

**Meeting of the
WestCOG Technical Advisory Group (TAG)**

December 8th, 2020 at 11:30 am

Zoom Videoconference

<https://us02web.zoom.us/j/81585268036>

Call-in Number 929-436-2866

Meeting ID: 815 8526 8036

Agenda

1. MEETING CALL TO ORDER

2. PUBLIC PARTICIPATION

3. INFORMATIONAL ITEMS

- a. FHWA Highway Safety Performance Targets for 2021 Attachment 3a, pp. 1-20
- b. UConn CIRCA Resilient CT
- c. MS4 Update

4. ACTION ITEMS

- a. Approval of November 10th, 2020 Minutes Attachment 4a, pp. 21-23

5. OTHER BUSINESS

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

6. UPCOMING MEETINGS

- a. 12/17/2020 – MPO and COG Meetings
- b. 1/12/2021 - TAG Meeting

7. ADJOURNMENT

ENGLISH: 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. ESPAÑOL: 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. PORTUGUÊS: Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em help@westcog.org. FRANÇAIS: 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. POLSKI: W przypadku pomocy językowej lub innej pomocy, skontaktuj się z WestCOG co najmniej pięć dni roboczych przed wydarzeniem w help@westcog.org

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: TAG Members
FROM: Kristin Hadjstylianios; Nicole Sullivan
DATE: November 20, 2020

RE: FHWA Safety Performance Measures - 2021 Safety Targets

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 2020. 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. If HVMPO and SWRMPO set their own targets, they then take on the responsibility of developing a methodology, reporting on targets, and meeting the targets. WestCOG is unable to calculate Rate of Fatalities per 100 million VMT and Rate of Serious Injuries per 100 million VMT due to the lack of VMT data available for the region.

MPOs throughout CT are endorsing CTDOT's Targets. Guidance from FHWA recommends that states must set realistic targets otherwise penalties can be issued to specific highway safety funding. Although the need for attainable short-term targets is understood, zero fatalities and serious injuries remain the long-term vision of the WestCOG board. WestCOG works to promote safety by:

- Identifying and potentially including safety to aid in the solicitation process for transportation programs such as LOTCIP and TAP.
- Administering the Regional Transportation Safety Plan, which identifies high crash locations and determines if infrastructure, behavioral education and/or enforcement improvements are needed.
- Active membership on the CTDOT Strategic Highway Safety Plan Committee.
- Active membership on the Safety Circuit Rider Advisory Committee, Connecticut Transportation Institute.

CTDOT Safety Targets: CTDOT has called for a return to a maximum of the 2014 & 2015 levels. The targets set for 2021 are:

- Number of Fatalities: 5-year rolling average = 270
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.850
- Number of Serious Injuries: 5-year rolling average = 1,360
- Rate of Serious Injuries per 100 million VMT: 4.300
- Number of Non-Motorized Fatalities and Serious Injuries: 300

CTDOT Statement on Target Setting: As stated on the following page, this year CTDOT is using a modified approach to target setting by using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. 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. The Department 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's 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.

Next Steps: The 180-day window for setting MPO targets closes on February 26, 2021 and requires action. The MPO's have two options, they may support the CTDOT targets or develop their own quantifiable targets. The TAG can consider recommending the MPO Policy Boards endorse resolutions supporting the 2021 State Targets.

Safety Performance **Targets** for 2021

Call for returning to **2014** & **2015** levels

Performance Measure	Proposed 2017-2021 Target	Policy Goal
# Fatalities	270.0	Reduce Fatalities to 2015 levels of 270 or less.
Fatality Rate	0.850	Reduce Fatality Rate to 2015 levels of 0.850 or less
# Serious Injuries	1360.0	Reduce Serious Injuries to 2014 levels of 1360 or less
Serious Injury Rate	4.300	Reduce Serious Injury Rate to 2014 levels of 4.30 or less
# Non-Motorist Fatalities & S.I.	300.0	Reduce NonMotorist Fatalities & Serious Injuries to 2015 levels of 300 or less

Safety Performance Targets

CTDOT's proposed targets for year 2021

2020-06-11

This technical memo documents the new safety target selection process used by CTDOT to select the 5 safety performance targets for 2021 that CTDOT will submit to USDOT in two separate reports.

