

**Meeting of the
WestCOG Technical Advisory Group (TAG)
January 8th, 2019 at 11:00 am
Comstock Community Center, 180 School Road, Wilton, CT 06897**

Agenda

1. MEETING CALL TO ORDER

2. PUBLIC PARTICIPATION

3. INFORMATIONAL ITEMS

- a. MS4 Update

Attachment 3a, p. 1

4. ACTION ITEMS

- a. Approval of November 27, 2018 Minutes
b. 2019 Safety Performance Measure Targets
c. Revised TAG Meeting Schedule
d. LOTCIP Program Development

Attachment 4a, pp. 2-3
Attachment 4b, pp. 4-11
Attachment 4c, p. 12

5. OTHER BUSINESS

- a. Discussion Items as Raised by the TAG
b. Future Presentations & Items of Interest

6. UPCOMING MEETINGS

- a. 1/17/2019 – MPO and COG Meetings
b. 2/12/2019 –TAG Meeting

7. ADJOURNMENT

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. 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. Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em help@westcog.org. Pour obtenir de l'aide linguistique ou d'autres mesures d'adaptation, contactez WestCOG au moins cinq jours ouvrables avant la réunion à help@westcog.org.

MS4 Mapping Requirement 2019

Why:

Regarding mapping the MS4 Infrastructure municipalities have two deadlines.

- Map all discharges and interconnections by Sunday, Jun 30, 2019.
- Complete stormwater system mapping by Tuesday June 30, 2019.

The process of mapping is intensive and requires on the ground truthing or intensive digitization from engineering plans.

What:

WestCOG joined a MS4 mapping standards committee in cooperation with CTDOT, COGs, municipalities, and UConn to develop a mapping tool to inventory/map stormwater infrastructure. The project came to be because CTDOT will begin mapping their infrastructure in January and needs to document the interconnections of its system with municipal systems. The output of the meetings includes an MS4 Mapping Methodology for municipalities, and field data collection app.

The methodology intends to include, a list of steps to map resources, a list of required software, recommended hardware, sample job description for intern hiring, and walk throughs on the data collection process.

The field app runs on esri software, will allow interns or municipal staff to collect field data and verify existing stormwater infrastructure, and inspect ms4 assets.

Once the baseline data is collected it can be updated following future changes in the stormwater system. WestCOG would recommend that municipalities request a GIS file as part of the engineering drawing from engineers.

When:

The field app and standards are expected to be completed in January. Shortly after in February WestCOG hopes to provide the methodology and sample intern job description for towns to use to hire summer interns for mapping.

Western Connecticut

COUNCIL OF GOVERNMENTS



Disclaimer: These interim minutes of the Technical Advisory Group (“TAG”) of the Western Connecticut Council of Governments (“WestCOG” or “COG”) 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 TAG 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 TAG.

INTERIM MINUTES OF 11/27/2018

Technical Advisory Group (TAG)

Held at 11am at the Comstock Community Center
180 School Road, Wilton, Ct 06897

• Bethel	Director of Public Works Douglas Arndt
• Bridgewater	Absent
• Brookfield	Project Manager Greg Dembowski
• Danbury	City Traffic Engineer Abdul Barry Mohamed
• Darien	Director of Planning and Zoning Jeremy Ginsberg
• Greenwich	Senior Civil Engineer Jason Kaufman
• HARTransit	Development Director Richard Schreiner
• New Canaan	Director of Public Works Tiger Mann
• New Fairfield	Absent
• New Milford	Town Engineer Daniel Stanton
• Newtown	Director of Public Works Fred Hurley
• Norwalk	Assistant Principal Engineer Michael Yeosock
• Norwalk TD	Chief Executive Kim Morton
• Redding	Absent
• Ridgefield	Absent
• Sherman	Absent
• Stamford	Traffic Engineer Frank Petise
• Weston	Director of Public Works Lou Martirano
• Westport	Town Engineer Keith Wilberg
• Wilton	Absent

Also in Attendance:

HARTransit Planner Alex Dasher, Weston Land Use Director Tracy Kulikowski, Erica Muniz, WestCOG staff members; Kristin Hadjstylianos, Jamie Bastian, Kevin Mahoney, Nicole Sullivan, Kristin Floberg, and Victoria Ricks were in attendance. {25}

CALL TO ORDER/ PUBLIC COMMENT

The meeting was called to order at 11:00am by Senior Planner Kristin Hadjstylianos. There were no public comments made.

