Housatonic Valley & South Western Region
Metropolitan Planning Organizations

December 15th, 2021 at 10:30 am
Location: Ridgefield Town Hall Annex
66 Prospect St, Ridgefield, CT 06877
Webinar Attendee Registration:
https://us02web.zoom.us/webinar/register/WN_BOfeXaFvVQuCm1i_oUQEFQ

Agenda

1. Meeting Call to Order:
2. Public Participation:
3. Featured Presentations:
   a. MPO Primer and Infrastructure Bill Update, Kristin Hadjystylianos and Francis Pickering
4. Information Items:
   a. 2022 CTDOT Safety Performance Measures
   b. CTDOT Section 5310 Program—Traditional Application Awards
   c. CTrides Aira Program
5. Action Items:
   a. Approval of November 18th, 2021 Meeting Attachment Minutes (HV & SWR)
   b. 2022 Proposed Meeting Dates
   c. Transportation Improvement Program
5. Other Business:
6. Next Meeting: January 20th, 2022
7. Adjournment:

*Separate votes are taken by HV and SWR MPOs

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. PORTUGUÉS: Para obter assistência lingua 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

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1 Riverside Road, Sandy Hook, CT 06482
DATE: December 2, 2021

Safety Performance Measures - 2022 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 2021. Following the establishment of State targets, MPOs 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.

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.
- Completion of 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.
- Evaluating safety as part of ongoing transportation planning projects and corridor studies.

CTDOT 2022 Safety Targets:

- Number of Fatalities: 270
- Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT): 0.850
- Number of Serious Injuries: 1,300
- Rate of Serious Injuries per 100 million VMT: 4,300
• Number of Non-Motorized Fatalities and Serious Injuries: 280

CTDOT Statement on Target Setting: As stated on the following page, Connecticut has been using a modified approach to target setting since 2021. CTDOT uses 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 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 27, 2022 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 2022 State Targets.
Safety Performance Targets  
CTDOT’s proposed targets for year 2022  
March 2021

This technical memo documents the new safety target selection process used by CTDOT to select the 5 safety performance targets for 2022 that CTDOT will submit to USDOT in two separate reports.

- The Safety Engineering Section within the Division of Traffic Engineering will submit the targets through the annual report of its Highway Safety Improvement Program (HSIP) that is submitted to 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.

It is important to note that the term “Target” used in this technical memo is in accordance with the Federal Register. The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

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 (Fatalities/100 million vehicle miles traveled)  
3. Number of serious (A) injuries  
4. Serious (A) injury rate (Serious Injuries/100 million vehicle miles traveled)  
5. Number of non-motorist fatalities and serious injuries

Every year the state DOT must establish a specific performance “target” for each performance measure. The Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Planning must work collaboratively to establish a single common set of five (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). FHWA and NHTSA encourages setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T). Federal regulations require that states must achieve their targets or risk penalties applied to Federal Highway safety funds. There are two (2) penalties, if states fail to meet four (4) of the five (5) targets:

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1 Non-motorists include pedestrians, other pedestrians (wheelchair, person in a building, skater, pedestrian conveyance), bicyclists, and other cyclist (non-motorist using a non-motorized pedal-powered vehicle other than a bicycle, such as a unicycle or adult tricycle), per the MMUCC investigators guide.
• 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.
  o 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 programing 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.

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. The fatalities and fatality rates have fluctuated but seem to be slowing down or leveling off in the last few years with the exception of 2020 as discussed below. Of special concern in Connecticut, is the increase in non-motorist fatalities and serious injuries that began around 2014-2015. The increase in pedestrian fatalities has been observed at the national level and is not limited to Connecticut.

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.

**Smoothing Data with 5-Year Moving Averages.** FHWA uses 5-year moving averages to determine the State’s progress towards achieving safety targets. However, States may use any methodology deemed appropriate to calculate the target value for each performance measure. States are encouraged to review data sets, trends, anticipated funding, and consider other factors that may affect targets. The use of 5-year moving averages smooths out what can sometimes be significant fluctuations in data from one year to the next. Since large annual fluctuations in data are relatively common, basing performance targets on “annual” data alone can result in the selection of faulty targets and an inability to achieve the selected performance targets. The 5-year moving average is one method that can help avoid or reduce the problem caused by large “annual” fluctuations.

