

South Central Regional Transportation and Transportation Technical Committee Meeting Notice & Agenda Wednesday, October 14, 2026, 12:00pm

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

[Join Teams Meeting](#)
Meeting ID: 225 284 709 698 4
Passcode: T6gj3ht2

Action Items:

Pages:

1. Meeting Minutes of July 8, 2026 1-2
2. 2027-2030 Transportation Improvement Program Amendment 1 3-22
Recommend to SCRCOG adoption of Resolution- Kellie Kingston
3. Resolution Authorizing the Executive Director to enter into agreement with NJIT
for Development and Implementation of a TELUS Platform eTIP for the region. 23
James Rode
4. Annual Endorsement of CTDOT Targets for Safety Performance Measures 24-42
James Rode
5. LOTICIP Discussion and Potential Action
James Rode

Informational Items:

6. Community Connectivity Grant Program (CCGP) Updated Guidelines
James Rode
7. Other Business and Municipal Updates

Agenda and attachments for this meeting are available on our website at www.scrkog.org. Please contact SCRCOG for copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with 5 days' notice. "Necesidades especiales: a las personas con discapacidad auditiva se les proveerá con medios auditivos y/o intérpretes de signos. Igualmente intérpretes para personas que hablan poco inglés, pero será preciso avisar con 5 días de antelación. Se puede solicitar la agenda en otro idioma que no sea inglés comunicándose con SCRCOG".

Transportation Committee Minutes – July 8, 2026

Transportation Committee Members

Chairman FS Matthew Hoey, Guilford
FS Peggy Lyons, Madison
FS Joshua Brooks, Branford
Mayor Adam Sendroff, Hamden
Alison Kapushinski, Proxy for Mayor
Vincent Cervoni, Wallingford

Transportation Technical Committee

Branford, John Hoeffler
East Haven, Jonathan Bodwell
Guilford, Janice Plaziak
Hamden, Stephen White
Meriden, Brian Ennis
New Haven, Giovanni Zinn
North Haven, Andrew Bevilacqua
North Branford, Chris Holden
Orange, Bob Brinton
West Haven, Abdul Quadir

Guests

FS Mica Cardozo, Woodbridge
Mario Marrero, GNHTD
Jennifer Pacacha, CTDOT
Jennifer Brady, FHWA
Glen McGough, GNHTD
Leena Qureshi, GM2
Michael Dion, BL Companies
Dan Amstutz, VHB
Haley Simpson, New Haven
Ron Leonardo
Jeffrey Hopper

SCRCOG

Laura Francis
James Rode
Kellie Kingston
Colette Kroop
Justin Salva
Leila Bagenstos

Chairman FS M. Hoey called the meeting to order at 12:01 PM.

Action Item #1: Meeting Minutes of June 10, 2026

Mayor A. Sendroff made a motion to approve the minutes of the April 10, 2026, meeting. A. Kapushinski seconded. The motion passed unanimously.

Action Item #2: 2025–2028 TIP Amendment Twenty-One

K. Kingston presented 7 new projects for TIP Amendment Twenty. Mayor A. Sendroff made a motion to recommend approval, which was seconded by C. Holden. The motion passed unanimously.

Action Item #3: LOTCIP Discussion and Potential Action

J. Rode informed the committee that there is a need to amend the procedure for LOTCIP funding due to the changing fiscal needs of the program due to spenddown. The committee debated alternatives, and J. Rode committed to further discussion and options via email before any decision is made.

Information Item #1: Metropolitan Transportation Plan (MTP) 2027-2055 Update

J. Rode informed the committee that the committee will be receiving updates on the MTP planning process in the coming months and their input will be requested.

Information Item #2:

C. Kroop informed the committee that the CTDOT, in coordination with SCRCOG, will host a regional meeting with municipalities, SCRCOG, and the Materials Testing Lab and Pavement Management teams. The meeting will take place on Friday, July 31st, at 11am and will be hosted virtually.

J. Plaziak motioned to adjourn, J. Hoeffler seconded. Meeting was adjourned at 12:54pm.

2027-2030 TRANSPORTATION IMPROVEMENT PROGRAM - Amendment Number One

0061-0156 - Interchange Improvements

Funding Programed: \$21,410,000

Action: Update project schedule and funding to reflect the 2027-2030 TIP.

Summary and project scope: Interchange improvements at CT 15 and SR 707 in Hamden, including installation of northbound and southbound acceleration lanes, a northbound deceleration lane, and traffic signals at both SR 707 ramp termini. The project will modify the existing four-lane cross section to three lanes with bicycle facilities, close sidewalk gaps, and replace the existing wooden noise barrier.

0083-0273 – Resurfacing & Safety Improvements w/ BR 01445 Deck Replacement

Funding Programed: \$7,703,466

Action: Update project schedule and funding to reflect the 2027-2030 TIP.

Summary and project scope: Resurfacing and safety improvements on SR 796 (Milford Parkway) North and South in Milford, including signing and pavement marking modifications and reconfigured lane arrangements at entrance and exit ramps with inadequate or non-existent acceleration and deceleration lanes. The project provides short-term operational improvements to enhance traffic flow through portions of the I-95/ SR 796 interchange. No modifications are proposed for the partial cloverleaf portion of the interchange.

0092-0706 – Construct Mill River Trail

Funding Programed: \$4,500,000

Action: Update schedule to reflect the 2027-2030 TIP.

Summary and project scope: Construct a 10-foot-wide multi-use trail along the Mill River in New Haven, extending from Orange Street adjacent to Wilbur Cross High School through a new tunnel under Willow Street to Blake Field, and from Humphrey Street to the area behind 370 James Street.

0092-SS4AFY24 – City of New Haven Safe Routes for All – Chapel Street Safe Streets

Funding Programed: \$13,800,000

Action: Add new project to the 2027-2030 TIP.

Summary and project scope: Implement safety improvements along a 1.6-mile segment of Chapel Street, a key urban corridor connecting Downtown New Haven with disadvantaged communities to the east and west, in coordination with ongoing access, mobility, and safety initiatives.

0106-0108 – Operational Lane from Milford TL to Lambert Rd

Funding Programed: \$21,890,048

Action: Revise project funding to reflect updated cost estimates and current programming assumptions.

0170-3742 – Detection Upgrades at Various Traffic Signals

Funding Programed: \$88,771

Action: Reduce programmed funding based on lower-than-anticipated costs following bid results.

0170-3806 – Replace Variable Message Signs

Funding Programed: \$18,839,600

Action: Add FD and CN phases previously included in the 2025-2028 STIP; no changes to total project cost or funding.

Summary and project scope: Replace approximately 27 existing Variable Message Signs statewide using existing support structures where feasible.

0170-3814 – Load Ratings for Bridges – NHS Roads

Funding Programed: \$5,600,000

Action: Add a project-specific PIN to replace BRDG-LRNH for FY27-FY30 bridge load rating activities and update funding to reflect current program cost estimates.

Summary and project scope: Perform load ratings for bridges located on the National Highway System (NHS) to support compliance with federal bridge inspection and asset management requirements.

0170-3818 – Install New Variable Message Signs

Funding Programed: \$20,046,000

Action: Add new project to the 2027-2030 TIP.

Summary and project scope: Install approximately 12 new Variable Message Signs at various locations statewide, including I-91 northbound in North Haven prior to Exit 9.

0171-0514 – APS Upgrades at Signalized Intersections

Funding Programed: \$5,974,333

Action: Revise funding based on updated cost estimates and add a new project phase.

Summary and project scope: Provide accessible pedestrian signals (APS), countdown signal heads, sidewalk ramps, and leading pedestrian intervals, as appropriate, at various state-maintained signalized intersections throughout District 1. The project will improve compliance with current MUTCD and ADA requirements and enhance pedestrian accessibility and safety.

0300-0196CN – Scour Rehabilitation 4 NHL Bridges

Funding Programed: \$12,000,000

Action: Carry forward project from the 2025-2028 TIP into the 2027-2030 TIP.

0300-2026TK – New Haven Line Track Program

Funding Programed: \$8,974,246

Action: Carry forward project from the 2025-2028 TIP into the 2027-2030 TIP.

