

WestCOG/HVMPO/SWRMPO Meeting Agenda

A Combined Meeting for Western Connecticut Council of Governments (WestCOG), Housatonic Valley and South Western Region Metropolitan Planning Organizations (HVMPO, SWRMPO)

Time. Thursday, November 20, 2025 @12:00 p.m.

Location. Ridgefield Town Hall Annex, 66 Prospect Street, Ridgefield, CT 06877

Virtual Option. <https://us02web.zoom.us/j/88222966740> (ID: 882 2296 6740)

1. Call to Order

- a. COG Meeting: Hon. Rudy Marconi
- b. HVMPO Meeting: Hon. Julia Pemberton
- c. SWRMPO Meeting: Hon. Toni Boucher

2. Public Participation

- a. Limited to topics on this agenda and to 2 minutes per speaker.

3. Featured Presentation

- a. Brian Hawes from HR&T Advisors - presentation of the Audit results
- b. Kevin Burnham on the Danbury PEL and Flex Lane projects.

4. COG Action Items

- a. Approval of the October 2025 MPO/COG Meeting Minutes.....Attachment 4a, pp. 1-3
- b. Annual Dues.....Attachment 4b, p. 4
- c. LOTCIP Adjustments.....Attachment 4c, pp. 5-6

5. MPO Action Items

- a. Approval of October 2025 HV/SWRMPO Minutes.....Attachment 4a, pp. 1-3
- b. FY25-FY28 Transportation Improvement Program.....Attachment 5b, pp. 7-10
 - i. SWRMPO - #0056-0326, Greenwich; #0102-0380, Norwalk
 - ii. HVMPO - #0117-0163, Ridgefield

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.

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6. Information Items

- a. Legislative Agenda and Housing Update
- b. Safety Performance Measures – 2026 CTDOT Safety Targets.....Attachment 6b, pp. 11-26
- c. Hazard Mitigation PlanAttachment 6c, p. 27
- d. Regional Waste Study Update.....Attachment 6d p. 28
- e. Section 5310 Traditional Awards
- f. POCD Climate ProvisionsAttachment 6f, p. 29
- g. Noise Ordinance InventoryAttachment 6g, p. 30
- h. Charlie’s Nonconformity report.....Attachment 6h. p. 31

7. Other Business

8. Adjournment

9. Next meeting

- a. Thursday, December 18, 2025
Featured Presentations:
 - i. New Western Connecticut State University President Dr. Jesse M. Bernal
 - ii. CTDOT’s Kevin Burnham and his unit on the Danbury project as well as the 95 PELs

Please visit our website for the approved Minutes

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
 FROM: Francis Pickering
 DATE: November 20, 2025
 RE: FY 2026-2027 Annual Dues

Background

To maintain WestCOG's ability to fully match its federal metropolitan planning grants and ensure stable, predictable member contributions, the Executive Committee recommended in 2024 that dues adjustments be phased in over several years. The Council adopted this approach at its November 21, 2024 meeting, with 3% annual increases over four years, to provide consistency in budgeting and to avoid future funding gaps.

We are now in the second year of this plan. This structure allows WestCOG to reliably meet the local match required for federal metropolitan planning funds, supporting the continuity of transportation planning and investment across the region. For every \$1 in local funding, WestCOG secures approximately \$9 in combined federal and state resources to advance regional priorities.

Each year, the Council is asked to confirm the rate for the upcoming fiscal year. This provides transparency, reinforces member oversight, and ensures alignment with WestCOG's approved financial plan.

Next steps

Approve the dues adjustment as presented at the previous month's COG meeting.

