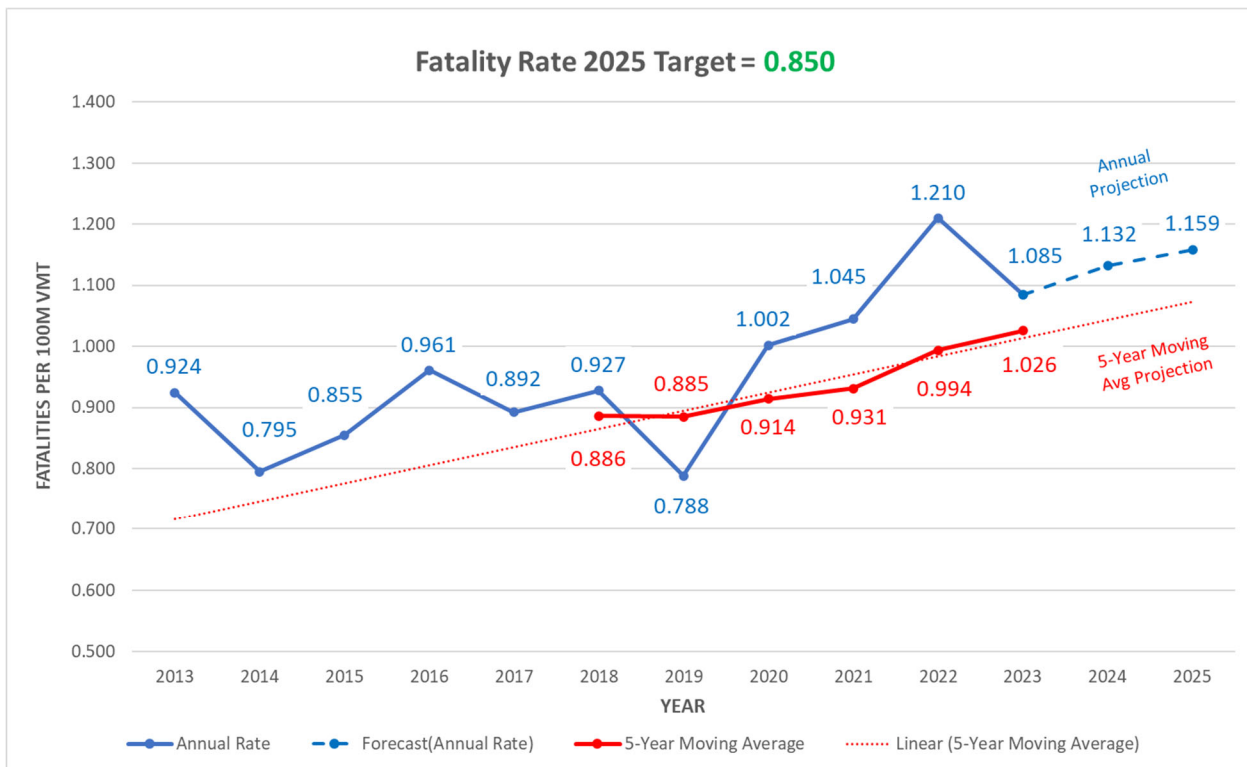
Performance Measure: Number of Traffic Fatalities

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 of **270** for 2025 as shown below.



