

**Meeting of the Housatonic Valley & South Western Region  
Metropolitan Planning Organizations  
June 15, 2017 at 11:30 am**

**Ridgefield Visiting Nurse Assoc., 27 Governor Street, Ridgefield, CT, 06877**

**Agenda**

1. **MEETING CALL TO ORDER**
2. **PUBLIC PARTICIPATION**
3. **STAFF PRESENTATION**
  - a. Regional Electric Vehicle Analysis: *Carl Zimmerman, Senior GIS Manager*
4. **INFORMATION ITEMS**
  - a. 2018-2021 Transportation Improvement Program
  - b. Community Connectivity Program Attachment 4b, pg. 1
5. **ACTION ITEMS\***
  - a. Approval of May 18, 2017 Meeting Minutes (HV & SWR) Attachment 5a, pp. 2-7
  - b. 2015-2018 Transportation Improvement Program Attachment 5b, pp 8-13
    - i. HV - Project #170-3403, Statewide
    - ii. SWR: Projects #301-181, Norwalk; #135-325, Stamford; #301-108, Various; 170-3403, Statewide
  - c. Local Road Accident Reduction Program Priorities (SWR) Attachment 5c, pp. 14-15
  - d. FTA SGR Performance Targets (HV & SWR) Attachment 5d, pp. 16-19
6. **OTHER BUSINESS**
7. **NEXT MEETING:** August 17, 2017 beginning at 11:30 am
8. **ADJOURNMENT**

*\*Separate votes are taken by HV and SWR MPOs*

*For language assistance or other accommodations, contact Western Connecticut Council of Governments at least five business days prior to the meeting at [help@westcog.org](mailto:help@westcog.org). Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con WestCOG por lo menos cinco días hábiles antes de la reunión al [help@westcog.org](mailto:help@westcog.org). Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em [help@westcog.org](mailto:help@westcog.org). Si des informations supplémentaires sont nécessaires dans une autre langue, contactez [help@westcog.org](mailto:help@westcog.org).*



The Community Connectivity Program is intended to improve conditions for walking and bicycling to and within Connecticut's community centers. Community Centers are defined as places where people from a particular municipality can meet for social, educational, employment or recreational activities. This program is one of the outputs from Governor Dannel Malloy's Let'sGoCT! Transportation program which addresses short-term and long-term transportation needs across the State.

Under Let'sGoCT!, the **Community Connectivity Grant Program (CCGP)** has been developed to provide construction funding for local initiatives that will contribute to reaching the overall goal of the broader Community Connectivity Program. Projects funded through the CCGP will allow municipalities to perform smaller scale capital improvements. The Department will administer the CCGP and will solicit applications for grants from municipalities. Grants will be awarded on a competitive basis and will range between \$75,000 and \$400,000.

Guidelines for the program and an electronic application can be found at: <http://ctconnectivity.com>. The Guidelines provide an overview of the CCGP and all the necessary details to complete an application for grant funding. Please note that this is a competitive process, where applications will be evaluated based on the criteria outlined in the application materials.

The CCGP is the second phase of the broader Community Connectivity Program. The first phase offered Connecticut's municipalities' assistance to conduct Road Safety Audits (RSA's) to examine safety issues and counter-measures to help improve safety and reduce crashes at important bike and pedestrian corridors and intersections. The RSA's began in the spring of 2016, and a total of 80 RSA's were completed over a period of twelve months. *It is important to note that having a completed RSA is not a prerequisite to receive CCGP funding.*

The application deadline for the CCGP is **4:00 p.m. on Tuesday, August 1, 2017.** Each Municipality will be allowed to submit **one** application.

All general inquiries regarding the Community Connectivity Grant Program shall be directed to Colleen Kissane, Transportation Assistant Planning Director, Bureau of Policy and Planning, at (860) 594-2132, [CTDOT.CCGP@ct.gov](mailto:CTDOT.CCGP@ct.gov)

All state and local roads are eligible for this Program.