WestCOG LOTCIP Program
11/20/2025 Adjustments

Municipality	Project	Amount	Cap (Maximum LOTCIP funds)	Status	Expiration Date *
Available funding (FY2014-2027), net of estimated administrative costs		\$160,487,100			
Bethel	TOD Pedestrian and Streetscape, Phase 1	(\$1,500,000)		3. CTF, in final design	4/1/2026
Bethel	Sidewalks, Phase 2	(\$2,000,000)		3. CTF, in final design	8/20/2026
Brookfield	US 202 Streetscape, Phase 1 (Four Corners)	(\$798,351)		5. Construction complete	N/A
Brookfield	US 202 Streetscape, Phase 3	(\$1,152,000)		5. Construction complete	N/A
Brookfield	Streetscape, Phases 5 and 7	(\$1,781,000)		3. CTF, in final design	8/20/2026
Brookfield	Streetscape, Phase 4	(\$2,390,000)		2. Application pending	8/20/2026
Danbury	White Street and Locust Avenue	(\$3,613,000)		4. Under construction	N/A
Danbury	Fiber Optic Trunk Cable, Phase 1	(\$6,900,000)	\$7,000,000	3. CTF, in final design	1/18/2029
Danbury	360 Degree Video Detection	(\$3,948,000)	\$4,000,000	3. CTF, in final design	2/14/2030
Danbury	Downtown Danbury Streetscape Renaissance Project	(\$4,000,000)	\$4,000,000	3. CTF, in final design	1/16/2031
Danbury	Tarryville Park, Norwalk River Valley Trail	(\$712,000)		2. Application pending	11/29/2028
Darien	Noroton Avenue-West Avenue Intersection	(\$973,000)		5. Construction complete	N/A
Darien	Noroton Avenue-Ledge Avenue Intersection	(\$1,650,000)		2. Application pending	3/20/2026
Greenwich	Davis Avenue over Indian Harbor	(\$2,917,207)		5. Construction complete	N/A
Greenwich	Frontage Road and Delavan Avenue	(\$1,375,528)		5. Construction complete	N/A
Greenwich	Sound Beach Avenue over Cider Mill Brook	(\$2,534,677)		5. Construction complete	N/A
Greenwich	Glenville Corridor Ped and Road Improvements	(\$2,143,000)		4. Under construction	N/A
Greenwich	Replacement of North Street Bridge over West Brothers Brook	(\$3,850,000)		3. CTF, in final design	4/20/2028
Greenwich	US 1 Sidewalk Connectivity & ADA Accessibility	(\$4,521,000)		3. CTF, in final design	4/26/2029
New Canaan	Park Street Sidewalks	(\$980,000)		3. CTF, in final design	10/1/2026
New Canaan	Talmadge Hill Railroad Station	(\$860,000)		3. CTF, in final design	10/1/2027
New Fairfield	Route 39 and Saw Mill Road (Candlewood Corners Drainage)	(\$553,981)		5. Construction complete	N/A
New Fairfield	Downtown Sidewalk and Streetscape Improvements	(\$1,956,000)		3. CTF, in final design	8/20/2026
New Milford	Still River Drive and Pickett District Road Roundabout	(\$1,219,175)		5. Construction complete	N/A
New Milford	Wellsville Avenue over East Aspetuck River	(\$1,148,534)		5. Construction complete	N/A
New Milford	Pumpkin Hill Road-Still River Drive Intersection	(\$1,804,000)		3. CTF, in final design	6/24/2025
New Milford	Wellsville Avenue Road and Sidewalk Improvements	(\$3,243,000)		3. CTF, in final design	8/20/2026
New Milford	Intersection Improvements at Grove Street and Hine Hill Road	(\$532,000)	\$4,000,000	3. CTF, in final design	1/16/2031
New Milford	East Street-Elm Street Intersection	(\$657,000)		2. Application pending	9/9/2026
Newtown	Toddy Hill Road over Curtis Pond Brook	(\$2,247,047)		5. Construction complete	N/A
Norwalk	East Wall St-Landmark Square Streetscape Improvements	(\$2,439,000)		4. Under construction	N/A
Norwalk	Wall Street Corridor	(\$7,000,000)	\$7,000,000	3. CTF, in final design	5/17/2029