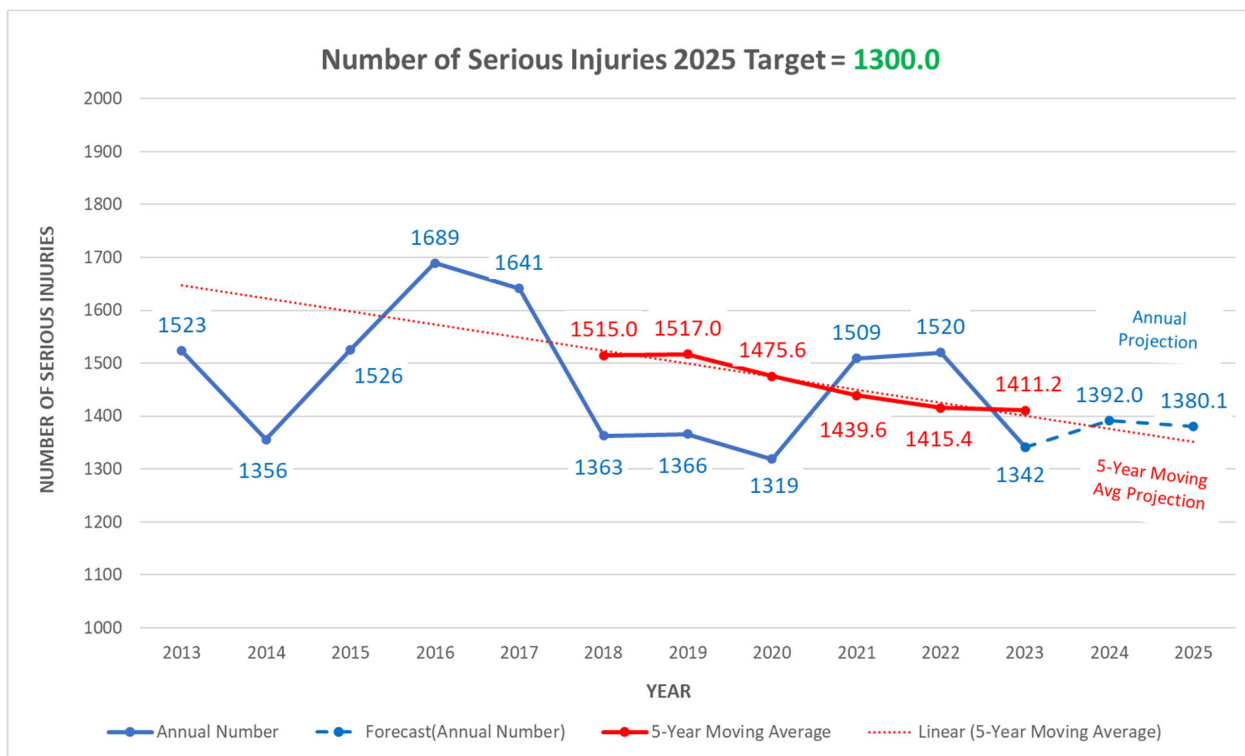
Performance Measure: Fatality Rate (Fatalities/100 million vehicle miles traveled)

The trends in the fatality rate 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 of **0.850** for 2025 as shown below.



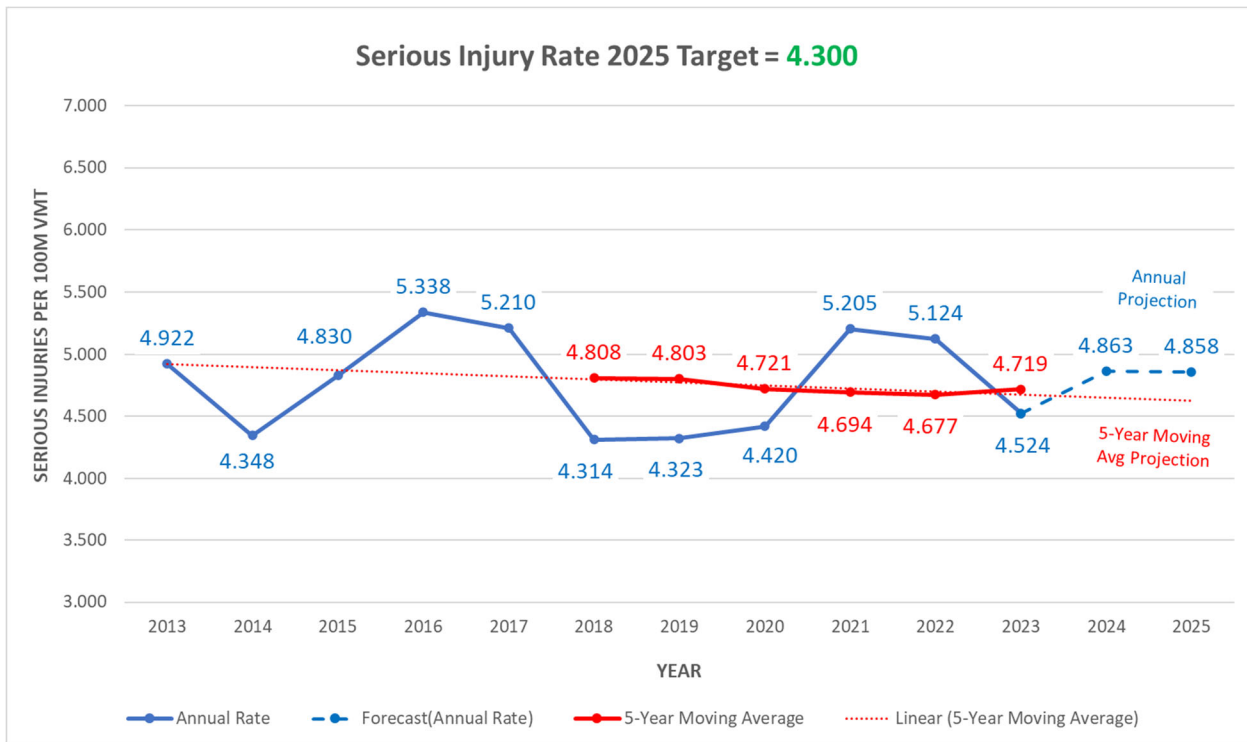
Performance Measure: Number of Serious (A) Injuries