# Western Connecticut

## COUNCIL OF GOVERNMENTS



*Disclaimer: These interim minutes of the Housatonic Valley Metropolitan Planning Organization ("HVMPO" or "MPO") are released and "available for public inspection" and "posted" on WestCOG's website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the HVMPO members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the HVMPO.*

Housatonic Valley  
Metropolitan Planning Organization  
**INTERIM HVMPO MINUTES**  
For the 5/18/2017 Meeting  
Held at the Ridgefield Visiting Nurse Association  
27 Governor Street, Ridgefield, CT 06877

Chairman Rudy Marconi - Vice Chairman Susan Chapman  
- Secretary Julia Pemberton

### MEMBERS IN ATTENDANCE

Bethel	Alternate Selectman Richard Straiton
Bridgewater	Absent
Brookfield	First Selectman Steve Dunn
Danbury	Alternate Planning Director Sharon Calitro
New Fairfield	Absent
New Milford	Mayor David Gronbach
Newtown	First Selectman Patricia Llodra
Redding	First Selectman Julia Pemberton
Ridgefield	First Selectman Rudy Marconi, Chairman
Sherman	Absent
HARTransit	Alternate Development Director Richard Schreiner
CTDOT	Absent (non-voting)
MPO Staff	Executive Director Francis Pickering (non-voting)

### OTHERS IN ATTENDANCE

Darien First Selectman Jayme Stevenson, Greenwich First Selectman Peter Tesei, New Canaan First Selectman Robert Mallozzi, Norwalk Mayor Harry Rilling, Stamford Transportation Bureau Chief James Travers, Weston Town Planner Tracy Kulakowski, Westport First Selectman James Marpe, Wilton First Selectman Lynne Vanderslice, Norwalk Transit District CEO Kimberlee Morton.

Also Stamford Chief of Staff Michael Pollard, John Suggs of the Westport Transit District, Harrison Wenchell of HARTransit, and WestCOG staff members Francis Pickering, Patricia Payne, Robert Sachnin, Carl Zimmerman, Elizabeth Esposito, Nicole Sullivan and Jonathan Chew. Interns Matt Lametta, Rebecca Agababizan, Alex Burns, and Angelo Bochanis of Weston and interns Liam Riebling, Katie Jasminski, Lucy Briody, and Brandon Wong of Ridgefield. In addition Ellen Graham of Senator Blumenthal's office and Lauren Elliot from the Town of Greenwich

### CALL TO ORDER

HVMPO Chairman Rudy Marconi called the meeting to order at 11:30 am.

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1 Riverside Road, Sandy Hook, CT 06482 T 475-323-2060

## PUBLIC PARTICIPATION

There was no public participation.

## INFORMATIONAL ITEMS

**CTDOT Matching Grant Program 13b-38bb:** Rick Schreiner reviewed a memo on this program attached to the agenda entitled “State Matching Grant Program for Elderly and Demand Response Transportation.” Application requirements and funding were discussed.

**Local Road Accident Reduction Program:** Rob Sachnin reported on this funding program, noting that applications are due at WestCOG shortly. The “target” project cap is \$500,000 in federal funding at 90% for the construction phase with the remainder as the municipal responsibility. CTDOT will accept for review two applications per COG region. There was brief discussion.

**Repeal of Federal MPO Coordination Rule:** Francis Pickering noted that both the House and the Senate had approved legislation revoking these requirements and that the resulting bill awaits the President’s signature.

**OPM Responsible Growth and TOD Planning Grants:** Francis Pickering reviewed this state grant application, which offers funding of up to \$2 million for advancing state and local goals for responsible growth and TOD. WestCOG is required to comment upon each application, he said. There was discussion.

**Transportation Alternatives Program Update:** Rob Sachnin noted that the MPOs advanced priorities to CTDOT last December. For the Danbury Urbanized Area, CTDOT has selected the Brookfield Four Corners project. Then for the Bridgeport – Stamford Urbanized Area, where staff is working with the priority project sponsors on next steps.

## ACTION ITEMS

**HVMPO Approval of 4/20/2017 Meeting Minutes:** After review and on a motion made by Pat Llodra and seconded by Sharon Calitro, the minutes of the meeting of 4/20/2017 were unanimously approved, except for abstentions by Steve Dunn and David Gronbach.

**HVMPO TIP Endorsement Request:** A CT DOT request for a TIP amendment by HVMPO, labeled as HVTIP #Am2017-004, was reviewed by Rob Sachnin, referring to the summary attached to the agenda entitled “0170-3450: FY17 Statewide Transportation Demand Management (NY-NJ-CT Moderate) and 0170-3451: FY 17 Statewide Transportation Demand Management (Greater CT Moderate).”

There was discussion. Then on a motion made by Steve Dunn and seconded by Pat Llodra, the TIP amendment above was unanimously approved.

**Annual Federal Certification:** Rob Sachnin reference the attached Resolution #2017-001, certifying that HVMPO has conducted its regional transportation planning program in accordance with all applicable laws and regulations. Then on a motion made by Steve Dunn and seconded by Pat Llodra, the resolution as referenced was unanimously endorsed.