Summary and project scope: Utilize Section 5307 carryover funding to support the New Haven Line Track Program, including the purchase and installation of ties, turnouts, continuous welded rail, and track surfacing activities. Work is performed on a recurring cycle to maintain operating speeds and ride quality.

0301-0522CN – NHL- New Haven Union Station Platform Replacement

Funding Programed: \$335,500,000

Action: Carry forward project from the 2025-2028 TIP into the 2027-2030 TIP.

Summary and project scope: Provide Section 5307 funding for the New Haven Line New Haven Union Station Platform Replacement project.

0301-2026WM – NHL- Master Complex – Wheel Mill Upgrade

Funding Programed: \$90,000,000

Action: Carry forward project from the 2025-2028 TIP into the 2027-2030 TIP.

Summary and project scope: Replace the existing Wheel Mill Facility, originally constructed in the 1950s, to address facility deficiencies and meet current building codes and safety requirements. Project elements include a new wheel milling machine, complete facility reconstruction, heating and ventilation systems, utilities, security and IT infrastructure, overhead crane systems, track and catenary improvements, and associated site work.

BRDG-LRNH – Load Ratings for Bridges – NHS Roads*

Funding Programed: \$1,050,000

Action: Remove FY27-FY30 funding and retain FYI funding as a programmatic placeholder for future NHS bridge load rating activities beyond PIN 0170-3814.

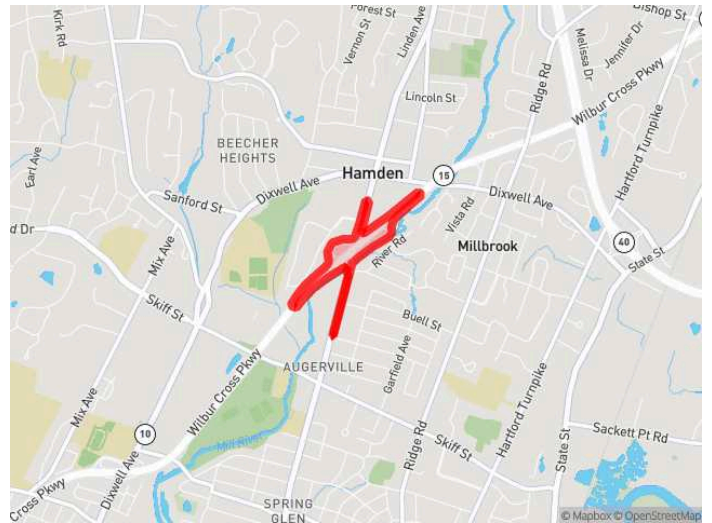
Summary and project scope: Programmatic placeholder used to reserve future funding for NHS bridge load rating activities pending assignment to a future project-specific PIN.

*BRDG-LRNH is a programmatic placeholder and 0170-3814 is the active project. This amendment moves the FY27-FY30 work into a project-specific PIN so the actual work can be programmed and tracked, while retaining the FYI placeholder funding for whatever successor project follows 0170-3814 in a future TIP/STIP cycle. We're not funding the same work twice; we're replacing placeholder years with an active project and leaving the out-year placeholder in place.

0061-0156 - INTERCHANGE IMPROVEMENTS

INTERCHANGE IMPROVEMENTS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	HAMDEN
Air Quality Status:	-
Total Cost:	\$21,410,000

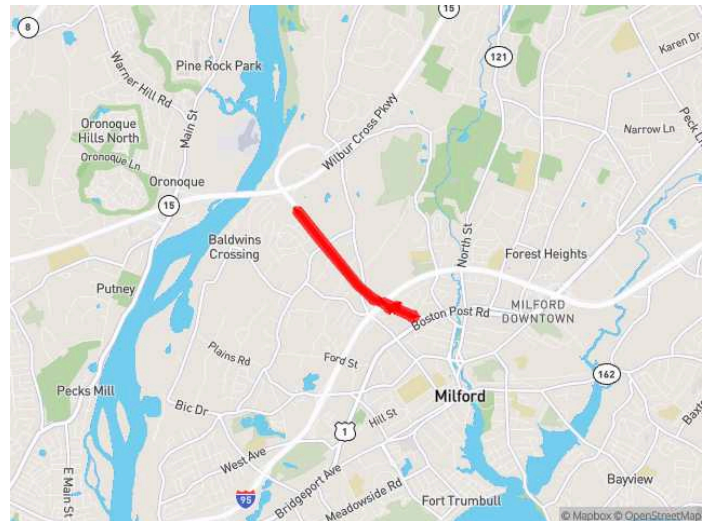


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Final Design	NHPP	\$0	\$1,286,400	\$0	\$0	\$0	\$0	\$1,286,400
↳ Final Design	State Match	\$0	\$321,600	\$0	\$0	\$0	\$0	\$321,600
Total Final Design		\$0	\$1,608,000	\$0	\$0	\$0	\$0	\$1,608,000
Right of Way	NHPP	\$0	\$161,600	\$0	\$0	\$0	\$0	\$161,600
↳ Right of Way	State Match	\$0	\$40,400	\$0	\$0	\$0	\$0	\$40,400
Total Right of Way		\$0	\$202,000	\$0	\$0	\$0	\$0	\$202,000
Construction	NHPP	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
↳ Construction	State Match	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Construction	NHPP	\$0	\$0	\$0	\$7,680,000	\$0	\$0	\$7,680,000
↳ Construction	State Match	\$0	\$0	\$0	\$1,920,000	\$0	\$0	\$1,920,000
Total Construction		\$0	\$0	\$10,000,000	\$9,600,000	\$0	\$0	\$19,600,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$1,810,000	\$10,000,000	\$9,600,000	\$0	\$0	\$21,410,000

0083-0273 - RESURFACING & SAFETY IMPROVEMENTS w/ BR 01445 DECK REPLACEMENT

RESURFACING & SAFETY IMPROVEMENTS w/ BR 01445 DECK REPLACEMENT

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	MILFORD
Air Quality Status:	-
Total Cost:	\$7,703,466

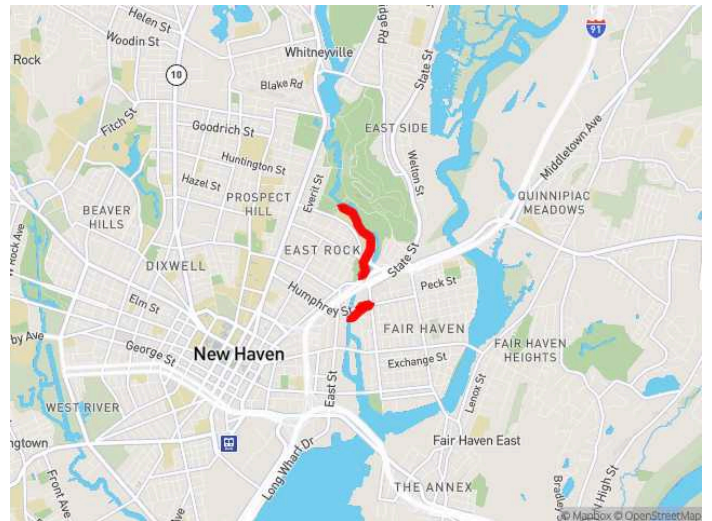


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	NHPP	\$0	\$0	\$1,162,773	\$0	\$0	\$0	\$1,162,773
↳ Construction	State Match	\$0	\$0	\$290,693	\$0	\$0	\$0	\$290,693
Construction	NHPP	\$0	\$5,000,000	\$0	\$0	\$0	\$0	\$5,000,000
↳ Construction	State Match	\$0	\$1,250,000	\$0	\$0	\$0	\$0	\$1,250,000
Total Construction		\$0	\$6,250,000	\$1,453,466	\$0	\$0	\$0	\$7,703,466
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$6,250,000	\$1,453,466	\$0	\$0	\$0	\$7,703,466

0092-0706 - CONSTRUCT MILL RIVER TRAIL

CONSTRUCT MILL RIVER TRAIL

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	NEW HAVEN
Air Quality Status:	-
Total Cost:	\$4,500,000