- *The Traffic Engineering Division will submit the targets through the annual update of its Highway Safety Improvement Plan (HSIP) that is submitted to FHWA.*
- *The Highway Safety Office (HSO) in the Planning Bureau will submit the targets through the annual update of its Highway Safety Plan (HSP) that is submitted to NHTSA.*

The U.S. DOT requires that each state DOT evaluate highway safety in the state using 5 highway safety [performance “measures”](#) and data from motor vehicle crashes in the state for the previous 5 years.

1. **Number of traffic fatalities**
2. **Fatality rate/100 million vehicle miles**
3. **Number of serious injuries**
4. **Serious injury rate/million vehicle miles**
5. **Number of non-motorist fatalities and serious injuries¹**

Every year the state DOT must establish a specific [performance “target”](#) for each performance measure. The Traffic Safety Office in the Bureau of Engineering, and the Highway Safety Office in the Bureau of Planning must work collaboratively to establish a single common set of 5 performance targets. The shared targets are subsequently submitted to and tracked by the U.S. DOT through the Federal Highway Administration (**FHWA**) and the National Highway Traffic Safety Administration (**NHTSA**). Targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are 2 penalties, if states fail to meet at least 4 of the 5 targets:

- States lose the ability to ‘flex’ some of their FHWA safety funds to other programs, are required to spend 100% 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 a HSIP Implementation Plan that details how the safety funds will be spent and how the proposed program will improve safety.

The CTDOT tries to balance target setting process by selecting targets that:

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

¹ Non-motorists include pedestrians, bicyclists, and other users of the street right-of-way who are not in a motor vehicle or motorcycle.

Achieving the balance has proven difficult in the last few years as we adapt to new federal guidelines, and to changes in both national and state trends in fatalities and serious injuries. In the last 5-6 years, there have been noticeable changes in trends as fatalities and fatality rate rates jumped around 2014 and 2015 but seem to be slowing down or leveling off in the last few years. Of special concern in Connecticut, is the increase in [non-motorist](#) fatalities and serious injuries that also began around 2014-15.

The question facing CTDOT as we prepare this year's report is whether some of these undesirable trends will continue, level off, or possibly even reverse themselves. There is recent evidence to suggest the negative trends might be lessening and conditions might be returning to levels last seen in 2015 or earlier.

Smoothing Data with 5-Year Moving Averages. Federal regulations require that state DOTs use [5-year moving averages](#) to identify trends in fatalities and serious injuries, and to use the averages to measure progress towards achieving safety goals and 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 2014 to 2019. While the targets are determined jointly, separate submittals are made to each federal agency. Planning's Highway Safety Office submits a report to NHTSA, and the Traffic Engineering Office submits a report to FHWA.

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 we are including some fatality and serious injury data in our moving averages that is 4 and 5 years old. During that timeframe, motor vehicle crash trends might have changed. In fact, CT has experienced a change in trend for some performance measures in just the last 2-3 years. CT 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.

New Target Setting Approach. This year, CT is using a modified approach to target setting. We are using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. 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.² The Department 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's has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of

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.

² For example, the Department's SHRP includes a goal of reducing the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021.