The trends in the number of serious injuries are illustrated in the graph below. Annual serious injuries shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target of **1300.0** for 2025 as shown below.



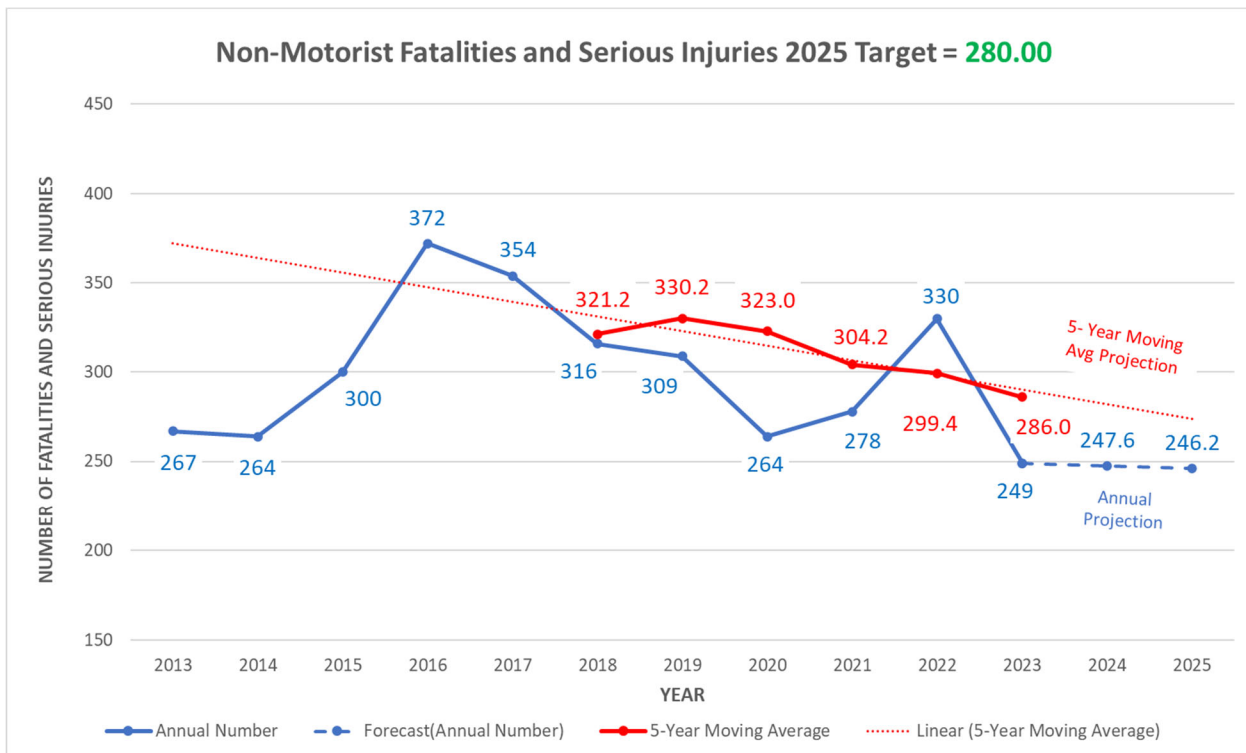
Performance Measure: Serious (A) Injury Rate (Serious Injuries/100 million vehicle miles traveled)

The trends in the serious injury rate⁵ are illustrated in the graph below. Annual serious injury rates shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target of **4.300** for 2025 as shown below.



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

The trends in the number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities and serious injuries for non-motorists shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target of **280.00** for 2025 as shown below.