For this year’s Safety Performance Target submittals to FHWA and NHTSA, CTDOT is required to report on the 5-year period from 2015 to 2019. The preliminary 2020 data, where available, is used for better decision-making regarding target selection. 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 Safety Engineering Section 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, Connecticut has experienced a change in trend for some performance measures in just the last 2-3 years.
Connecticut believes that the 5-year moving average is a “lagging indicator” that cannot serve as the sole or even primary guideline for setting safety performance targets.

**New Target Setting Approach.** Since 2021, Connecticut 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. In addition, for 2022, we have used 10 years of data for the annual trendline to assist with better decision making. The final target selection is also based on professional judgement, and a strengthened commitment to advancing CTDOT’s overall safety goal of improving the safety of all roadway users. 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 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. *See the inset.*

**Special Challenge Posed by Pandemic in 2020.** The COVID-19 pandemic in 2020 posed an unusual challenge to state DOTs. The pandemic caused traffic volumes to drop 40-50% of normal in March and April of 2020, and a slow increase in traffic volumes from the month of May onwards. However, the traffic volume had not returned to the 2019 level by the end of 2020. While reduced traffic volumes should result in a similar drop in crashes, injuries, and fatalities; that was not necessarily the case. The total number of crashes and serious injuries decreased, but the number of fatalities increased. This might have been caused by significant increases in the percentage of drivers driving in excess of 85 mph, which is considered reckless driving.

Due to these highly unusual circumstances, we will have to carefully examine the 2020 data when the data sets are fully compiled. Where available, we have considered the 2020 preliminary data in our target selection.

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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.
Performance Measure: Number of Traffic Fatalities

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.

Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

“Annual” Fatalities.

- The annual number of fatalities have fluctuated from year to year, but the annual data also suggest a downward trend since a high point of 320 in 2010. The year 2020 has been an exception when most of the states in the U.S., including CT, saw an increase in traffic fatalities with a significant drop in traffic volume during the COVID-19 pandemic.

- A time series regression analysis was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis, we should expect the fatalities around 290, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

- The 5-year moving average trendline shows the projected fatalities of around 290, similar to the projection with the annual numbers for the target year of 2022.

TARGET:
CTDOT is choosing to set a 2022 fatality target of **270.0**. The selection is based on careful consideration of the following:

1. CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2014 - 2015.

2. There has been a decreasing trend in the number of fatalities for the past couple of years with safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic which resulted in higher than expected traffic fatalities when the traffic volume was significantly lower. This was an unexpected consequence observed in most of the states in the U.S.
Performance Measure: Fatality Rate (Fatalities/100 million vehicle miles traveled)

The trends in the fatality rate 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 2022 as described below.

![Fatality Rate Graph]

Source: FARS Final files 2010-2018, FARS Annual Report File 2019
Note: The data for 2020 has not been included in the data analysis due to unavailability of the 2020 Vehicle Miles Traveled information at the time of preparation of this document.

“Annual” Fatality Rate.

- The annual fatality rate has fluctuated from year to year, but the annual data suggest a downward trend since a high point of 1.023 fatalities/100M VMT in 2010.
- A time series regression analysis was conducted to project the likely number of fatalities in 2021 and 2022 (our target year). Based on the regression analysis we should expect the fatality rates to drop to 0.845, but there is a significant amount of statistical variance around the projection.

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.
In contrast to the annual numbers, the 5-year moving average is exhibiting an upward trend. The trendline for the 5-year moving average suggests the fatality rate could be up to 11% higher (or a rate of 0.936 versus 0.845) than rates suggested by the “annual” projection. (The annual trend reflects the influence of a decreasing fatality rate.)

**TARGET:**

- CTDOT is choosing to set a 2022 fatality rate target of **0.850**. 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 0.845 and 0.936**.
  2. CTDOT wants to set an **aggressive target** that will move the state back toward fatality rate levels experienced in **2014 - 2015 time period**.
  3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic where CT saw an increase in traffic fatalities with a significant drop on traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the fatality rate for 2020 will be higher than any of the previous years.
  4. The latest available NHTSA data for 2018 suggests that historically, Connecticut has one of the lowest fatality rates in the country. In 2018, it had 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, Connecticut is choosing to strive for an even lower rate by setting target at 0.850 for 2022. The goal is to return to 2014 - 2015 levels.
Performance Measure: **Number of Serious (A) Injuries**

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2022 as described below.