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Right of Way	TAPNH	\$0	\$160,000	\$0	\$0	\$0	\$0	\$160,000
↳ Right of Way	Local Match	\$0	\$40,000	\$0	\$0	\$0	\$0	\$40,000
Total Right of Way		\$0	\$200,000	\$0	\$0	\$0	\$0	\$200,000
Construction	TAPNH	\$0	\$0	\$0	\$3,440,000	\$0	\$0	\$3,440,000
↳ Construction	Local Match	\$0	\$0	\$0	\$860,000	\$0	\$0	\$860,000
Total Construction		\$0	\$0	\$0	\$4,300,000	\$0	\$0	\$4,300,000
Total Programmed		\$0	\$200,000	\$0	\$4,300,000	\$0	\$0	\$4,500,000

0092-SS4AFY24 - CITY OF NEW HAVEN SAFE ROUTES FOR ALL - CHAPEL STREET SAFE STREETS

CITY OF NEW HAVEN SAFE ROUTES FOR ALL - CHAPEL STREET SAFE STREETS

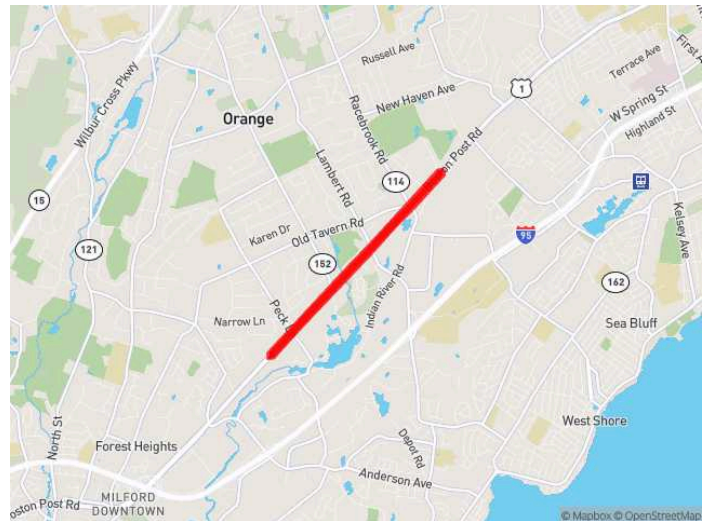
Lead Agency:	Other
Project Type:	FHWA
Region:	8
Town:	NEW HAVEN
Air Quality Status:	-
Total Cost:	\$13,800,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Planning	SS4A (FHWA)	\$0	\$2,097,680	\$0	\$0	\$0	\$0	\$2,097,680
↳ Planning	Local Match	\$0	\$524,420	\$0	\$0	\$0	\$0	\$524,420
Total Planning		\$0	\$2,622,100	\$0	\$0	\$0	\$0	\$2,622,100
Construction	SS4A (FHWA)	\$0	\$8,942,320	\$0	\$0	\$0	\$0	\$8,942,320
↳ Construction	Local Match	\$0	\$2,235,580	\$0	\$0	\$0	\$0	\$2,235,580
Total Construction		\$0	\$11,177,900	\$0	\$0	\$0	\$0	\$11,177,900
Total Programmed		\$0	\$13,800,000	\$0	\$0	\$0	\$0	\$13,800,000

0106-0108 - OPERATIONAL LANE FROM MILFORD TL TO LAMBERT ROAD

OPERATIONAL LANE FROM MILFORD TL TO LAMBERT ROAD

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	8
Town:	ORANGE
Air Quality Status:	-
Total Cost:	\$21,890,048

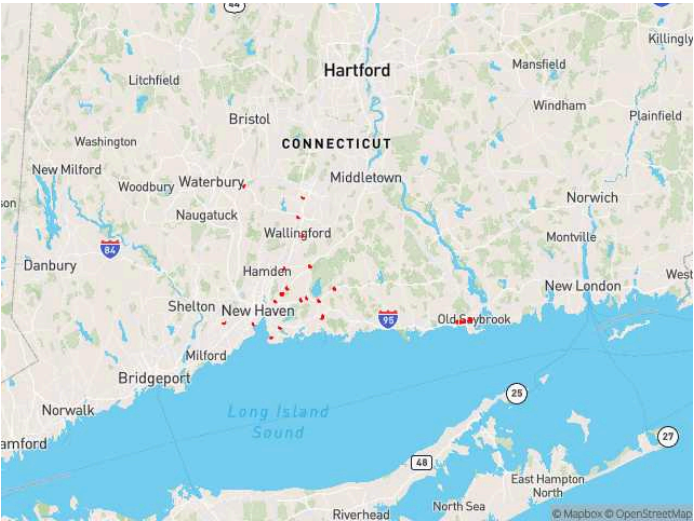


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	SIPH	\$0	\$4,419,907	\$0	\$0	\$0	\$0	\$4,419,907
↳ Construction	State Match	\$0	\$491,101	\$0	\$0	\$0	\$0	\$491,101
Construction	STPNH	\$0	\$0	\$6,200,000	\$0	\$0	\$0	\$6,200,000
↳ Construction	State Match	\$0	\$0	\$1,550,000	\$0	\$0	\$0	\$1,550,000
Construction	STPNH	\$0	\$5,700,000	\$0	\$0	\$0	\$0	\$5,700,000
↳ Construction	State Match	\$0	\$1,425,000	\$0	\$0	\$0	\$0	\$1,425,000
Construction	STPNH	\$0	\$0	\$0	\$1,683,232	\$0	\$0	\$1,683,232
↳ Construction	State Match	\$0	\$0	\$0	\$420,808	\$0	\$0	\$420,808
Total Construction		\$0	\$12,036,008	\$7,750,000	\$2,104,040	\$0	\$0	\$21,890,048
-	SIPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STPNH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$12,036,008	\$7,750,000	\$2,104,040	\$0	\$0	\$21,890,048

0170-3742 - DETECTION UPGRADES AT VARIOUS TRAFFIC SIGNALS

DETECTION UPGRADES AT VARIOUS TRAFFIC SIGNALS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	5, 8, 11
Town:	NEW HAVEN URBANIZED AREA
Air Quality Status:	-
Total Cost:	\$88,771



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	CRPNH	\$0	\$71,017	\$0	\$0	\$0	\$0	\$71,017
↳ Construction	State Match	\$0	\$17,754	\$0	\$0	\$0	\$0	\$17,754
Total Construction		\$0	\$88,771	\$0	\$0	\$0	\$0	\$88,771
-	CRPNH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$88,771	\$0	\$0	\$0	\$0	\$88,771

0170-3806 - REPLACE VARIABLE MESSAGE SIGNS

REPLACE VARIABLE MESSAGE SIGNS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	2, 5, 7, 8, 10, 11, 13
Town:	STATEWIDE
Air Quality Status:	-
Total Cost:	\$18,839,600

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Final Design	NHPP	\$0	\$579,680	\$0	\$0	\$0	\$0	\$579,680
↳ Final Design	State Match	\$0	\$144,920	\$0	\$0	\$0	\$0	\$144,920
Total Final Design		\$0	\$724,600	\$0	\$0	\$0	\$0	\$724,600
Construction	NHPP	\$0	\$0	\$8,000,000	\$0	\$0	\$0	\$8,000,000
↳ Construction	State Match	\$0	\$0	\$2,000,000	\$0	\$0	\$0	\$2,000,000
Construction	NHPP	\$0	\$0	\$0	\$6,492,000	\$0	\$0	\$6,492,000
↳ Construction	State Match	\$0	\$0	\$0	\$1,623,000	\$0	\$0	\$1,623,000
Total Construction		\$0	\$0	\$10,000,000	\$8,115,000	\$0	\$0	\$18,115,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$724,600	\$10,000,000	\$8,115,000	\$0	\$0	\$18,839,600