Connecticut Safety Performance Targets Reported to FHWA/NHTSA

Targets Reported	2019	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022	2023	2024	2025
Target Years	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2020-2024
Performance Assessment Year	2021	2022	2023	2024	2025	2026	2027
Number of Traffic Fatalities	274.0	277.0	270.0	270.0	270.0	270.0	270.0
Fatality Rate	0.873	0.883	0.850	0.850	0.850	0.850	0.850
Number of Serious (A) Injuries	1574.0	1547.0	1360.0	1300.0	1300.0	1300.0	1300.0
Serious (A) Injury Rate	5.024	4.931	4.300	4.300	4.300	4.300	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	290.0	307.2	300.0	280.0	280.0	280.0	280.0

**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, 2024, 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 August 2024 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2024, 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,

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to support CTDOT's 2025 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 January 22, 2025.

Date January 22, 2025

By: _____
Secretary
South Central Regional Council of Governments

0092-0694 - CAMERA UPGRADE/EXPANSION ALONG THE I-91 CORRIDOR

Lead Agency CTDOT	Project Type FHWA	Region 8	Town MERIDEN, NEW HAVEN, NORTH HAVEN, WALLINGFORD
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Air Quality Status -	Total Cost \$6,184,289
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Project Description

Install new fiber optic cable and cameras along the I-91 corridor from Exit 8 in New Haven to Exit 16 in Meriden. Replace cameras on I-91 from Exit 8 to I-95 in New Haven and run fiber trunkline to the East Haven Communications shelter.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Construction	CMAQ	-	\$5,565,860	-	-	-	-	\$5,565,860
Construction	State Match	-	\$618,429	-	-	-	-	\$618,429
Total Construction		-	\$6,184,289	-	-	-	-	\$6,184,289
Total Programmed		-	\$6,184,289	-	-	-	-	\$6,184,289

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$5,565,860
TOTAL PROJECT COST	Stays the same \$6,184,289



0170-3752 - BRIDGE MANAGEMENT GROUP

Lead Agency CTDOT	Project Type FHWA	Region 70	Town STATEWIDE
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Air Quality Status -	Total Cost \$8,150,000
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Project Description

The Bridge Management unit is concerned with methods and technologies for selection and evaluation of cost-effective, programmatic optimal strategies for comprehensive management of Connecticut's bridges and structures, taking into account life cycle costs and functional requirements such as safety, mobility, and traffic congestion. We serve as a clearinghouse for information on the status of the State's bridges.

PHASE	FUND SOURCE	PRIOR	2025	2026	2027	2028	FUTURE	TOTAL
Planning	State Match	-	\$326,000	\$326,000	\$326,000	\$326,000	\$326,000	\$1,630,000
Planning	STPA	-	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$1,304,000	\$6,520,000
Total Planning		-	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$8,150,000
Total Future Costs		-	-	-	-	-	\$1,630,000	\$1,630,000
Total Programmed		-	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$1,630,000	\$8,150,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update 04 - Adjust existing projects for revised cost estimates
PROJECT CHANGES	<p>Description changed from "BRIDGE MANAGEMENT GROUP" to "The Bridge Management unit is concerned with methods and technologies for selection and evaluation of cost-effective, programmatic optimal strategies for comprehensive management of Connecticut's bridges and structures, taking into account life cycle costs and functional requirements such as safety, mobility, and traffic congestion. We serve as a clearinghouse for information on the status of the State's bridges."</p> <p>Plan Revision Name changed from "October 2024 Amendment" to "00 December 2024 Action"</p>
FUNDING CHANGES	<p>STPA</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in PL from \$960,000 to \$0 - Decrease funds in FY 2026 in PL from \$960,000 to \$0 - Decrease funds in FY 2027 in PL from \$960,000 to \$0 - Decrease funds in FY 2028 in PL from \$960,000 to \$0 - Decrease funds in FY 2099 in PL from \$960,000 to \$0 + Increase funds in FY 2025 in PL from \$0 to \$1,304,000 + Increase funds in FY 2026 in PL from \$0 to \$1,304,000 + Increase funds in FY 2027 in PL from \$0 to \$1,304,000 + Increase funds in FY 2028 in PL from \$0 to \$1,304,000 + Increase funds in FY FYI in PL from \$0 to \$1,304,000 <p>State Match</p> <ul style="list-style-type: none"> - Decrease funds in FY 2025 in PL from \$240,000 to \$0 - Decrease funds in FY 2026 in PL from \$240,000 to \$0 - Decrease funds in FY 2027 in PL from \$240,000 to \$0 - Decrease funds in FY 2028 in PL from \$240,000 to \$0 - Decrease funds in FY 2099 in PL from \$240,000 to \$0 + Increase funds in FY 2025 in PL from \$0 to \$326,000 + Increase funds in FY 2026 in PL from \$0 to \$326,000 + Increase funds in FY 2027 in PL from \$0 to \$326,000 + Increase funds in FY 2028 in PL from \$0 to \$326,000 + Increase funds in FY FYI in PL from \$0 to \$326,000
FEDERAL PROJECT COST	Increased from \$4,800,000 to \$6,520,000 (35.83%)
TOTAL PROJECT	Increased from \$6,000,000 to \$8,150,000 (35.83%)

