

BETHANY | BRANFORD | EAST HAVEN | GUILFORD | HAMDEN | MADISON | MERIDEN | MILFORD | NEW HAVEN | NORTH BRANFORD
NORTH HAVEN | ORANGE | WALLINGFORD | WEST HAVEN | WOODBRIDGE

Special Meeting Notice & Agenda

South Central Regional MPO and COG

DATE	October 23, 2025	LOCATION	SCRCOG Office	
TIME	10:00 am	MEETING URL	Teams Link (join here)	MEETING ID 269 400 005 471 6 Passcode: e4ar63ep

- 1 **Call to Order and Introductions**
- 2 **Adopt Minutes of September 24, 2025, SCRCOG Meeting (motion)** Pages 2-5
- 3 **Treasurer's Report for month ending September 30, 2025 (motion)** Pages 6-8
- 4 **Presentation: State of CT Comptroller Sean Scanlon**
- 5 **MPO Business**
 - a) Fiscal Year 2025 - Fiscal Year 2028 Transportation Improvement Program Amendment Twelve (motion) Pages 9-13
 - b) Endorsement of CTDOT Targets for Safety Performance Measures (motion) Pages 14-15
 - c) Resolution Approving the Amended Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program (motion) Page 16
 - d) Resolution Authorizing the Executive Director to enter into agreements for FY 26 UPWP Consultant Services (motion)
 - e) Transportation Staff Report Pages 17-19
 - f) Greater New Haven Transit District Report
 - g) CT Rides Report
- 6 **COG Business**
 - a) Approval of FY 2025-26 Budget Revision #1 (motion) Pages 20-22
 - b) Executive Director's Report Pages 23-25
 - c) Regional Planning & Municipal Services Staff Report Pages 26-27
 - d) Regional Planning Commission October Action Table Page 28
 - e) REX Development Report
 - f) Congressional Reports
 - g) State Legislative Reports – CCM, COST
 - h) DEMHS Report
 - i) Draft Legislative Agenda Pages 29-32
- 7 **Regional Cooperation/ Other Business**
- 8 **Adjournment**

TO: SCRCOG Board Members
FROM: Mayor Dorinda Borer, Secretary
DATE: September 24, 2025
SUBJECT: SCRCOG Board Meeting Minutes of September 24, 2025

Present:

Branford	First Selectman James Cosgrove
East Haven	Mayor Joseph Carfora
Hamden	Mayor Lauren Garrett, <i>Vice Chair</i>
Madison	First Selectman Peggy Lyons, <i>Chair</i>
Meriden	City Manager Brian Daniels
New Haven	Mayor Justin Elicker
North Branford	Town Manager Michael Downes
North Haven	First Selectman Michael Freda
West Haven	Mayor Dorinda Borer, Secretary
Woodbridge	First Selectman Mica Cardozo, <i>Treasurer</i>

SCRCOG Staff Laura Francis, Christopher Rappa, James Rode, Stephanie Camp, Brendon Dukett, Colette Kroop, Kellie Kingston, Ian McElwee, Justin Salva, Angelina DeBenedet, Elizabeth Moy, Matthew Rothchild

Guests: Rebecca Augur (CT Office of Policy Management); Nicoletta Blevins (Regional Water Authority); Jennifer Brady (Federal Highway Administration); Al Carbone, Ted Novicki, and Franklyn Reynolds (Avangrid); Jennifer Egeberg (CT Rides); Michael Harris (REX Development); Cori Hass (Office of Mayor Cervoni); Bill Heffernan (CT State Representative); Mario Marrero (Greater New Haven Transit District); Shirley Kuang (New Haven Director of Legislative Affairs); Louis Mangini (Office of Congresswoman Rosa DeLauro); Lori Martin (Havens Harvest); Farian Rabbani (Office of Senator Chris Murphy); David Sullivan (SLR Consulting); Grayson Wright (CTDOT)

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

1. **Call to Order and Introductions**

Chair Lyons called the meeting to order at 10:03am.

2. **Active Transportation Plan Presentation**

David Sullivan from SLR Consulting provided an overview of the Active Transportation Plan. Discussion followed on ensuring the plan is cohesive with town planning reports and POCDs.

3. **Adopt Minutes of August 27, 2025 SCRCOG Meeting (motion)**

Chair Lyons referred to the minutes of the SCRCOG Board Meeting on August 27, 2025, included in the agenda packet on pages 3-5. Motion made by Mayor Garrett and seconded by First Selectman Hoey. The motion passed unanimously.

4. **Treasurer's Report for month ending August 31, 2025 (motion)**

Mayor Borer summarized the Treasurer's Report attached in the agenda packet on pages 6-9. Motion made by First Selectman Hoey and seconded by Mayor Garrett. The motion passed unanimously.

5. **MPO Business**

a) **Fiscal Year 2025 - Fiscal Year 2028 Transportation Improvement Program Amendment Eleven (motion)**

Chair Lyons referred to the amendment and resolution on pages 9-13 in the agenda packet. Motion made by First Selectman Cosgrove and seconded by First Selectman Hoey. The motion passed unanimously.

b) **Resolution Authorizing the Executive Director to enter into agreement with Zero Gravity Marketing LLC for development of new SCRCOG Website (motion)**

Chair Lyons referred to the resolution on page 14 in the agenda packet. Motion made by Mayor Garret and seconded by First Selectman Hoey. The motion passed unanimously.

c) **Resolution Authorizing Sole Source for Geographic Information System Consultant Services (motion)**

Chair Lyons referred to the resolution on page 15 of the agenda packet. Motion made by Mayor Garret and seconded by First Selectman Hoey. The motion passed unanimously.

d) **Resolution Authorizing Sole Source for Travel and Tourism Consultant Services (motion)**

Chair Lyons referred to the resolution on page 16 of the agenda packet. Motion made by Mayor Garrett and seconded by First Selectman Hoey. The motion passed unanimously.

e) **Resolution Authorizing the Executive Director to Apply for and Accept a FFY 2026 Highway Safety Specialist Program Grant (motion)**

Chair Lyons referred to the resolution on page 17 of the agenda packet. Motion made by Mayor Garrett and seconded by First Selectman Hoey. The motion passed unanimously.

f) **Staff Transportation Report**

James Rode referred to the report on pages 18-20 of the agenda packet.

g) **Greater New Haven Transit District Report**

Mario Marrero of the Greater New Haven Transit District reported that there were 11,088 rides in New Haven, Hamden, and West Haven and 2,300 encompassed trips in New Haven, Hamden, and North Haven. Town member dues were sent out, and there are three outstanding. A full group (17) of Board members were appointed. Marrero also referred to the expansion with the River Valley Transit servicing areas of Old Saybrook.

h) **CT Rides Report**

Jennifer Egeberg of CT Rides reported that billboards have been launched across the state as a reminder for residents that the app serves as a resource for carpooling.

6. **COG Business**

a) **Resolution Authorizing the Executive Director to Negotiate and Sign a Consultant Agreement for the Municipal Shared Services Study**

Chair Lyons referred to the resolution attached as a handout to the agenda packet. Executive Director Francis noted that first interviews were conducted for nine firms and second interviews for four firms. Raftelis Financial Consultants, Inc. was selected as the consultant based on their experience in a wide variety of disciplines and team of former municipal practitioners. A brief discussion followed about the selection process. Motion made by Mayor Garret and seconded by First Selectman Freda. The motion passed unanimously.

b) **Amend SCRCOG Meeting Calendar to move October Board Meeting from October 22, 2025, to October 23, 2025, due to conflict with COST Fall Conference (motion)**

Motion made by Mayor Borer and seconded by Mayor Garrett. The motion passed unanimously to move the next Board meeting to October 23, 2025.

c) **Executive Director's Report**

Executive Director Francis referred to page 21 in the agenda packet. A public thanks to Joan Paglinco and an introduction for SCRCOG's new administrative assistant Angelina DeBenedet were provided. It was also announced that Stephanie Camp has submitted her resignation, and the Director of Regional Planning and Municipal Services position will be posted to the website. The position will be extended internally first. Executive Director Francis also indicated that the personnel manual is being rewritten and reviewed by an attorney. Once completed, the draft manual will be shared with the Board for review. There was a brief discussion about SCRCOG's legislative agenda to be distributed to the full Board and the addition of Wallingford to CMDA.

d) **Regional Planning Staff Report**

Stephanie Camp referred to the staff report on page 22. The Board was encouraged to share the Comprehensive Climate Action Plan (CCAP) draft for public comment with their staff.

e) **Regional Planning Commission September Action Table**

Chair Lyons referred to the action table on page 23 of the agenda packet. There were no questions.

f) **Sustainable CT Update**

Executive Director Francis reported that we are anxiously awaiting results of the fall certifications.

g) **REX Development Report**

Michael Harris referred to the report on pages 26-27 of the agenda packet summarizing regional economic development statistics and initiative updates. In addition to the written report, Harris also

highlighted the Workforce Alliance program and Haven's Harvest (Lori Martin present), a food distribution nonprofit based in New Haven. Harris informed the Board of the region's eligibility for the EDA FY25 Disaster Supplemental Grant Program (ending March 2026). The Board was also asked to complete the Green Bank survey on resiliency. A brief discussion followed on report specifics.

h) Congressional Reports

Louis Mangini from Congresswoman DeLauro's office discussed a potential government shutdown within the next week and a discussion followed on specific impacts for COGs, noting communication delays would likely have the largest impact. Farian Rabbani from Senator Murphy's office reported applications are open for service academies until October 6, 2025.

i) State Legislative Reports – CCM, COST

There were no representatives present to report on this agenda item.

j) DEMHS Report

Chair Lyons referred to the report attached as a handout to the agenda packet. There were no questions.

7. Regional Roundtable Discussion

First Selectman Freda proposed a discussion on an email from Avangrid that was shared with the Board regarding PURA rate decisions. There was consensus that representatives from Avangrid present on the call could provide brief remarks. Franklyn Reynolds and Ted Novicki from Avangrid shared additional information on rate changes, and discussion followed on SCRCOG's potential response. There was consensus that the SCRCOG Board would not take a position; individual CEOs can decide for themselves.

First Selectman Freda referred to the proposed acquisition of Aquarion by the Regional Water Authority (RWA) and a brief discussion followed. Nicoletta Blevins of RWA offered to reengage with CFOs and CEOs if interested.

8. Other Business

No additional business was discussed.

9. Adjournment – Meeting adjourned at 11:42am.

Balance Sheet

South Central Regional Council of Governments

As of period 9/30/2025

Assets

Cash and Investments

Key Bank - Checking Account	410,021.21
State of CT - Short-Term Investment Fund	1,651,898.56

Accounts Receivable

CT Department of Transportation	177,786.50
CT Office of Policy and Management	147,515.10
US EPA - CPRG	19,462.67
CT DEEP – SMM Grant	25,188.34
CT DEEP – RWA Grant	110,698.19

Other Assets

Prepaid Expense - UConn MPA Interns	(2,339.75))
Accrued Leave & Security Deposit	54,889.63
Furniture & Equipment	14,114.00
Right to Use Asset - Real Property	2,841,457.29
Right to Use Asset - Equipment	34,813.69
Amortization	(509,216.90)

Total Assets	4,976,288.53
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Liabilities

Accounts Payable	13,000.00
Payroll Taxes Payable & Accrued Interest	9,325.05
Deferred Revenue - Municipal	180,150.84
Deferred Revenue - OPM	821,663.90
Deferred Revenue - LOTCIP	264,517.69
Deferred Rev. - Other (Election Monitor)	3,690.77
Deferred Revenue – Special Assessment	(3,862.50)

Total Liabilities	1,288,485.75
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Fund Balance

Fund Balance	889,018.46
Committed Fund Balance	270,406.00
Amount for Accrued Leave	43,226.71
Investment in Equipment	14,114.00
Lease Obligation	2,357,729.03
Change in Fund Balance	113,308.58

Total Fund Balance	3,687,802.78
Total Liabilities and Fund Balance	4,976,288.53

Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 9/30/2025

Resources	Current	Year-to-Date	Budget
Municipal - Revenue	19,254.61	45,326.69	393,870.00
Municipal - Special Assessment	37,642.50	142,040.10	375,000.00
CT OPM - Regional Planning	44,070.73	131,733.07	962,502.00
CT OPM - RPIP (Cybersecurity)	37,642.50	142,040.10	181,500.00
CT OPM - Parcel and CAMA Data Grant	5,475.00	5,475.00	1,805,066.00
CT OPM - RPIA Additional Positions			250,000.00
CTDOT - Transportation Planning	110,485.45	283,349.35	2,300,925.00
CTDOT - Highway Safety Grant	13,905.69	38,265.92	169,718.00
CTDOT - LOTCIP	1,350.12	2,835.25	250,000.00
CTDOT - Active Trans. Microgrants Program		9,999.00	9,999.00
US EPA - CPRG	19,462.67	52,106.12	320,895.00
CT SotS - Regional Election Monitor			3,691.00
CT DEEP - SMM Grant		705.54	20,706.00
CT DEEP - RWA Grant	42,065.88	66,207.31	112,500.00
Interest - Revenue	5,166.66	11,113.51	20,000.00
Retiree Health Insurance	1,607.34	6,429.36	20,000.00
Total Resources	338,129.15	937,626.32	7,196,372.00

Direct Expenses	Current	Year-to-Date	Budget
Retiree Health Insurance	1,607.34	6,429.36	20,000.00
Transportation Planning Consultants	61,855.37	114,037.33	1,807,539.00
Land-Use Planning Consultants	2,750.00	6,750.00	137,500.00
Other Consultants	134,866.51	407,384.15	1,439,200.00
Subrecipients	9,613.75	22,183.96	79,999.00
Travel	345.50	1,923.55	17,000.00
Data Processing		5,265.00	9,500.00
Office Supplies		500.00	5,846.00
Subscriptions and Books		1,016.11	5,800.00
Insurance and Professional Services			35,000.00
Meeting Expenses and Advertising	1,071.23	2,740.84	25,300.00
Miscellaneous			1,802.00
Transportation - Reserved			69,745.00
LOTICIP - Reserved			164,125.00
Highway Safety Grant - Reserved			17,240.00
CT OPM (RPIP Grant) - Reserved			1,430,066.00
CT DEEP (SMM Grant) - Reserved			8,175.00
CT DEEP (RWA Grant) - Reserved			6,008.00
US EPA (CPRG) - Reserved			116,164.00
Total Direct Expenses	212,109.70	568,230.30	5,396,009.00

Direct Labor	Current	Year-to-Date	Budget
Direct Labor - Employees	50,910.43	155,375.65	780,140.00

Statement of Resources and Expenditures

South Central Regional Council of Governments

As of period 9/30/2025

Overhead	Current	Year-to-Date	Budget
Indirect Labor - Employees	15,193.87	50,612.85	237,384.00
Employee Benefits	27,229.37	92,813.69	455,789.00
Travel			100.00
Data Processing	18.06	8,670.06	34,600.00
Rent	15,501.32	61,718.78	188,100.00
Telephone and Internet	295.92	707.76	10,600.00
Office Supplies	150.13	233.88	3,200.00
Equipment Maintenance	410.93	21,175.06	40,500.00
Subscriptions and Books			500.00
Insurance and Professional Services	955.00	10,599.00	47,800.00
Meeting Expenses and Advertising			1,150.00
Miscellaneous			500.00
Total Overhead	59,754.60	246,531.08	1,020,223.00
Total Operating Expenses	322,774.73	970,137.03	7,196,372.00

2025-2028 TRANSPORTATION IMPROVEMENT PROGRAM - Amendment Number 12

Project 0061-0159 MILL RIVER TRAIL PHASES 1 & 2 - SR 707 TO PUTNAM AVENUE

Total Cost: \$4,070,000 (\$814,000 state; \$3,256,000 federal)

Action: New Project Programmed

Summary: Construct a segment of the Mill River multi-use trail from No. 915 Whitney Avenue (S.R. 707) to Putnam Avenue in Hamden. The trail will follow along S.R. 707, Davis Street, Lake Road and Putnam Avenue as a side path for approximately 5,100 feet.

Purpose: This project was selected by CTDOT in 2022, as a result of a 2019 COG solicitation, for funding under the Transportation Alternatives Program. The project will include a bituminous concrete multiuse trail, retaining wall, overlook, guiderail, pedestrian traffic signal equipment, RRFB, and pedestrian crossing improvements. A PE phase is being established for the Municipality's design costs only. The PE phase includes a PD/FD split. CTDOT and CLE oversight charges during design will be covered under projects DOT01705032PE (federally eligible activities) and DOT01703442PE (federally ineligible activities) or similar "replacement" projects.

Project 0092-0705 CONSTRUCT PEDESTRIAN PROMENADE BETWEEN UNION AVE & TOWER LANE

Total Cost: \$4,150,000

Action: New Project Programmed

Summary: Construct an approximately 1,600-foot pedestrian promenade on the eastern side of Church Street South in New Haven between Union Avenue and Tower Lane, including but not limited to a wide sidewalk, tree belt, and pedestrian-scale lighting.