0170-3814 - LOAD RATINGS FOR BRIDGES - NHS ROADS

LOAD RATINGS FOR BRIDGES - NHS ROADS

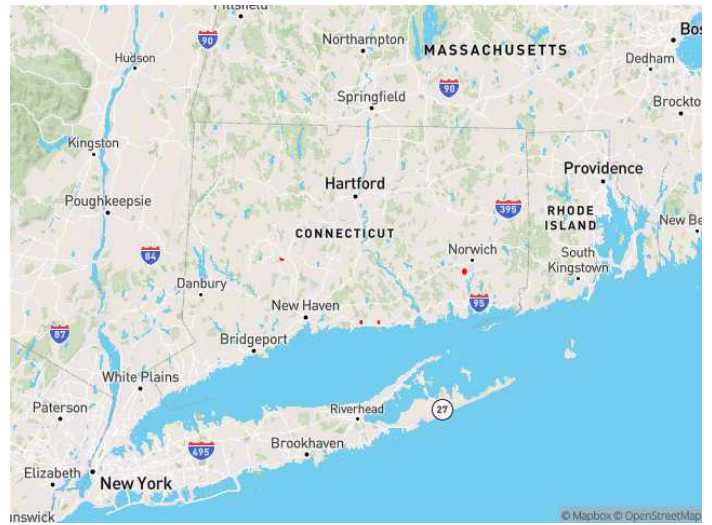
Lead Agency:	CTDOT
Project Type:	FHWA
Region:	70
Town:	STATEWIDE
Air Quality Status:	-
Total Cost:	\$5,600,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Other Activities	NHPP	\$0	\$0	\$1,020,000	\$0	\$0	\$0	\$1,020,000
↳ Other Activities	State Match	\$0	\$0	\$255,000	\$0	\$0	\$0	\$255,000
Other Activities	NHPP	\$0	\$0	\$0	\$0	\$1,020,000	\$0	\$1,020,000
↳ Other Activities	State Match	\$0	\$0	\$0	\$0	\$255,000	\$0	\$255,000
Other Activities	NHPP	\$0	\$1,420,000	\$0	\$0	\$0	\$0	\$1,420,000
↳ Other Activities	State Match	\$0	\$355,000	\$0	\$0	\$0	\$0	\$355,000
Other Activities	NHPP	\$0	\$0	\$0	\$1,020,000	\$0	\$0	\$1,020,000
↳ Other Activities	State Match	\$0	\$0	\$0	\$255,000	\$0	\$0	\$255,000
Total Other Activities		\$0	\$1,775,000	\$1,275,000	\$1,275,000	\$1,275,000	\$0	\$5,600,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$1,775,000	\$1,275,000	\$1,275,000	\$1,275,000	\$0	\$5,600,000

0170-3818 - INSTALL NEW VARIABLE MESSAGE SIGNS

INSTALL NEW VARIABLE MESSAGE SIGNS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	2, 6, 8, 10, 11, 13, 15
Town:	STATEWIDE
Air Quality Status:	-
Total Cost:	\$20,046,000

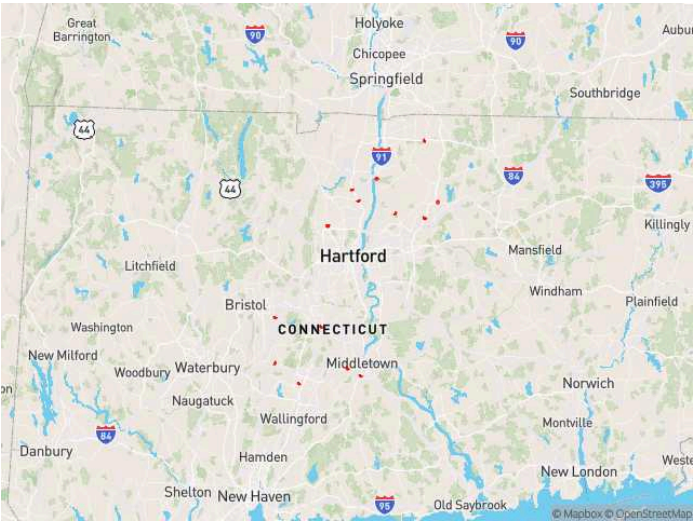


Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Final Design	CMAQ	\$0	\$616,800	\$0	\$0	\$0	\$0	\$616,800
↳ Final Design	State Match	\$0	\$154,200	\$0	\$0	\$0	\$0	\$154,200
Total Final Design		\$0	\$771,000	\$0	\$0	\$0	\$0	\$771,000
Construction	CMAQ	\$0	\$0	\$0	\$6,420,000	\$0	\$0	\$6,420,000
↳ Construction	State Match	\$0	\$0	\$0	\$1,605,000	\$0	\$0	\$1,605,000
Construction	CMAQ	\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000
↳ Construction	State Match	\$0	\$0	\$2,250,000	\$0	\$0	\$0	\$2,250,000
Total Construction		\$0	\$0	\$11,250,000	\$8,025,000	\$0	\$0	\$19,275,000
-	CMAQ	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$771,000	\$11,250,000	\$8,025,000	\$0	\$0	\$20,046,000

0171-0514 - APS UPGRADES AT SIGNALIZED INTERSECTIONS

APS UPGRADES AT SIGNALIZED INTERSECTIONS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	71
Town:	DISTRICT 1
Air Quality Status:	-
Total Cost:	\$5,974,333



Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Final Design	SIPH	\$0	\$155,100	\$0	\$0	\$0	\$0	\$155,100
↳ Final Design	State Match	\$0	\$17,233	\$0	\$0	\$0	\$0	\$17,233
Total Final Design		\$0	\$172,333	\$0	\$0	\$0	\$0	\$172,333
Construction	VRUS	\$0	\$5,221,800	\$0	\$0	\$0	\$0	\$5,221,800
↳ Construction	State Match	\$0	\$580,200	\$0	\$0	\$0	\$0	\$580,200
Total Construction		\$0	\$5,802,000	\$0	\$0	\$0	\$0	\$5,802,000
-	SIPH	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	VRUS	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$5,974,333	\$0	\$0	\$0	\$0	\$5,974,333

0300-0196CN - SCOUR REHABILITATION 4 NHL BRIDGES

SCOUR REHABILITATION 4 NHL BRIDGES

Lead Agency:	CTDOT
Project Type:	FTA
Region:	78
Town:	VARIOUS
Air Quality Status:	-
Total Cost:	\$12,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	5337P	\$0	\$9,600,000	\$0	\$0	\$0	\$0	\$9,600,000
↳ Construction	State Match	\$0	\$2,400,000	\$0	\$0	\$0	\$0	\$2,400,000
Total Construction		\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000
Total Programmed		\$0	\$12,000,000	\$0	\$0	\$0	\$0	\$12,000,000

0300-2026TK - NEW HAVEN LINE TRACK PROGRAM

NEW HAVEN LINE TRACK PROGRAM

Lead Agency:	CTDOT
Project Type:	FTA
Region:	78
Town:	VARIOUS
Air Quality Status:	-
Total Cost:	\$8,974,246

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
All Phases	5337P	\$0	\$7,179,397	\$0	\$0	\$0	\$0	\$7,179,397
All Phases	State Match	\$0	\$1,794,849	\$0	\$0	\$0	\$0	\$1,794,849
Total All Phases		\$0	\$8,974,246	\$0	\$0	\$0	\$0	\$8,974,246
Total Programmed		\$0	\$8,974,246	\$0	\$0	\$0	\$0	\$8,974,246

0301-0522CN - NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT

NHL - NEW HAVEN UNION STATION PLATFORM REPLACEMENT

Lead Agency:	CTDOT
Project Type:	FTA
Region:	8
Town:	NEW HAVEN
Air Quality Status:	-
Total Cost:	\$335,500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	5307C	\$0	\$0	\$0	\$0	\$12,000,000	\$0	\$12,000,000
↳ Construction	State Match	\$0	\$0	\$0	\$0	\$3,000,000	\$0	\$3,000,000
Construction	5307C	\$0	\$0	\$0	\$27,200,000	\$0	\$0	\$27,200,000
↳ Construction	State Match	\$0	\$0	\$0	\$6,800,000	\$0	\$0	\$6,800,000
Construction	5307C	\$0	\$0	\$12,000,000	\$0	\$0	\$0	\$12,000,000
↳ Construction	State Match	\$0	\$0	\$3,000,000	\$0	\$0	\$0	\$3,000,000
Construction	5307P	\$0	\$18,800,000	\$0	\$0	\$0	\$0	\$18,800,000
↳ Construction	State Match	\$0	\$4,700,000	\$0	\$0	\$0	\$0	\$4,700,000
Construction	5337	\$0	\$0	\$36,000,000	\$0	\$0	\$0	\$36,000,000
↳ Construction	State Match	\$0	\$0	\$9,000,000	\$0	\$0	\$0	\$9,000,000
Construction	5337	\$0	\$0	\$0	\$0	\$62,000,000	\$0	\$62,000,000
↳ Construction	State Match	\$0	\$0	\$0	\$0	\$15,500,000	\$0	\$15,500,000
Construction	5337	\$0	\$0	\$0	\$70,400,000	\$0	\$0	\$70,400,000
↳ Construction	State Match	\$0	\$0	\$0	\$17,600,000	\$0	\$0	\$17,600,000
Construction	5337P	\$0	\$30,000,000	\$0	\$0	\$0	\$0	\$30,000,000
↳ Construction	State Match	\$0	\$7,500,000	\$0	\$0	\$0	\$0	\$7,500,000
Total Construction		\$0	\$61,000,000	\$60,000,000	\$122,000,000	\$92,500,000	\$0	\$335,500,000
Total Programmed		\$0	\$61,000,000	\$60,000,000	\$122,000,000	\$92,500,000	\$0	\$335,500,000