**FY2018 - 19 Unified Planning Work Program:** Rob Sachnin commented on the upcoming two-year application for regional transportation planning funds. The application is highly detailed as it must be inclusive of many mandatory federal and state transportation planning procedures, he said.

He then reviewed the attached memo entitled "Approval of Unified Planning Work Programs." After brief discussion and on a motion made by Dave Gronbach and seconded by Pat Llodra, it was voted unanimously to approve the Unified Planning Work Program including the attached HVMPO Resolution #2017-002. Additional MPO comments are welcome and will be addressed during the program year.

**Priorities for FTA 5310 Grant Applications:** Rick Schreiner addressed this topic, reviewing the "Prioritization of Federal Transit Administration Grant Applications. He noted that each year the Federal Transit Administration announces the availability of the Section 5310 grant program, then CTDOT requires MPOs to prioritize 5310 grant program applications affecting their respective regions.

There was discussion. Then regarding HVMPO priorities, on a motion made by Dave Gronbach and seconded by Pat Llodra, the recommended 5310 grant priorities above unanimously endorsed.

#### COMMENT AND DISCUSSION

Rudy Marconi discussed the MS President US Program, designed to encourage students in the 4<sup>th</sup> thru 8<sup>th</sup> grades to develop leadership skills.

#### HVMPO ADJOURNMENT

Chairman Rudy Marconi stated that the next MPO meeting will be held at 11:30 am before the WestCOG meeting scheduled for 6/15/2017 at the Ridgefield Visiting Nurse Association in Ridgefield. Then on a motion duly made and seconded it was voted unanimously to adjourn the meeting at 12:05 pm.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY HVMPO MEMBERS

*Disclaimer: These interim minutes of the South Western Region Metropolitan Planning Organization (“SWRMPO” or “MPO”) are released and “available for public inspection” and “posted” on WestCOG’s website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the SWRMPO members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the SWRMPO.*

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*Chairman Jayme Stevenson - Vice Chairman Robert Mallozzi*

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Stamford	Transportation Bureau Chief James Travers
Weston	Alternate Town Planner Tracy Kulakowski
Westport	First Selectman James Marpe
Wilton	First Selectman Lynne Vanderslice
Transit	Norwalk Transit District CEO Kimberlee Morton
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#### CALL TO ORDER

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#### PUBLIC PARTICIPATION

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**Repeal of Federal MPO Coordination Rule:** Francis Pickering noted that both the House and the Senate had approved legislation revoking these requirements and that the resulting bill awaits the President’s signature.

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## ACTION ITEMS

**Approval of 4/20/2017 Meeting Minutes:** After review and on a motion made by Rob Mallozzi and seconded by Peter Tesei, the minutes of the meeting of 4/20/2017 were unanimously approved, with Harry Rilling abstaining.

**TIP Endorsement Request:** A CT DOT request for a TIP amendment by SWRMPO, labeled as SWRTIP #Am2017-004, was reviewed by Rob Sachnin, referring to the summary attached to the agenda and entitled “0170-3450: FY17 Statewide Transportation Demand Management (NY-NJ-CT Moderate).”

There was discussion. A question by John Suggs was responded to. Then on a motion made by Lynne Vanderslice and seconded by Rob Mallozzi, the TIP amendment above was unanimously approved, including the attached “Resolution #2017-004 to Endorse the South Western Region FY2015-18 TIP.”

**Annual Federal Certification:** Rob Sachnin reference the attached Resolution #2017-005, certifying that SWRMPO has conducted its regional transportation planning program in accordance with all applicable laws and regulations. Then on a motion made by Harry Rilling and seconded by Lynne Vanderslice, the resolution as referenced was unanimously endorsed.

**FY2018 - 19 Unified Planning Work Program:** Rob Sachnin commented on the upcoming two-year application for regional transportation planning funds. The application is highly detailed as it must be inclusive of many mandatory federal and state transportation planning procedures, he said.



He then reviewed the attached memo entitled "Approval of Unified Planning Work Programs." After brief discussion and on a motion made by Lynne Vanderslice and seconded by Peter Tesej, it was voted unanimously to approve the Unified Planning Work Program including the attached SWRMPO Resolution #2017-006. Additional MPO comments are welcome and will be addressed during the program year.