Source: CT Crash Data Repository as of 03/15/21

Note: The definition of “Serious (A) Injury” was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis

**“Annual” Serious Injuries.**

- The annual number of serious injuries have fluctuated from year to year, but the annual data also suggest a major **downward trend** since a high point of 2033 in 2010.

- A **time series regression analysis** was conducted to project the likely number of serious injuries in 2021 and 2022 (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 around **1200**, but there is a significant a 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 1439, while the regression forecast is around 1200.

**TARGET:**

- CTDOT is choosing to set a 2022 target of **1300.0 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 1203 - 1439.
  2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2014 or lower.
Performance Measure: **Serious (A) Injury Rate (Serious Injuries/100 million vehicle miles traveled)**

The trends in serious injury rates\(^4\) 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 2022 as described below.

\[ \text{Annual serious injury rate} = \frac{\text{Serious (A) Injuries}}{100 \text{ million Vehicle Miles Traveled}} \]

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.

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\(^4\) 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.
The annual serious injury rates have fluctuated from year to year, but the annual data suggest a major downward trend since a high point of 6.640 serious injuries/100 million VMT in 2010.

A time series regression analysis was conducted to project the likely serious injury rates in 2021 and 2022 (our target year). Based on the regression analysis, we should expect a large drop in the serious injury rates. The drop is expected to bring the annual rate down to 3.700 – 4.000, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average.

Unlike the case for fatality rates, the 5-year moving average for serious injury rates is exhibiting a steady downward 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 4.582, while the regression forecast is 3.700 – 4.000.

TARGET:

CTDOT is choosing to set a 2022 target of 4.300 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 3.700 – 4.600.
2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 or lower.
3. CTDOT recognizes that 2020 was an unusual year with the COVID-19 pandemic. There was a decrease in the number of serious injuries and a significant drop in the traffic volume. The 2020 Vehicle Miles Traveled (VMT) data will not be available until later but it is highly likely that the serious injury rate for 2020 will be higher than the past couple of years due to the drop in traffic volume.
Performance Measure: **Number of Non-Motorist Fatalities and Serious (A) Injuries**

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 2022 as described below.

![Graph showing non-motorist fatalities and serious (A) injuries from 2010 to 2022]

Source: FARS Final files 2010-2018, FARS Annual Report File 2019, Preliminary 2020 CTDOT Data as of 03/15/21

**“Annual” Non-Motorist Fatalities & Serious Injuries.**

- The annual number of non-motorist fatalities and serious injuries have fluctuated 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 2021 and 2022 (our target year). 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 since 2015. However, the 2020 preliminary data is encouraging and suggests a small drop.** The diverging trends yield a significant difference between the 5-year moving average trendline and the
annual regression analysis forecast. The 5-year moving average is expected to increase to around 350.6, while the regression forecast is 325-330.

TARGET:

- CTDOT is choosing to set a 2022 target of 280.0 non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:
  1. **High Priority for Pedestrian Safety.** The safety of pedestrians became a major issue in Connecticut when pedestrian 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 a major program to improve safety and expand opportunities for walking and bicycling. Several safety-related infrastructure projects were undertaken from 2015 – 2020 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals.
  2. **5-year Moving Average Trendline is Problematic.** Given CTDOT’s commitment to pedestrian safety, we are unwilling to accept the 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 300-330 that we believe to be more likely than the 5-year average, and it is more acceptable given CTDOT’s 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 lower.
## CTDOT SAFETY PERFORMANCE TARGETS REPORTED TO FHWA

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### 2018 Safety Performance Target Assessment Summary from FHWA Website

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MEMORANDUM

TO: SWR and HV MPO Members
FROM: Todd Fontanella
DATE: December 13, 2021
RE: Section 5310 Program Update

I am following up with you on the most recent grant application cycle that concluded in Summer 2021, using FFY 2020 & FFY 2021 funding.

CTDOT received applications from fifty-six organizations. On November 23, WestCOG was advised by CTDOT that it had completed its review of the 2021 Section 5310 Traditional grant applications and anticipated notification of prospective Grantees in December 2021 or January 2022. Actions on 2021 Nontraditional grant applications remained in process.