ACTION ITEMS

Approval of 10/30/2018 Minutes: After review and on a motion made by Assistant Principal Engineer Mike Yeosock and seconded by Director of Public Works Tiger Mann the minutes of the October 30th meeting were unanimously approved.

LOTICIP Adjustments: Senior Project Manager Kevin Mahoney presented a request by Westport for the TAG's consideration of a LOTICIP adjustment for the Compo Road South Sidewalk Improvement Project. Following discussion and on a motion made by Brookfield Project Manager Greg Dembowski and seconded by Darien Director of Planning and Zoning Jeremy Ginsberg the TAG unanimously recommended to approve the requested increase from \$300,000 to \$1,002,000 adjustment.

INFORMATIONAL ITEMS

Review of TIP Policy: Associate Planner Nicole Sullivan provided an update on the Administrative Policy on the Processing of TIP Actions and Amendments.

Municipal ADA Compliance Assessment: Senior Planner Kristin Hadjstylianios provided an update on a self-evaluation questionnaire that must be completed by each municipality to assess ADA Compliance.

LOTICIP Project Solicitation Submissions: Senior Project Manager Kevin Mahoney presented an overview of the LOTICIP project submissions. There was a discussion related to reviewing and prioritizing the proposals. The TAG requested WestCOG staff review and rank the projects and distribute before the next scheduled TAG meeting on January 8th, 2019. The TAG member also requested that an alternate day be proposed and scheduled in case the January 8th meeting must be cancelled due to weather.

OTHER BUSINESS

Discussion Items as Raised by the TAG: There were no discussion items stated.

Future Presentations & Items of Interest: There were none stated.

UPCOMING MEETINGS/ ADJOURNMENT

The next MPO and COG meetings will be tentatively held on December 13th. The next TAG meeting will be held on January 8th. On a motion duly made and seconded the meeting was unanimously adjourned at 12:50pm.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: TAG Members
FROM: Kristin Hadjstylianos
DATE: December 31, 2018

RE: FHWA Safety Performance Measures

Background: On March 15, 2016, the Federal Highway Administration (FHWA) published a final rule to establish performance measures for State departments of transportation to carry out the Highway Safety Improvement Program (HSIP). The HSIP is a federal-aid program which seeks to reduce traffic fatalities and serious injuries on all public roads. There are five safety performance management measures for the purpose of carrying out the HSIP:

- 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
- Number of Non-Motorized Fatalities and Serious Injuries

Role of MPO in Performance Measures: both CTDOT and the Connecticut MPOs are required to establish and report safety targets, but at different times. CTDOT set their targets for the five categories referenced above in August 2018. Following the establishment and approval of State targets, MPO's have 180 days to either support CTDOT targets or establish other targets. Targets may be adjusted annually.

CTDOT Safety Targets: the targets set in August 2018 are:

- Number of Fatalities: 5-year rolling average = 274
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.873
- Number of Serious Injuries: 5-year rolling average = 1,574
- Rate of Serious Injuries per 100 million VMT: 5.02
- Number of Non-Motorized Fatalities and Serious Injuries: 290

CTDOT supporting justification provided by CTDOT is included at the end of this memo.

Next Steps: the 180-day window for setting MPO targets closes on February 27, 2019 and requires action. The MPO's have two options, they may support the CTDOT targets or develop their own quantifiable targets.

2019 Safety Performance Measures & Targets for Federal Reporting Purposes

This report documents the safety performance targets required by the Federal Highway Administration (FHWA) and the National Highway Transportation Safety Administration (NHTSA). The performance measures are defined in federal law, and CTDOT and the MPOs are required to set specific performance targets, review whether or not they meet the targets, and set new performance targets based on the evaluation of past performance and projected trends. The reassessment and target setting must be done every year.