Purpose: This project was selected for funding under the Transportation Alternatives Program as a result of a 2024 statewide solicitation of the CT Councils of Governments. This project is intended to enhance safe pedestrian mobility for residents of the City. The project includes construction of concrete sidewalks on Church Street, pedestrian ramps, street trees, pedestrian lighting and crosswalks. The project is being initiated for a CN phase only, as the City is funding the PE phase without Federal participation. CTDOT and CLE oversight charges during design to be covered under projects DOT01705032PE (federally eligible activities) and DOT01703442PE (federally ineligible activities) or similar "replacement" projects

0061-0159 - MILL RIVER TRAIL PHASES 1 & 2 - SR 707 TO PUTNAM AVENUE

MILL RIVER TRAIL PHASES 1 & 2 - SR 707 TO PUTNAM AVENUE

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	HAMDEN
Air Quality Status:	-
Total Cost:	\$4,950,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Preliminary Design	Local Match	-	-	\$68,000	-	-	-	\$68,000
Preliminary Design	TAPNH	-	-	\$272,000	-	-	-	\$272,000
Total Preliminary Design		-	-	\$340,000	-	-	-	\$340,000
Final Design	Local Match	-	-	-	\$68,000	-	-	\$68,000
Final Design	TAPNH	-	-	-	\$272,000	-	-	\$272,000
Total Final Design		-	-	-	\$340,000	-	-	\$340,000
Right of Way	Local Match	-	-	-	\$40,000	-	-	\$40,000
Right of Way	TAPNH	-	-	-	\$160,000	-	-	\$160,000
Total Right of Way		-	-	-	\$200,000	-	-	\$200,000
Construction	Local Match	-	-	-	-	\$25,000	\$789,000	\$814,000
Construction	TAP-FLEX	-	-	-	-	-	\$1,628,000	\$1,628,000
Construction	TAPNH	-	-	-	-	\$100,000	\$1,528,000	\$1,628,000
Total Construction		-	-	-	-	\$125,000	\$3,945,000	\$4,070,000
Total Future Costs		-	-	-	-	-	\$3,945,000	\$3,945,000
Total Programmed		-	-	\$340,000	\$540,000	\$125,000	\$3,945,000	\$4,950,000

0092-0705 - CONSTRUCT PEDESTRIAN PROMENADE BETWEEN UNION AVE & TOWER LANE

CONSTRUCT PEDESTRIAN PROMENADE BETWEEN UNION AVE & TOWER LANE

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	NEW HAVEN
Air Quality Status:	-
Total Cost:	\$4,150,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	Local Match	-	-	-	-	\$830,000	-	\$830,000
Construction	TAP-FLEX	-	-	-	-	\$2,820,000	-	\$2,820,000
Construction	TAPNH	-	-	-	-	\$500,000	-	\$500,000
Total Construction		-	-	-	-	\$4,150,000	-	\$4,150,000
Total Programmed		-	-	-	-	\$4,150,000	-	\$4,150,000

Resolution

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

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 Twelve
(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 *Twelve* 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 23, 2025**

Date October 23, 2025

By: _____

Mayor Dorinda Borer, Secretary

South Central Regional Council of Governments

**RESOLUTION FOR ENDORSEMENT OF THE 2026 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, 2025, 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 2025 COG Coordination meeting, and

WHEREAS: the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2025, 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 2026 targets for the five safety performance targets as attached herein, and

BE IT FURTHER RESOLVED,

that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

Certificate

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on October 23, 2025.

Date October 23, 2025

By: _____

Mayor Dorinda Borer, Secretary

South Central Regional Council of Governments

Resolution

Approving the Amended Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program

Whereas: The Council of Governments adopted a final *Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program* on May 28, 2025, and

Whereas: The list of consultant-supported studies in Task 4 as well as the financial tables in Appendix A have been updated and

Whereas: The Council's Transportation Committee on October 8, 2025, reviewed the revised UPWP and recommended that the Council of Governments adopt the amended work program.

Whereas: The draft *Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program* has been posted in accordance with SCRCOG's Public Participation Guidelines.

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

That the amended *Fiscal Year 2026 and Fiscal Year 2027 Unified Planning Work Program* is hereby adopted.

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 22, 2025.

Date: October 22, 2025

By: _____
Mayor Dorinda Borer, Secretary
South Central Regional Council of Governments

October 2025 Transportation Staff Report

1. UPWP Transportation Studies Update

At the Transportation Committee meeting this month, an update to the FY26 and FY27 UPWP was discussed, and a recommendation for approval by the SCRCOG Board was made. This update makes changes to the consultant supported studies list in Task 4. A safety and traffic study in New Haven is replaced with a new safety study for North Haven. The North Haven Ridge Road Safety Study will prepare alternatives assessments for roadway improvements and evaluate measures to improve safety and reduce speeds on Ridge Road between Old Farm and Davis Road. Including horizontal and vertical geometry, roadway widths and providing conceptual plans and a probable construction cost estimate for the preferred alternative.

Last month, SCRCOG published a Request for Qualifications (RFQ) for 3 new transportation planning studies and received responses from 9 firms. Consultant Selection Interviews were held on October 20, 2025, with representatives from Guilford, Orange, and Wallingford joining a SCRCOG representative on the selection committee. Included studies are Wallingford Route 5 Intersection Study, Guilford Route 1 Corridor Study, and the Multitown Pavement Management Study.

2. LOTICIP Update

During the month of October, projects continued to progress through the program. The Whitney Avenue Improvements Phase 2 Project in New Haven received its Commitment to Fund letter for \$10,743,000 on October 9, 2025. At this month's Transportation Committee meeting, several new funding requests were presented to the committee and approved. These included Madison Scotland Avenue Roadway Improvements project, The City of Meriden South Colony Street Bridge Replacement Project, The City of West Haven Traffic Signal Project, and a request for additional funding for the City of West Haven Pedestrian and Bicycle Improvements on Frontage Road and Railroad Avenue. Combined these new projects represent \$18,428,000 in LOTICIP programming.

3. Active Transportation Microgrant 2025 Reminder

The Connecticut Department of Transportation's (CTDOT) Active Transportation Microgrant Program funding for the 2025 calendar year has been fully utilized. Administered through the COGs, the program supports community projects that promote safe walking and biking by funding eligible items such as helmets, bike racks, and safety lights. All FY2025 program funds have been distributed across multiple municipalities, schools, and community organizations within the region, and CTDOT is no longer accepting applications for this calendar year. CTDOT

has confirmed that funding will continue for the 2026 program cycle, with additional information on application timelines and eligibility to be shared early next year.

4. GIS Updates

The construction of a dashboard detailing crash data from the UConn Connecticut Crash Data Repository as well as risk scores of corridor segments obtained from Replica is currently underway, as is a TRANSEARCH freight assessment, looking at freight trade and travel data from 2023 and projected data from 2050. The Milford and Madison GIS hurricane evacuation route maps are under review, with the maps for New Haven, Guilford, and Hamden in progress. Justin Salva will also be attending the Northeast Arc User Conference in North Falmouth, MA from Oct. 26-29 to connect further with fellow COG and CTDOT GIS analysts, as well as explore cutting-edge technologies and studies pertaining to GIS in transportation and safety.

5. Other Updates

Staff attended the 19th Annual Transportation Mini-Series hosted by WTS Connecticut and CT ITE on October 16, 2025, at the DoubleTree by Hilton Hotel in Bristol. This year's theme, *Pathways to Progress: Advancing Transportation for a ConneCTed Future*, focused on innovating transportation, empowering leadership and growth, and shaping the future of transportation. Throughout the day, we participated in sessions on topics such as bridge infrastructure, walkability, leadership development, automated traffic enforcement, and the Greater Hartford Mobility Program. The event also provided valuable opportunities to connect with peers, CTDOT staff, and consultants, while earning AICP credits.

6. Quarterly COG Coordination Meeting

The quarterly Council of Governments (COG) and Metropolitan Planning Organization (MPO) meeting was held at the CTDOT headquarters on October 7, 2025. SCRCOG Transportation staff attended. The primary focus of the meeting was the development of the updated Metropolitan Transportation Plans (MTP), which are required to be completed by each COG during Fiscal Year 2027. Key topics and updates included:

Off-Year Review of the National Performance Measures

A presentation on the status of performance measures and targets set by CTDOT and USDOT was provided. A discussion of these measures will need to be included in the MTP.

Metropolitan Transportation Plan (MTP) Development:

CTDOT provided an update on the MTP major projects list, which is currently under development. Once drafted, this list will be shared with the regions for review and comment.

BETHANY | BRANFORD | EAST HAVEN | GUILFORD | HAMDEN | MADISON | MERIDEN | MILFORD | NEW HAVEN | NORTH BRANFORD
NORTH HAVEN | ORANGE | WALLINGFORD | WEST HAVEN | WOODBRIDGE

Air Quality Conformity Determinations:

A presentation was given on the process for air quality conformity determinations related to MTP projects. CTDOT also introduced a new standardized form that will be used in this process.

Locally Coordinated Human Services Transportation Plan (LOCHSTP):

CTDOT is in the process of updating the LOCHSTP. An online survey is currently available to collect input, and stakeholder meetings will be held in each region to support the planning effort

FY 2025-26 Budget Revision #2

This revision updates the FY 2025-26 budget to incorporate additional CTDOT Active Transportation Microgrants Program funding.

Revenue

Budget Revision #2 adds \$9,600 of revenue to the adopted FY 2025-26 budget, broken down as follows.

- \$9,600 of CTDOT – Active Transportation Microgrants Program

Expenses

Budget Revision #2 includes the following changes.

- Passthrough Grants increases by \$9,600 (Active Transportation Microgrants Program)

Actual line-item revisions are on the following page, followed by a resolution authorizing Budget Revision #2.

FY 2025-26 Budget Revision #2

<i>Revenue</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
Municipal Contribution			
Municipal Contribution - Dues	249,800		249,800
Municipal Contribution - RPIP Match	375,000		375,000
Committed Fund Balance	144,070		144,070
Transportation Planning			
U.S. DOT	1,350,692		1,350,692
U.S. DOT - Carryover	781,396		781,396
U.S. DOT - Highway Safety	169,718		169,718
CTDOT	168,837		168,837
CTDOT - Active Transportation Microgrants Program	9,999	9,600	19,599
CTDOT - LOTCIP	250,000		250,000
Regional Planning			
CT OPM - Regional Services Grant (RSG)	948,502		948,502
CT OPM - RSG - Previous Fiscal Year	14,000		14,000
CT OPM - RPIP (Cybersecurity)	1,805,066		1,805,066
CT OPM - Parcel and CAMA Data Grant	181,500		181,500
CT Secretary of the State - Regional Election Monitor	3,691		3,691
CT OPM - RPIA Additional Positions	250,000		250,000
CT DEEP - SMM Grant	20,706		20,706
CT DEEP - RWA Grant	112,500		112,500
Other			
Investment Income	20,000		20,000
Retiree Health Insurance	20,000		20,000
TOTAL	7,196,372	9,600	7,205,972

<i>Expenses</i>	<i>Current Budget</i>	<i>Proposed Change</i>	<i>Revised Budget</i>
Salaries	1,017,524		1,017,524
Benefits	475,791		475,791
Travel	17,100		17,100
Computer Supplies & Software	44,100		44,100
Rent	188,100		188,100
General Office Expenses	177,998		177,998
Transportation Consultants	1,807,539		1,807,539
Other Consultants	1,576,700		1,576,700
Passthrough Grants	79,999	9,600	89,599
Capital	-		-
Contingency	0		0
Transportation - Reserved	69,745		69,745
LOTICIP - Reserved	164,125		164,125
Highway Safety - Reserved	17,240		17,240
CT DECD (EDA Grant) - Reserved	-		-
SMM Grant - Reserved	8,175		8,175
RWA Grant - Reserved	6,008		6,008
CPRG - Reserved	116,164		116,164
RPIP (Cybersecurity) - Reserved	1,430,066		1,430,066
Parcel and CAMA Data Grant - Reserved			
Total	7,196,372	9,600	7,205,972

Resolution

South Central Regional Council of Governments

Fiscal Year 2025-26 - Budget Revision #2

Whereas: The South Central Regional Council of Governments (SCRCOG) adopted an operating budget for FY 2025-26 on May 28, 2025;

Whereas: SCRCOG adopted Budget Revision #1 on July 23, 2025; and

Whereas: SCRCOG has received an additional \$9,600 of CTDOT Active Transportation Microgrants Program funds.

Now, therefore be it resolved by the South Central Regional Council of Governments:

That Fiscal Year 2025-26 Budget Revision #2, which incorporates CTDOT Active Transportation Microgrants funds, is adopted.

Certificate:

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on October 23, 2025.

Date: October 23, 2025

By: _____
Mayor Dorinda Borer, Secretary
South Central Regional Council of Governments

October 2025 Executive Director's Report

Personnel Update

1. **Director of Regional Planning and Municipal Services** – Brendon Dukett has been promoted to Director of Regional Planning and Municipal Services effective October 14, 2025. While Brendon was the Municipal Services Coordinator, he developed strong relationships with the SCRCOG Board, municipal staff, consultants and regional stakeholders and partners. In addition, Brendon developed new municipal services while maintaining and improving existing programs. SCRCOG staff is excited to work with Brendon in his new role.
2. **Municipal Services Coordinator** – The posting for the Municipal Services Coordinator is now on the SCRCOG website and has been sent to the relevant job sites. Please help us promote this opportunity so that we can fill the vacancy as soon as possible.
[Job Opening: Municipal Services Coordinator | South Central Regional Council of Governments](#)
3. **Justin Salva, Data Analyst** – Congratulations to Justin Salva who successfully completed his probationary period. Justin, in his first 90 days with SCRCOG, was instrumental in finishing the Data Dashboard project, initiated evacuation route mapping, and crash data reports. We look forward to using Justin's analytical skills and GIS capabilities on more projects including our website redesign, sidewalk inventory analysis, scenario planning and more.
4. **Personnel Policy Manual** – I have sent a working draft of the new SCRCOG Personnel Policy Manual to the labor attorney for review. My hope is that the final document will be distributed to you before the end of the year, for adoption in early 2026.

Attention Executive Committee

Shared Services Study

On Thursday, October 9th, SCRCOG initiated its kick-off meeting with Raftelis for work related to the Municipal Shared Services Study. This kick-off outlined relative dates, timelines, and deliverables that are required to conduct an accurate study.

As part of this process, Raftelis will be conducting individual interviews with Executive Committee Members to help identify priority areas and gather insights ahead of the full Board briefing on the study. These one-hour virtual interviews will provide an opportunity for members to share perspectives on collaboration opportunities, challenges, and general goals they have for this study.

Raftelis is looking to schedule interviews for the following dates:

- Monday, November 3rd
- Wednesday, November 5th
- Thursday, November 6th

Understanding the timing of these interviews, Raftelis has offered a variety of availabilities that you can schedule here:

<https://doodle.com/meeting/participate/id/epVqE72b>

Your input is critical as we embark on this effort that has potential to be transformative in our region.

Thank you.

Help Wanted!

RSG Spending Plan - The current year's spending plan includes funding for scoping and data collection for a Regional Water and Sewer Expansion plan. After much discussion and some initial research, we believe we should take a different approach to addressing this topic. I am looking for anyone interested in water and sewer expansion to participate in a virtual workshop (1 hour max) to brainstorm next steps. Please contact me at lfrancis@scrcog.org and I will set up the meeting.

Gateway Presidential Advisory Council

CT State Gateway Presidential Advisory Council – I have accepted an invitation from Campus President Dr. Shiang-Kwei Wang, to serve on the Presidential Advisory Council. The council's primary purpose is to provide insight, guidance and partnership to ensure Gateway's academic programs, workforce training, and student success initiatives are highly relevant, responsive, and aligned with the current and future needs of employers, industry, the regional economy and civic life. The council will also support Gateway leadership in cultivating strong ties with civic, neighborhood, business and government organizations to enhance student learning, economic mobility, and community prosperity. I look forward to representing the COG and the region.

October 2025 Regional Planning & Municipal Services Staff Report

1. SCRCOG Municipal Shared Services Study Update

SCRCOG will use this report to provide a monthly update as to the Municipal Shared Services Study with Raftelis. For this month, SCRCOG hosted a project kick-off on Thursday, October 9th, where the Raftelis team outlined project goals, approach, and timeline. The study will now move toward the initial data collection and interviewing phase, including outreach to SCRCOG Board members and municipal leadership to inform the development of the shared services inventory and necessary legal framework outlined in this phase.

Additional details on the study process and upcoming engagement opportunities are included in the accompanying handout.

2. DEEP Climate Resilience Fund 2025

SCRCOG is exploring a potential application to the DEEP Climate Resilience Fund. We will use this meeting to share information about the opportunity and discuss possible next steps for submission.

3. *FUNDING OPPORTUNITY*

Round 3 of DEEP's CERCLA 128a Brownfield Grant is Open

The grant is funded through EPA's supplemental CERCLA grant to administer brownfield sites for the purpose of conducting environmental assessment and cleanup activities. The focus is on the creation, preservation, or addition of park space, greenways, or public recreational use. Applications are due December 5th at 12:00 p.m.