**Priorities for FTA 5310 Grant Applications:** Rick Schreiner addressed this topic, reviewing the "Prioritization of Federal Transit Administration Grant Applications. He noted that each year the Federal Transit Administration announces the availability of the Section 5310 grant program, then CTDOT requires MPOs to prioritize 5310 grant program applications affecting their respective regions.

There was discussion. Then regarding SWRMPO priorities, on a motion made by Harry Rilling and seconded by Lynne Vanderslice, the recommended priorities above were unanimously endorsed.

#### COMMENT AND DISCUSSION

Rudy Marconi discussed the MS President US Program, designed to encourage students in the 4<sup>th</sup> thru 8<sup>th</sup> grades to develop leadership skills.

#### SWRMPO ADJOURNMENT

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INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY SWRMPO MEMBERS



**FFY 2015-2018 Transportation Improvement Program (TIP)**

**MPO Action Requested:** Review and support TIP amendment endorsement

**Background:** The FFY2015-2018 Housatonic Valley TIP was endorsed by the MPO on October 23, 2014. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on January 21, 2015.

**Amendments (HVTIP #Am2017-005):**

170-3403: Transit Capital Planning

CTDOT Transit Capital Planning Program is a means for CTDOT staff to facilitate maintaining a fiscally-constrained 20-year Transit Capital Project Management Plan (Plan) that includes both statewide bus and rail projects. The Plan ensures proper planning for future bus and rail capital needs.

Staff working on the Plan help the department manage a multi-modal network that includes bus, rail and paratransit services. The Bus and Rail Capital Planning Programs support transit services around the state, including CTtransit and the New Haven Line Railroad. One specific project the Transit Capital Planning Program is involved in is the installation of Intelligent Transportation Systems in the entire CTtransit fleet statewide in 2017. This system enables vehicle location, real-time bus arrival prediction, variable message signage at stations and, on-board automated bus announcements.

This is an existing project on the 2015-2018 TIP, but is being amended to increase funding. The reason for the funding increase is the need for additional staff effort on the program. This project also funds the required reporting and financial management for FTA capital compliance efforts.

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)	Comments
70	5307P	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY16	OTH	2017	600	480	120	0	MOVE FROM FFY'16 TO FFY'17, INCRE. EST. FROM FED \$320K, ASSIGN PERM. NUMBER

AQC X6 – exempt

## **FFY 2015-2018 Transportation Improvement Program (TIP)**

**MPO Action Requested:** Review and support TIP amendment endorsement by SWRMPO using Resolutions #2017-007 & #2017-008.

**Background:** The FFY2015-2018 South Western Region TIP was endorsed by the MPO on October 23, 2014. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on January 21, 2015.

### **Amendments (SWRTIP #Am2017-005):**

#### 301-181: CP243 Interlocking Improvements:

This CTDOT-requested TIP amendment is part of the greater WALK Bridge Replacement project and involves installation of a new interlocking along the Metro-North New Haven Main Line, approximately 1.5 miles east of the Walk Bridge in Norwalk.

According to CTDOT, Walk Bridge construction will likely require the closure of two tracks. This closure will result in several operating challenges that must be overcome, including Express-Local train overtakes, limited headways between trains and possible schedule changes and train cancellations.

This project seeks to address these challenges, as the new interlocking will reduce the length of closed tracks from 7 miles to 1.7 miles, it will also reduce the travel time through this area by 3-4 minutes. This new interlocking will eliminate Express-Local overtakes, removing the need to re-write schedules or cancel trains.

In addition, the project will provide long-term benefits once the Walk Bridge construction is completed, creating flexibility to route trains from any track in both directions. It will also create the opportunity for diverting trains to the inside tracks earlier, making it easier for a Danbury Branch train to enter the New Haven Line at South Norwalk. The new interlocking will also support any future closure required for maintenance, repair, or replacement work on the Saga Bridge or other projects located near the interlocking.

This TIP amendment covers all phases of the project. The total cost for the project is \$80 million. The federal share covers 80% of the project, with the difference being covered by state funds.

#### 0301-0108: New Haven Line Network Infrastructure Upgrade:

This CTDOT-requested TIP amendment pertains to the New Haven Line Network Infrastructure Upgrade. The goal of the Network Infrastructure Upgrade is to enhance security systems with improved surveillance methods.

This project consists of establishing infrastructure to support a new Closed-circuit Television (CCTV) system at seven passenger stations: Noroton Heights, Darien, Rowayton, South

Norwalk, East Norwalk, Westport and Greens Farms. In addition to the installation of a new CCTV system, this project also supports the necessary network infrastructure for the Saga Bridge. In addition, the project includes a new security house near the East Norwalk Station and communications equipment in three existing node houses. Sections of the fiber optic backbone are being installed as part of various catenary and signaling upgrade projects currently in development or construction.