Each of the five required performance measures and targets are presented on a separate page that is indicated below:

- | | |
|--|--------|
| 1. Number of fatalities per year | page 3 |
| 2. Number of fatalities per 100 million vehicle miles traveled | page 4 |
| 3. Number of serious injuries (level A) per year | page 5 |
| 4. Number of serious injuries (level A) per 100 million vehicle miles traveled | page 6 |
| 5. Number of non-motorist fatalities and serious injuries (level A) per year | page 7 |

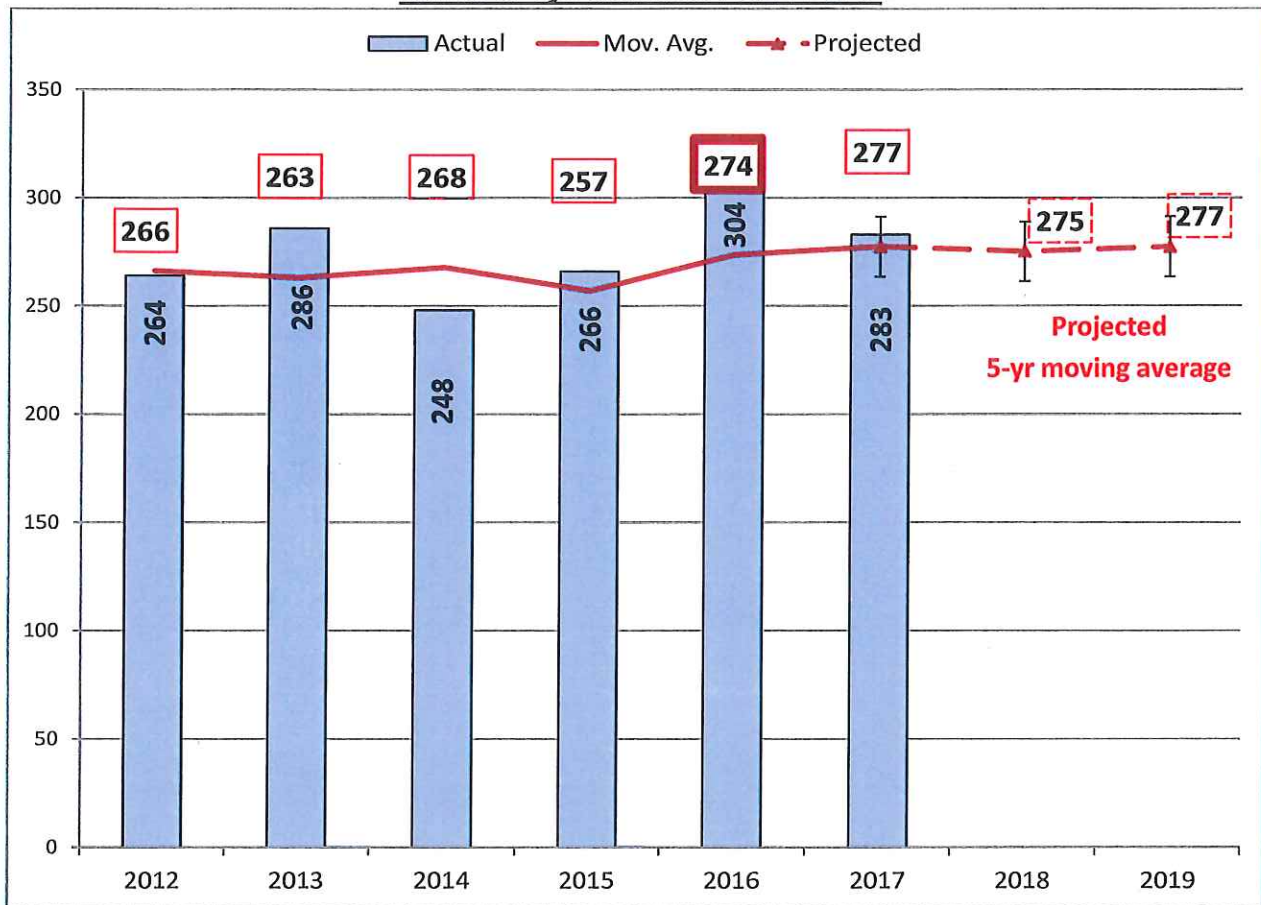
Federal targets vs. CTDOT's own goals. Please be aware that CTDOT has established its own state performance goals and targets for these same safety measures. CTDOT's goal is always to reduce all highway fatalities and serious injuries, and each year we develop strategies and projects to help achieve that goal. **However, for federal reporting purposes, we must set annual targets that are attainable or CTDOT will risk federal penalties.** For that reason, the federal targets selected in this report reflect the nationwide trend of increasing fatalities and injuries that has been observed since 2015.