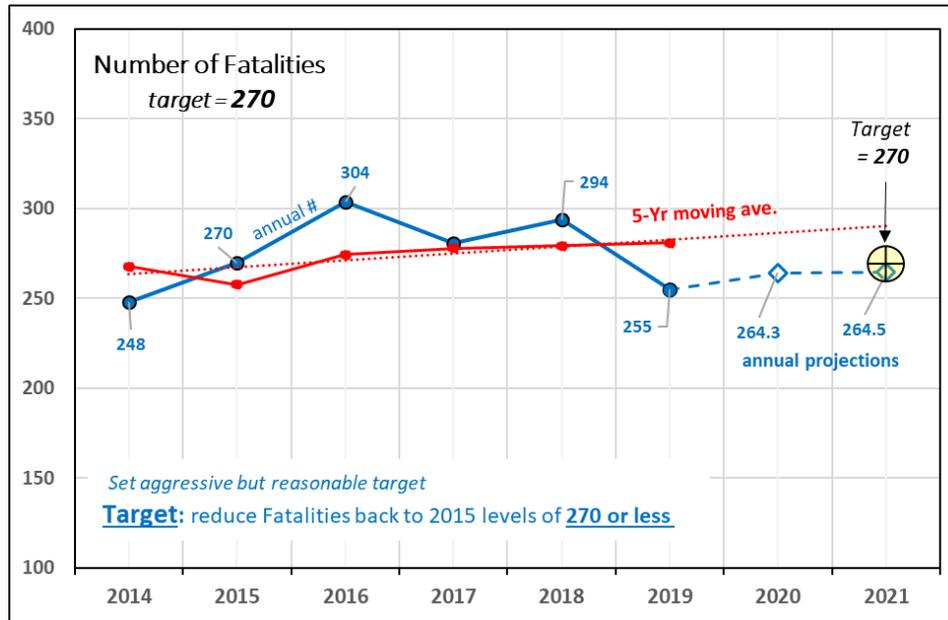
their strong commitment to safety. *See the FHWA statement to the right taken from page 14 of “Safety Target Setting Coordination Report,” FHWA, 2016 (https://safety.fhwa.dot.gov/hsip/spm/target-setting_resources.cfm).*

Special Challenge Posed by Pandemic in 2020. The COVID-19 pandemic in 2020 poses an unusual challenge to state DOTs as they seek to set new safety targets for 2021. We know the pandemic caused traffic volumes to drop 40-50% of normal for a 3-4-week period in March and April, but since mid-April we have seen a slow increase in traffic volumes. It is not known when or if volumes will return to normal in 2020 or even 2021. While reduced traffic volumes should result in a similar drop in crashes, injuries, and fatalities; that is not necessarily the case. Early indications are that crashes, and serious injuries did drop proportionate to the drop in volume. However, fatalities do not appear to have dropped much at all. This might be caused by significant increases in the percentage of drivers driving in excess of 80 mph, but there is too little data yet to ascertain the real cause.

Due to these highly unusual circumstances and uncertainty about how long they might continue, CTDOT selected its safety targets based on the Fatality Analysis Reporting System (FARS) data by NHTSA for 2014 through 2018; and, CTDOT/CT Crash Data Repository preliminary data for 2019. In the future, we will have to carefully examine the 2020 data when the year is completed and after the 2020 data sets are fully compiled.

Performance Measure: CT Fatalities: 2014-2019

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.



Source: FARS Final files 2014-2017, Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

“Annual” Fatalities.

- The annual number of fatalities did fluctuate as expected from year to year, but the annual data also suggest a downward trend since a high point of 304 in 2016.
- A time series regression analysis was conducted to project the likely number of fatalities in 2020 and 2021 (our target year). Based on the regression analysis, we should expect the fatalities to drop to 260-270, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- In contrast to the annual numbers, the 5-year moving average is exhibiting a continuing upward trend. The trendline suggests the 5-year moving average could be as much as 20-25 fatalities higher than the likely annual trend. (The annual trend reflects the influence of decreasing fatalities since 2016.)