Resolution

Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program Amendment Four

- Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and
- Whereas:* The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program* on April 24, 2024, 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 2025-2028 Transportation Improvement Program* and the Region’s *Metropolitan Transportation Plans—2023 to 2050, (April, 2023)*; and
- Whereas:* The Council, on April 24, 2024, 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

Resolution

**Fiscal Year 2025-Fiscal Year 2028 Transportation Improvement Program Amendment
Four (Continued)**

Whereas: The Council of Governments' review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.

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

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

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **January 22, 2025**

Date January 22, 2025

By: _____

Secretary

South Central Regional Council of Governments

SCRCOG LOTCIP Report for Fiscal Year 2025

Assumes Level Funding

	FYE23	FYE24	FYE25	FYE26	FYE27	FYE28
SCRCOG Annual Suballocation	\$11,616,000	\$13,230,750	\$13,584,750	\$13,584,750	\$13,584,750	\$13,584,750
Beginning Balance (July 1)	\$84,045,156	\$90,728,182	\$97,188,615	\$73,690,246	\$76,199,396	\$64,628,106
1 L079-003 Meriden Cedar St Bridge	\$4,761,780					
2 L148-002 Wallingford Northford Rd Bridge	\$1,785,944					
3 L043-004 East Haven Sidewalk Ph V		\$1,757,136				
4 L059-002 Guilford Nut Plains Rd		\$3,112,381				
5 L092-007 New Haven Valley Street Traffic Calming		\$2,254,800				
6 L092-006 New Haven Quinnipiac Reconstruction			\$3,185,216			
7 L014-002 Branford Main St & South Main Street			\$11,410,800			
8 L059-003 Guilford Falcon Rd			\$6,607,200			
9 L092-005 New Haven Cycletrack			\$458,209			
10 L092-008 New Haven Whitney Ave Improvement			\$4,962,000			
11 L092-009 New Haven Sherman Parkway			\$2,803,200			
12 L100-002 North Haven Pool Rd Drainage			\$2,658,894			
13 L106-002 Orange Peck Ln. & Pine Tree Dr. Culverts			\$2,174,600			
14 L156-002 West Haven Spring St Culvert			\$1,823,000			
15 L156-003 West Haven Frontage and Railroad			\$1,000,000			
16 L148-003 Wallingford Toelles Rd Bridge				\$2,804,000		
17 L075-002 Madison Copse & Warpus Rd Recon				\$2,570,000		
18 L148-004 Wallingford Quinnipiac Bridge				\$2,293,600		
19 L092-002 New Haven Howard Ave Reconstruction				\$3,408,000		
20 L092-011 New Haven South Frontage Traffic Calming					\$1,656,000	
21 L156-004 West Haven Front Ave Culverts					\$2,221,000	
22 L079-004 Meriden Oregon Rd Bridge					\$12,367,000	
23 L098-001 North Branford Twin Lakes Rd Recon					\$3,531,600	
24 L061-001 Hamden Waite and Mather St					\$5,380,440	
25 L043-005 East Haven Main St and Messina Dr						\$3,648,746
26 L059-004 Guilford Clapboard Hill Rd. Bridge						\$4,914,000
27 L079-005 Meriden Center St Reconstruction*						\$3,625,200
28 L100-006 Meriden E. Main and Broad St Improv						\$3,954,000
29 L100-003 North Haven Sackett Point Rd Recon						\$6,240,800
30 L167-001 Woodbridge Complete Streets						\$8,780,400
Total Funds Out	\$6,547,724	\$7,124,317	\$37,083,119	\$11,075,600	\$25,156,040	\$31,163,146
Ending Balance (June 30)	\$77,497,432	\$83,603,865	\$60,105,496	\$62,614,646	\$51,043,356	\$33,464,960

* Project applications under review at CTDOT