Summary Table. Provided below is a summary table of the five federal safety performance measures and their respective targets for 2019. All measures and targets are based on a **5-year moving average** of the respective measure. Graphs depicting the annual data and the 5-year moving average for each respective measure are provided on the five following pages. These were submitted to FHWA in the Highway Safety Improvement Program (HSIP) in August 2018.

Summary Table
Safety Performance Targets for 2019
 (for federal reporting purposes)

Measure	Target	Numeric Target for 2019
Fatalities	Maintain 5-yr average	274 per year
Fatality Rate	Maintain 5-yr average	0.873 per 100 million VMT
Serious Injuries	Maintain 5-yr average	1,574 per year
Serious Injury Rate	Maintain 5-yr average	5.02 per 100 million VMT
Non-Motorist Fatalities & Serious Injuries	Maintain 5-yr average	290 per year

Number of Fatalities 2012-2017



Source: FARS Final 2016/Connecticut Department of Transportation 2017 Crash File

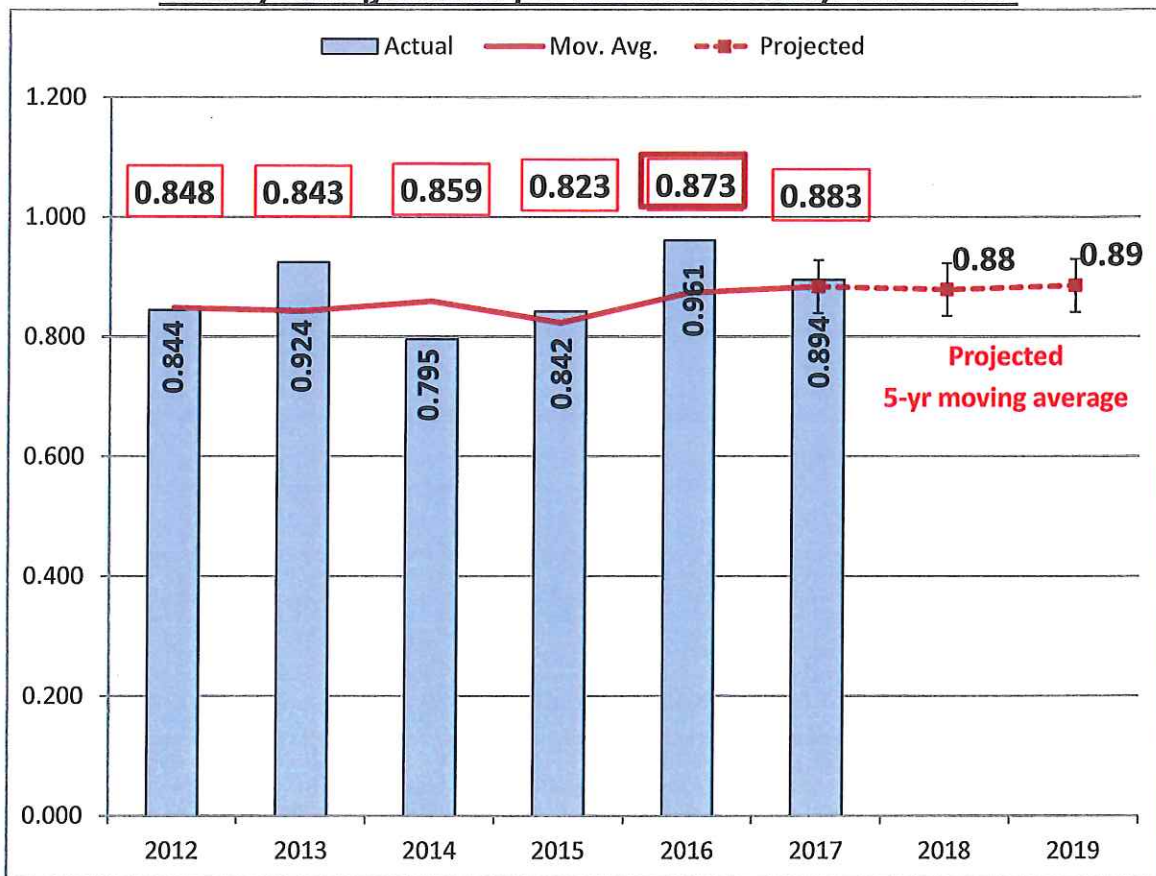
TARGET: Maintain the 2016 five year moving average of **274 fatalities**