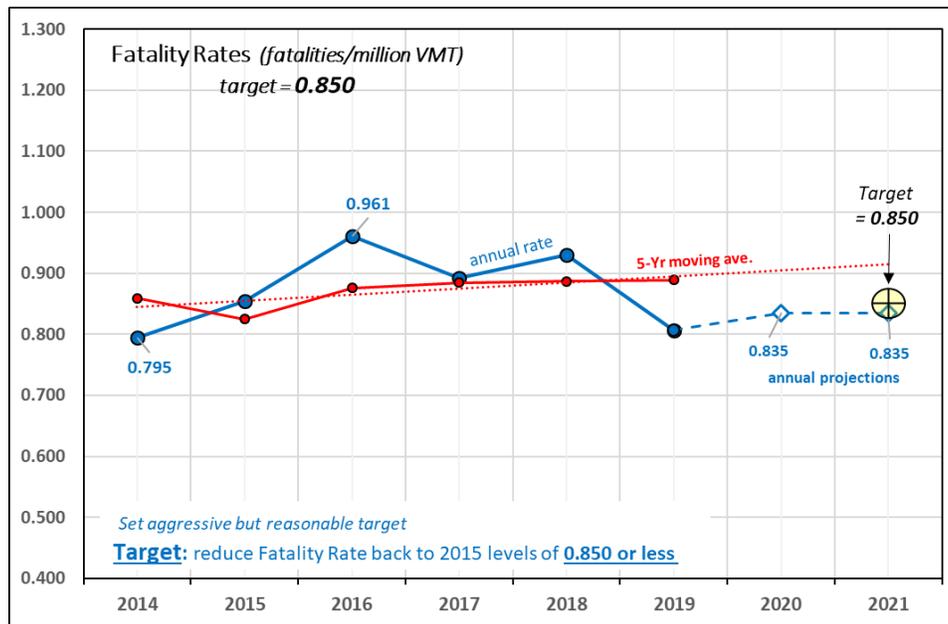
TARGET:

- CTDOT is choosing to set a 2021 fatality target of **270**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall between 260-290.

2. CTDOT wants to set an aggressive target that will move the state back toward fatality levels experienced in 2015 and earlier.
3. CTDOT recognizes that 2019 had an exceptionally low number of fatalities. The unusually large reduction of 39 fatalities between 2018 and 2019 could be a statistical anomaly.

Performance Measure: CT Fatality Rate per 100M VMT: 2014-2019

The trends in the fatality rate³ are illustrated in the graph below. Annual fatality rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.



Source: FARS Final files 2014-2017, Annual Report File 2018, Preliminary 2019 CTDOT Data as of 04/01/20

“Annual” Fatality Rate.

- The annual fatality rate fluctuates as expected from year to year, but the annual data also suggest a downward trend since a high point of 0.961 fatalities/100M VMT in 2016.
- A time series regression analysis was conducted to project the likely number of fatalities in 2020 and 2021 (our target year). Based on the regression analysis we should expect the fatality rates to drop to 0.835, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- In contrast to the annual numbers, the 5-year moving average is exhibiting a continuing upward trend. The trendline for the 5-year moving average suggests the fatality rate could be up to 8% higher (or a rate of 0.910 versus 0.835) than rates suggested by the “annual” projection. (The annual trend reflects the influence of a decreasing fatality rate since 2016.)

TARGET:

- CTDOT is choosing to set a 2021 fatality rate target of **0.850**. The selection is based on careful consideration of the following:

³ 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.

1. The 2 trendlines in the graph suggest the actual value should lie fall [between 0.835 and 0.910](#).
2. CTDOT wants to set an [aggressive target](#) that will move the state back toward fatality rate levels experienced in [2015 and earlier](#).
3. CTDOT recognizes that 2019 had an [exceptionally low fatality rate 0.807 fatalities/100M VMT](#). The unusually large rate reduction between 2018 and 2019 an could be a statistical anomaly.