WestCOG and Grantees were pleased to be notified on December 1, 2021 that all of the Traditional projects (1 vehicle each) submitted in the HVMPO and SWRMPO regions were approved for funding as follows:

HVMPO
1. Ability Beyond Disability ($69,000)
2. Town of Newtown ($69,000)
3. Town of Redding ($66,000)
4. Town of Sherman ($68,000)

SWRMPO
5. ARI of Connecticut ($55,000)
6. Elderhouse ($69,000)
7. Norwalk Senior Center ($77,000)
8. Transportation Association of Greenwich: ($72,000)

CTDOT will send out a separate email (likely at the end of this year or in early 2022) when FTA approves the Nontraditional projects selected for award by CTDOT and the Regional Councils of Governments. Staff will update TAG members when this takes place.

Let me know if you have any questions. Thank you.
The Connecticut Department of Transportation (CTDOT) and the Department of Aging and Disability Services (ADS) launched an 18-month pilot program offering Aira at no cost to individuals who are blind or have low vision. Aira is a service that enables a person to connect with highly trained, live agents in real-time, for assistance using the Connecticut public transportation system and other essential services.

The Aira service uses a smartphone’s camera to stream live video to an agent who provides the user with instant access to visual information about their surroundings.

As part of the pilot, individuals are asked to participate in a short and fully accessible research survey that will help the CTDOT and ADS assess the impact Aira has on improving mobility. It will take around 10-15 minutes to complete. At the end of the survey, the participant will receive an access code to begin using Aira.

For more information on Aira please visit: [Aira - CTrides](http://AiratCTrides.com)

Essential Services included:
[AiratCtrides.com]

Press Release:
[AiratCtrides.com]

Governor Lamont Announces Pilot Program Offering Virtual Mobility Assistance While Using Connecticut Transit
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 11/18/2021 Meeting

Ridgefield Visiting Nurse Association
27 Governor Street, Ridgefield, CT 06877

Chairman Rudolph Marconi - Vice Chairman Julia Pemberton

**MEMBERS IN ATTENDANCE**

Bethel First Selectman Matt Knickerbocker
Bridgewater First Selectman Curtis Read
Brookfield Absent
Danbury Absent
New Fairfield Absent
New Milford Mayor Pete Bass
Newtown First Selectman Dan Rosenthal
Redding Absent
Ridgefield First Selectman Rudy Marconi
Sherman First Selectman Don Lowe
Transit Representative HART Transit CEO Rick Schreiner
CTDOT Kathyn Faraci (non-voting)
MPO Staff Executive Director Francis Pickering (non-voting)

**OTHERS IN ATTENDANCE**

Darien First Selectman Monica McNally, New Canaan First Selectman Kevin Moynihan, Weston First Selectman Samantha Nestor, Westport First Selectman Jennifer Tooker, and Wilton First Selectman Lynne Vanderslice. WestCOG staff members in attendance were Mike Towle, Kristin Hadjistylianos, Kevin Mahoney, Todd Fontanella, Nicole Sullivan, Betsy Paynter, Victoria Ricks, and Cricket Carpenter. Also in attendance were Jennifer Johnson from Westport, and James Root from the Danbury Sierra Club.

**CALL TO ORDER**

Chairman Rudy Marconi called the meeting to order at 12:03 pm

**PUBLIC PARTICIPATION:**

No members of the public identified themselves as present or spoke when invited to do so.

Visit us online at westcog.org
1 Riverside Road, Sandy Hook, CT 06482 Tel/Fax: 475-323-2060
INFORMATION ITEMS
2022 Proposed Meeting dates: WestCOG Executive Director Francis Pickering provided an overview.

CTDEEP Diesel Emission Reduction Act (DERA): WestCOG Senior Planner Todd Fontanella provided an overview.

Infrastructure Bill: Francis and WestCOG Principal Planner Kristin Hadjestylianos provided an overview.

ACTION ITEMS
HVMPO Approval of 10/21/2021 Meeting Minutes: After review and on a motion made by Bethel First Selectman Matt Knickerbocker and seconded by Bridgewater First Selectman Curtis Read, the minutes of the 10/21/21 meeting were unanimously approved.