This amendment covers all phases of the project. The total cost is \$22.5 million. The federal government will cover 80% of the costs, with the state covering the remaining 20%.

#### 170-3403: Transit Capital Planning

CTDOT Transit Capital Planning Program is a means for CTDOT staff to facilitate maintaining a fiscally-constrained 20-year Transit Capital Project Management Plan (Plan) that includes both statewide bus and rail projects. The Plan ensures proper planning for future bus and rail capital needs.

Staff working on the Plan help the department manage a multi-modal network that includes bus, rail and paratransit services. The Bus and Rail Capital Planning Programs support transit services around the state, including CTtransit and the New Haven Line Railroad. One specific project the Transit Capital Planning Program is involved in is the installation of Intelligent Transportation Systems in the entire CTtransit fleet statewide in 2017. This system enables vehicle location, real-time bus arrival prediction, variable message signage at stations and, on-board automated bus announcements.

This is an existing project on the 2015-2018 TIP, but is being amended to increase funding. The reason for the funding increase is the need for additional staff effort on the program. This project also funds the required reporting and financial management for FTA capital compliance efforts.

#### 135-325: Rehabilitation of Bridge 00037 Over I-95:

This CTDOT-requested TIP amendment pertains to project 135-325, the rehabilitation of bridge 00037, carrying US Route 1 over I-95.

CTDOT has previously identified bridge 00037 as needing rehabilitation. This project will replace the superstructure, while leaving in place the existing substructure. The superstructure will be replaced using accelerated bridge construction techniques. The accelerated construction scheme proposes the use of self-propelled modular transports (SPMTs) to remove and replace the superstructures. CTDOT plans to replace each span of the bridge over two weekends to minimize traffic disruption.

This construction phase for this project is being moved to the state-funded Let's Go CT! program. The Let's Go CT! program was authorized under P.A. 15-1 in June of 2015, after project 135-325 was initiated. Let's Go CT! contains a specific line item authorizing the use of funds on projects that utilize innovative bridge techniques. This project qualifies as using innovative bridge techniques due to its use of SPMTs. As a result, project 135-325 was moved out of the federal program and into Let's Go CT! to utilize funds specifically earmarked for these innovative techniques. This TIP amendment is an administrative action to align the project with the revised funding source.

According to CTDOT, P.A. 15-1 authorizes funding for the Let's Go CT! program for five years, state fiscal years (SFY) 2016-2020. As such, the Let's Go CT! program is not impacted by the upcoming SFY 2018-2019 budget. Since the current 2018 federal program is overprogrammed, project 135-325 would be subject to prioritization against all the other projects in 2018. The switch to state funding will not change the overall scope for this project.

Region	FACode	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot\$(000)	Fed\$(000)	Sta\$(000)	Loc\$(000)	Comments
01	5307P	0301-0181	X8	NHL-ML	NORWALK	NHL-NEW INTERLOCKING AT CP 243	ALL	2017	80,000	64,000	16,000	0	NEW PROJECT
77	5307P	0301-0108	X6	NHL-ML	VARIOUS	NHL - NETWORK INFRASTRUCTURE UPGRADE	ALL	2017	22,500	18,000	4,500	0	NEW PROJECT
70	5307P	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING FY16	OTH	2017	600	480	120	0	MOVE FROM FFY'16 TO FFY'17, INCRE. EST. FROM FED \$320K, ASSIGN PERM. NUMBER
1	STPA-BRX	0135-0325	X6	US 1	STAMFORD	REHAB BR 00037 o/ I-95	CON	2017	-20,000	-16,000	-4,000	0	DELETE PHASE NOW 100% STATE FUNDED

AQC X8, X6 - exempt

**SOUTH WESTERN REGION  
METROPOLITAN PLANNING ORGANIZATION**

DARIEN•GREENWICH•NEW CANAAN•NORWALK•STAMFORD•WESTON•WESTPORT•WILTON

**RESOLUTION #2017-007 Resolution to Endorse the South Western Region  
FY2015-2018 Transportation Improvement Program - FTA**

**WHEREAS:** Present federal regulations governing federal transportation assistance in urban areas prescribe that a Transportation Improvement Program be structured for each urban area which realistically balances need and financial resources over a four year period; and

**WHEREAS:** The *South Western Region FFY2015-2018 Transportation Improvement Program (TIP)* has been reviewed by the transportation technical and policy boards as well as the public.