4. Grants Lunch & Learn: The Data Dashboard and Data Storytelling

On Thursday, November 6th at 12:00 p.m. we will host a lunch and learn centered around data. We ask that grant administrators and other staff join us to explore the data dashboard and hear from fellow grant staff on crafting compelling applications that are data and story driven.

Register here: [https://scrcog.us1.list-](https://scrcog.us1.list-manage.com/track/click?u=92fb3bc3c4fdf4a7ca0a3445e&id=d19d70beca&e=c6644ca724)

[manage.com/track/click?u=92fb3bc3c4fdf4a7ca0a3445e&id=d19d70beca&e=c6644ca724](https://scrcog.us1.list-manage.com/track/click?u=92fb3bc3c4fdf4a7ca0a3445e&id=d19d70beca&e=c6644ca724)

5. UConn IPP Intern Update

Elizabeth Moy and Matthew Rothchild have hit the ground running, helping SCRCOG with various projects. They are currently working jointly with Michael Harris, REX, to assist with a comprehensive grand list project for municipalities in the region.

Looking to the future, if you have any project ideas for an On-Loan project that could last 3-4 weeks, fill out this form: <https://forms.office.com/r/r9qVWErQdA> or reach out to Brendon Dukett at bdukett@scrcog.org.

6. Inaugural Greater New Haven Regional Summit on Homelessness

On Thursday, October 9th, SCRCOG staff, municipal leaders and staff, non-profit organizations, and advocates met in Hamden for the inaugural Greater New Haven Summit on Homelessness. During this half-day event, we discussed the state of homelessness in the region and potential ways for homelessness prevention, services, and rehabilitation to be addressed regionally as opposed to a community-by-community basis. The event took a mindful and purposeful approach to preventing increases in homelessness and was full of fruitful discussions. We would like to thank Mayor Garrett for having Hamden host the event and Mayors Elicker and Cervoni and First Selectman Cardozo for attending and providing meaningful insights from a municipal leadership perspective. For more information about the event and to learn about future regional summits, please contact Ian McElwee at imcelwee@scrcog.org.

7. Regional Planning Commission

With November local elections approaching, now is a good time to remind everyone about the Regional Planning Commission and its members. The Regional Planning Commission is made up of one planning & zoning commissioner appointed by the CEO to serve as the municipal representative. Each month, the RPC meets to discuss land use referrals including zoning text and map amendments that will impact land within 100' of another SCRCOG municipality, subdivisions that abut or share land with one or more SCRCOG municipality, POCD updates, and voluntary referrals for an informal vote. We currently have four vacancies on the commission: **East Haven, New Haven, North Branford, and West Haven**. Additionally, we have heard that the commissioners for **Bethany and Woodbridge** will be stepping down by the end of this year. Not only is the RPC important for regional land use referrals, but the commission will also be an important review and advisory body once we begin the Regional POCD update. For questions or information about the commission or to appoint a new commissioner for your municipality, please contact Ian McElwee at imcelwee@scrcog.org.

**SOUTH CENTRAL CONNECTICUT
Regional Planning Commission**

October 2025 RPC Action Table

Ref. #	Received	Description	Adjacent RPC Towns	RPC Action
2.1	9/5/2025	Town of Hamden. Proposed zoning regulations creating separate regulations around tobacco, smoke, and vape shops and limiting where they can be located.	Bethany, New Haven, North Haven, Wallingford, Woodbridge	By resolution, the RPC has determined that the proposed zoning amendment change does not appear to have any negative impacts to the habitat or ecosystem of the Long Island Sound nor will they cause negative inter-municipal impacts to the towns in the South Central Region.

South Central Regional Council of Governments

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DRAFT - SCRCOG Legislative Agenda 2026

Adopted: N/A

The South Central Regional Council of Governments (SCRCOG) is a diverse region of fifteen municipalities with a population consisting of approximately 570,000. Geographically, the South Central Region covers a large portion of New Haven County along the coast of Long Island Sound.

This legislative agenda outlines the policy topics of emphasis for the South Central Region. The document synthesizes a broad range of information from member municipalities, the regional delegation, non-profit entities, and other organizations. The agenda is organized by committee and will guide SCRCOG in its testimony on the respective policy areas.

Timeline for SCRCOG Board Adoption

Date	Objective
September 24 th , 2025	SCRCOG Executive Committee presented draft agenda.
October 23 rd , 2025	SCRCOG Executive Committee presented draft agenda with changes. Draft presented to regular SCRCOG Board with Executive Committee Recommendations.
November 19 th , 2025	SCRCOG Board discusses draft agenda as a roundtable item.
November 20 th , 2025 – January 12 th , 2026	Open comment period for municipal leaders to provide comments on the agenda
January 15 th , 2026 - TENTATIVE	Final Draft Legislative Agenda is provided as a handout at the 2026 Legislative Breakfast
January 28 th , 2026 - TENTATIVE	Final Draft Adopted by SCRCOG Board
February 4 th , 2026	Start of 2026 Legislative Session

Legislative Priority Items and Policy Areas

Education

- Update Education Cost Sharing Formula

On October 9th, 2024, the 119K Commission with the Connecticut Conference of Municipalities (CCM) published their report titled “Young People First.” Within this report is action item 7a: “Review and revise the Education Cost Sharing (ECS) formula.” This proposed ECS formula has added factors to the calculation which include an inflation adjustment, increased Economically Disadvantaged weight, increased Concentrated Poverty weight, increased Multilingual Learner weight, and a new Students with Disabilities weight. This adjusted formula would ensure equitable outcomes and access to modern facilities for Connecticut’s Kindergarten through Grade 12 student population of roughly 513,000.

Energy and Technology

Environment

Finance

- Transparency, Efficiency, and Timely Disbursement of State Funding

To enhance the effectiveness of municipal planning and service delivery, the State should improve transparency and efficiency in its funding and contracting processes, while also ensuring that funds are disbursed to municipalities in a timely manner. Current delays and “red tape” often stall or cancel projects, leaving municipalities unable to meet pressing local needs or cover rising costs. By reducing administrative barriers and improving the reliability of funding streams, the State can ensure that municipalities are enabled to plan effectively, maintain fiscal stability, and advance community priorities without unnecessary setbacks.

Government Administration and Elections

- Shortened Early Voting Period

The State of Connecticut recently approved No Excuse Absentee Ballot voting. However, despite these changes, municipalities are still required to have fourteen (14) days of an early voting period. These requirements are not suitable or realistic for municipalities as a variety of operating costs and staffing are required to

achieve early voting. Therefore, it is requested that the early voting period be shortened to reflect these changes.

Housing

- Incentives for Municipalities Advancing Zoning Reforms & Affordable Housing

The state of Connecticut should establish a system of incentives and recognition for municipalities that are actively implementing zoning reforms and working to advance affordable housing initiatives. Incentives could take a variety of forms, but this framework would ultimately encourage municipalities to continue pursuing reforms, while recognizing and reinforcing the work already being done.

- Economic Development Incentives for Municipalities Exceeding Affordable Housing Threshold

SCRCOG requests that the State develop a comprehensive incentive framework for municipalities that have already surpassed the affordable housing threshold set under 8-30g. Certain municipalities in our region who exceed the affordability threshold should be supported through alternative incentives that could bolster economic growth. By rewarding municipalities that have met or exceeded housing affordability goals, the state can encourage balanced growth that promotes housing stability and local economic vitality.

Human Services

Judiciary

Planning and Development

- Increased Regional Cooperation

The Council of Governments plays a vital role in supporting its member municipalities. As new policy challenges arise, there is greater opportunity for collaboration across the region. To maintain a COG's ability to serve as a valuable resource for these efforts, it is crucial for the State to continue providing sufficient funding to Councils of Governments.

- Online Publication of Legal Notices by Municipalities

To save money and enhance circulation, municipalities should be allowed to publish legal notices online. This shift will reduce costs for municipalities and align with other state agencies that have already begun this transition.

- Dedicate a Portion of Meals and Beverage Tax Revenue for Tourism

Target a portion of the meals and beverage tax revenue to support municipalities and the Connecticut Office of Tourism. Under the proposal from the Connecticut Conference of Municipalities, funding could help assist tourism in Connecticut, as tourism is a vital economic driver for our member municipalities.

Public Safety & Security

- Support Local Fire Marshal Inspections of Multi-Family Dwellings

Assist local fire marshals in conducting inspections of three-or-more family dwellings by allowing inspection to occur every two years rather than annually, unless there is a history of violations, and by permitting qualified third parties to conduct these inspections. Inspections of these properties are often time-consuming, difficult to schedule with absentee or unknown property owners, and increase municipal liability. These changes would ease a massive burden and improve efficiency for many municipalities.

Transportation

- Expand the Connecticut Department of Transportation's Micro-transit Grant Program

Several municipalities in the SCRCOG region have seen strong success in the pilot Micro-transit Grant Program. We recommend that the State expand and sustain this initiative by providing dedicated funding to continue or subsidizing these projects. Ongoing investments will ensure that municipalities can maintain and grow these innovative mobility solutions, which have already demonstrated measurable benefits for residents and communities.

Safety Performance Targets

CTDOT's proposed targets for 2026

July 2025

This technical memorandum documents the safety target selection process used by the Connecticut Department of Transportation (CTDOT) to select the five safety performance targets for 2026 that CTDOT will submit to USDOT in two separate reports.

- *The Traffic 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 Federal Highway Administration (FHWA).*
- *The Highway Safety Office (HSO) in the Policy and Planning Bureau will submit the targets through its triennial Highway Safety Plan / Annual Grant Application 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 is acceptable. 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 injuries**
4. **Serious injury rate (Serious Injuries/100 million vehicle miles traveled)**
5. **Number of non-motorist fatalities and serious injuries¹**

Every year, CTDOT must establish a specific performance “target” for each performance measure. The Traffic 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 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:

¹ 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 Manual](#).

- 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 forward 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.

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

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

Important Update: NHTSA revised the Uniform Procedures for State Highway Safety Grant Programs 23 CFR 1300 in February 2023. Accordingly, the legislation replaced the annual Highway Safety Plan (HSP) with a triennial HSP and an Annual Grant Application (AGA). Per 23 CFR 1300.11, State Highway Safety Offices are required to develop performance measures for three years and cannot amend the existing performance targets. Connecticut developed and matched the targets for the three common performance measures (Number of Fatalities, Fatality Rate and Number of Serious Injuries) between FHWA and NHTSA for FY2024. The CTDOT HSO cannot amend the targets for the three common performance measures reported to NHTSA for the period of FY2024-FY2026. However, FHWA published a waiver in January 2025 to amend [23 CFR 490.209\(a\)\(1\)](#) to waive, for FY2026, the requirement that the targets for the three common performance measures be identical.

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 2019-2023. The preliminary 2024 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. 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.

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 Coordination Report,” FHWA, 2016.

Preliminary crash data in Connecticut for 2024 indicate an uptick in the fatality numbers experienced in 2023. Overall, fatalities have increased as well as serious injuries in 2024.

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.

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

On June 27, 2023, the Governor of Connecticut signed [House Bill No. 5917](#), An Act Implementing the Recommendations of the Vision Zero Council. At its most basic level, this bill implements policies

and authorizes utilizing strategies and tools that have proven to reduce crashes and injuries when implemented in other states. It is a comprehensive package addressing engineering, education, enforcement, and equity.

House Bill No. 5917:

- Empowers municipalities to deploy automated traffic enforcement with significant oversight from CTDOT.
- Requires more robust safety education be provided to drivers.
- Requires CTDOT to consider recommendations from equity stakeholders in annual capital plan development.
- Requires CTDOT to continue work to raise public awareness about the dangers of impaired driving.

In 2025, legislation included Senate Bill 1377 which passed (as Public Act 25-65) and encompassed the following:

- Repeals the requirement for specialty marked crosswalks near school zones and increases the fine for violating pedestrian right-of-way by a driver to \$750.
- Increases the parking prohibition distance of crosswalks from intersections to at least 30 feet and at least 20 feet when there is a curb extension to create increased pedestrian visibility (daylighting law).
- Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet.
- Increases the required age for children riding bicycles and similar vehicles to wear a helmet to 18.
- Requires attendance and successful completion of the operator retraining program by any applicant for a motor vehicle license or anyone convicted of a violation of Connecticut General Statute (CGS) §14-212d or §14-238b (Reckless driving, and slow down move over).
- Requires DOT to develop a plan to expand speed cameras on state roads and allows a municipality to reimburse a speed or red-light camera vendor from fine revenue.

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 legislative bills to lower the legal limit of the Blood Alcohol Concentration (BAC) from 0.08 to 0.05 g/dl during the 2023 legislative session and again in 2024 and 2025. In previous years, bills were proposed to lower the BAC level as well as designate BAC levels between 0.05 and 0.08 as “ability impaired” but neither gained enough support. In 2025, Bill 1376 was proposed to lower blood alcohol content for driving and boating under the influence from 0.08 to 0.05, coordinate an interagency exchange of information concerning police phlebotomy training, and study the feasibility of implementing electronic warrant technology. The CTHSO has worked to address the alcohol-impaired driving issue in the State through various avenues including, but not

limited to, educational and awareness campaigns, enforcement grants, etc. Although these bills did not pass in 2024 and 2025, CTDOT will continue similar efforts in the next legislative session.

Roadside Deaths. Connecticut continues to see deaths related to roadside crashes, including a state trooper who was struck and killed in May 2024 during a daytime traffic stop and the death of a CTDOT employee while on the job in June 2024. In 2025, [Senate Bill 1388](#) - *An Act Concerning Failure to Move Over for an Emergency Vehicle Resulting in the Death of the Operator or other Occupant of the Emergency Vehicle* was introduced but did not pass during the 2025 session. This bill would have increased, from a fine of up to \$10,000.00 to a class B felony, the penalty for a violation of the state's "move over" law that results in the death of an emergency vehicle's operator or occupant. A class B felony is punishable by a fine up to \$15,000.00; up to 20 years in prison, with a one-year mandatory minimum; or both. The bill would have made such a violation of the move over law 1st degree manslaughter, a class B felony, by specifying that the violation constitutes circumstances evincing an extreme indifference to human life.

Wrong-Way Crashes. In 2024, Connecticut continued to see an uptick in wrong-way crashes from 2023 on the state's interstates and limited access highways, after a spike in 2022. In 2022, Connecticut experienced thirteen fatal wrong-way crashes resulting 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 approved \$40 million in funding for wrong-way driving alert systems and as of April 2025, over 150 locations have the alert systems installed with online monitoring capabilities. In addition to the alert system program, media campaigns continue to be utilized to address wrong-way driving. CTDOT Traffic Safety Engineering Unit has upgraded signage on over 700 limited access highway off-ramps including oversized signs and red retro-reflective strips and has systematically installed pavement markings on secondary roadways at intersections with limited access off-ramps in the State and refreshed wrong way arrows and stop bars on exit ramps. The Traffic Safety Engineering Unit is also installing updated traffic signals 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 for state and local police with Alcohol-Impaired and Distracted Driving high visibility 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. The *One Wrong Move* campaign was created to bring attention to the rise in wrong-way driving and was the first of its kind in the nation, utilizing television Public Service Announcements (PSAs), billboards, social media posts and more. The HSO also implemented the pilot law enforcement phlebotomy program in 2024 which has continued into 2025, that will train police officers to draw blood avoiding procedural delays.

The State continues to hold Green Labs which provide training to law enforcement partners and provide a chance to assess volunteers under the influence of cannabis as well as in combination with alcohol. This training is being coordinated between the HSO and the Connecticut Safety Research Center and is highly beneficial to law enforcement who may have little exposure to the increased impairing effects of newly legalized recreational cannabis.

Complete Streets Policy. In August 2023, CTDOT implemented new [Complete Streets Controlling Design Criteria](#) to be incorporated into projects, ensuring a focus on pedestrian and bicyclist facilities and public transportation operations to create stronger intermodal transportation networks and improve safety.

The Engineering directive added three new controlling design criteria to improve safety and mobility, and includes **pedestrian facilities** (sidewalks, shared use paths, or side paths on both sides of the roadway), **bicycle facilities** (paved outside shoulders, buffered shoulders, bike lanes, separated bike paths, or shared use paths on both sides of the roadway), and **transit provisions** (crosswalks, shelters, illumination, benches, and other ways to make existing or proposed transit stops more accessible).

Automated Work Zone Speed Control Program. Speeding has seen an increase on Connecticut roads since the COVID-19 pandemic, when a significant increase in the percentage of drivers driving in excess of 85 mph, considered reckless driving, was observed on Connecticut roadways. A reduction in law enforcement presence on the roadways has also been a likely contributing factor to such risky driving behavior, especially in work zones. In 2021, Connecticut enacted legislation (CGS Chapter 241, §13a-261 through 268) to establish a two-year Pilot program to operate Automated Work Zone Speed Control systems. The Pilot was implemented to deploy no more than three systems at select work zone locations to monitor vehicle speeds, issue warnings or violations to the registered vehicle owner when the system detected vehicle speed of 15 mph or more above the posted speed limit and assess fines to repeat offenders. Five locations were analyzed, and all showed reductions in driver speeds.