OTHER BUSINESS: There was no other business discussed.

ADJOURNMENT:
The next MPO meeting scheduled for December 15th is canceled. There will be a Special Meeting scheduled for December 16th. On a motion duly made and seconded it was voted unanimously to adjourn the meeting at 12:40pm.
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.

South Western Region Metropolitan Planning Organization

INTERIM SWRMPO MINUTES
For the 11/18/2021
Ridgefield Visiting Nurse Association
27 Governor Street, Ridgefield, CT 06877

Chairman Lynne Vanderslice- Vice Chairman Kevin Moynihan

MEMBERS IN ATTENDANCE
Darien First Selectman Monica McNally
Greenwich Absent
New Canaan First Selectman Kevin Moynihan
Norwalk Absent
Stamford Absent
Weston First Selectman Samantha Nestor
Westport First Selectman Jennifer Tooker
Wilton First Selectman Lynne Vanderslice
CTDOT Kathryn Faraci (non-voting)
Transit Representative Absent
MPO Staff Executive Director Francis Pickering (non-voting)

OTHERS IN ATTENDANCE
Ridgefield First Selectman Rudy Marconi, Bethel First Selectman Matt Knickerbocker, Bridgewater First Selectman Curtis Read, New Milford Mayor Pete Bass, Newtown First Selectman Dan Rosenthal, and Sherman First Selectman Don Lowe, were in attendance. WestCOG staff members in attendance were Mike Towle, Kristin Hadjystylianos, Kevin Mahoney, Todd Fontanella, Nicole Sullivan, Betsy Paynter, Victoria Ricks, and Cricket Carpenter. Also in attendance were HARTride CEO Rick Schreiner, Jennifer Johnson from Westport, and James Root from the Danbury Sierra Club.

CALL TO ORDER
Chairman Lynne Vanderslice called the meeting to order at 12:03 pm

PUBLIC PARTICIPATION: No members of the public identified themselves or offered comment when invited to do so.
INFORMATION ITEM
2022 Proposed Meeting dates: WestCOG Executive Director Francis Pickering provided an overview.

CTDEEP Diesel Emission Reduction Act (DERA): WestCOG Senior Planner Todd Fontanella provided an overview.

Infrastructure Bill: Francis and WestCOG Principal Planner Kristin Hadjestylianos provided an overview.

ACTION ITEMS
SWRMPO Approval of 10/21/2021 Meeting Minutes: After review and on a motion made by New Canaan First Selectman Kevin Moynihan and seconded by Darien First Selectman Monica McNally, the minutes of the 10/21/21 meeting were unanimously approved with abstentions made by Darien First Selectman Monica McNally, Westport First Selectman Jennifer Tooker, and Weston First Selectman Samantha Nestor.

OTHER BUSINESS: There was no other business discussed.

ADJOURNMENT:
The next MPO meeting scheduled for December 15th is canceled. There will be a Special Meeting scheduled for December 16th. On a motion duly made and seconded it was voted unanimously to adjourn the meeting at 12:40pm
***Tentative 2022 Meetings Schedule

Meeting Location:
Ridgefield Visiting Nurse Association
27 Governor Street, Ridgefield, Connecticut

***Meetings held on the third Thursday of each month, unless otherwise noted.

Annual Legislative Breakfast/Lunch: Will take the place in early 2022

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<thead>
<tr>
<th>Date</th>
<th>MPO Meeting</th>
<th>WestCOG Meeting</th>
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<tr>
<td>Jan. 20</td>
<td>12:00 pm – 12:30 pm</td>
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<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td><strong>TBD</strong></td>
<td>TBD</td>
<td>TBD</td>
</tr>
<tr>
<td>Apr. 21</td>
<td>12:00 pm – 12:30 pm</td>
<td>12:30 pm – 2:00 pm</td>
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<tr>
<td>May 19</td>
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<td>June 16</td>
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<td>12:30 pm – 2:00 pm</td>
</tr>
<tr>
<td>July 21</td>
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</tr>
<tr>
<td>Aug. 18</td>
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<tr>
<td>Oct. 20</td>
<td>12:00 pm – 12:30 pm</td>
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</tr>
<tr>
<td>Nov. 17</td>
<td>12:00 pm – 12:30 pm</td>
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<tr>
<td>***Dec. 15</td>
<td>12:00 pm – 12:30 pm</td>
<td>12:30 pm – 2:00 pm</td>
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</tbody>
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**MPO**: Housatonic Valley and South Western Region Metropolitan Planning Organizations

**WestCOG**: Western Connecticut Council of Governments
DATE: December 9, 2021

SWRMPO FFY 2021-2024 Transportation Improvement Program (TIP)

Background: The FFY 2021-2024 South Western Region TIP was endorsed by the MPO on October 15, 2020. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on January 26, 2021.