Norwalk	Roundabout at Richard Avenue and West Cedar Street	(\$4,000,000)	\$4,000,000	2. Application pending	2/14/2030
Ridgefield	Ligi's Way Combined Use Path	(\$3,060,000)		5. Construction complete	N/A
Ridgefield	Norwalk Valley River Trail, Ridgefield Ramble	(\$3,062,000)		3. CTF, in final design	6/17/2027
Ridgefield	Ridgebury Road Drainage and Pavement Improvements	(\$4,000,000)	\$4,000,000	1. Pre-Application	1/16/2031
Stamford	Fiber Optic Trunk Cable	(\$5,411,892)		5. Construction complete	N/A
Stamford	West Main Street (Route 1) and West Avenue	(\$1,987,496)		5. Construction complete	N/A
Stamford	Greenwich Avenue-Pulaski Street	(\$3,928,312)		4. Under construction	N/A
Stamford	360 Degree Video Detection	(\$2,790,000)		3. CTF, in final design	11/15/2025
Stamford	Atlantic Street-Main Street Intersection	(\$2,841,600)		3. CTF, in final design	4/30/2026
Stamford	Lower Atlantic Street Corridor Improvements	(\$6,955,000)	\$7,000,000	3. CTF, in final design	8/20/2026
Stamford	North State Street Multimodal Gateway	(\$4,600,200)		3. CTF, in final design	8/20/2026
Stamford	Strawberry Hill Avenue-Rock Spring Road Intersection Improvement	(\$1,820,000)		3. CTF, in final design	1/15/2027
Stamford	Shippam-Harbor-Magee Roundabout	(\$2,830,000)		3. CTF, in final design	4/22/2027
Stamford	Bridge Street Corridor Multimodal Safety and Mobility	(\$4,128,000)		3. CTF, in final design	11/18/2027
Stamford	Glenbrook Rd-Church St Intersection and TOD Improvement	(\$4,321,000)		3. CTF, in final design	5/25/2028
Stamford	Citywide Pedestrian Signal Infrastructure and Safety Upgrades	(\$3,114,000)		3. CTF, in final design	11/29/2028
Stamford	Citywide Signal System Upgrade	(\$3,870,000)		3. CTF, in final design	11/29/2028
Stamford	Strawberry Hill/Newfield Ave Corridor Reconstruction	(\$4,284,000)		3. CTF, in final design	11/29/2028
Stamford	Third Street Corridor and Intersection Improvements	(\$5,772,000)		2. Application pending	1/18/2029
Weston	Lyons Plain Road Pavement Rehabilitation	(\$2,715,000)		4. Under construction	N/A
Weston	Pedestrian Safety Improvements	(\$1,956,500)		3. CTF, in final design	10/31/2025
Weston	Valley Forge Road Pavement Rehabilitation, Phases 1 and 2	(\$5,357,000)		3. CTF, in final design	11/29/2028
Westport	Riverside Avenue Roadway and Sidewalk Improvements	(\$985,193)		5. Construction complete	N/A
Westport	Main Street (Route 57) and Compo Road North (Route 136)	(\$1,138,000)		5. Construction complete	N/A
Westport	Compo Road South (Route 136) Sidewalk Improvements	(\$2,040,000)		3. CTF, in final design	10/1/2025
Westport	Replacement of the Hillandale Road over Muddy Brook	(\$2,845,000)	\$4,000,000	3. CTF, in final design	2/14/2030
Westport	Easton Road Pedestrian Safety Improvements	(\$4,000,000)	\$4,000,000	3. CTF, in final design	1/16/2031
Wilton	Pedestrian Walkway, Wilton Train Station	(\$1,416,000)		5. Construction complete	N/A
Wilton	Preservation of Local Bridges (Nos. 4985, 4978, 4980, 4982)	(\$2,365,000)		3. CTF, in final design	8/20/2026
Wilton	Wilton Loop North, Norwalk River Valley Trail	(\$3,020,000)		3. CTF, in final design	11/18/2027
	Total COG-Endorsed Funds (including requested adjustments)	(\$174,011,693)			
	Remaining Balance	(\$13,524,593)			
	Endorsed/Allocated	108.4%			