Connecticut passed legislation for Work Zone Speed cameras in 2023, and the program was implemented in 2024. A draft [Legislative Report](#) was created in February of 2024 to capture the findings of the pilot program, evaluate collected data to determine program impacts on driver behavior, and assess findings compared with baseline conditions for consideration of a long-term Automated Work Zone Speed Control Program.

Safe System Approach. The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), with the idea being that it can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT's planning and design

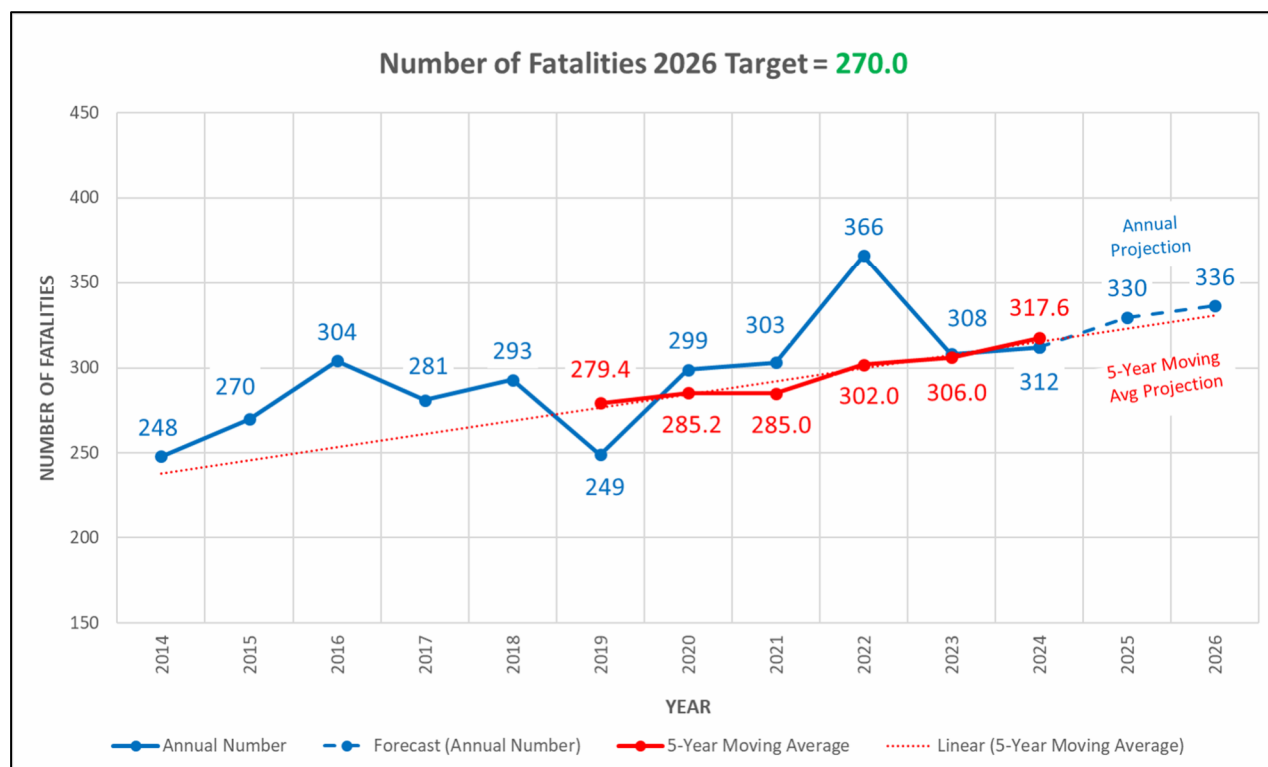
practices and will discuss the best ways to integrate this during the SHSP Executive and Steering Committee meetings.



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 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary CTDOT data 2024 as of 5/2/2025.

“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. In 2021 there was a slight increase followed by a spike in fatalities in 2022. The 2024 preliminary data suggest 312 fatalities, a 1.3 percent increase over 2023 in Connecticut.
- A time series regression analysis was conducted to project the likely number of fatalities in 2025 and 2026 (our target year). Based on this regression analysis, the projected fatalities are approximately 336, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

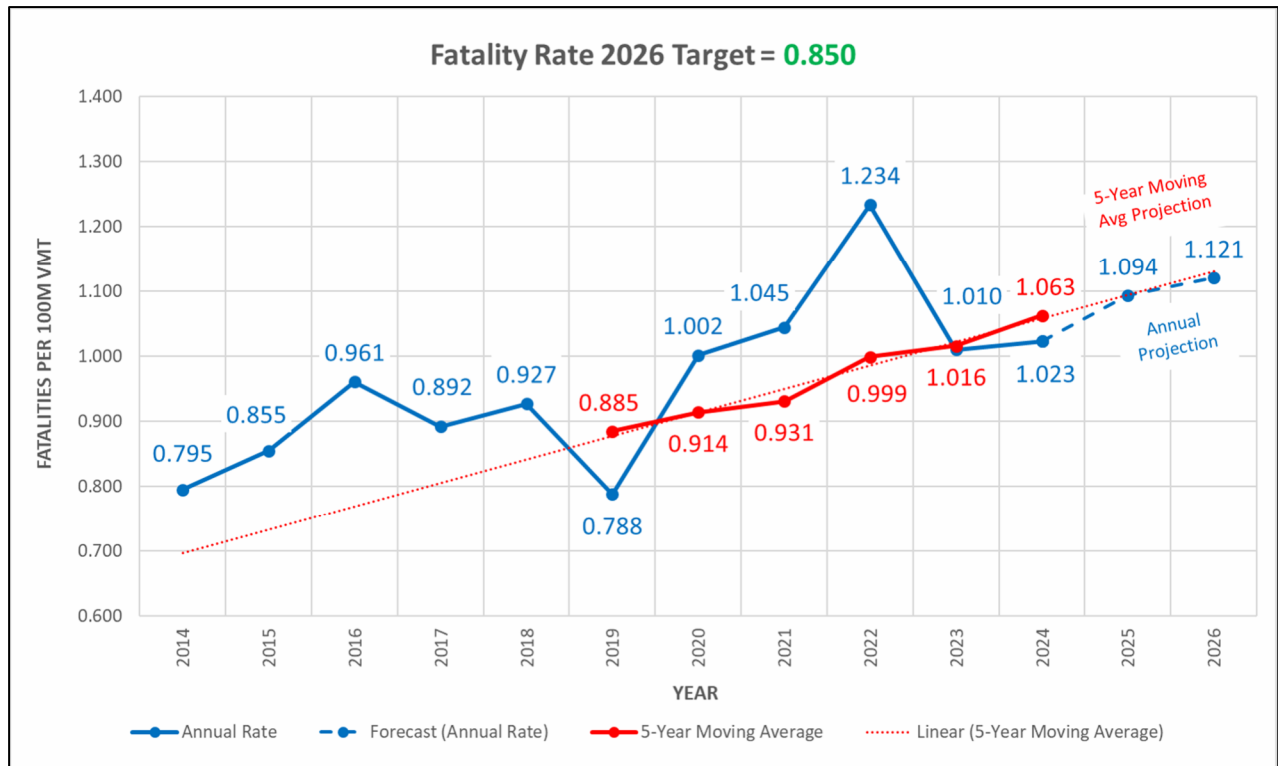
- The 5-year moving average trendline shows the projected fatalities of approximately 330.1, lower than the projection with the annual numbers for the target year of 2026.

TARGET

- CTDOT is choosing to maintain a 2026 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 by implementing 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 and fatality rate. 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 rate² 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 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary 2024 CTDOT Data as of 5/2/2025; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2023/>
Note: The data points for 2024 are based on the 2023 VMT since the 2024 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 1.234 fatalities/100 million VMT in 2022. Preliminary 2024 data suggest a moderate increase in the fatality rate compared to 2023 but significantly lower than 2022.

² 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.

- A time series regression analysis was conducted to project the likely number of fatalities in 2025 and 2026 (our target year). Based on the regression analysis, the projected fatality rate is approximately 1.121 in 2026, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

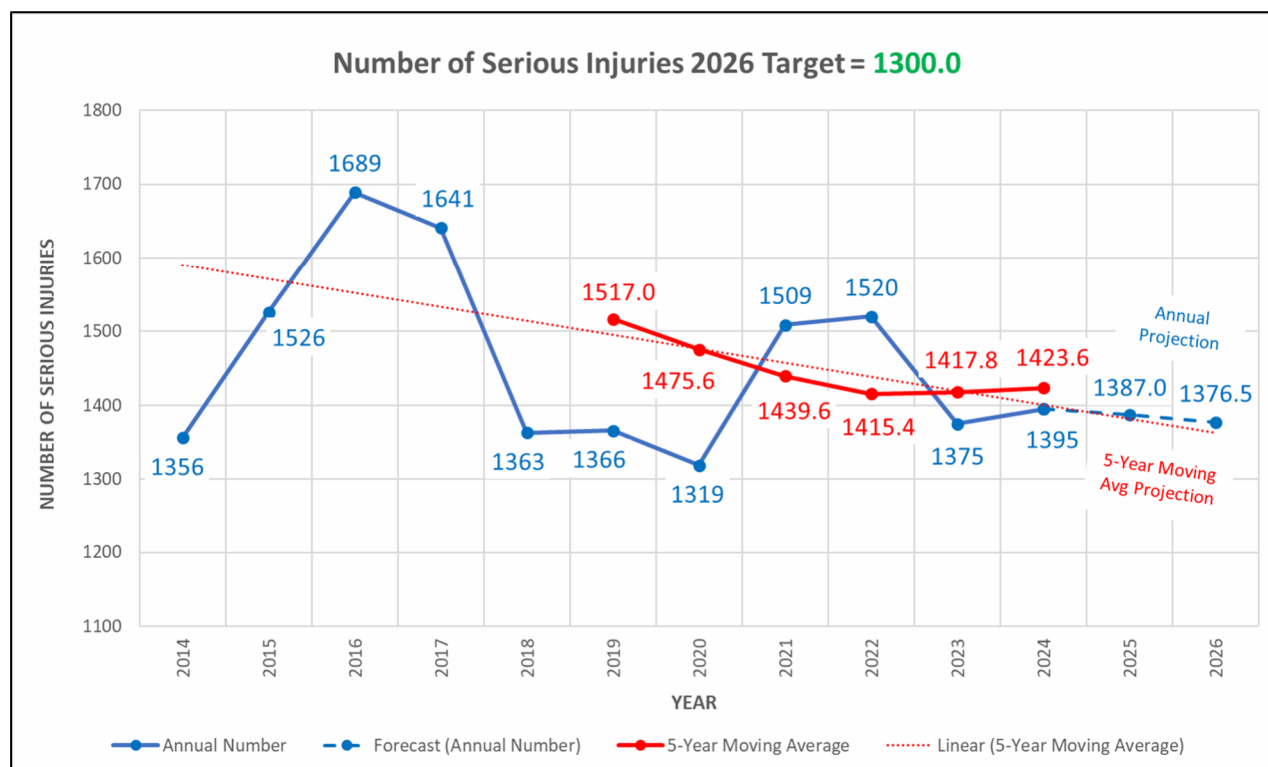
- In parallel with the annual numbers, the 5-year moving average is exhibiting a similar moderate upward trend. The trendline for the 5-year moving average suggests the fatality rate could increase to 1.130 in 2026.

TARGET

- CTDOT is choosing to maintain an aggressive target of **0.850** in 2026. The selection is based on careful consideration of the following:
 1. The two trendlines in the graph suggest the actual value may be between 1.121 and 1.130.
 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 continued into 2021 and 2022 which will likely push the fatality rate even higher. Connecticut also had a significant spike in wrong-way fatalities in 2022.
 4. In 2023, with the ongoing aftermath of the COVID-19 pandemic, Connecticut's fatality rate decreased to 1.010. Current NHTSA data indicate a national fatality rate of 1.26 in 2023, which is 25 percent higher than Connecticut. Connecticut is choosing to strive for a lower rate by setting the target at 0.850 for 2026. The desired outcome is to return to pre-COVID-19 pandemic levels with the ultimate goal of zero traffic fatalities.

Performance Measure: Number of Serious 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 2026 as described below.



Source: Connecticut Crash Data Repository as of 5/5/2025.

Note: The definition of “Serious Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious 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 1,689 in 2016.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2025 and 2026 (our target year). The preliminary data for 2024 suggest a slight increase in the number of serious injuries after an large increase in 2021 and 2022. Even with

this slight increase the projected annual number is expected to decrease to approximately 1,376, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

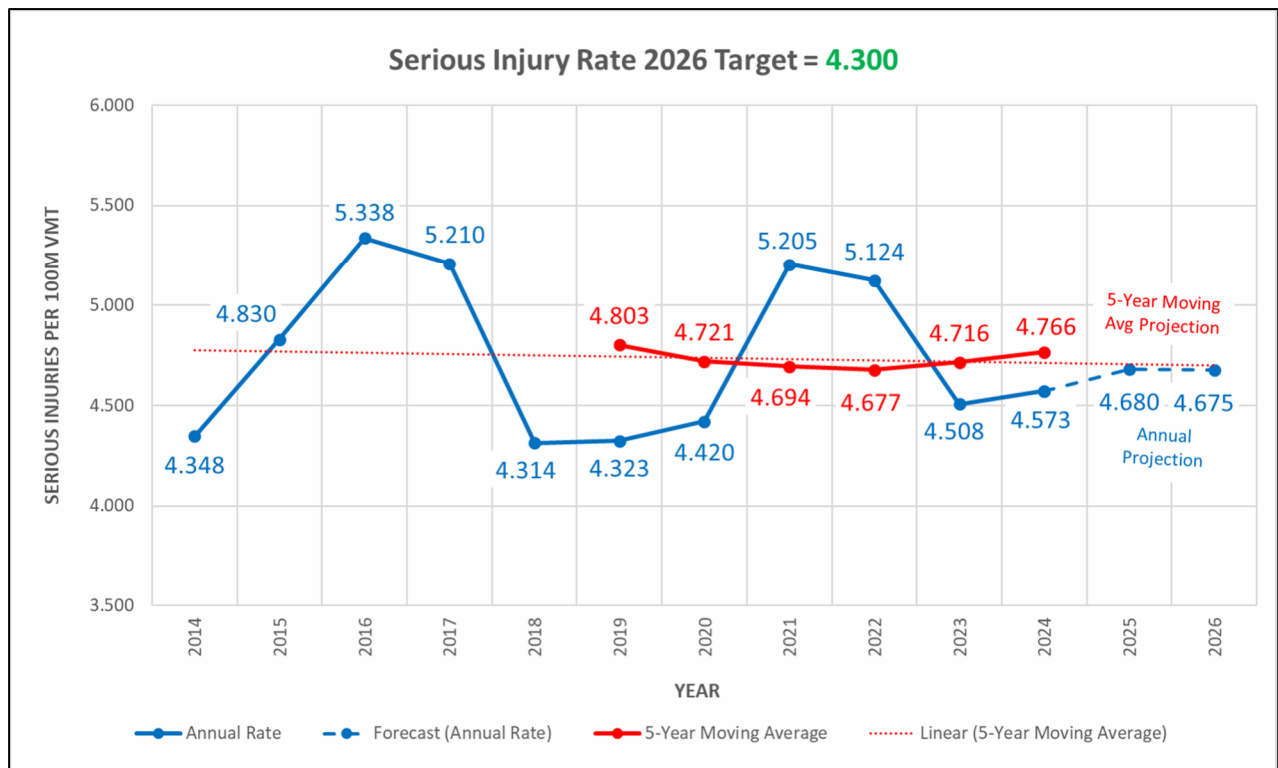
- Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* has been exhibiting a steady downward trend and flattening despite an uptick in 2021 and 2022. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 1,363, while the regression forecast is approximately 1,376.

TARGET

- CTDOT is choosing to maintain a 2026 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 1,363 and 1,376.
 2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower.

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

The trends in the serious injury rate³ 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 2026 as described below.



Source: Connecticut Crash Data Repository as of 5/5/2025; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2023/>

Note: 1.) The data points for 2023 and 2024 are based on the same VMT number since the 2024 VMT information is not available at this time; 2.) The definition of “Serious Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious 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.