TARGET Year: 2019

TRENDS & target setting explanation

- Annual fatality figures have fluctuated during the five year reporting period, but the 5-year moving average has been flat or increasing. This upward trend is also occurring at the national level.
- The 5-year moving average calculated for 2012-2016 is **274 fatalities**.
- The **projected** 5-year trend line based on regression analysis is relatively flat for the next 2 years.
- Based on the projected trend line, the number of fatalities per year is expected to remain flat or slightly increase during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to "maintain the current five year moving average of 274."

Fatality Rate (fatalities per 100 million VMT): 2012-2017



Source: FARS Final 2016/Connecticut Department of Transportation 2017 Crash File

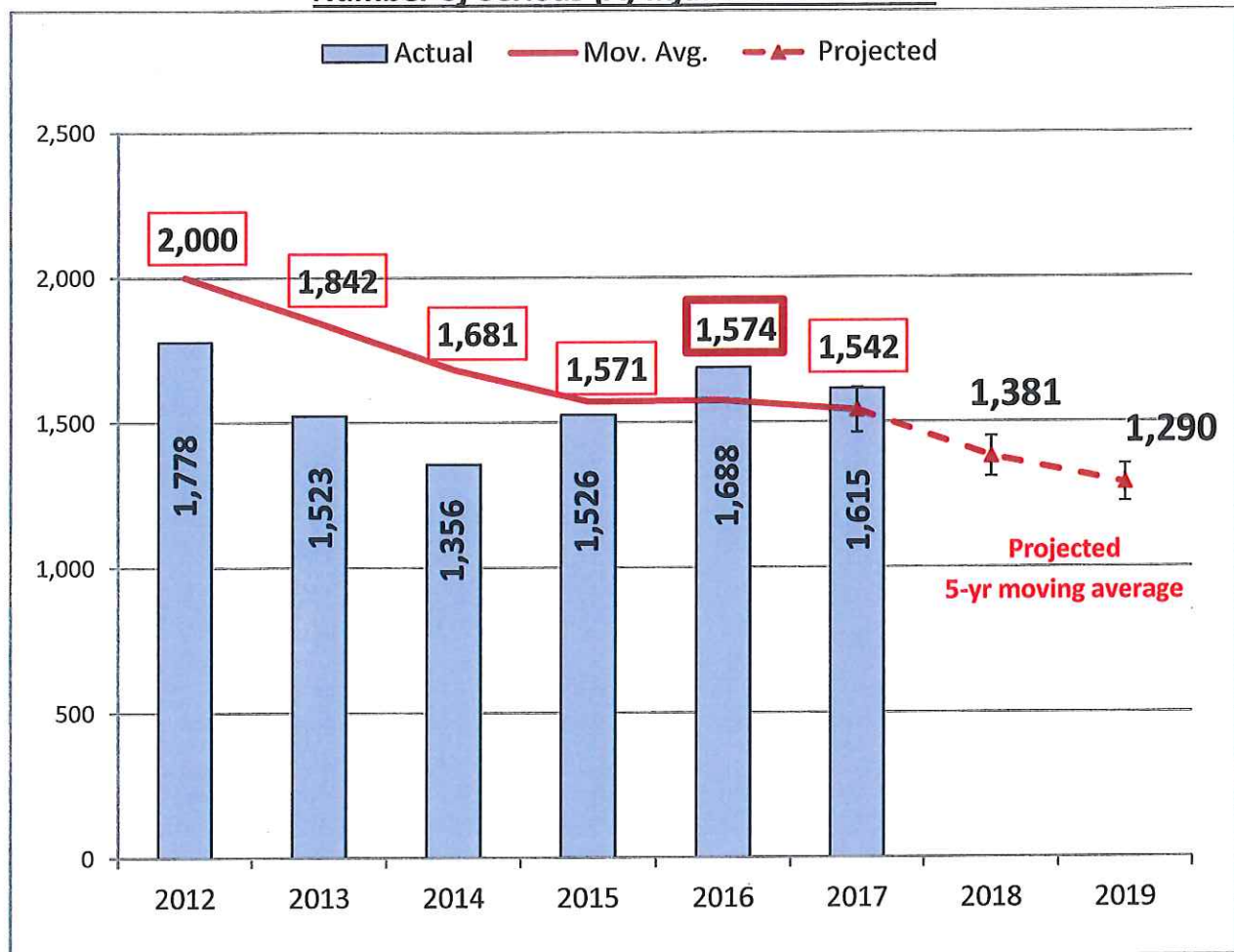
TARGET: Maintain the 2016 moving average of **0.873 fatalities per 100 million VMT**