* COG endorsement expires by this date if CT DOT has not issued Authorization to Advertise

- ① Reduction of \$91,500 from \$160,578,600 to account for increase of CT DOT takedown for Program Administration
- ② Increase of \$284,000 from \$373,000 and extend expiration date from 09/09/2025 to 09/09/2026
- ③ Increase of \$106,500 from \$1,850,000

TAG: Recommended approval 11/12/2025

COG: To be considered 11/20/2025

Net change in COG-endorsed funds
Net change in Remaining Balance

Increase **\$390,500**
Reduction **\$482,000**

WestCOG LOTCIP Program 11/20/2025 Adjustments

Municipality	Project	Amount	Cap (Maximum LOTCIP funds)	Status	Expiration Date *
Available funding (FY2014-2027), net of estimated administrative costs		\$160,487,100			
New Milford	East Street-Elm Street Intersection	(\$657,000)		2. Application pending	9/9/2026
Weston	Pedestrian Safety Improvements	(\$1,956,500)		3. CTF, in final design	10/31/2025
	Total COG-Endorsed Funds (including requested adjustments)	(\$174,011,693)			
	Remaining Balance	(\$13,524,593)			
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TAG: Recommended approval 11/12/2025

COG: To be considered 11/20/2025

Net change in COG-endorsed funds	Increase	\$390,500
Net change in Remaining Balance	Reduction	\$482,000



Western Connecticut

COUNCIL OF GOVERNMENTS

TO: MPO Members
DATE: October 28, 2025
SUBJECT: Amendments to the 2025-2028 Transportation Improvement Program

SWRMPO FFY 2025-2028 Transportation Improvement Program (TIP)

Background: The FFY2025-2028 South Western Region MPO TIP was endorsed by the MPO on April 18, 2024. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on August 5, 2024.

The following projects have proposed amendments:

1. 0056-0326 – Rehab BR 1052991 o/ Byram River
2. 0102-0380 – Mill & Pave Various Bridges

Details of these amendments can be viewed on the following pages.

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

HVMPO FFY 2025-2028 Transportation Improvement Program (TIP)

Background: The FFY2025-2028 Housatonic Valley Region MPO TIP was endorsed by the MPO on April 18, 2024. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on August 5, 2024.

The following projects have proposed amendments:

1. 0117-0163 – Replace BR 05510 o/ Norwalk River

Details of these amendments can be viewed on the following pages.

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

0056-0326 - REHAB BR 1052991 o/ BYRAM RIVER

REHAB BR 1052991 o/ BYRAM RIVER

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	1
Town:	GREENWICH
Air Quality Status:	-
Total Cost:	\$3,333,752

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	NHPP	-	-	\$3,000,377	-	-	-	\$3,000,377
Construction	State Match	-	-	\$333,375	-	-	-	\$333,375
Total Construction		-	-	\$3,333,752	-	-	-	\$3,333,752
Total Programmed		-	-	\$3,333,752	-	-	-	\$3,333,752

Current Change Reason:	New Project
Federal Project Cost:	Stays the same \$3,000,377
Total Project Cost:	Stays the same \$3,333,752
Air Quality Changes:	Air Quality has changed from None to X6

0102-0380 - MILL & PAVE VARIOUS BRIDGES

MILL & PAVE VARIOUS BRIDGES

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	1
Town:	NORWALK
Air Quality Status:	-
Total Cost:	\$8,500,000

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	BRFP	-	-	\$5,100,000	-	-	-	\$5,100,000
Construction	NHPP	-	-	\$1,700,000	-	-	-	\$1,700,000
Construction	State Match	-	-	\$1,700,000	-	-	-	\$1,700,000
Total Construction		-	-	\$8,500,000	-	-	-	\$8,500,000
Total Programmed		-	-	\$8,500,000	-	-	-	\$8,500,000

Current Change Reason:	Schedule / Funding / Scope- Update 05 - New Project - 07 - Administrative Requirement
Air Quality Changes:	Air Quality has changed from None to X6