³ 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 5.338 serious injuries/100 million VMT in 2016.
- A time series regression analysis was conducted to project the likely serious injury rates in 2025 and 2026 (our target year). Based on the regression analysis, CTDOT should expect a continuing reduction in serious injury rates. This decrease is expected to bring the annual rate down to 4.680 and 4.675, respectively, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

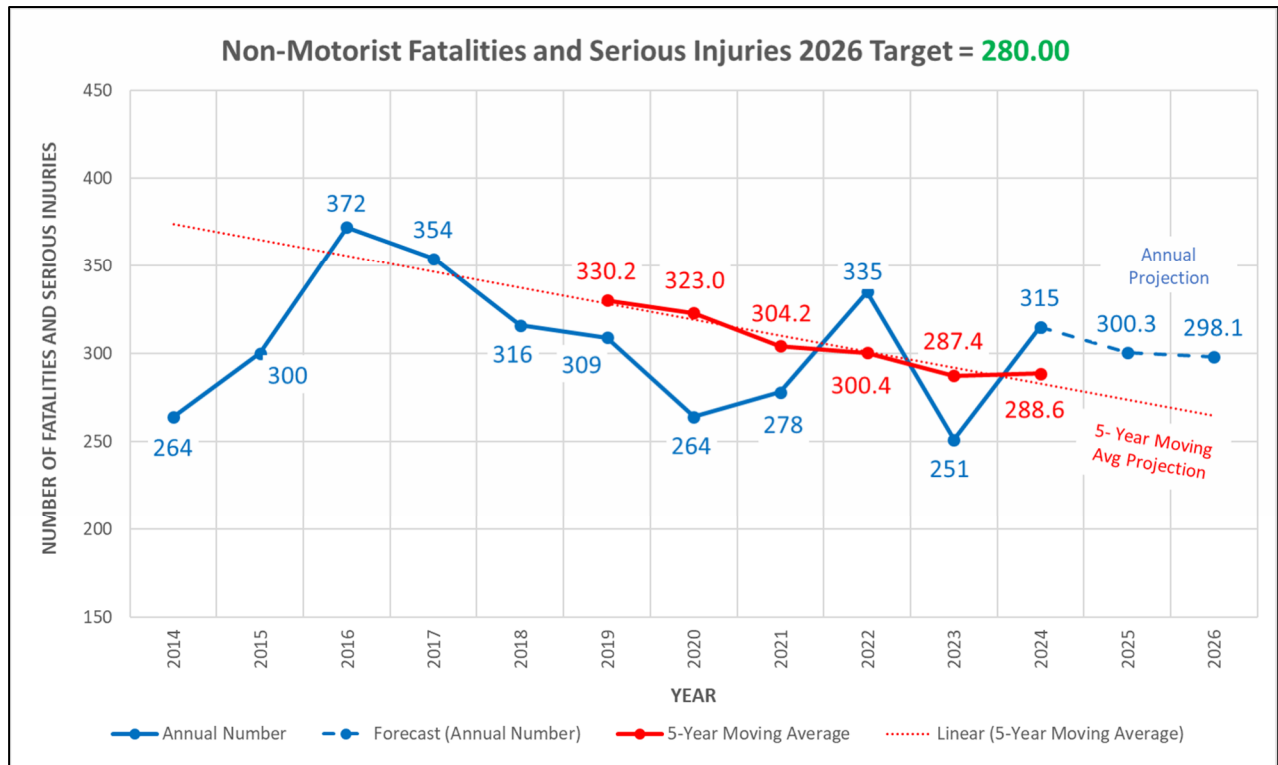
- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady downward and leveling trend. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 4.702, while the regression forecast is 4.675.

TARGET

- CTDOT is choosing to maintain a 2026 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 4.675 and 4.702, 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 through 2022 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 and 2022 saw an increase in the number of serious injuries. In 2024, preliminary data suggest a slight increase in serious injuries.

Performance Measure: **Number of Non-Motorist Fatalities and Serious 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 2026 as described below.



Source: FARS Final Files 2014-2022; FARS Annual Report File 2023; Preliminary 2024 CTDOT and Connecticut Crash Data Repository data as of 5/5/2025.

“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 2025 and 2026 (our target year). The regression analysis, suggest a small reduction to approximately 300.3 and 298.1, respectively. 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 a decrease 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 decrease to approximately 264.7, while the regression forecast is 298.1 for 2026.

TARGET

- CTDOT is choosing to maintain a 2026 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 to the present day to improve the prominence of traffic control devices for non-motorized road users including, but not limited to, marked crosswalk enhancements, pedestrian facility upgrades, and pedestrian signing. Additional studies have commenced as well, including illumination at crosswalks and intersections, ranking pedestrian crash locations and proposing countermeasures, reviewing eligibility of locations for raised crosswalks and intersections, and pursuing additional rectangular rapid flashing beacons (RRFB) on both state and municipal roadways. Connecticut remains committed to these goals. The SHSP now also has an addendum specifically dedicated to Vulnerable Road Users (VRUs).

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.

Some of the legislation that passed in 2025 included Senate Bill 1377/[Public Act 25-65](#) which included the following:

- Repeals the requirement for specialty marked crosswalks near school zones and increases the fine for violating pedestrian right-of-way by a driver to \$750.
 - Increases the parking prohibition distance of crosswalks from intersections to at least 30 feet and at least 20 feet when there is a curb extension to create increased pedestrian visibility (daylighting law).
 - Increases, from age 18 to 21, the age under which all motorcycle and motor-driven cycle drivers and passengers must wear a helmet.
 - Increases the required age for children riding bicycles and similar vehicles to wear a helmet to 18.
2. Aggressive Target. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and lower.

CTDOT Safety Performance Targets Reported to FHWA

Targets Reported	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022	2023	2024	2025	2026
Target Years	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026
Performance Assessment Year	2022	2023	2024	2025	2026	2027	2028
Number of Traffic Fatalities	277.0	270.0	270.0	270.0	270.0	270.0	270.0
Fatality Rate	0.883	0.850	0.850	0.850	0.850	0.850	0.850
Number of Serious (A) Injuries	1547.0	1360.0	1300.0	1300.0	1300.0	1300.0	1300.0
Serious (A) Injury Rate	4.931	4.300	4.300	4.300	4.300	4.300	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	307.2	300.0	280.0	280.0	280.0	280.0	280.0

2020-2023 Safety Performance Target Assessment Summaries from FHWA Website

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	

2021 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2017-2021 Target	2017-2021 Actual	2015-2019 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	284.0	279.4	No	No	No
Rate of Fatalities	0.850	0.928	0.884	No	No	
Number of Serious Injuries	1,360.0	1,434.2	1,512.2	No	Yes	
Rate of Serious Injuries	4.300	4.678	4.788	No	Yes	
Number of non-motorized fatalities and non-motorized serious injuries	300.0	301.8	330.2	No	Yes	

2022 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2018-2022 Target	2018-2022 Actual	2016-2020 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	300.6	285.2	No	No	No
Rate of Fatalities	0.850	0.996	0.914	No	No	
Number of Serious Injuries	1,300.0	1,407.0	1,467.8	No	Yes	
Rate of Serious Injuries	4.300	4.650	4.696	No	Yes	
Number of non-motorized fatalities and non-motorized serious injuries	280.0	297.8	323.0	No	Yes	

2023 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2019-2023 Target	2019-2023 Actual	2017-2021 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	305.0	285.0	No	No	No
Rate of Fatalities	0.850	1.016	0.932	No	No	
Number of Serious Injuries	1,300.0	1,406.4	1,434.2	No	Yes	
Rate of Serious Injuries	4.300	4.678	4.678	No	No	
Number of non-motorized fatalities and non-motorized serious injuries	280.0	285.4	302.2	No	Yes	

**RESOLUTION FOR ENDORSEMENT OF THE 2026 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, 2025, 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 2025 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2025, 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 2026 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 23, 2025.

Date October 23, 2025

By: _____

Mayor Dorinda Borer, Secretary

South Central Regional Council of Governments

Transportation Planning Work Program

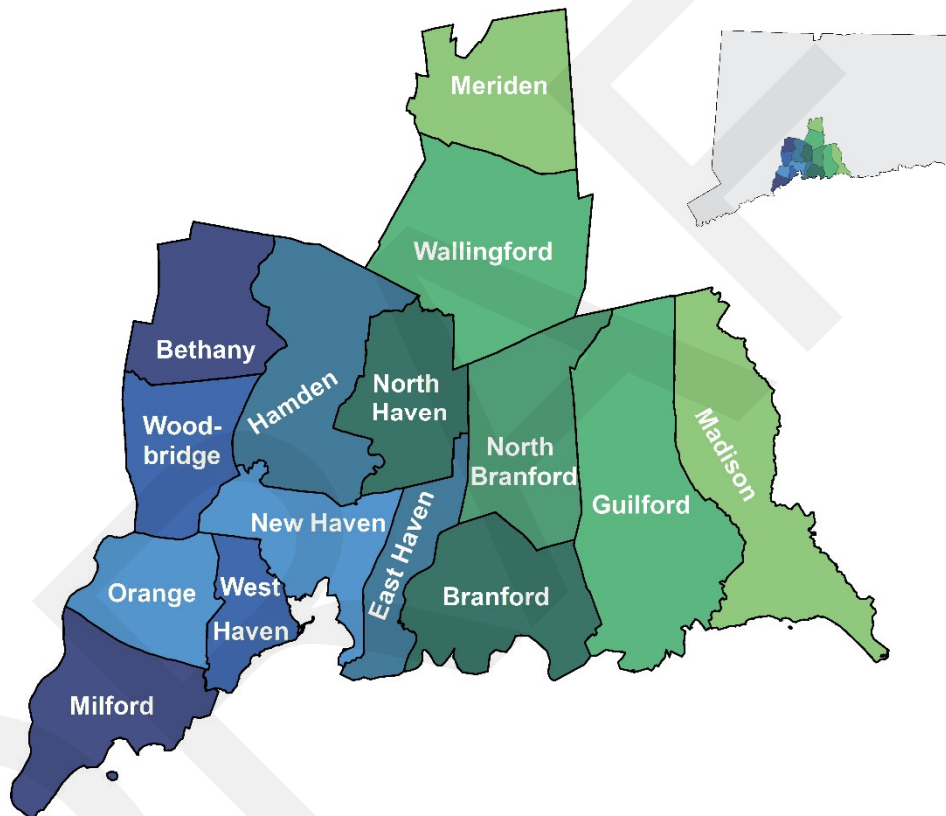
Unified Planning Work Program

Fiscal Year 2026 and Fiscal Year 2027

July 2025 - June 2026

July 2026 - June 2027

Draft update 10/1/2025



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Contents

Introduction.....	2
Key Issues for the FY2026 and FY2027 Program Years.....	2
Task 1: Management of the Planning Process– Program Administration...5	
Task 2: Transportation Planning Activities.....	6
Task 3: Data Collection/Analysis – Monitoring and Projections.....	15
Task 4: Other Technical Assistance.....	18
Task 5: Public Participation.....	22
Appendix A: Budget Tables	
Appendix B: Statement of Cooperative MPO/State/Transit Operators Planning Roles & Responsibilities	

Introduction

The South Central Connecticut Region includes the entire corporate limits of the fifteen municipalities in the Greater New Haven area - Bethany, Branford, East Haven Guilford, Hamden, Madison, Meriden, Milford, New Haven, North Branford, North Haven, Orange, Wallingford, West Haven, and Woodbridge. The Region is a Council of Governments, as permitted by the Connecticut General Statutes, with each municipality represented by its chief elected official. The Council meets monthly to act on regional business and oversee the transportation activities of the Region. The Council also serves as a Metropolitan Planning Organization (MPO). Recommendations concerning transportation actions are forwarded to the Council from the Transportation Committee, consisting of six members of the Council, and the Transportation Technical Committee, which includes an appointed staff person from each municipality. These two committees meet jointly each month to recommend actions for consideration by the Council on transportation matters.

The Unified Planning Work Program (UPWP) is adopted in accordance with federal code (23CFR Part 450.308) and governs the transportation planning activities of the Region. These planning activities include planning partners at the federal level of the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) and, at the state level, the Connecticut Department of Transportation (CTDOT).

This UPWP utilizes, builds upon, and continues the required transportation planning activities from previous UPWPs. Specific consultant-supported projects that are continued from previous UPWPs are noted hereafter.

It is noted that the FY 27 activities shown herein are subject to SCRCOG approval of the SCRCOG FY 27 budget and may be adjusted after funding levels are confirmed.

[Key Issues for the 2026 and 2027 Program Years](#)

the Infrastructure Investment and Jobs Act IIJA maintains the 10 planning factors, first established in the FAST Act.. The Federal Legislation, identified ten (10) planning factors that Metropolitan Planning Organizations (MPOs), such as the South Central Regional Council of Governments (SCRCOG), must consider in their Unified Planning Work Programs (UPWP). These general planning goals are:

1. **Economic Vitality** – Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity and efficiency.
2. **Safety** – Increase the safety of the transportation system for motorized and non-motorized users.

3. **Security** – Increase the security of the transportation system for motorized and non-motorized users.
4. **Environment** – Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and state and local planned growth and economic development patterns.
5. **System Integration** – Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight.
6. **System Accessibility and Mobility** – Increase the accessibility and mobility for people and freight.
7. **System Management** – Promote efficient system management and operation.
8. **System Preservation** – Emphasize preservation of the existing transportation system.
9. **System Resiliency and Reliability** – Improve the resiliency and reliability while reducing or mitigating the stormwater impacts of surface transportation, and.
10. **Travel and Tourism** – Promote and enhance travel and tourism.

The South Central Region Metropolitan Transportation Plan 2023-2050 (MTP) was updated in May 2023 in accordance with State and Federal guidelines. The MTP incorporates all responses received during public outreach and establishes regional goals. The update of the Regional Plan of Conservation and Development (POCD) was completed in the spring of 2018. The SCRCOG POCD suggests strategies for future actions in the Region.

SCRCOG's FY 2026 and FY 2027 UPWP addresses major regional transportation issues and opportunities through a combination of regional staff effort, consultant support and coordination with CTDOT and the related staff work at our member cities and towns.

This UPWP summarizes ongoing staff work, such as inter-agency coordination, analysis and utilization of the latest available census and demographic data, data monitoring, modeling and outreach, as well as special projects to be conducted during the coming fiscal year. The FY 2026 and FY 2027 UPWP utilizes and builds upon previous year's activities.

The FY 2026 and FY 2027 Unified Planning Work Program consists of five work tasks:

Task 1: Management of the Planning Process - Program Administration

Task 2: Planning Activities

Task 3: Data Collection/Analysis - Monitoring and Projections

Task 4: Other Technical Assistance

Task 5: Public Participation

For each of these tasks, the following sections of the UPWP identify objectives, and major activities for the FY 2026 and FY 2027 work program. Products, such as technical memoranda, final reports or other documentation are also noted, and the anticipated schedule for major work tasks is identified. Maintaining a balanced, multi-modal transportation program is a critical element in meeting State and Federal planning guidelines.

Task 1: Management of the Planning Process – Program Administration

Objectives

To administer transportation programs in accordance with all state and federal guidelines to schedule planning activities and to allocate staff resources appropriately to conduct all identified UPWP work tasks in a timely and efficient manner.

Activities

Maintain financial records and develop quarterly reports that meet the requirements of regional partners.

The MPO Certification review was accomplished in FY 2025. Work with CTDOT, FHWA and FTA to document compliance with applicable federal standards and recertification requirements. For FY 2026 and FY 2027, annual self-certification will be approved by Council members (Mayors and First Selectmen) stating that the planning process is consistent with applicable federal regulations.

Conduct a Comprehensive audit of Council FY 2025 and FY 2026 revenue, expenditures, and internal management practices.

Prepare FY28 and FY29 UPWP for adoption prior to start of FY 28. (February-May 2027)

Products/Schedule

- Quarterly Reports. September, January, April, and July
- Annual Affirmative Action Plan. February 2026 and February 2027.
- MPO self-certification. February 2026 and February 2027
- Annual Audit. Comprehensive audit of Council FY 2025 and FY 2026 revenue, expenditures, and internal management practices (November 2026 and November 2027).
- This task requires continuing activity throughout the years.

Task 2: Transportation Planning Activities

Objectives

To continue to work with our member municipalities, the Connecticut Department of Transportation (CTDOT), federal transportation agencies, and other state agencies to support a regional approach to planning.

Adopt a new FY27-FY54 Metropolitan Transportation Plan (MTP) in accordance with CTDOT, FHWA and FTA guidance. Facilitate public awareness of the adoption process for the MTP, and provide the opportunity for public comment.

To maintain a four-year Transportation Improvement Program (TIP) in accordance with CTDOT and reflective of current regional priorities, long-range regional objectives, and the Infrastructure Investment and Jobs Act (IIJA) transportation planning requirements. Accompany TIP actions with an air quality conformity statement, as appropriate, establishing relationships with the State Implementation Plan for Air Quality.

Adopt a new FY27-FY30 TIP this four-year plan is updated on a two year cycle in accordance with CTDOT timeframe. Facilitate public awareness of the adoption process for the TIP and STIP and provide the opportunity for public comments on TIP-related actions at the SCRCOG level.

To continue the development of a web based statewide STIP/ TIP management system (ESTIP).

To assist our member municipalities in developing projects and utilizing funds made available under Federal and State competitive grant programs.

To support a performance-based approach to planning and the use of performance measures to document expectations for future performance. Using this approach, SCRCOG will work with its member municipalities, the CTDOT, federal transportation agencies, and other state agencies, to set priorities which are reinforced and expanded by the Plan.

To Coordinate with the Division of Emergency Management and Homeland Security (DEMHS) on emergency response planning and transportation security and resilience.

To provide technical assistance and coordination with Safe Routes to School (SRTS) program participants and CTDOT concerning applications for funding.