**WHEREAS:** The projects are consistent with the *South Western Region Long Range Transportation Plan 2015-2040*, and are financially constrained.

**WHEREAS:** The projects meet the conformity requirements of the Clean Air Act

- *Connecticut Department of Transportation Ozone Air Quality Conformity Determination; of the 2015 Regional Transportation Plans and the FFY 2015-2018 Transportation Improvement Programs for the Connecticut Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Marginal Nonattainment Area and the Greater Connecticut Ozone Nonattainment Area, September 2016, and*
- *Connecticut Department of Transportation PM 2.5 Air Quality Conformity Determination; of the 2015 Regional Transportation Plans and the FFY 2015-2018 Transportation Improvement Programs for the Connecticut Portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT area PM<sub>2.5</sub> Attainment/Maintenance Area, September 2016.*

**WHEREAS:** The TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the State, MPO, and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49) U.S.C. app. 1607.

**Now therefore, be it resolved, that the Metropolitan Planning Organization hereby:**

Endorses the *South Western Region FFY2015-2018 Transportation Improvement Program (TIP)*.

This resolution is effective June 15, 2017.

Date: June 15, 2017.

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Jayme Stevenson, Chairman

**SOUTH WESTERN REGION  
METROPOLITAN PLANNING ORGANIZATION**

DARIEN•GREENWICH•NEW CANAAN•NORWALK•STAMFORD•WESTON•WESTPORT•WILTON

**RESOLUTION #2017-008 Resolution to Endorse the South Western Region  
FY2015-2018 Transportation Improvement Program - FHWA**

**WHEREAS:** Present federal regulations governing federal transportation assistance in urban areas prescribe that a Transportation Improvement Program be structured for each urban area which realistically balances need and financial resources over a four year period; and

**WHEREAS:** The *South Western Region FFY2015-2018 Transportation Improvement Program (TIP)* has been reviewed by the transportation technical and policy boards as well as the public.

**WHEREAS:** The projects are consistent with the *South Western Region Long Range Transportation Plan 2015-2040*, and are financially constrained.

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This resolution is effective June 15, 2017.

Date: June 15, 2017.

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Jayme Stevenson, Chairman

TO: HVMPO and SWRMPO Members  
FROM: Rob Sachnin, Senior Planner; Bob Brinton, Project Manager  
DATE: June 8, 2017  
RE: **CTDOT 2017 Local Road Accident Reduction Grant Program (LRARP)**

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**SWRMPO Action Requested:** (informational for HVMPO)

Review and support endorsement of the Technical Advisory Group's project priorities recommendation for the 2017 Local Road Accident Reduction Program (LRARP).

**Background:**

In April 2017, CTDOT issued a solicitation through the COG for LRARP projects. This competitive grant program seeks to fund "highly effective safety improvements" for local roads, using the federal Highway Safety Improvement Program. The grant will fund 90% of construction costs, with all other costs being the responsibility of the municipality. CT DOT ranks project submissions using a benefit/cost analysis (BCA), funding projects with a high BCA and to the extent that funds are available. Projects are to have a total construction cost between \$50,000 and \$500,000. The number of projects allowed to be submitted is limited to two per COG region.

Two LRARP project applications were received by WestCOG, which are described as follows:

**Broad Street Corridor Safety Improvements – City of Stamford**

The project seeks to improve pedestrian and vehicle safety along Broad Street between Atlantic and Greyrock Streets, building on improvements proposed from last year's approved LRARP project on Summer Street, one block to the west. Broad Street is a highly utilized multi-modal corridor, for example 776 pedestrians were counted crossing the Broad and Atlantic Street intersection between 12:00 noon and 2:00 pm. This intersection is ranked as the #7 hotspot in the region for crashes with injuries and fatalities and the Atlantic/Bedford and Broad Street corridors are ranked #2 and #6, respectively. The total number of crashes reported in the project area from 2012-2016 is 168. Approximately one-third of crashes occurred after dark.

The City proposes installation of the following safety countermeasures:

- Replace all existing crosswalks with high visibility retroreflective thermoplastic
- ADA curb ramps
- Improved lighting
- Build out existing painted curb extensions where appropriate and feasible
- Install illuminated "turning vehicles yield to pedestrians in crosswalk"
- Install illuminated "no turn on red" signs
- Retroreflective signal backplates
- Speed radar signs showing posted speed and actual speed on Broad Street
- Pedestrian refuge islands

The estimated total project construction cost is \$500,000.