0117-0163 - REPLACE BR 05510 o/ NORWALK RIVER

REPLACE BR 05510 o/ NORWALK RIVER

Lead Agency:	CTDOT
Project Type:	FHWA
Region:	2
Town:	RIDGEFIELD
Air Quality Status:	-
Total Cost:	\$5,123,220

Phase	Fund Source	Prior	FY2025	FY2026	FY2027	FY2028	Future	Total
Construction	PRFP	-	\$1,876,000	\$2,222,576	-	-	-	\$4,098,576
Construction	State Match	-	\$469,000	\$555,644	-	-	-	\$1,024,644
Total Construction		-	\$2,345,000	\$2,778,220	-	-	-	\$5,123,220
Total Programmed		-	\$2,345,000	\$2,778,220	-	-	-	\$5,123,220

Current Change Reason:	Schedule / Funding / Scope- Update 04 - Adjust existing projects for revised cost estimates
Project Changes:	Plan Revision Name changed from "July 2025 Action" to "November 2025 Amendment"
Funding Changes:	PRFP
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$2,222,576
Funding Changes:	State Match
Funding Changes:	+ Increase funds in FY 2026 in CON from \$0 to \$555,644
Federal Project Cost:	Increased from \$1,876,000 to \$4,098,576 (118.47%)
Total Project Cost:	Increased from \$2,345,000 to \$5,123,220 (118.47%)



Western Connecticut

COUNCIL OF GOVERNMENTS

DATE: October 30, 2025

Safety Performance Measures – 2026 CTDOT 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 Non-Motorized Serious Injuries

CTDOT Statement on Target Setting: As stated in the following document, it is important to note that the term “Target” used in this technical memo is in accordance with the Federal Register, but CTDOT disagrees with the use of the term “Target” as it implies that a specific number of deaths or serious injuries are acceptable. The Federal Highway Administration (FHWA) determines whether a State has met its Safety Performance Targets based on the 5-year moving average. 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. CTDOT is committed to setting “aggressive” safety targets and then developing a strong program to achieve the targets. This aggressive target setting increases the risks of not achieving targets, but it is consistent with the high priority that CTDOT has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of their strong commitment to safety. CTDOT is actively working to decrease the traffic fatalities on Connecticut roadways, developing non-receding or improving data driven targets, with the ultimate goal of zero fatalities.

CTDOT 2026 Safety Targets:

A summary of the targets and data analysis are included in the following document provided by CTDOT. The proposed targets established for 2026 are as follows:

- 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

Next Steps: 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 2025. 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. Historically, the TAG and MPOs have voted to support the State's targets.

The 180-day window for setting MPO targets closes February of 2026 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 2026 State Targets.

Role of MPO in Supporting Performance Measures: In 2022, the HVMPO and SWRMPO signed resolutions to endorse the eventual goal of zero highway fatalities and serious injuries. The voting members committed to achieving an 80% reduction in highway fatalities and serious injuries over the next 25 years. The MPOs work to achieve this goal by:

- Supporting countermeasures from the Regional Transportation Safety Plan (RTSP), which identifies high crash locations and determines if infrastructure, behavioral education and/or enforcement improvements are needed. WestCOG will be updating the RTSP in 2026.
- Submitting grant applications to implement data-driven, multimodal, multidisciplinary roadway safety solutions in the Region. This includes WestCOG's 2023 grant award from the Safe Streets and Roads for All (SS4A) discretionary grant program. The funding will be used to implement systemic safety improvements at 93 locations throughout the Region; these improvements were based on the recommendations from the RTSP.
- Identifying and potentially including safety to aid in the solicitation process for transportation programs such as LOTCIP and TAP.
- Active membership on the CTDOT Strategic Highway Safety Plan Committee.
- Active membership on the Safety Circuit Rider Advisory Committee, Connecticut Transportation Institute.
- Evaluating safety as part of ongoing transportation planning projects and corridor studies.