Work with REX Development and other economic development partners to ensure continued regional economic vitality.

Work with CTDOT and other state agencies to support transit oriented development (TOD) efforts throughout the region.

To support CTRAIL, CTRANSIT, The Greater New Haven Transit District, the Milford Transit District and River Valley Transit services and to promote coordination between the various providers of public transportation in our region.

To work with CTDOT regarding electric vehicle charging infrastructure projects and programs.

To promote transportation system connectivity to include access to town/city/neighborhood centers and first/last mile connections.

Activities

Transportation Systems Management and Operations

Support the development and implementation of Transportation Systems Management and Operations (TSMO) improvements, advancing the use of Travel Demand Management measures, Intelligent Transportation Systems (ITS) strategies and technologies in the region.

Maintain FY2025-FY2028 TIP and Adopt FY2027-FY2030 TIP

Update as required the current four-year Transportation Improvement Program (TIP). The TIP is consistent with the region's Metropolitan Transportation Plan 2023-2050 and state-defined financial constraints. Adopt and maintain FY2027-FY2030 TIP. This four-year plan is updated on a two-year cycle in accordance with CTDOT timeframe.

Maintain 2023-2050 Metropolitan Transportation Plan (MTP) and Adopt 2027-2054 MTP.

Review as necessary the Region's Metropolitan Transportation Plan to ensure consistency with regional and state goals and update as necessary through coordination with CTDOT and various other entities in accordance with guidance and federal requirements. Adopt the FY27-FY54 MTP in accordance with CTDOT, FHWA and FTA guidance. Facilitate public awareness of the adoption process for the MTP, and provide the opportunity for public comment

Review of Land Use and Transportation Models

SCRCOG staff will work with municipal staff to assess the impact of projected land uses on transportation in the Region. Land use decisions will be analyzed to assess and

promote consistency with the Metropolitan Transportation Plan and the State, Regional, and local Plans of Conservation and Development. Identification of major growth corridors and review of major transportation improvements will help frame preferred growth patterns including transit-oriented development (TOD) and smart growth initiatives. SCRCOG staff will help advance initiatives that reduce dependence on single occupancy vehicles and improve the region's air quality. Technical assistance will be provided to the Region's municipalities as requested. Staff will work to support State efforts to fund transit improvements and TOD.

[Corridor Planning and Regional Transportation Planning Studies.](#)

Work with SCRCOG member municipalities, CTDOT and regional stakeholders to conduct corridor planning and other transportation planning studies, utilizing consultant support as needed. All consultant work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome.

[Title VI](#)

SCRCOG staff will Utilize 2020 Census data and latest available American Community Survey data to evaluate our plans and programs and ensure continued outreach and activities to meet the requirements of Title VI.

[Surface Transportation Program](#)

Establish regional priorities with CTDOT to facilitate the annual statewide program development process. Sustain a continuous interchange with municipalities advancing Surface Transportation Program per CTDOT guidelines

Assist CTDOT in the development of a five-year capital plan.

Coordinate efforts to maintain a multi-year program that balances priorities, costs, available funds and the progress of individual projects. And continue Council monitoring of programmed work through monthly review.

Continue programming consultation with regional planning organizations comprising the Bridgeport-Stamford and New Haven urbanized areas.

[Air Quality/ Environmental Planning](#)

Work with CTDOT to consider the impacts of climate change and air quality on the transportation decision making process. And work with CTDOT to make the necessary air quality conformity determinations based upon CTDOT modeling.

FTA Section 5310 Enhanced Mobility for Seniors and Individuals with Disabilities

Share notice of the annual Section 5310 grant funding availability and help potential applicants advance proposals consistent with FTA and CTDOT guidelines. Review applications and prioritize projects based on CTDOT criteria.

Transit Planning

Support efforts to coordinate Public Transit among the service providers in the region by assessing demographic and land use policies to identify new opportunities for transit service outside the existing route network and service areas. Staff will work with transit providers to develop initiatives that increase transit usage and reduce the reliance on single occupancy vehicles which contributes to improving air quality. The transportation system connectivity must include access to town/city/neighborhood centers and first/last mile connections.

Local Transit Districts

Work with Greater New Haven Transit District, the Milford Transit District and, the Meriden Transit District and assist our regional partners in developing projects and utilizing funds made available under Federal and State programs.

Transit Oriented Development (TOD)

Work with the Connecticut Municipal Development Agency (CMDA), the Connecticut Department of Transportation (CTDOT), other state agencies and the member towns to provide support for transit oriented development (TOD) efforts and identify areas, including brownfields, that are suitable for construction of affordable housing in the vicinity of existing and proposed transit corridors.

Transit Stations and TOD

Work with interested municipalities, CTDOT, local legislators and residents to help promote transit and TOD opportunities to increase mobility, improve transportation options, promote economic vitality, and encourage the linking of transportation and land use decisions.

Electric Vehicle Charging Infrastructure

Support CTDOT efforts regarding electric vehicle charging infrastructure projects and programming and support efforts to develop a program for the installation of electric vehicle fast chargers along Alternative Fuel Corridors.

State Of Good Repair

Advance programs for the preservation of the existing transportation system, including actions which maintain the transportation system in a “state of good repair”. The preservation of the various resources will allow opportunities for the future as regional needs evolve.

Planning and Environmental Linkages (PEL)

Support the Planning and Environment Linkages (PEL) approach to transportation decision-making that considers environmental, community, and economic goals early in the transportation planning process. SCRCOG will participate in PEL Studies conducted within the region.

Traffic Diversion Routes

Continue to work with member municipalities and CTDOT to periodically review and update the I-95, I-91, I-691 and Route 15 highway diversion plans as new construction and roadway modifications require.

Environmental Planning

Continue coordinated planning to promote safety, environmental sustainability and livable communities’ initiatives. Through the Council’s studies and planning efforts, SCRCOG staff will coordinate and participate in accordance with the National Environmental Policy Act (NEPA).

Locally Coordinated Public Transit Human Services Transportation Plan (LOCHSTP)

The South Central Region’s Locally Coordinated Human Services Transportation Plan (LOCHSTP) was first adopted in 2009. In 2021, the updated Statewide LOCHSTP was adopted. SCRCOG assisted CTDOT in that effort. SCRCOG will continue to coordinate human services transportation to address the mobility needs of the Region’s elderly and disabled under the Section 5310 program, Enhanced Mobility for Seniors and Persons with Disabilities.

Congestion Mitigation/ Air Quality (CMAQ), Transportation Alternatives (TA)

SCRCOG will solicit proposals from the region for projects to be funded through the CMAQ and TA programs. Proposals will be ranked and forwarded to CTDOT in accordance with the program guidelines.

Municipal Assistance

SCRCOG will assist its member municipalities in ongoing programs such as STP-Urban, CMAQ, TA, the Local Transportation Capital Improvement Program (LOTICIP), the Transportation Rural Improvement Program (TRIP) and other appropriate programs. The assistance shall include information dissemination, assistance in application preparation, screening, and prioritization as necessary.

Regional and State Freight Plans

Work with municipalities and the State to maximize future intermodal opportunities as they develop throughout the Region. SCRCOG will maintain a regional freight plan to include a multi-modal list of freight movement constraints. SCRCOG will work with CTDOT to maintain the state freight plan and assist the Department in identifying bottlenecks, needed improvements and estimated costs to improve freight movement into and through the region, the state, and surrounding states.

Freight Stakeholders

Assist CTDOT with efforts to maintain a list of freight stakeholders and operators in the region, as well as GIS data on freight-related land uses and stakeholders and major generators.

Truck Parking

Support efforts to address the need for sufficient truck parking in the region. Whenever possible, SCRCOG will work with CTDOT and the freight operators to identify new opportunities.

Operations and Management Strategies

Review State ITS Architecture refinements. SCRCOG staff will ensure coordination with regional and local plans. Many of the study efforts focused on alleviating traffic congestion and thereby improving air quality through enhanced operation and utilization of existing transportation highway and transit system assets.

Coordination with DEMHS

Attend DEHMS Region 2 regional meetings to work with DEHMS and municipal staff on emergency response planning and implementation. Review DEMHS communications and plans to ensure integration with other regional initiatives.

Security of the Transportation System

Work with DEMHS Region 2 Regional Emergency Preparedness Team Steering Committee to review and offer recommendations on security. The Transportation Regional Emergency Support Function (ESF-1) conducts regular SWOT (Strengths, Weaknesses, Opportunities, Threats) analysis to help improve regional transportation function and security. SCRCOG staff, in partnership with RiverCOG staff participates in ESF-1 meetings.

Safety Activities

Work with CTDOT, member municipalities and other regional entities to advance safety programs and activities in the region. SCRCOG will participate in the implementation of CTDOT's Strategic Highway Safety Plan and incorporate its recommendations into regional plans and activities.

Safety Action Plan and Vision Zero

The South Central Regional Safety Action Plan was updated in 2023, and a Vision Zero resolution was adopted in May of that year. SCRCOG will continue its commitment to Vision Zero principles and continue to work with stakeholders in the region to improve roadway safety.

Complete Streets

Consider the needs of users of all abilities or mode to provide a comprehensive, integrated and connected multi-modal network of transportation options.

Climate Change and Resiliency

Work in cooperation with CTDOT and regional entities to improve transportation system resiliency in the face of climate change, sea level rise and severe storms. Support CTDOT's climate change and resiliency planning efforts.

Performance Based Planning and Programming

Work with transportation partners to develop and implement a performance management approach to transportation planning and programming that supports the achievement of transportation system performance outcomes. SCRCOG supports performance-based planning as required under the FAST Act. During the term of this UPWP, SCRCOG expects to continue the endorsement of CTDOT performance goals and safety targets.

Travel and tourism

Continue to work with REX Development. REX currently provides travel and tourism promotion for the region. Working with REX, SCRCOG can meet this planning goal.

Models of Regional Planning

Coordinate with Lower Connecticut River Valley Council of Governments, and the other major MPOs sharing the region's urbanized areas. In addition, our participation in the Connecticut Association of Councils of Governments (CTCOG), and continued staff outreach, keeps us in contact and cooperation with our neighboring Councils, and the entire state regional planning community. SCRCOG staff will continue to build upon this strong base of cooperation and collaboration.

REX Development

REX Development serves as the federally designated Economic Development District (EDD) in the South Central Region. They maintain the Comprehensive Economic Development Strategy ([CEDS](#)) and provide oversight on progress towards the stated goals and objectives. SCRCOG will continue to coordinate efforts to promote regional economic vitality and opportunities. REX serves as the regional coordinator of brownfields funds, utilizing these opportunities to encourage adaptive reuse of brownfields sites to contribute to the improved economic environment of the region.

Ladders of Opportunity

Continue to look for means to identify and address transportation connectivity issues. Our previous Transit Study, utilization of a Mobility Manager Service for elderly and persons with disabilities, and the Jobs Access Study, produced in cooperation with the local NAACP chapter and the Workforce Alliance are examples of the region's commitment to identifying and working to address transportation connectivity issues. These efforts will continue during FY2026 and FY2027.

Staff Training

SCRCOG will participate in training and professional development opportunities to strengthen internal resources and to build technical capacity. SCRCOG staff will make use of training opportunities through CTDOT, FHWA, FTA and other partners.

Products/Schedule

- FY2025-2028 TIP. Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- FY2027-2030 TIP. Adopt and Maintain the four-year Transportation Improvement Program and adopt amendments as appropriate throughout the fiscal year.
- 2027-2054 MTP. Adopt the MTP in accordance with CTDOT, FHWA and FTA guidance.
- FTA Section 5310 Program Priorities. Review and approval of grants, in conjunction with CTDOT (April 2026 and April 2027).

Task 3: Data Collection/Analysis – Monitoring and Projections

Objectives

To provide a database for regional transportation planning in close coordination with Connecticut Department of Transportation (CTDOT) data developed for statewide needs.

To maintain, as appropriate, regional highway and transit databases as components of SCRCOG's regional travel demand model.

To evaluate new technologies and coordinate data acquisition and software purchases with CTDOT and member municipalities to ensure the utility and compatibility of data.

Activities

Demand Modeling Database

Continue to provide travel demand modelling in the region. Integrate traffic data from Replica location-based services data and integrate new CTDOT traffic counts obtained through consultant supported work.

Continue network maintenance for additions and changes to the roadway and transit systems.

Traffic Data Collection Program

Utilize Replica location-based services data to collect data on intersections identified at the municipal level for evaluation of congestion. Share the collected volume, traffic, and movement data with municipalities and CTDOT's Office of Traffic Engineering and coordinate with other data collection programs at the state and local levels.

Rail and Commuter Parking Lot Occupancy Survey

Monitor late-morning occupancy (maximum occupancy) at New Haven's Union Station, and the Branford, Guilford and Madison Shore Line East stations as well as lots adjacent to I-95 and I-91 on a quarterly basis and publish data on the SCRCOG website.

Congestion Management and Monitoring

Work with municipal staff to identify target areas for operations and management strategies (O&M) including development and implementation of Intelligent Transportation System (ITS) strategies and technologies in the region and Travel Demand Management (TDM).

Staff will continue to cooperate with CTDOT on the six elements of the congestion management process (CMP):

- (1) Determining the CMP net term and the Region,
- (2) defining congestion, identifying congested links,
- (3) developing strategies to address congested links,
- (4) implementing strategies:
- (5) short and long term and monitoring the network.

Activities will focus on the recommendations from previous consultant supported studies and as per CTDOT guidance.

Geographic Information Systems (GIS)

Maintain and utilize a robust GIS system. The system is shared with the Region's member municipalities. Recent data additions (FY18) have provided greater depth to the system data library.

Census Boundary Smoothing

SCRCOG will assist CTDOT in the boundary smoothing process to adjust the boundaries of the urbanized area to more accurately reflect the actual population distribution.

Technology in Planning and Data Collection.

Maintain transportation project management and data collection software.

Monitor and evaluate new technologies and planning products that support planning activities in the region. Cloud based software and planning products provide a range of benefits that enhance GIS mapping, program management and project delivery, traffic counts and TIP management.

Safety Monitoring

Review safety data, goals, objectives, and strategies to promote safety and solicit projects for participation in the CTDOT Local Accident Reduction Program.

Work with CTDOT to further the implementation of the Connecticut Strategic Highway Safety Plan.

Capital Expenditures Report

Assist CTDOT with the Local Highway Finance Report (form FHWA-536) on capital expenditures on local roads.

Products/Schedule

- Commuter Parking Lot Occupancy Data. Quarterly rail and commuter parking lot occupancy data collection. (September and December 2025; March and June 2026, September and December 2026; March and June 2027)
- Travel Demand Model Database Updates
- Congestion Management Process review with CTDOT and recommendations. Activities will occur over the fiscal years as recommended by previous studies and as per CTDOT and FHWA guidance.
- This task requires continuing activity throughout the years.

Task 4: Other Technical Assistance

Objective

To develop transportation planning proposals and studies that are consistent with the goals identified in the current South Central Region Metropolitan Transportation Plan (MTP), the TIP, and the Regional Plan of Conservation and Development (RPOC) state and local municipal economic development objectives and the region's economic development program.

To ensure that all consultant supported work will be undertaken in a manner consistent with the National Environmental Policy Act (NEPA). Any studies undertaken by the Region that impact state transportation systems or highways will identify the role and/or assistance expected from CTDOT, including resources and outcome.

To assist municipalities with local transportation studies that can enhance transportation safety for all, improve transportation access for all and reduce congestion.

Activities

Wallingford Intersection Study

Continuation of the study to recommend safety improvements to the Parker Farms Road, Hope Hill Road, and Highland Avenue intersection in Wallingford that began in FY25. The final deliverable will be a study with recommended safety improvements, a survey, and concept plans for the recommended improvements.

North Haven Valley Service Rd Study

Continuation of the study to recommend safety improvements to Valley Service Road in North Haven that began in FY25. The final deliverable would be a study with recommended safety improvements, a survey, and concept plans for the recommended improvements.

Northford Center Study

For additional Study and Evaluation of the preferred alternative for improved connectivity and circulation in Northford center, including a realignment of the Route 17 and 22 intersection and improved access to businesses

[Multi town Pavement Management Study Phase 2](#)

This study will provide a road condition survey of all town roads in Orange, Bethany, and Woodbridge using automated scanning techniques. It will determine a road condition rating, suggested pavement management method and estimated cost of maintenance for each town road segment.

[New MPO / Transportation Website](#)

This project will involve an update to the current SCRCOG website to provide a greater focus on the region's ongoing transportation studies, and the development of a data portal.

[Guilford Route 1 Corridor Study](#)

This study will conduct a comprehensive analysis of the Route 1 corridor in Guilford to identify potential economic growth and development, evaluating existing transportation infrastructure, and land use patterns to create a strategic plan to maximize economic activity within that corridor with the with an eye toward creative placemaking and expanded right of ways, housing & economic development, market analysis of our existing commercial real estate, pedestrian and bicycle planning, model streetscapes and design guidelines.