0301-2026WM - NHY-MASTER COMPLEX - WHEEL MILL UPGRADE

NHY-MASTER COMPLEX - WHEEL MILL UPGRADE

Lead Agency:	CTDOT
Project Type:	FTA
Region:	8
Town:	NEW HAVEN
Air Quality Status:	-
Total Cost:	\$90,000,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	5337P	\$0	\$72,000,000	\$0	\$0	\$0	\$0	\$72,000,000
Construction	State Match	\$0	\$18,000,000	\$0	\$0	\$0	\$0	\$18,000,000
Total Construction		\$0	\$90,000,000	\$0	\$0	\$0	\$0	\$90,000,000
Total Programmed		\$0	\$90,000,000	\$0	\$0	\$0	\$0	\$90,000,000

BRDG-LRNH - LOAD RATINGS FOR BRIDGES - NHS ROADS

LOAD RATINGS FOR BRIDGES - NHS ROADS

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	70
Town:	STATEWIDE
Air Quality Status:	-
Total Cost:	\$1,050,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Other Activities	NHPP	\$0	\$0	\$0	\$0	\$0	\$840,000	\$840,000
↳ Other Activities	State Match	\$0	\$0	\$0	\$0	\$0	\$210,000	\$210,000
Total Other Activities		\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$1,050,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$1,050,000
Total Programmed		\$0	\$0	\$0	\$0	\$0	\$1,050,000	\$1,050,000

Resolution

Fiscal Year 2027-Fiscal Year 2030 Transportation Improvement Program Amendment One

Whereas: U.S. Department of Transportation “Metropolitan Planning Regulations” (23 CFR 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a State Implementation Plan for Air Quality (SIP) conforming to both U.S. Environmental Protection Administration- established air quality guidelines and SIP-established mobile source emissions budgets; and

Whereas: The Council, per 23 CFR 450.324 and in cooperation with the Connecticut Department of Transportation (CTDOT) and public transit operators and relying upon financial constraints offered by CTDOT, adopted a Fiscal Year 2027-Fiscal Year 2030 Transportation Improvement Program on May 27, 2026, 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 2027-2030 Transportation Improvement Program and the Region’s Metropolitan Transportation Plans—2023 to 2050, (April, 2023); and

Whereas: The Council, on May 27, 2026, indicated that periodic Program adjustment or amendment was possible; and metropolitan transportation plan Metropolitan Transportation Plans—2023 to 2050, (April 2023); 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

Resolution

Fiscal Year 2027-Fiscal Year 2030 Transportation Improvement Program Amendment One (Continued)

Whereas: By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a Statewide Transportation Improvement Program and/or its amendment; and

Whereas: 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 South Central Regional Council of Governments:

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

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 October 14, 2026.

Date: October 14, 2026

By: _____
Vincent Cervoni, Secretary
South Central Regional Council of Governments

Resolution

Authorizing the Executive Director to enter into agreement with NJIT for Development and Implementation of a TELUS Platform eTIP for the region.

WHEREAS SCRCOG is required to maintain a multi-year Transportation Improvement Program(TIP) and to coordinate with the CTDOT on the Statewide Transportation Improvement Program(STIP)

WHEREAS SCRCOG wishes to develop and deploy a customized online platform for Region's TIP and STIP processes. The application will be configured and implemented to support the agency's transportation planning and programming needs while promoting transparency, consistency, data accessibility, and informed decision-making. and

WHEREAS New Jersey Institute of Technology (NJIT) worked with the Federal Highway Administration (FHWA) to develop the TELUS platform to help Metropolitan planning Organizations satisfy federal planning and programming requirements. And

WHEREAS, the application, TELUS eTIP, is now available to Metropolitan Planning Organizations and State Departments of Transportation as a configurable platform for managing their TIP and STIP processes and

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

That the Executive Director is authorized to negotiate and sign consulting services agreements with NJIT for Development and Implementation of a TELUS Platform eTIP for the region.

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 26, 2026.

Date October 26, 2026,

By:

Mayor Vincent Cervoni, *Secretary*
South Central Regional Council of
Governments

Safety Performance Targets

CTDOT's proposed targets for 2027

July 2026

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 2027 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 Bureau of Planning, Technology, and Innovation will submit the targets through its Triennial Highway Safety Plan / Annual Grant Application that is submitted to the National Highway Traffic Safety Administration (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 Planning, Technology, and Innovation 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 NHTSA. FHWA and NHTSA encourage setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T.).

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](#).

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:

- States lose the ability to “flex” some of their FHWA safety funds to other programs and are required to spend 100 percent of their safety funds on safety projects.
 - This penalty has no real impact on CTDOT since safety is a priority and our goal for the last few years has been to spend all of our federal safety funds on safety projects.
- States must prepare an HSIP Implementation Plan which details how the safety funds will be spent and how the proposed program will improve safety.

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 (THSP) 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 performance targets during the THSP period. 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 2020–2024. The preliminary 2025 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 2025 indicate an uptick in the fatality numbers experienced in 2024. Overall, fatalities have increased as well as serious injuries in 2025.

NOTE: Please use the links provided below each section to view additional information about each program area.

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, that is chaired by the commissioner of the Department of Transportation. Members of the council include the commissioners (or their designees) of the Departments of 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 have developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.

[Connecticut Vision Zero Council](#)

Roadside Deaths and the Move Over Law. Connecticut's Move Over Law (Sec. 14-283b) is one of the strongest in the nation, requiring drivers to slow down and, when safe, move over for any vehicle stopped on the roadside with flashing or hazard lights – not just emergency vehicles. Sec. 14-283b. requires motor vehicle operators to move over or reduce their speed when approaching an emergency vehicle that is stationary or traveling significantly below the speed limit or a nonemergency vehicle that is stationary and located on shoulder.

[Move Over Law](#)

Wrong-Way Crashes. In 2025, Connecticut saw a steep reduction in wrong-way crashes on the state's interstates and limited access highways, after a spike in 2022 when Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities. This accounted 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 2026, over 200 locations have the alert systems installed with online monitoring capabilities.

[Wrong Way Driving](#)

[CTDOT Wrong-Way Driving Detection System](#)

Bicyclists, Pedestrians, and Complete Streets. CTDOT is committed to the principle that walking and bicycling promote healthy lives, strong communities, and more sustainable environments and works to encourage, promote, and improve walking, bicycling, and other forms of active transportation, so that any person, regardless of age, ability, or income will be able to walk, bicycle, or use other types of active transportation modes safely and conveniently throughout Connecticut. The CTDOT is working towards creating an integrated network of on-road facilities and multi-use trails that will connect key destinations, municipalities, and regions, while strengthening Connecticut's links to neighboring states.

[Bicycle and Pedestrians](#)

There were several changes to the non-motorist Safety Laws in Connecticut in 2021 with the Connecticut House Bill No. 5429:

[2021 House Bill – 05429-R02-HB.PDF](#)

Some of the legislation that passed in 2025 included Senate Bill 1377/Public Act 25-65:

[2025 Senate Bill 1377 – Public Act 25-65](#)

Red-light and Speed Safety Camera Program. The purpose of the Automated Traffic Enforcement Safety Device (ATESD) Program is to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities. ATESD capture images of drivers committing traffic violations, such as speeding and running through red lights. The objective of this program is to improve public safety, change driver behavior, and save lives.