Action Requested: MPO endorsement after review and support by TAG

Amendments #2021-1216

0158-0216: Replace Bridge 04969 over Aspetuck River in Westport

The CTDOT-requested amendment would add a new project to the TIP for the Town of Westport. Originally the project was fully funded through Off-System Bridge overprogramming. With the eligibility of local projects for STPB funding, this project will be dual federally funded through both STPB and Off-System Bridge.

<table>
<thead>
<tr>
<th>Region</th>
<th>FA Code</th>
<th>Proj#</th>
<th>AO Cd</th>
<th>Rte/Sys</th>
<th>Town</th>
<th>Description</th>
<th>Phase</th>
<th>Year</th>
<th>Tot$ (000)</th>
<th>Fed$ (000)</th>
<th>Sta$ (000)</th>
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0135-0346: RBC Improvements Between Exits 6-7 & Auxiliary Lanes Southbound on I95

The CTDOT-requested amendment would add construction phases for this project to the TIP on I-95 in the City of Stamford. Funding sources NHPP and STPB are being balanced for this project. The project is phased over future fiscal years, such as FY2022 and FY2024 on the current TIP. The project involves construction of an auxiliary lane on I-95 Southbound from Exit 7 to Exit 6 in Stamford to provide operational improvements and. This includes resurfacing, bridge, and safety improvements on I-95 in both directions between these exits.
<table>
<thead>
<tr>
<th>Region</th>
<th>FA Code</th>
<th>Proj#</th>
<th>AQ Cd</th>
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<th>Description</th>
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<th>Tot$ (000)</th>
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<td>X6</td>
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0102-0358: Complete Routes 15 & 7 Interchange in Norwalk

The CTDOT-requested amendment would add a new project to the TIP and complete the interchange for Routes 15 & 7 in the City of Norwalk. Project funding will be balanced between NHPP and STPB in future fiscal years. The construction phases are intended to relieve congestion and provide turning lanes on Main Avenue in Norwalk.

<table>
<thead>
<tr>
<th>Region</th>
<th>FA Code</th>
<th>Proj#</th>
<th>AQ Cd</th>
<th>Rte/Sys</th>
<th>Town</th>
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<td>130,000</td>
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</table>

0056-0321: Replace Failing ACCMP between Old Post Rd #1 and Ferris Drive in Greenwich

The CTDOT-requested amendment would add a new project to the TIP for the Town of Greenwich. The project would replace an Asphalt Coated Corrugated Metal Pipe on Rte 1 between Old Post Rd #1 and Ferris Drive. The 2022 Right of Way and 2023 Construction phases are being federally funded through NHPP. The Preliminary Engineering phase is being 100% State funded.
<table>
<thead>
<tr>
<th>Region</th>
<th>FA</th>
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<th>AQCd</th>
<th>Rte/Sys</th>
<th>Town</th>
<th>Description</th>
<th>Phase</th>
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<th>Tot$ (000)</th>
<th>Fed$ (000)</th>
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<td>X6</td>
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<td>GREENWICH</td>
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HVMPO FFY 2021-2024 Transportation Improvement Program (TIP)

**Background:** The FFY2021-2024 Housatonic Valley TIP was endorsed by the MPO on October 15, 2020. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on January 26, 2021.

**Action Requested:** MPO endorsement after review and support by TAG

**Amendments #2021-1216**

0117-0165: Replace Bridge 07031 over Norwalk River in Ridgefield

The CT DOT-requested amendments would add STPO funding to the TIP for the construction phases of this project. The project is being dual federally funded with Off-System Bridge funds. Construction will take place on the Depot Road structure over the Norwalk River. The bridge connects the Branchville Train Station parking to the Ethan Allen Highway (Rte 7) in the Town of Ridgefield.