## **West Rocks Corridor & Upper West Avenue/Belden Avenue Corridor – City of Norwalk**

This project seeks to implement low-cost pedestrian and vehicular safety improvements along two corridors in the City of Norwalk, with details presented below:

*West Rocks Corridor:* To improve pedestrian and vehicle safety along West Rocks Road. This corridor experienced 43 crashes from 2014-2016, including 10 involving injuries. The City proposes to install 6 dynamic radar speed display signs along the corridor and install raised crosswalks and additional pavement markings at the existing crosswalk locations at two schools on West Rocks Road.

*Upper West Avenue/Belden Avenue Corridor:* To reduce crashes on this corridor between I-95 and Route 7. A total of 74 crashes were reported from 2014-2016, including 16 involving injuries. About one-third of crashes were rear-end collisions. The City proposes to implement adaptive traffic signal control along the corridor, such that the traffic signal timing automatically adjusts based on traffic conditions.

The estimated total project construction cost is \$332,000.

TO: HVMPO and SWRMPO Members  
FROM: Rob Sachnin, Rick Schreiner, Kim Morton  
DATE: June 8, 2017

**RE: MPO Endorsement of Federal Transit Administration's (FTA)  
State of Good Repair (SGR) Performance Targets**

1. **Overview:** Federal law requires MPOs to coordinate with area transit providers and the State to set and integrate performance targets into the planning process. Performance measures use system information to support investment and policy decisions that help achieve goals.

While there are multiple performance measures on varying schedules that will be part of future discussions; in this instance, FTA's Transit Asset Management Final Rule (TAM) performance measures set performance targets for achieving a state of good repair.

This is the first federal performance measure to take effect, and is a new concept to CTDOT, transit providers, and our MPOs. MPO transit representatives and staff view the rule promotes good management and efficient use of funding.

TAM applies to recipients and sub-recipients who own, operate, or manage public transportation capital assets. In the HVMPO and SWRMPO regions, these includes

- Metro-North Railroad
- CT Transit Stamford
- Norwalk Transit District
- Housatonic Area Regional Transit

Additional details on TAM can be found [here](#), with CTDOT performance measure details [here](#).

2. **Breakdown of CTDOT SGR Performance Measures**

A short summary is provided below for each of four asset categories, which include: Revenue Vehicles, Service Vehicles, Facilities, Equipment, and Guideway Infrastructure.

a. **Revenue Vehicles:**

- CTDOT Goal: maintain vehicles in a State of Good Repair (SGR)
- SGR based on vehicle age, known as the Useful Life Benchmark (ULB). ULB varies by vehicle type and was set by CTDOT in cooperation with transit providers. For example, a standard bus has a ULB of 12 years.
- CTDOT Performance Measure: Percent of revenue vehicles that have met or exceeded their Useful Life Benchmark (ULB.)

**Example:** The CTDOT performance target is 14%. This means that a transit provider with 100 buses should only have 14 or less buses that are over 12 years old (12 years = ULB for buses).

**b. Service Vehicles:**

- CTDOT Goal: maintain vehicles in a SGR.
- SGR based on vehicle age (ULB), similar to revenue vehicles above.
- CTDOT Performance Measure: Percent of service vehicles that have met or exceeded their ULB.

**Example:** a performance target of 20% has been set for automobiles, which have a ULB of 4 years. This means no more than 20% of automobile service vehicles should be over 4 years in age.

**c. Facilities:**

- CTDOT Goal: Maintain all facilities in a SGR.
- SGR based on facility condition. Uses a rating system used by the FTA known as the [Transit Economic Requirements Model](#).
- CTDOT Performance Measure: Percent of facilities with a rating below 3.0 on the FTA Transit Economic Requirements Model.

**Example:** CTDOT has 0 facilities ranked below 3.0, the performance target seeks to continue having 0 facilities ranked below 3.0.

**d. Guideway Infrastructure:** applies only to Tier I rail operators only.

- CTDOT Goal: maintain all transit guideway assets in a SGR.
- SGR based on condition, specifically the number of “slow zone miles.” Slow zone miles are underperforming rail segments, similar to congestion on a highway.
- CTDOT Performance Measure: Percent of “slow zone” guideway miles.

**Example:** Currently 6% of guideway miles are classified as “slow zones,” CTDOT has set a target to reduce this number to 2%.