[Automated Traffic Enforcement Safety Device](#)

Automated Work Zone Speed Control Program. CTDOT has implemented a program beginning June 2026 to strengthen the department's ongoing efforts to improve the safety of CTDOT work zones. The CTDOT Know the Zone: Automated Work Zone Speed Control Program has been implemented to reduce speeding, crashes, injuries, and fatalities in work zones. This program uses speed safety cameras to capture information about vehicles that speed through select work zones. The registered owners of the vehicles captured speeding by the automated work zone speed control program will be issued warnings or citations by mail.

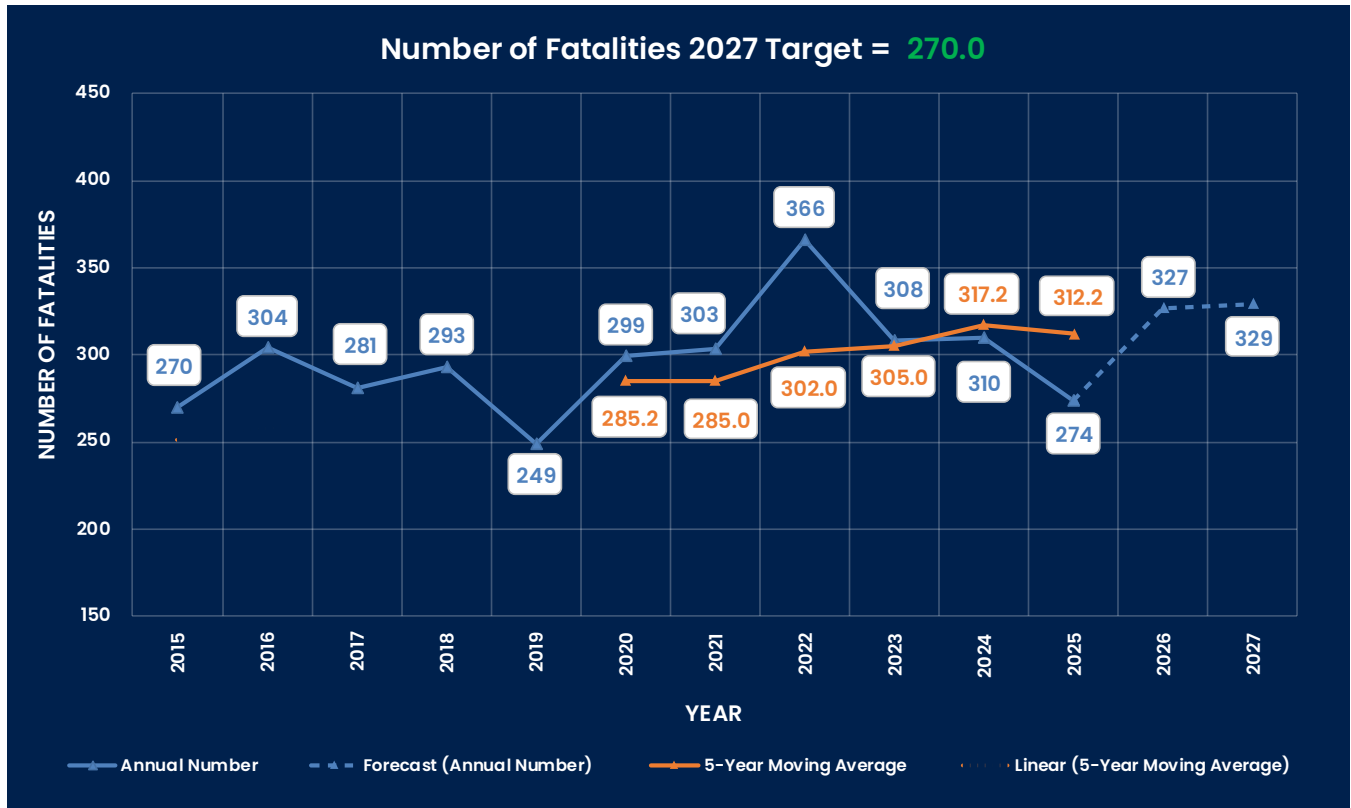
[Know the Zone](#)

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.

[What Is a Safe System Approach? | US Department of Transportation](#)

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 orange. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015–2023; FARS Annual Report File 2024; Preliminary CTDOT data 2025 as of 5/1/2026.

“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 downward trend started to reverse in 2020. In 2021 there was a slight increase followed by a spike in fatalities in 2022. Since then, there has been a decrease and leveling off. The 2025 preliminary data suggest 274 fatalities, a 11.6 percent decrease over 2024 in Connecticut.

A time series regression analysis was conducted to project the likely number of fatalities in 2026 and 2027 (our target year). Based on this regression analysis, the projected fatalities for 2027 are approximately 329, 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 331.3,

slightly higher than the projection with the annual numbers for the target year of 2027.

TARGET

CTDOT is choosing to maintain a 2027 fatality target of **270.0**. The selection is based on careful consideration of the following:

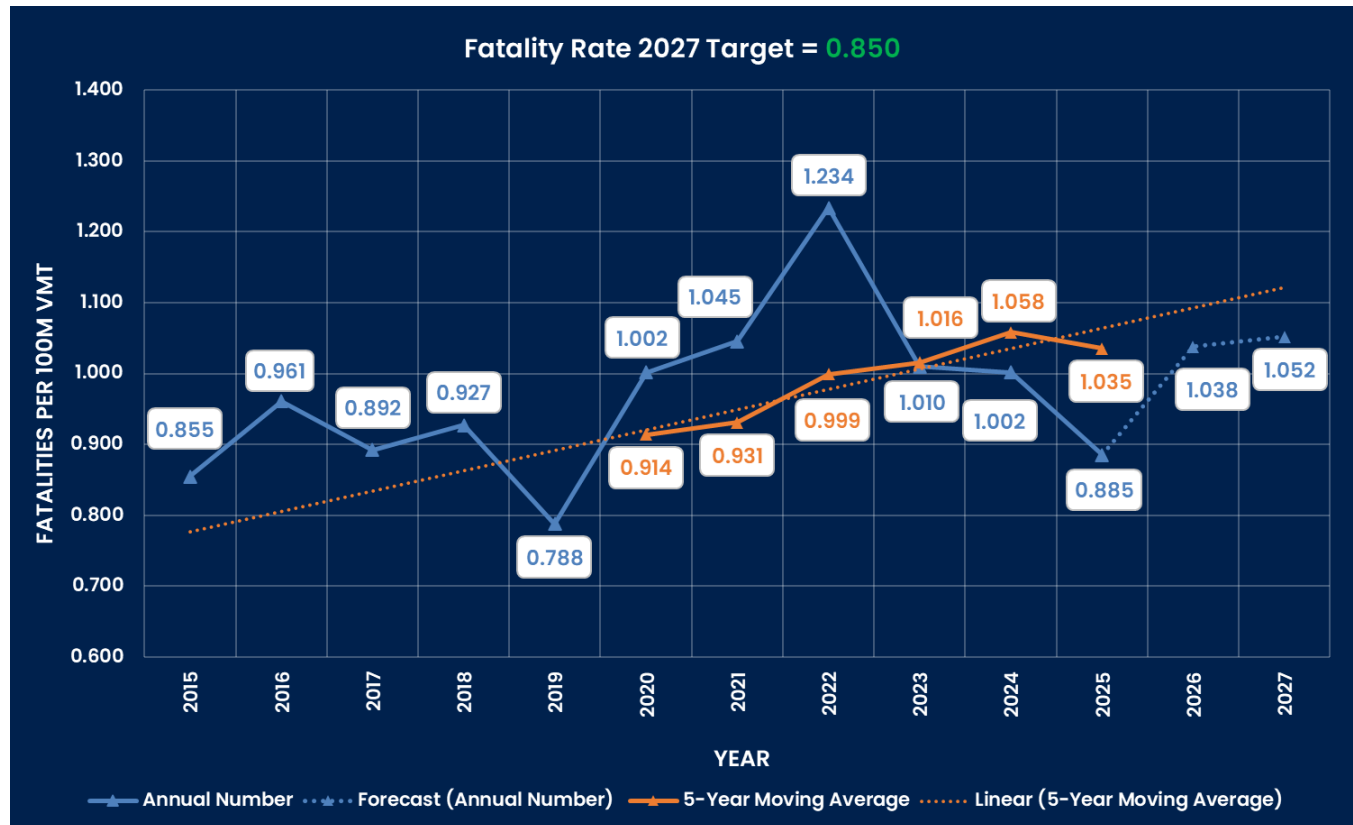
- CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2015 and 2019, before

the upward trend in crashes started in 2020.