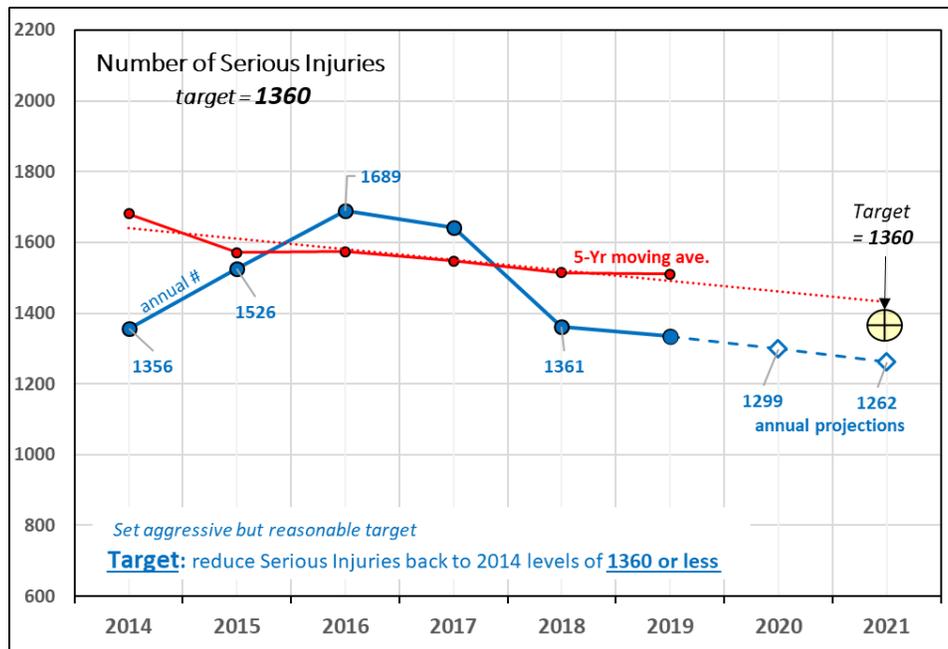
CT fatality rate among lowest in nation:

- CTDOT failed to meet its fatality rate target last year, but this must be considered in the context of two major factors.
 1. [CT 2018 fatality rate “among nation’s lowest.”](#) Historically, CT achieves one of the lowest fatality rates in the country. In 2018, it has a rate of 0.930 that was the 11th lowest rate nationwide. The national average of 1.13 was 20% higher

Despite having an already exceptionally low fatality rate, CT is choosing to strive for an even lower rate by setting target at 0.850 for 2021. The goal is to return to 2015 levels.
 2. [5-Year moving average is a “Lagging Indicator.”](#) CT believes relying exclusively on a lagging indicator like the 5-year moving average can result in selection of poor targets. This clearly was the result last year, and we propose to modify our approach as explained on page 1 of this report.

Performance Measure: CT Serious Injuries: 2014-2019

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.



Source: CT Crash Data Repository

“Annual” Serious Injuries.

- The annual number of serious injuries fluctuated as expected from year to year, but the annual data also suggest a major downward trend since a high point of 1689 in 2016.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2020 and 2021 (our target year). Based on the regression analysis, we should expect large drop in serious injuries. The drop is expected to bring the annual number down to 1260 -1300, 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* is exhibiting a steady downward trend. Nonetheless, there is still a large difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 1410, while the regression forecast is 1260 -1300.

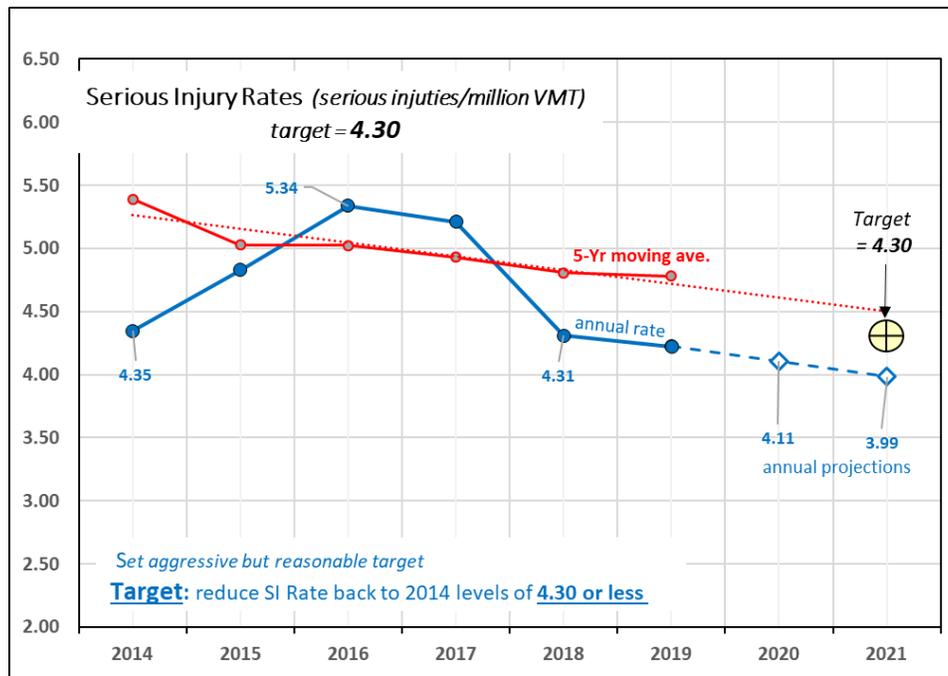
TARGET:

- CTDOT is choosing to set a 2021 fatality target of **1360 serious injuries**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall between 1260-1410.

2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.

Performance Measure: CT Serious Injury Rate per 100M VMT: 2014-2019

The trends in serious injury rates⁴ are illustrated in the graph below. Annual serious injury rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.



Source: Connecticut Crash Data Repository

“Annual” Serious Injury Rates.

- The annual serious injury rates fluctuated as expected from year to year, but the annual data also suggest a major downward trend since a high point of 5.34 serious injuries/100 million VMT in 2016.
- A time series regression analysis was conducted to project the likely serious injury rates in 2020 and 2021 (our target year). Based on the regression analysis, we should expect large a drop in the serious injury rates. The drop is expected to bring the annual rate down to 3.90 -4.10, but there is a significant a amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady downward trend. Nonetheless, there is still a large difference between the 5-year average

⁴ 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.

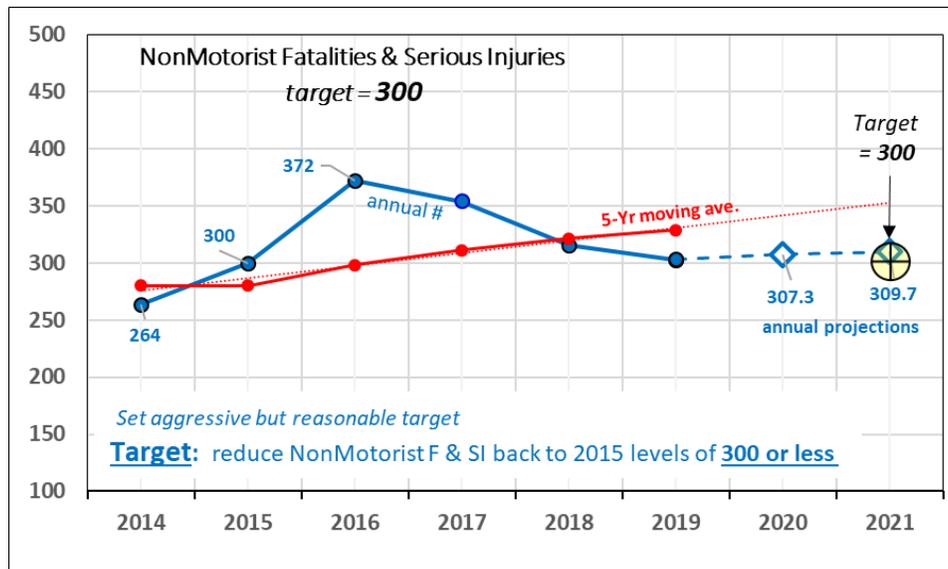
trendline and the annual regression analysis forecast. The 5-year average is expected to drop to around 4.50, while the regression forecast is 3.90 -4.10.

TARGET:

- CTDOT is choosing to set a 2021 fatality target of **4.30 serious injuries/100M VMT**. The selection is based on careful consideration of the following:
 1. The 2 trendlines in the graph suggest the actual value should lie fall between 3.90-4.50.
 2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.

Performance Measure: CT Non-Motorist Fatalities & Serious Injuries: 2014-2019

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities & serious injuries for non-motorists are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2021 as described below.