TARGET Year: 2019

TRENDS & target setting explanation

- While annual fatality rate (per million VMT) has fluctuated year to year, the 5-year moving average has been flat or slightly increasing.
- The 5-year moving average (for 2012-2016) is **0.873 fatalities** per 100 million vehicle miles.
- The **projected** 5-year trend line based on regression analysis is relatively flat for the next 2 years.
- Based on the projected trend line, the number of fatalities per 100 million vehicle miles traveled is expected to remain flat or slightly increase during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to **"maintain the current five year moving average of 0.873."**

Number of Serious (A) Injuries: 2012-2017



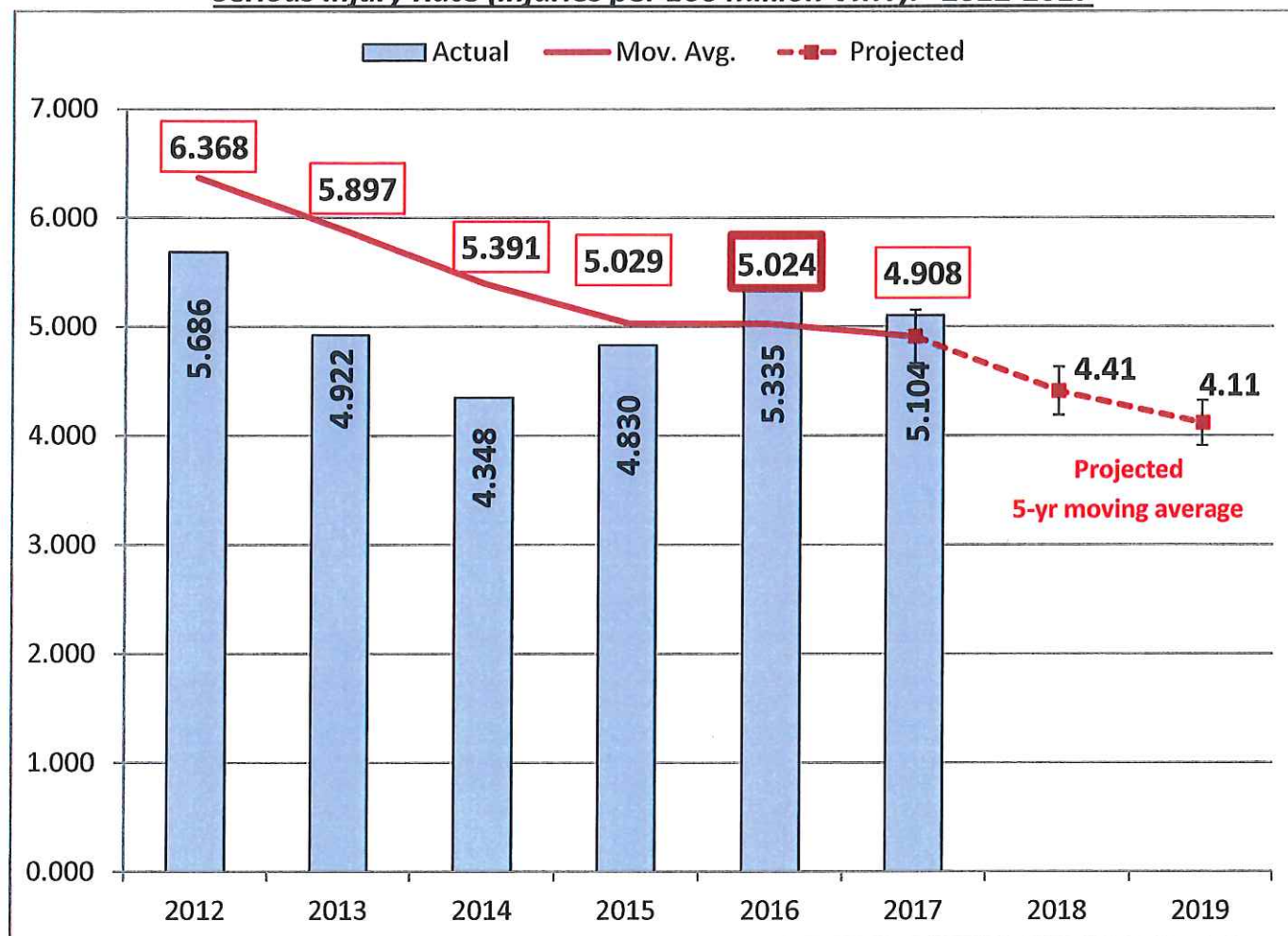
TARGET: Maintain the 2016 moving average of **1,574 serious (A) injuries**