- Prior to 2020, 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 **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015–2023; FARS Annual Report File 2024; Preliminary 2025 CTDOT Data as of 5/1/2026; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2024/>

Note: The data points for 2025 are based on the 2024 VMT since the 2025 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 from 2020 to 2022. The number

of fatalities continued to increase, reaching 1.210 fatalities/100 million VMT in 2022.

Preliminary 2025 data suggest a decrease in the fatality rate compared to 2024 and is 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 2026 and 2027 (our target year). Based on the regression analysis, the projected fatality rate is approximately 1.052 in 2027, 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 1.121 in 2027.

TARGET

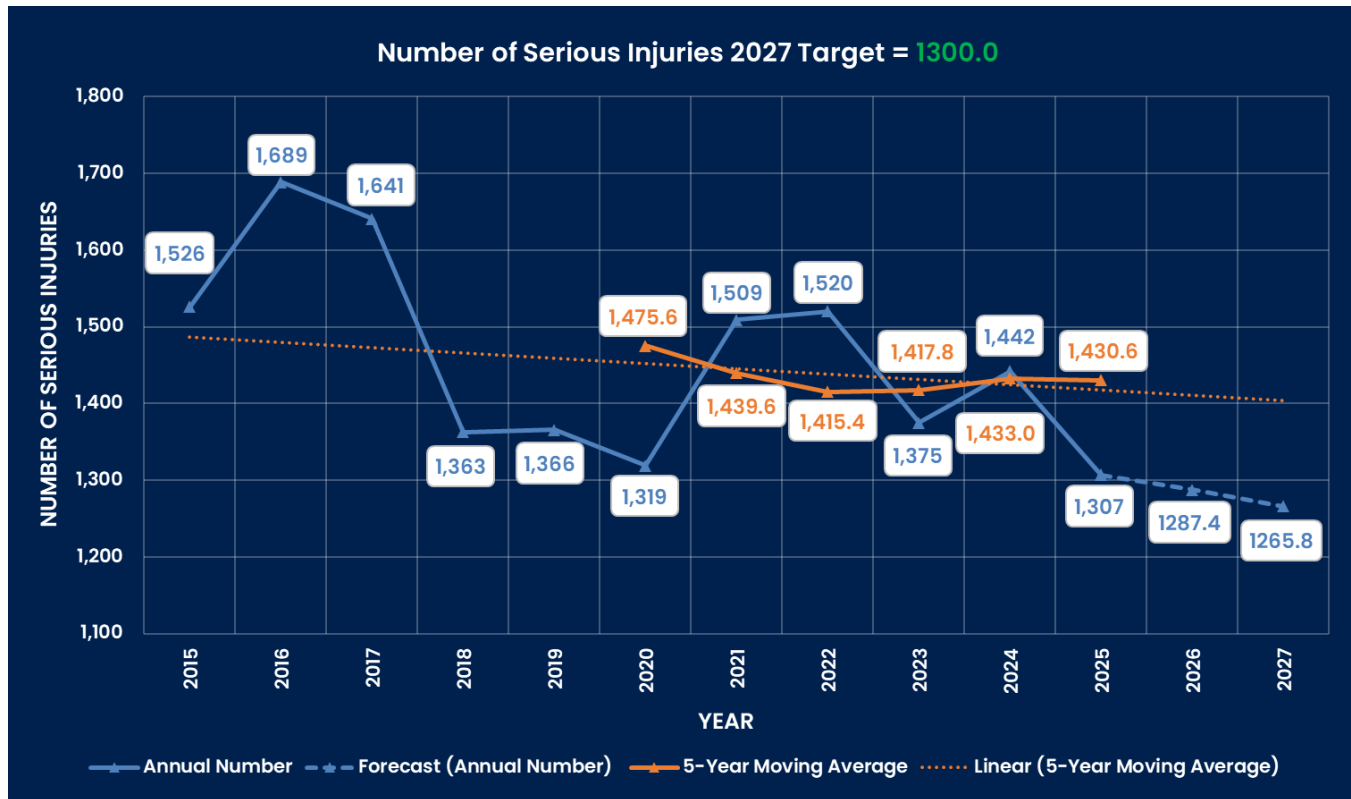
CTDOT is choosing to maintain an aggressive target of **0.850** in 2027. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may be between 1.052 and 1.121.

- CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2015 and 2019 time periods before the upward trend in crashes started in 2020.
- CTDOT recognizes that 2020–2022 were unusual years with the COVID-19 pandemic when Connecticut saw an increase in traffic fatalities even though traffic volume dropped. This resulted in a higher fatality rate in 2020 and the increase in fatalities continued into 2021 and 2022. Connecticut also had a significant spike in wrong-way fatalities in 2022.
- In 2024, Connecticut's fatality rate decreased to 1.002. Current NHTSA data indicate a national fatality rate of 1.26 in 2024, which is 26 percent higher than Connecticut. Connecticut is choosing to strive for a lower rate by setting the target at 0.850 for 2027. The desired outcome is to return to pre-2020 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 **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: Connecticut Crash Data Repository as of 5/1/2026.

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 2026 and 2027 (our target

year). The preliminary data for 2025 suggest a steep decrease in the number of serious injuries after increases in 2021 and 2022. This decrease in the projected annual number for 2027 is expected to be approximately 1,266, 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 1,404, while the regression forecast is approximately 1,266.