Source: FARS Final files 2014-2017, Annual Report File 2018, CT Crash Data Repository

“Annual” Non-Motorist Fatalities & Serious Injuries.

- The annual number of non-motorist fatalities and serious injuries fluctuated as expected from year to year, but the annual data also suggest a major 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 2020 and 2021 (our target year). Based on the regression analysis, we should expect a drop in fatalities and serious injuries. The drop is expected to bring the annual number down to **300-320**, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- Unlike the “annual” projections of fatalities and injuries, the 5-year moving average for non-motorist fatalities and serious injuries is exhibiting a steady upward trend. The diverging trends yield a significant difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to increase to around **350**, while the regression forecast is **300-320**.

TARGET:

- CTDOT is choosing to set a 2021 target of **300** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:

1. High Priority for Pedestrian Safety. The safety of pedestrians and bicyclists became a major issue in CT when pedestrian and bicyclist fatalities unexpectedly jumped in 2014. While it was part of a larger national trend, it raised great concern in a state that is heavily urbanized, and walking and bicycling are essential modes of transport for many residents. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority, and it has major program to improve safety and expand opportunities for walking and bicycling. We remain committed to those goals.
2. 5-year Moving Average Trendline is Problematic. Given CTDOT's commitment to pedestrian safety, we are unwilling to accept the higher a higher performance target of 350 fatalities and serious injuries that is projected using the 5-year moving average trendline.
3. "Annual" Trendline More Acceptable. The projection using regression analysis suggests a value between **300-320** that we believe to more likely than the 5-year average, and it is more acceptable given CTDOT goal to improve non-motorist safety.
4. Aggressive Target. The CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and earlier.

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

WHEREAS, the Housatonic Valley Metropolitan Planning Organization (HVMPO), 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 Housatonic Valley; 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, 2020, 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 June 2020 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 28, 2020, and the Highway Safety Plan dated July 21, 2020 and

WHEREAS the HVMPO 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 2021 targets for the five safety performance targets as attached herein, and

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

CERTIFICATE: The undersigned duly qualified Chairman of the HVMPO certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the HVMPO on XX XX, XXXX (DATE.)

Date: _____ By: _____

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

WHEREAS, the South Western Region Metropolitan Planning Organization (SWRMPO), 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 Western 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, 2020, 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 June 2020 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 28, 2020, and the Highway Safety Plan dated July 21, 2020 and

WHEREAS the SWRMPO 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 2021 targets for the five safety performance targets as attached herein, and

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

CERTIFICATE: The undersigned duly qualified Chairman of the SWRMPO certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the SWRMPO on XX XX, XXXX (DATE.)

Date: _____ By: _____

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 11/10/2020

Technical Advisory Group (TAG)

Held via Zoom videoconference

• Bethel	Director of Public Utilities Tom Villa
• Bridgewater	Absent
• Brookfield	Director of Public Works Ralph Tedesco
• Danbury	Absent
• Darien	Senior Planner Fred Doneit
• Greenwich	Deputy Commissioner of Public Works James Michel
• Transit Representative – HV	Transportation Planner Alex Dashev
• New Canaan	Director of Public Works Tiger Mann
• New Fairfield	Absent
• New Milford	Director of Public Works Jack Healy
• Newtown	Absent
• Norwalk	Assistant Principal Engineer Michael Yeosock
• Transit Representative – SWR	Chief Executive Officer Kimberly Morton
• Redding	Absent
• Ridgefield	Absent
• Sherman	Absent
• Stamford	Traffic Engineer Frank Petise
• Weston	Director of Land Use Tracey Kulikowski
• Westport	Town Engineer Kelth Wilberg
• Wilton	Town Planner Michael Wrinn

Also in Attendance:

Bethel Director of Public Works Eric Swenson, Brookfield Project Manager Greg Dembowski, New Milford Compliance Specialist Tammy Reardon, New Canaan Town Engineer Maria Coplit, Jennifer Carrier from FHWA, Kathryn Faraci from CTDOT, Meg Haffner from the Kennedy Center, Keliesha Jones from CTrides and Mike Fisher from B&L Companies. WestCOG staff members: Kristin Hadjstylianos, Todd Fontanella, Paula Burton, Kevin Mahoney, Nicole Sullivan and Victoria Ricks were also in attendance.