TARGET Year: 2019

TRENDS & target setting explanation

- While serious (A) injuries have fluctuated year to year, the 5-year moving average has been trending down – although flat the last 2 years.
- The 5-year moving average calculated for 2012-2016 is **1,574 serious injuries**.
- The **projected** 5-year trend line based on regression analysis is slightly decreasing for the next 2 years. However, the **3 most recent years (2015-2017) of data suggest** the number of serious injuries per year is no longer decreasing, but instead **annual injuries might be flattening out**.
- Based on the projected trend line, and the most recent 3 years of data, the number of serious (A) injuries is expected to be flat during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to **maintain the current five year moving average of 1,574.**

Serious Injury Rate (injuries per 100 million VMT): 2012-2017



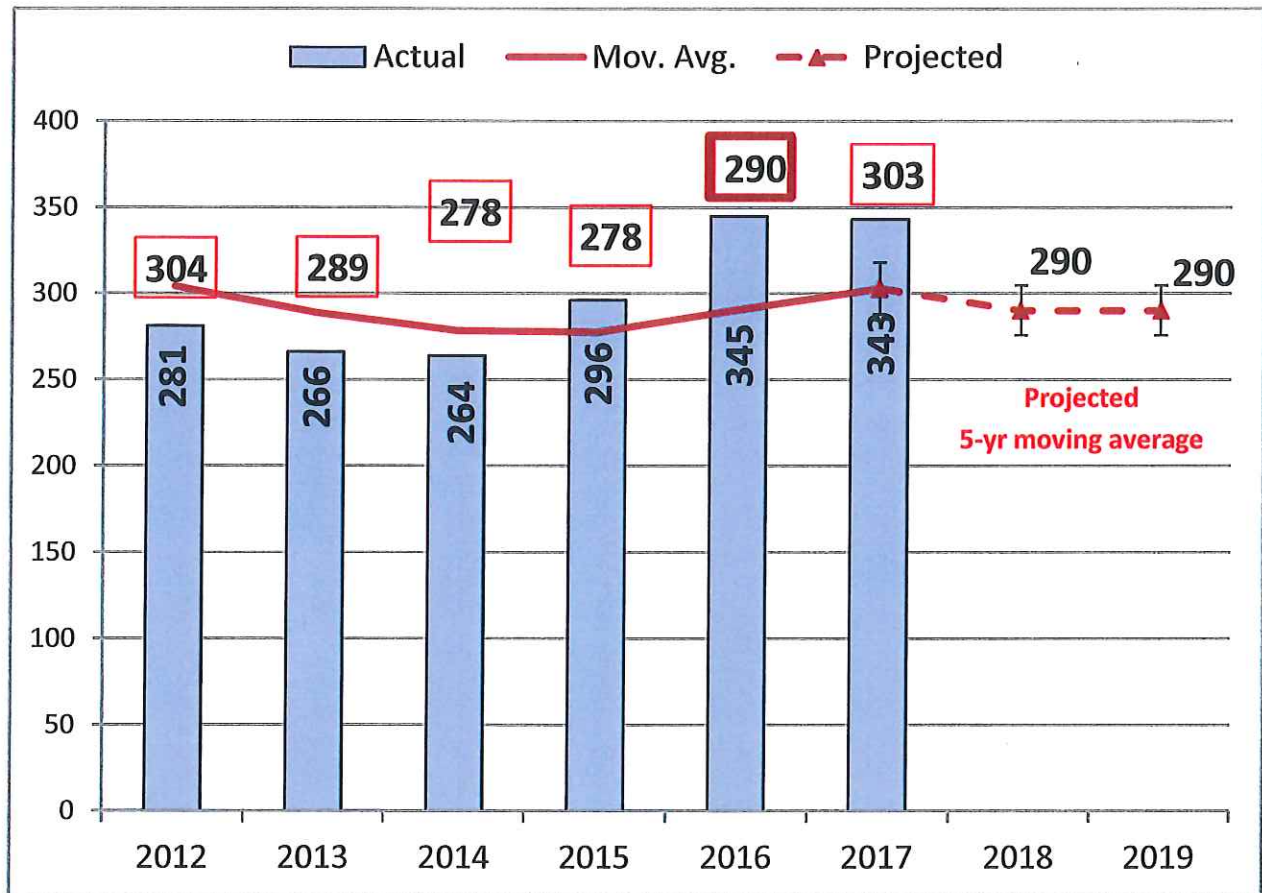
TARGET: Maintain the 2016 moving average of **5.024 serious (A) Injuries per 100 million VMT**