**MPO Activity:** respond to CTDOT’s request for a resolution of endorsement of the FTA SGR Performance Targets set by CTDOT and other transit providers. HARTransit and Norwalk Transit District were involved in this process and are supportive of these measures. This CTDOT request was received by the region on May 25<sup>th</sup>, 2017. CTDOT staff will be on hand to answer any questions that arise.

**HOUSATONIC VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

BETHEL•BRIDGEWATER•BROOKFIELD•DANBURY•NEW FAIRFIELD•NEW  
MILFORD•NEWTOWN•REDDING•RIDGEFIELD•SHERMAN

**RESOLUTION #2017-003 Resolution to Endorse the State of Good Repair (SGR)  
Performance Targets set by CTDOT (Department) to comply with the FTA Transit  
Asset Management Final Rule**

**WHEREAS:** Federal Highway Administration and Federal Transit Administration regulations governing federal transportation assistance, prescribe new requirements for Metropolitan Planning Organizations (MPO's) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents. As per 23 CFR 450.324 and 23 CFR 450.326, MPO's are required to reference performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018,

**WHEREAS:** FTA established four SGR Performance Measures in asset categories of Rolling Stock, Equipment, Facilities and Infrastructure. The SGR Performance Targets for these measures were set by the Department in coordination with the transit providers, including Metro North Railroad, Connecticut Transit, and all the rural and urban Transit Districts to comply with January 1, 2017 deadline,

**WHEREAS:** The MPO is required to establish SGR performance targets for metropolitan areas for each FTA Performance Measure, as per 23 CFR 450.306 (d)(3), 180 days after the transit providers have set their respective performance targets, or by July 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should establish targets for each asset class,

**WHEREAS:** The SGR Performance Measure Targets set by Connecticut Department of Transportation have been reviewed by the transportation technical and policy boards of the HVMPO,

**WHEREAS:** The TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the State, MPO, and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49) U.S.C. app. 1607.

**Now therefore, be it resolved, that the Metropolitan Planning Organization hereby:**

Endorses the State of Good Repair Performance Measures established by the Connecticut Department of Transportation on January 1, 2017.

This resolution is effective June 15, 2017.

Date: June 15, 2017.

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Julia Pemberton, Secretary

1 Riverside Road, Sandy Hook, CT 06482

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T 475-323-2060

**SOUTH WESTERN REGION  
METROPOLITAN PLANNING ORGANIZATION**

DARIEN•GREENWICH•NEW CANAAN•NORWALK•STAMFORD•WESTON•WESTPORT•WILTON

**RESOLUTION #2017-009 Resolution to Endorse the State of Good Repair (SGR)  
Performance Targets set by CTDOT (Department) to comply with the FTA  
Transit Asset Management Final Rule**

**WHEREAS:** Federal Highway Administration and Federal Transit Administration regulations governing federal transportation assistance, prescribe new requirements for Metropolitan Planning Organizations (MPO's) to coordinate with transit providers, set performance targets, and integrate those performance targets and performance plans into their planning documents. As per 23 CFR 450.324 and 23 CFR 450.326, MPO's are required to reference performance targets and performance based plans into their TIPs and Metropolitan Transportation Plans by October 2018,

**WHEREAS:** FTA established four SGR Performance Measures in asset categories of Rolling Stock, Equipment, Facilities and Infrastructure. The SGR Performance Targets for these measures were set by the Department in coordination with the transit providers, including Metro North Railroad, Connecticut Transit, and all the rural and urban Transit Districts to comply with January 1, 2017 deadline,

**WHEREAS:** The MPO is required to establish SGR performance targets for metropolitan areas for each FTA Performance Measure, as per 23 CFR 450.306 (d)(3), 180 days after the transit providers have set their respective performance targets, or by July 1, 2017. If there are multiple asset classes offered in the metropolitan planning area, the MPO should establish targets for each asset class,

**WHEREAS:** The SGR Performance Measure Targets set by Connecticut Department of Transportation have been reviewed by the transportation technical and policy boards of the SWRMPO,

**WHEREAS:** The TIP is based on a continuing, comprehensive transportation process carried on cooperatively by the State, MPO, and transit operators in accordance with the provisions of 23 U.S.C. 134 and section 8 of the Federal Transit Act (49) U.S.C. app. 1607.

**Now therefore, be it resolved, that the Metropolitan Planning Organization hereby:**  
Endorses the State of Good Repair Performance Measures established by the Connecticut Department of Transportation on January 1, 2017.

This resolution is effective June 15, 2017.

Date: June 15, 2017.

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Jayme Stevenson, Chairman

1 Riverside Road, Sandy Hook, CT 06482

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