[Wallingford Rte. 5 and Yale Ave Study](#)

In 2006, SCRCOG completed a Route 5 corridor study that included the area around the Route 15 interchanges and Yale Avenue in Wallingford. This study reevaluates this section Route 5 using new data to develop recommendations to reduce congestion, improve traffic flow and improve safety.

[North Haven Ridge Road Safety Study](#)

This study will develop and evaluate alternative roadway improvement concepts for Ridge Road, between Route 22 and the Hamden town line. The primary objectives are to enhance safety and reduce vehicular speeds along the corridor. The assessment will include an analysis of horizontal and vertical roadway geometry, lane and shoulder widths, and other geometric features. Conceptual design plans will be prepared for each alternative, culminating in a preferred alternative. A probable construction cost estimate will also be developed for the recommended alternative.

Congestion Management Process

Additional data collection and implementation of CMP recommendations from previous study. Continue to provide input to tie our CMP efforts with the Lower Connecticut River Valley COG as the two main areas of the New Haven TMA

Scenario Planning for Regional Multi-Modal Transportation in South Central CT

The South Central Regional Council of Governments is proposing a regional transportation scenario planning analysis to understand the potential impacts of increased funding to support improved and/or expanded transit in the region.

Metropolitan Transportation Plan Update

This study will Consultant support to assist SCRCOG with administrative and outreach activities related to the Metropolitan Transportation Plan (MTP) preparation to ensure compliance with State and Federal requirements. A submittal of the final MTP document is due to the federal government in April 2027.

Active Transportation Implementation Study

The Region's Active Transportation Study includes the development of up to 10 conceptual plans that will improve network connectivity and safety. This study will expand on those concepts with an eye on implementation.

Regional Local Bridge Inspections Study

This study will inventory town owned bridges in selected municipalities that are below a 20' threshold. A field study for each bridge will be conducted and a report generated to provide maintenance recommendations including estimated cost.

Municipal Studies.

Contract for consultant services in support of the transportation planning program items that exceed available in-house staffing capacity. For any planning studies that will use PL funds, the MPO will follow all CTDOT guidance in reviewing municipal study requests. Efforts may involve studies of selected traffic and transit problems to identify deficiencies, alternatives and concepts for improvements or countermeasures, and performance measures. Activities may include, but are not limited to safety and security, bike and pedestrian planning, transit planning,

Travel and Tourism Enhancement

Utilize REX Development to further advance and promote travel and tourism in the region through the distribution of visitor guide brochures, sharing updates on social media and in newsletters, collaborating with municipal staff and local tourism & arts organizations, and assisting local businesses with tourism-related inquiries.

GIS Viewer Maintenance and Hosting and Updates

Provide annual services to maintain GIS system.

Regionwide GIS and data upgrade for asset management and planning purposes.

Utilize recent flight data to enhance current GIS and asset management data. Data upgrades may include but are not limited to aerial imagery, LiDAR land classifications, LiDAR-derived contours, and LiDAR-derived building footprints.

Products/Schedule

- Guilford Route 1 Corridor Study
- North Haven Ridge Rd Safety Study
- Multi town Pavement Management Study Phase 2
- Active Transportation Implementation Study
- Scenario Planning for Regional Multi-Modal Transportation in South Central CT
- Wallingford Rte. 5 and Yale Ave
- Wallingford Intersection Study
- North Haven Valley Service Rd Study
- Northford Center Study
- New MPO / Transportation Website
- Congestion Management Process
- Metropolitan Transportation Plan Update

Task 5: Public Participation

Objectives

To facilitate a timely flow of information to interested individuals, stakeholders and organizations through media outreach and the agency website.

To provide a focus for public input relative to the region's Metropolitan Transportation Plan, Transportation Improvement Program, and other key products from elected officials, the public, and specifically by minority, low-income, underrepresented populations and non-English speaking communities.

To solicit public interest for each of our regional planning and transportation studies and for the SCRCOG decision-making process in general.

To share technical material with professionals, elected officials and the public at appropriate times as major study efforts progress. SCRCOG will continue its commitment to public outreach through a wide range of media outlets and public meetings.

Activities

SCRCOG Committee Meetings

All meetings held by SCRCOG are ADA accessible and open to the public. To promote greater participation, remote access is provided whenever possible, which also allows for captioning to enhance accessibility. A meeting calendar is posted each November, outlining the schedule for all regular MPO meetings. Agendas are posted on the agency's website and distributed at least seven days before each meeting. Upon request, all meeting materials can be made available in accessible formats.

Public Meeting

SCRCOG holds public meetings to gather comments and input during plan updates and Transportation studies. These meetings are conducted at convenient, ADA-accessible locations and scheduled at times that encourage participation. Whenever possible, a remote option is offered for those unable to attend in person. Public meeting notices are posted in advance on the SCRCOG website and may also be distributed via direct mail, legal ads, or local networks. SCRCOG actively encourages all populations and interested parties to attend and participate.

SCRCOG Web Site (www.scrkog.org)

The website serves as a vital platform for outreach, allowing SCRCOG to effectively share information and engage with various stakeholders. By maintaining up-to-date reports, agendas, and regional data on the website, SCRCOG can enhance transparency and foster collaboration among members, municipal staff, and the public. As technology continues to evolve, so too will the website's capabilities, making it an increasingly important resource for communication and information dissemination in the region. Emphasizing user-friendly design and accessibility will also help ensure that all stakeholders can easily access the information they need. Reports, meeting notices, and links provide information and facilitate communication.

Mailing List

SCRCOG maintains a distribution list for elected officials, municipal staff, partner agencies, transportation service providers, and regional stakeholders. This list is used to share meeting notices, project updates, and newsletters.

Individuals wishing to sign on to this list may contact SCRCOG directly or they can subscribe to the monthly agenda distribution on the SCRCOG website. This distribution list includes media contacts including the *New Haven Register*, *Connecticut Post*, *Meriden Record-Journal*, *La Voz Hispana*, *Inner City News*, and other local news organizations in the region.

Monthly Newsletter, Memos and Reports

The newsletter is published monthly, providing updates on transportation planning, land use, environmental issues, and municipal services programs. It is distributed through the mailing list and posted on the region's website. Additionally, memos and reports, as well as materials from the monthly Policy Board and Transportation Committee meetings, are available on the agency's website for easy access.

Public Participation Guidelines

SCRCOG *Public Participation Guidelines* were updated in FY25 and are available on the region's website.

Evaluation of Effectiveness

Evaluation of the effectiveness of the Region's public outreach is an ongoing process. Staff continually review the attendance at SCRCOG and Transportation Committee meetings, as well as at public meetings that are held as part of consultant supported work. Staff attend public meetings of regional and state organizations and civic groups .

This involvement and communication is indicative of the Region's ongoing commitment to effective public outreach.

Efforts will focus on enhanced public awareness and understanding of the region's transportation needs. In FY 2026 and FY 2027, public outreach will continue to emphasize the implementation of the Regional Metropolitan Transportation Plan and the Regional Plan of Conservation and Development, working toward solutions involving policies such as smart growth, non-vehicular transportation, and context-sensitive design solutions.

This task requires continuing activity throughout the years.

Appendix A

Table 1

Fiscal Year 2026 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA</i>	1,090,831	136,354	136,354	1,363,539
<i>FTA</i>	259,860	32,483	32,483	324,826
<i>FY 2023 Carryover</i>	483,961	0	120,990	604,951
<i>FY 2023 IIJA</i>	297,435	0	74,359	371,794
<i>2.5% Complete Streets Set Aside</i>	0	0	0	0
Total	2,132,087	168,837	364,185	2,665,110

Table 2

Fiscal Year 2026 - Planning Costs by Task

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	84,271	6,673	14,394	105,338
<i>Transportation Planning Activities</i>	507,115	40,158	86,621	633,894
<i>Data Collection / Analysis</i>	21,609	1,711	3,691	27,011
<i>Planning Projects</i>	1,481,217	117,296	253,009	1,851,522
<i>Public Participation</i>	37,874	3,000	6,470	47,344
Total	2,132,087	168,837	364,185	2,665,110

Table 8

Fiscal Year 2027 - Anticipated Revenues

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>FHWA</i>	1,090,831	136,354	136,354	1,363,539
<i>FTA</i>	259,861	32,483	32,483	324,826
<i>FY 2023 Carryover</i>	0	0	0	0
<i>FY 2023 IIJA</i>	0	0	0	0
<i>2.5% Complete Streets Set Aside</i>	113,462	0	0	113,462
<i>Total</i>	1,464,154	168,837	168,837	1,801,827

*Table 9****Fiscal Year 2027 - Planning Costs by Task***

	<i>Federal</i>	<i>State</i>	<i>Local</i>	<i>Total</i>
<i>Management of the Planning Process</i>	91,682	10,572	10,572	112,826
<i>Transportation Planning Activities</i>	566,798	65,359	65,359	697,516
<i>Data Collection / Analysis</i>	23,298	2,687	2,687	28,672
<i>Planning Projects</i>	741,980	85,560	85,560	913,100
<i>Public Participation</i>	40,396	4,659	4,659	49,713
<i>Total</i>	1,464,154	168,837	168,837	1,801,827

Table 3

Fiscal Year 2026 - Direct Salaries by Task & Overhead Applied (1)

	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Personnel Costs by Task</i> <i>Planners</i>		<i>Admin.</i>		<i>Total</i>	
	<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>	
	<i>Cost</i>		<i>Cost</i>		<i>Cost</i>		<i>Cost</i>		<i>Cost</i>	
<i>Management of the Planning Process</i>	350	27,042	200	11,875	100	6,269	0	0	650	45,187
<i>Transportation Planning Activities</i>	100	7,726	900	53,441	4,100	159,738	1,492	48,998	6,592	269,904
<i>Data Collection / Analysis</i>	0	0	0	0	250	9,580	0	0	250	9,580
<i>Planning Projects</i>	100	7,726	100	5,938	1,200	45,924	0	0	1,400	59,589
<i>Public Participation</i>	50	3,863	100	5,938	250	9,195	0	0	400	18,996
<i>Subtotal</i>	600	46,357	1,300	77,192	5,900	230,707	1,492	48,998	9,292	403,255
<i>Overhead (2)</i>		61,609		102,588		306,609		65,119		535,926
<i>Total</i>		107,966		179,780		537,316		114,117		939,182

1. See Table 6 for FY 2026 maximum hourly rates

2. Estimated overhead rate @ 1.3290

Table 10

Fiscal Year 2027 - Direct Salaries by Task & Overhead Applied (1)

	<i>Ex. Dir.</i>		<i>Trans. Dir.</i>		<i>Personnel Costs by Task</i> <i>Planners</i>		<i>Admin.</i>		<i>Total</i>	
	<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>		<i>Hrs</i>	
	<i>Cost</i>		<i>Cost</i>		<i>Cost</i>		<i>Cost</i>		<i>Cost</i>	
<i>Management of the Planning Process</i>	350	28,394	210	13,093	105	6,912	0	0	665	48,399
<i>Transportation Planning Activities</i>	100	8,113	945	58,919	4,304	176,069	1,566	54,000	6,915	297,100
<i>Data Collection / Analysis</i>	0	0	0	0	250	10,138	0	0	250	10,138
<i>Planning Projects</i>	100	8,113	100	6,235	1,200	48,221	0	0	1,400	62,568
<i>Public Participation</i>	50	4,056	100	6,235	250	9,655	0	0	400	19,946
<i>Subtotal</i>	600	48,675	1,355	84,482	6,109	250,994	1,566	54,000	9,630	438,151
<i>Overhead (2)</i>		64,689		112,276		333,571		71,766		582,303
<i>Total</i>		113,364		196,758		584,565		125,766		1,020,454

1. See Table 6 for FY 2027 maximum hourly rates

2. Estimated overhead rate @ 1.3290

Table 4

Fiscal Year 2026 - Total Labor by Task - Salaries & Overhead Applied (1)

	<i>Labor Costs by Task</i>				<i>Total</i>
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Administrative</i>	
<i>Management of the Planning Process</i>	62,980	27,657	14,601	0	105,238
<i>Transportation Planning Activities</i>	17,994	124,465	372,029	114,117	628,605
<i>Data Collection / Analysis</i>	0	0	22,312	0	22,312
<i>Planning Projects</i>	17,994	13,829	106,958	0	138,782
<i>Public Participation</i>	8,997	13,829	21,416	0	44,243
Total	107,966	179,780	537,316	114,117	939,179

1. Estimated overhead rate @ 1.3290

Table 11

Fiscal Year 2027 - Total Labor by Task - Salaries & Overhead Applied (1)

	<i>Labor Costs by Task</i>				<i>Total</i>
	<i>Ex. Dir.</i>	<i>Trans. Dir.</i>	<i>Planners</i>	<i>Administrative</i>	
<i>Management of the Planning Process</i>	66,129	30,494	16,098	0	112,721
<i>Transportation Planning Activities</i>	18,894	137,223	410,064	125,766	691,946
<i>Data Collection / Analysis</i>	0	0	23,611	0	23,611
<i>Planning Projects</i>	18,894	14,521	112,306	0	145,721
<i>Public Participation</i>	9,447	14,521	22,487	0	46,455
Total	113,364	196,758	584,565	125,766	1,020,454

1. Estimated overhead rate @ 1.3290

Table 5

Fiscal Year 2026 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip ¹	Consult	Misc ²	
Management of the Planning Process	0	100	0	0	0	100
Transportation Planning Activities	775	2,100	0	0	2,413	5,288
Data Collection / Analysis	0	200	4,500	0	0	4,700
Planning Projects	0	200	0	1,710,540	2,000	1,712,740
Public Participation	500	100	0	0	2,500	3,100
Total	1,275	2,700	4,500	1,710,540	6,913	1,725,928

1. Equipment expenses include, but are not limited to, computer software, server, workstations, laptops, & related hardware and installation

2. Miscellaneous expenses include, but are not limited to, technical training & support, technical publications, advertising, and translation services.

Table 12

Fiscal Year 2027 - Direct Expenditures by Task

	Direct Expenditures by Task					Total
	Printing	Travel	Equip ¹	Consult	Misc ²	
Management of the Planning Process	0	105	0	0	0	105
Transportation Planning Activities	831	2,205	0	0	2,534	5,569
Data Collection / Analysis	0	335	4,725	0	0	5,060
Planning Projects	0	210	0	765,070	2,100	767,380
Public Participation	525	105	0	0	2,625	3,255
Total	1,356	2,960	4,725	765,070	7,259	781,369

1. Equipment expenses include, but are not limited to, computer software, server, workstations, laptops, & related hardware and installation

2. Miscellaneous expenses include, but are not limited to, technical training & support, technical publications, advertising, and translation services.

Table 6
Fiscal Year 2026 - Planning Projects with Consultant Assistance

FY 26 FHWA Funds		FY 26 FTA Funds	
	Cost		Cost
Scenario Planning	158,969	Multi-Town Pavement Study	154,826
Ridge Road Safety Study	200,000	ESTIP	20,000
New MPO Website	50,000	Municipal Studies	84,000
		Wallingford Intersection Study	66,000
Total	408,969	Total	324,826
FY 23 Carryover Funds		FY 23 ILJA Funds	
Regional GIS Hosting and Maintenance	25,000	Wallingford Route 5 and Yale Ave Study	200,000
Active Transportation Implementation	164,951	Travel Demand Data and Tools	96,794
Guilford Route 1 Corridor Study	200,000	Northford Center	75,000
North Haven Valley Service Road	65,000		
Travel and Tourism	50,000		
Congestion Management	100,000		
Total		Total	371,794

Table 7
Fiscal Year 2026 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	403,255
Overhead - Indirect Applied (1.3290)	535,926
Printing	1,275
Travel	2,700
Equipment	4,500
Consultants - FY 26 FHWA Funds	408,969
Consultants - FY 26 FTA Funds	324,826
Consultants - FY 23 Carryover Funds	
Consultants - FY 23 ILJA Funds	371,794
Miscellaneous	6,913
0	
Total	2,060,159

Table 13
Fiscal Year 2027 - Planning Projects with Consultant Assistance

FY 27 FHWA Funds		FY 27 FTA Funds	
	Cost		Cost
Regional Local Brige Inspection Study	150,000	Travel Demand Model and Data	254,826
Regional GIS Hosting and Maintenance	25,000	Travel and Tourism	50,000
MTP Update	151,782	ESTIP	20,000
Total	326,782	Total	324,826
		Complete Streets 2.5%	
		Municipal Studies	113,462
		Total	113,462

Table 14
Fiscal Year 2027 - Total UPWP Program Cost

	Cost
SCRCOG Salaries	438,151
Overhead - Indirect Applied (1.3290)	582,306
Printing	1,356
Travel	2,960
Equipment	4,725
Consultants - FY 27 FHWA Funds	326,782
Consultants - FY 27 FTA Funds	324,826
Consultants - Complete Streets 2.5%	113,462
Miscellaneous	7,259
Total	1,801,827

Table 15

Fiscal Year 2026 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 90.00
<i>Transportation Director</i>	\$ 75.00
<i>Planner</i>	\$ 70.00
<i>Administrative</i>	\$ 35.00

Table 16

Fiscal Year 2027 - Job Titles and Maximum Hourly Rates

<i>Job Title</i>	<i>Maximum Hourly Rate</i>
<i>Executive Director</i>	\$ 95.00
<i>Transportation Director</i>	\$ 80.00
<i>Planner</i>	\$ 75.00
<i>Administrative</i>	\$ 40.00

Appendix B

Statement of Cooperative MPO/State/Transit Operators' Planning Roles & Responsibilities

Purpose

The purpose of this statement is to outline the roles and responsibilities of the State, the South Central Regional Council of Governments (SCRCOG) and appropriate providers of public transportation as required by 23 CFR Sec. 450.314(a), (h)" Metropolitan Planning Agreements".