TARGET Year: 2019

TRENDS & target setting explanation

- While the serious (A) injury rate has fluctuated year to year, the 5-year moving average has been trending down – although flat the last three years.
- The 5-year moving average calculated for 2012-2016 is **5.024 injuries per million VMT**.
- The **projected** 5-year trend line based on regression analysis is slightly decreasing for the next 2 years. However, the **3 most recent years (2015-2017)** of data suggest the number of serious injuries per year is no longer decreasing, but instead **serious injuries per million vehicle miles traveled might be flattening out**.
- Based on the projected trend line and the most recent 3 years of data, the number of serious (A) injuries is expected to be flat during the planning period. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to **maintain the current five year moving average of 5.024.**

Non Motorist Fatalities & Serious (A) Injuries*: 2012-2017



TARGET: Maintain the 2016 moving average of **290 non-motorist fatalities and serious (A) injuries**

TARGET Year: 2019

TRENDS & target setting explanation

- While non-motorist fatalities and serious (A) injuries fluctuated year to year, the 5-year moving average has increased during the last two years.
- The 5-year moving average calculated for 2012-2016 is **290 fatalities and serious injuries**.
- The **projected** 5-year trend line based on regression analysis is flat for the next 2 years. However, the **3 most recent years (2015-2017) of data suggest** the number of non-motorist fatalities and serious injuries per year is actually increasing.
- Based on the trend line, the number of non-motorist fatalities and serious (A) injuries is expected to remain the same or decrease slightly. The new target selected in collaboration with Traffic Engineering for the Highway Safety Improvement Program (HSIP) is to **"maintain the current five year moving average of 290."**

WestCOG Technical Advisory Group (TAG) 2019 Revised Annual Meeting Schedule

Meeting Location - Comstock Community Center, 180 School Road, Wilton, CT, 06897

***Held on the Tuesday two weeks before the monthly MPO meeting, unless otherwise noted.

<u>Date 2018</u>	<u>TAG Meeting</u>
***Tuesday, Jan. 8	11:00 am – 12:00 pm
***Tuesday, Feb. 12	11:00 am – 12:00 pm
***Tuesday, March 12	11:00 am – 12:00 pm
***Tuesday, April 9	11:00 am – 12:00 pm
Tuesday, April 30	11:00 am – 12:00 pm
Tuesday, June 11	11:00 am – 12:00 pm
***Tuesday, July 9	11:00 am – 12:00 pm
Tuesday, July 30	11:00 am – 12:00 pm
***Tuesday, Sept. 10	11:00 am – 12:00 pm
***Tuesday, Oct. 8	11:00 am – 12:00 pm
***Tuesday, Nov. 12	11:00 am – 12:00 pm
***Tuesday, Dec. 10	11:00 am – 12:00 pm