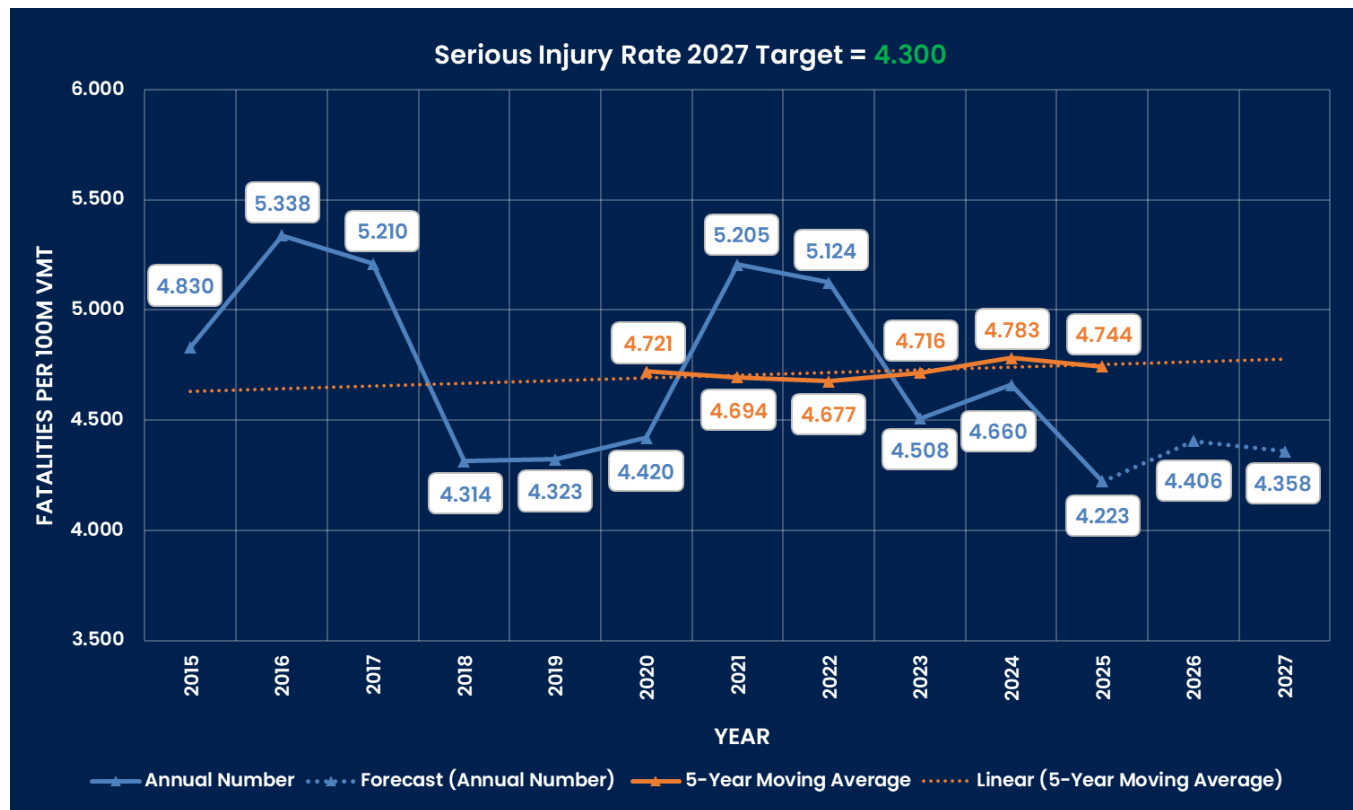
TARGET

CTDOT is choosing to maintain a 2027 target of **1300.0** serious injuries. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 1,266 and 1,404.
- CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower. In 2025, preliminary data suggest a notable decrease in serious injuries, bringing it to its lowest level in more than 10 years.

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 **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: Connecticut Crash Data Repository as of 5/1/2026; VMT data as published by FHWA in table VM-2 at <https://www.fhwa.dot.gov/policyinformation/statistics/2024/>

Note: 1.) The data points for 2024 and 2025 are based on the same VMT number since the 2025 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 2026 and 2027 (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 4.406 and 4.358, 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 slight upward trend. Nonetheless, there is still a difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 4.777, while the regression forecast is 4.358 for 2027.

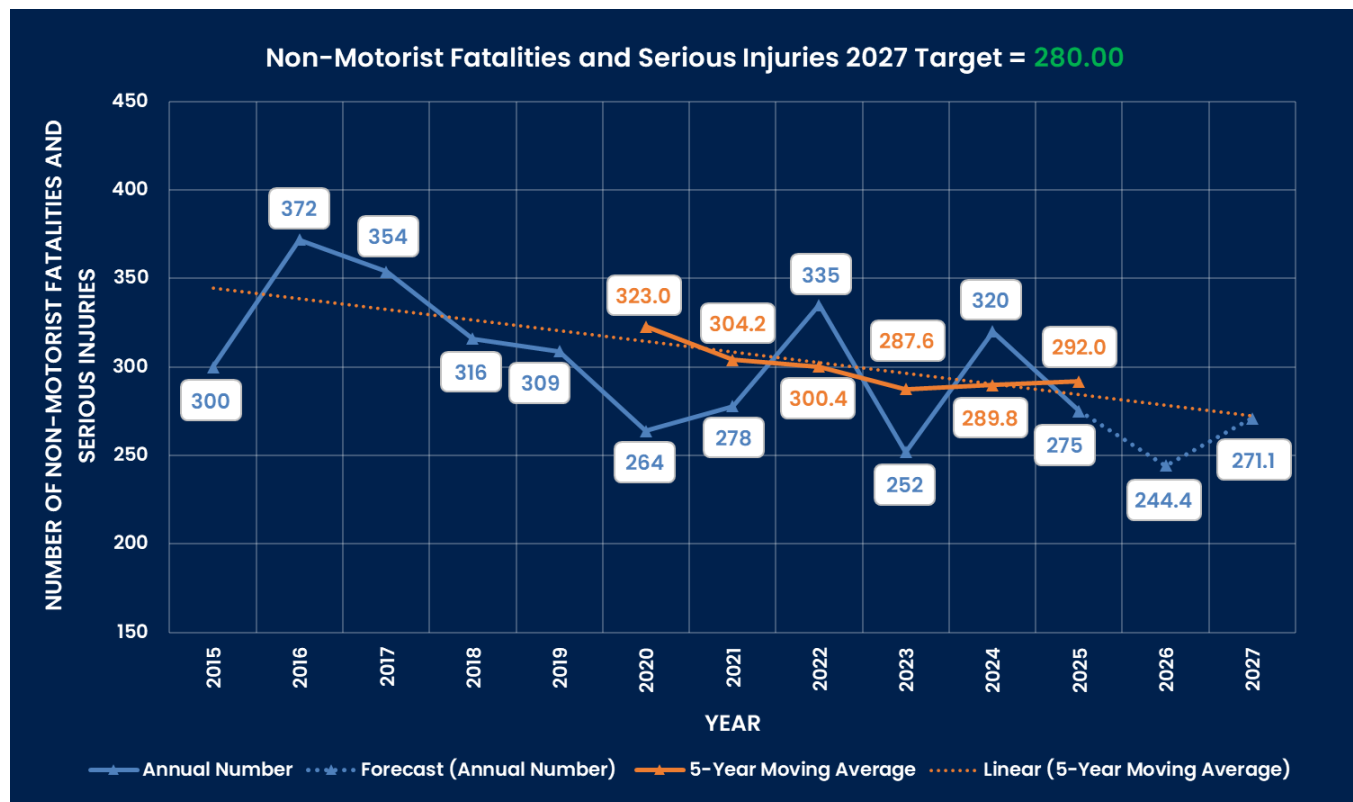
TARGET

CTDOT is choosing to maintain a 2027 target of **4.300** serious injuries/100 million VMT. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 4.358 and 4.777, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2018 and lower.
- CTDOT recognizes that 2020 through 2022 were unusual years with the COVID-19 pandemic. During that time, 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 2025, preliminary data suggest a notable decrease in serious injuries, bringing the rate to its lowest level in more than 10 years.

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 **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015–2023; FARS Annual Report File 2024; Preliminary 2025 CTDOT and Connecticut Crash Data Repository data as of 5/1/2026.

“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 2026 and 2027 (our target year). The regression analysis, suggest a reduction to approximately 244.4 and 271.1, 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 272.4, while the regression forecast is 271.1 for 2027.

TARGET

CTDOT is choosing to maintain a 2027 target of **280.0** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 271.1 and 272.4, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2023 and lower.
- CTDOT recognizes that 2022 and 2024 were unusual years. During that time, there was a decrease in the number of serious injuries, likely due to a reduction in traffic volume in 2020, whereas 2022 saw an increase in the number of non-motorist fatalities and serious injuries with a spike again in 2024. In 2025, preliminary data suggest a decrease in non-motorist fatalities and serious injuries, bringing the number in line with some of the lowest levels over the past 10 years.

CTDOT Safety Performance Targets Reported to FHWA

Targets Reported	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022	2023	2024	2025	2026	2027
Target Years	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026	2023-2027
Performance Assessment Year	2022	2023	2024	2025	2026	2027	2028	2029
Number of Traffic Fatalities	277.0	270.0	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	0.850
Number of Serious (A) Injuries	1547.0	1360.0	1300.0	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	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	307.2	300.0	280.0	280.0	280.0	280.0	280.0	280.0

Safety Performance Target Assessment Summaries from FHWA Website

The following FHWA website link provides a summary of the Highway Safety Improvement Program's (HSIP) safety performance measures and State safety performance targets. As per 23 CFR 490.209(a), States are required to set annual safety performance targets in the HSIP annual report for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injuries per 100 million VMT, and number of non-motorized fatalities and serious injuries. The safety performance targets are based on 5-year rolling averages. States have the flexibility to use the methodology they deem most appropriate when establishing safety performance targets. FHWA encourages States to review data sets and trends and consider factors that may affect targets. The safety performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.

[FHWA State Highway Safety Report \(2023\) - Connecticut](#)

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 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, 2026, 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 July 2026 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2026, and the Triennial Highway Safety Plan (24/25/26) dated July 2023 and

RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE
MEASURES ESTABLISHED BY CTDOT

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 26, 2026.

Date October 26, 2026

By: _____
Mayor Vincent Cervoni, *Secretary*
South Central Regional Council of Governments