CALL TO ORDER/ PUBLIC COMMENT

The meeting was called to order at 11:01 am by Principal Planner Kristin Hadjstylianos. There were no public comments made.

INFORMATIONAL ITEMS

Active Transportation Solicitation: WestCOG Principal Planner Kristin Hadjstylianios gave an update on two SPAN Grant Solicitations that are available. These programs are both funded through the CDC and managed by the Connecticut Department of Public Health and the Capitol Region Council of Governments (CRCOG). The first one provides bicycle education resources for school educators and the second solicitation is to implement projects that will improve pedestrian and bicycle activity through workshops, implementation projects, and installing bicycle racks. Both applications are due to CRCOG by November 20th. If you have any questions or need assistance filling out the applications, please contact WestCOG staff.

DEMHS/ESF – Public Works Representative Needed: WestCOG Associate Planner Nicole Sullivan gave an update on DEMHS Region 1, which supports the towns in the SWRMPO region. They are currently looking for a Public Works Director to act as a chair for this committee and provide support in case of disaster. If any Public Works members would like more information, or would like to volunteer, please reach out to Nicole Sullivan at WestCOG.

UConn CIRCA Resilient CT: WestCOG Associate Planner Nicole Sullivan gave an update on the Resilient Connecticut project priorities.

Regional Study – Waste Management Project: WestCOG Senior Planner Todd Fontanella gave an update on the Regional Waste Management Project. WestCOG is working with the consultant group, Barton and Loguidice, to develop a regional approach to reduce operation and transportation costs and evaluate the infrastructure. Todd will be reaching out to the municipalities participating in the project to set up individual meetings very soon. If you have any questions, please contact Todd at WestCOG.

ACTION ITEMS

Approval of 9/29/2020 Minutes: After review and on a motion made by Westport Town Engineer Keith Wilberg and seconded by Greenwich Deputy Commissioner of Public Works James Michel, the minutes of the September 29th meeting were unanimously approved.

2018-2021 Transportation Improvement Program: After a review by WestCOG Associate Planner Nicole Sullivan, a motion was made by Norwalk Assistant Principal Engineer Michael Yeosock and seconded by New Milford Director of Public Works Jack Healy, to approve the HVMPPO TIP Amendment#2020-1119: *Replacement of Highway Sheet Aluminum Signs* and the SWRMPO TIP Amendment#2020-1119: *Replacement of Highway Sheet Aluminum Signs* as presented.

LOTICIP Adjustment: Senior Project Manager Kevin Mahoney presented a requested adjustment to the COG's LOTICIP project endorsements. On a motion made by New Canaan Director of Public Works Tiger Mann and seconded by Greenwich Deputy Commissioner of Public Works James Michel, the TAG unanimously recommended approving the increase of the Weston Pedestrian Safety Improvements from \$1,820,000 to \$1,850,000.

2021 Meeting Schedule: After review and on a motion made by Norwalk Assistant Principal Engineer Michael Yeosock and seconded by Norwalk Transit Chief Executive Officer Kimberlee Morton, the 2021 Meeting Schedule was unanimously approved.

OTHER BUSINESS

Discussion Items as Raised by the TAG: WestCOG Associate Planner Nicole Sullivan gave an update on the Hazardous Mitigation Plan and reminded each municipality participating in the plan that they must get a formal

approval at a Board of Selectman meeting. Nicole will be reaching out to each town individually in the coming weeks with more information.

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

UPCOMING MEETINGS/ ADJOURNMENT

The next TAG meeting will be held on December 8th. The next MPO and COG meetings will be held November 19th. On a motion duly made **the** meeting was unanimously adjourned at 11:26 am.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE TAG MEMBERS