General Roles & Responsibilities

The SCRCOG will perform the transportation planning process for their region and develop procedures to coordinate transportation planning activities in accordance with applicable federal regulations and guidance. The transportation process will, at a minimum, consist of:

1. Preparation of a two-year Unified Planning Work Program that lists and describes all transportation planning studies and tasks to be completed during this two-year period.
2. Preparation and update of a long range, multi-modal metropolitan transportation plan.
3. Preparation and maintenance of a short-range transportation improvement program (TIP).
4. Financial planning to ensure plan and program are financially constrained and within anticipated funding levels.
5. Conduct planning studies and system performance monitoring, including highway corridor and intersection studies, transit system studies, application of advanced computer techniques, and transportation data collection and archiving.
6. Public outreach, including survey of affected populations, electronic dissemination of reports and information (website), and consideration of public comments.
7. Ensuring the transportation planning process evaluates the benefits and burdens of transportation projects and/or investments to ensure significant or disproportionate impacts on low income and minority populations are avoided and/or mitigated. This will be accomplished using traditional and non-traditional outreach to Title VI populations, including outreach to LEP populations.
8. Development and implementation of a Congestion Management Process as appropriate.
9. Ensuring plans, projects and programs are consistent with and conform to air quality goals of reducing transportation-related emissions and attaining National Ambient Air Quality Standards.
10. Self-certify the metropolitan planning process at least once every four years, concurrent with TIP adoption and submittal, certifying the planning process is being conducted in accordance with all applicable federal requirements and addressing the major issues facing the area.

Long Range Metropolitan Transportation Plan

1. SCRCOG will be responsible for preparing and developing the long range (20–25 years) metropolitan transportation plans for their respective region.

2. SCRCOG may develop a consolidated transportation plan summary report for the planning region that includes the key issues facing the area and priority programs and projects.
3. CT DOT will provide the following information and data in support of developing the transportation plan:
 - a. Financial information - estimate of anticipated federal funds over the 20-25 year time frame of the plan for the highway and transit programs.
 - b. Trip tables - for each analysis year, including base year and the horizon year of the plan by trip purpose and mode. *(CT DOT will provide this only if requested since SCRCOG may maintain their own travel forecast model.)*
 - c. Traffic count data for state roads in the SCRCOG region, and transit statistics as available.
 - d. List of projects of statewide significance by mode, with descriptions, so that they can be incorporated into the long range metropolitan transportation plans.
 - e. Assess air quality impacts and conduct the regional emissions assessment of the plan. Will provide the results of the assessment in a timely manner to allow inclusion in the plan and to be made available to the public at public information meetings. *(Refer to air quality tasks.)*
4. SCRCOG may conduct transportation modeling for the area.
5. SCRCOG will consult with the appropriate providers of public transportation on local bus capital projects to include in the transportation plan and will work together to develop local bus improvements for the plan from the 10-year capital program. Through consultation, they will identify future local bus needs and services, including new routes, service expansion, rolling stock needs beyond replacement, and operating financial needs.

Transportation Improvement Program (TIP)

1. The selection of projects in the TIP and the development of the TIP will occur through a consultative process between CT DOT, SCRCOG, and the appropriate provider(s) of public transportation.
2. CT DOT will send a draft proposed 5-year Capital Plan to the SCRCOG for review and comment. The draft list will reflect input that the CT DOT received from the SCRCOG during the consultation process on the previous year's plan.
3. CT DOT will prepare an initial list of projects to include in the new TIP. This list will be based on the current TIP that is about to expire and the 5- year Capital Plan.
4. CT DOT will consult with and solicit comments from SCRCOG and transit providers on the TIP and incorporate where practicable.
5. CT DOT will provide detailed project descriptions, cost estimates and program schedules. The project descriptions will provide sufficient detail to allow the SCRCOG to explain the projects to the policy board and the general public.
6. CT DOT will provide a list of projects obligated during each of the federal fiscal years covered by the TIP/STIP. The annual listing of obligated projects should include both highway and transit projects.
7. SCRCOG will compile the TIP for the Region, including preparing a narrative. Projects will be categorized by federal aid program and listed in summary tables. The TIP will be converted into a format that will allow it to be downloaded to the Region's website. SCRCOG will maintain the TIP by tracking amendments and changes to projects (schedule, scope and cost) made through the TIP/STIP Administrative Action/Amendment/Notification process.

8. CT DOT will develop the STIP based on the MPOs' TIPs and projects located in the rural regions of the State.
9. CT DOT will include one STIP entry each for the Bridge program and the Highway Safety Improvement program. This entry will list the total funds needed for these programs for each fiscal year. All Regions will receive back up lists in the form of the Bridge Report and the Safety Report monthly . The one line entry will reduce the number of entries needed in the STIP. Any projects listed in the Bridge and or Safety Report that are over \$5m and on the NHS, will be transferred directly into the STIP as its own entry per the TIP/STIP Administrative Action/Amendment/Notification process .
10. CT DOT will provide proposed amendments to the SCRCOG for consideration. The amendment will include a project description that provides sufficient detail to allow the SCRCOG to explain the proposed changes to the__SCRCOG board and project management contact information. It will also provide a clear reason and justification for the amendment. If it involves a new project, CT DOT will provide a clear explanation of the reasons and rationale for adding it to the TIP/STIP.
11. When an amendment to the TIP/STIP is being proposed by the SCRCOG, the project sponsor will consult with CT DOT to obtain concurrence with the proposed amendment, to obtain Air Quality review and consistency with Air Quality Conformity regulations and ensure financial consistency.
12. CT DOT will provide a financial assessment of the STIP with each update. SCRCOG should prepare a TIP summary table listing all projects by funding program sorted by year based on CT DOT's financial assessment, demonstrating and maintaining financial constraint by year.

Air Quality Planning

1. CT DOT and SCRCOG should meet at least once per year to discuss the air quality conformity process, the regional emissions analysis and air quality modeling.
2. CT DOT will conduct the regional emissions analysis, which includes the SCRCOG area and provide the results to the SCRCOG. The regional emissions analyses for the build or future years will include the proposed transportation improvements included in the regional long-range metropolitan transportation plans and TIP.
3. SCRCOG will prepare a summary report of the conformity process and regional emissions analysis for the Region. It will contain a table showing the estimated emissions from the transportation system for each criteria pollutant and analysis year.
4. The summary report on the regional emissions analyses will be inserted into the long-range transportation plan and TIP.
5. SCRCOG will make the regional emissions analysis available to the public.

Public Participation Program

1. The SCRCOG will annually review and evaluate their public participation program.
2. The SCRCOG will update and prepare a list of neighborhood and local organizations and groups that will receive notices of MPO plans, programs and projects.
3. The SCRCOG will work to ensure that low-income, minority and transit dependent individuals are afforded an adequate opportunity to participate in the transportation planning process, receive a fair share of the transportation improvement benefits and do not endure a disproportionate transportation burden. SCRCOG will comply with federal legislation on these issues.

4. The SCRCOG's process for developing plans, projects, and programs will include consultation with state and local agencies responsible for land use and growth management, natural resources, environmental protection, conservation and historic preservation.
5. The SCRCOG will maintain their website to provide clear and concise information on the transportation planning process and provide an opportunity to download reports and documents. This will include developing project and study summaries, converting reports into a pdf or text format, and maintaining a list of available documents. The website will provide links to other associated organizations and agencies.

Public Transportation Planning

1. The SCRCOG will allow for, to the extent feasible, the participation of transit providers at all transportation committee and policy board meetings to provide advice, information and consultation on transportation programs within the planning region.
2. The SCRCOG will provide the opportunity for the transit provider(s) to review and comment on planning products relating to transit issues within the region.
3. The SCRCOG will allow for transit provider(s) to participate in UPWP, long-range plan, and TIP development to ensure the consideration of any appropriate comments.
4. The SCRCOG and CT DOT will assist the transit provider(s), to the extent feasible, with planning for transit-related activities.

Fiscal/Financial Planning

1. The CT DOT will provide the SCRCOG with up-to-date fiscal and financial information on the statewide and regional transportation improvement programs to the extent practicable. This will include:
 - a. Anticipated federal funding resources by federal aid category and state funding resources for the upcoming federal fiscal year, as shown in the TIP financial chart.
 - b. Will hold annual meetings to discuss authorized funds for the STP-Urban and LOTCIP accounts.
 - c. Annual authorized/programmed funds for the FTA Section 5307 Program as contained in the STIP and the annual UZA split agreements.
 - d. Monthly updates of STP-Urban Program showing current estimated cost & scheduled obligation dates.
2. The CT DOT will notify the SCRCOG when the anticipated cost of a project, regardless of funding category, has changed in accordance with the agreed upon TIP/STIP Administrative Action/Amendment/Notification process .
3. The SCRCOG will prepare summary tables and charts that display financial information for presentation to the policy board.

Congestion Management Process (CMP) Program

1. The SCRCOG, if located in a TMA, will conduct a highway performance monitoring program that includes the gathering of available traffic counts and travel time information and determination of travel speeds and delay.

2. The SCRCOG will conduct congestion strategies studies for critical corridors and identify possible improvements to reduce congestion and delay.
3. The SCRCOG will work with CT DOT on programming possible congestion-reducing projects.
4. The SCRCOG will, upon implementation of a congestion reduction improvement, assess post-improvement operations and determine level of congestion relief.

Intelligent Transportation Systems (ITS) Program

1. The CT DOT will maintain the statewide ITS architecture and ensure consistency with the Regional ITS Architecture for SCRCOG.
2. The SCRCOG will maintain and update the Regional ITS Architecture for the SCRCOG where appropriate.

Performance Based Planning and Programming

A. Collection of Performance Data

1. All data collected for performance measure goals will be collected by the CTDOT and will meet the MAP 21/FAST ACT provisions and requirements, unless the MPO decides to set its own performance target, in which case the MPO will be responsible for collecting their own data.
2. All data collected for goals for Federal Transit Administration's (FTA's) State of Good Repair performance measures and Safety performance measures established under the Public Transportation Agency Safety Plan (PTASP) will include data provided by the Transit Districts to the National Transit Database (NTD) and through CTDOT, in accordance with the Transit Asset Management Rule.
3. CTDOT will make the compiled data collected for each performance measure available on a platform accessible by CTDOT and the MPO's.
4. CTDOT will develop a Measures and Deliverables tracking spreadsheet outlining each Performance Measure, the deliverables required, the submittal dates and the CTDOT contact and provide to the SCRCOG.

B. Selection of Performance Targets

CTDOT will draft statewide performance targets for each of the FAST Act performance measures and coordinate with the MPOs and Transit Representatives, as required by 23 CFR Parts 450 and 771, as well as 49 CFR Part 613 as outlined below:

1. The CTDOT will discuss performance measures at each of the regularly scheduled monthly meetings (via teleconference or in person meeting).
2. The CTDOT will present data collected for each performance measure and collaborate with the SCRCOG and Transit Representatives on assumptions.
3. The CTDOT will provide SCRCOG and Transit Representative with 30 days to provide feedback on the data received and the assumptions provided.
4. The feedback received will be discussed at the next scheduled monthly meeting.
5. CTDOT will set targets for each performance measure with consideration of feedback received.

C. Reporting of Performance Targets

1. CTDOT will notify the SCRCOG and Transit Representatives by email when final statewide targets are established.
2. CTDOT will send the targets that have been set, the backup information and a PowerPoint presentation to SCRCOG for their use in educating the MPO Policy Board. CTDOT will provide region level data summaries, if available.
3. The SCRCOG has 180 days after the CTDOT establishes their targets to establish their own targets or endorse the State's targets and agree to plan and program projects so that they contribute toward the accomplishment of the performance targets.
4. If the SCRCOG is establishing their own targets, the SCRCOG will report those targets to the CTDOT by email no later than the 180 day timeframe.
5. The SCRCOG will share this information with the Policy Board and will require Policy Board resolution to support the targets set by CTDOT or endorse their own targets.
6. The SCRCOG will forward the Policy Board resolution to the Performance Measures Unit at the CTDOT before the 180 day limitation for FHWA performance measures via the DOT.Map21@ct.gov email box.
7. For FTA performance measures, it is noted that SCRCOG provided a resolution of support for the initial transit State of Good Repair (SGR) performance targets on July 1, 2017. Thereafter, in accordance with FTA, transit providers will continue to share their targets annually with the SCRCOG. However, SCRCOG targets are not required to be updated annually, only revisited whenever the SCRCOG updates their MTP and/or TIP on or after October 1, 2018.
8. For FTA safety performance measures as part of the PTASP, the SCRCOG has received the Plan which included safety performance targets and will have 180 days to support these initial targets. Each transit provider is required to review its agency Safety Plan annually and update the plan, including the safety performance targets, as necessary.

D. Reporting of progress toward achieving goal

1. CTDOT will document progress towards achieving statewide performance targets annually, and report to the NTD. Information will be available to the SCRCOG and transit representatives for use in updates to the Long Range Transportation Plan, the Statewide Transportation Improvement Program, the CTDOT TAM Plans and the FTA Annual report by email after the required reports are issued to Federal Agencies.
2. CTDOT will share updated TAM Plans with the SCRCOG in a timely manner, and the MPOs will incorporate them into their planning process.
3. SCRCOG will document progress towards achieving performance targets and report that information to CTDOT in the Metropolitan Transportation Plan and the Transportation Improvement Plan as outlined in the Measures and Deliverables tracking spreadsheet via email. The CTDOT will collect this information and file until requested from FHWA/FTA.

E. The collection of data for the State asset management plan for the NHS

1. CTDOT will collect all asset management data required for all NHS routes, regardless of ownership.

30 Performance Measures

Highway Safety	Number of Fatalities - 5-Year Rolling Average
Highway Safety	Rate of Fatalities per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Serious Injuries - 5-Year Rolling Average
Highway Safety	Rate of Serious Injuries per 100 million VMT - 5-Year Rolling Average
Highway Safety	Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries - 5-Year Rolling Average
Bridges & Pavements	Percentage of Pavements of the Interstate System in Good Condition
Bridges & Pavements	Percentage of Pavements of the Interstate System in Poor Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Good Condition
Bridges & Pavements	Percentage of Pavements of the Non-Interstate NHS in Poor Condition
Bridges & Pavements	Percentage of NHS Bridges classified in Good Condition (by deck area)
Bridges & Pavements	Percentage of NHS Bridges classified in Poor Condition (by deck area)
System Performance	Percent of the Person-Miles Traveled on the Interstate That Are Reliable
System Performance	Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable
Freight	Percent of the Interstate System mileage providing for reliable truck travel times
Congestion and Air Quality(beg 2022)	Annual Hours of Peak-Hour Excessive Delay (PHED)
Congestion and Air Quality	Percent of Non-SOV Travel
Congestion and Air Quality(beg 2022)	Total Emissions Reduction

Transit Asset Management	Percentage of Service (non-revenue) Vehicles that have met or exceeded their Useful Life Benchmark (ULB)
Transit Asset Management	Percentage of Facilities with an asset class rated below condition 3 on the TERM scale.
Transit Asset Management	Infrastructure (rail, fixed guideway, track, signals, and systems) - Percentage of track segments with performance restrictions
Transit Asset Management	Percentage of Revenue Vehicles within a particular asset class that have met or exceeded their ULB
FTA C 5010.1E	Number of fatalities per "vehicle revenue miles." by mode.
FTA C 5010.1E	Number of serious injuries per "vehicle revenue miles." by mode.
PTASP safety performance targets	Fatalities (total number of reported fatalities)
PTASP safety performance targets	Fatalities (fatality rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Injuries (total number of reportable injuries)
PTASP safety performance targets	Injuries (injury rate per total vehicle revenue miles by mode)
PTASP safety performance targets	Safety Events (total number of reportable safety events)
PTASP safety performance targets	Safety Events (safety event rate per total vehicle revenue miles by mode)
PTASP safety performance targets	System Reliability (mean distance between mechanical failures by mode)

Amendment

This Statement on Transportation Planning may be amended from time to time or to coincide with annual UPWP approval as jointly deemed necessary or in the best interests of all parties, including Federal transportation agencies.

Effective Date

This Statement will be effective after it has been endorsed by the SCRCOG as part of the UPWP, and as soon as the UPWP has been approved by the relevant Federal transportation agencies.

No Limitation on Statutory Authority

Nothing contained in this Statement is intended to or shall limit the authority or responsibilities assigned to signatory organizations under Connecticut law, federal law, local ordinance, or charter.