2026 Connecticut Safety Performance Targets

Traffic Safety Engineering
Connecticut Department of Transportation
August 5, 2025

Outline

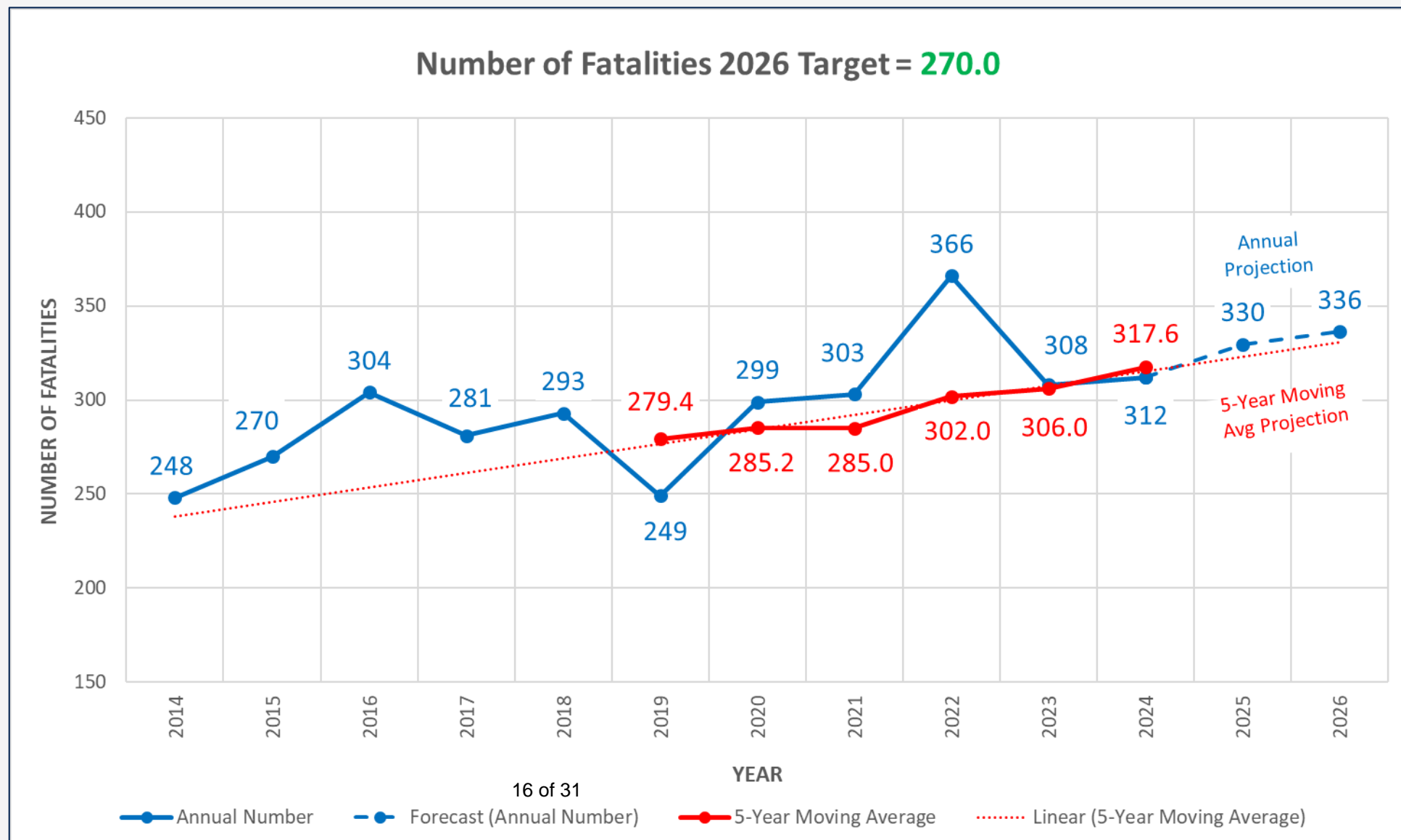
- Safety Performance Targets
- Proposed FFY2026 Targets
- 2025 FHWA Safety Assessment
- Highway Safety Improvement Program (**HSIP**) Implementation Plan
- Strategic Highway Safety Plan (**SHSP**)
- Connecticut's Commitment to Safety

Five Safety Performance Targets

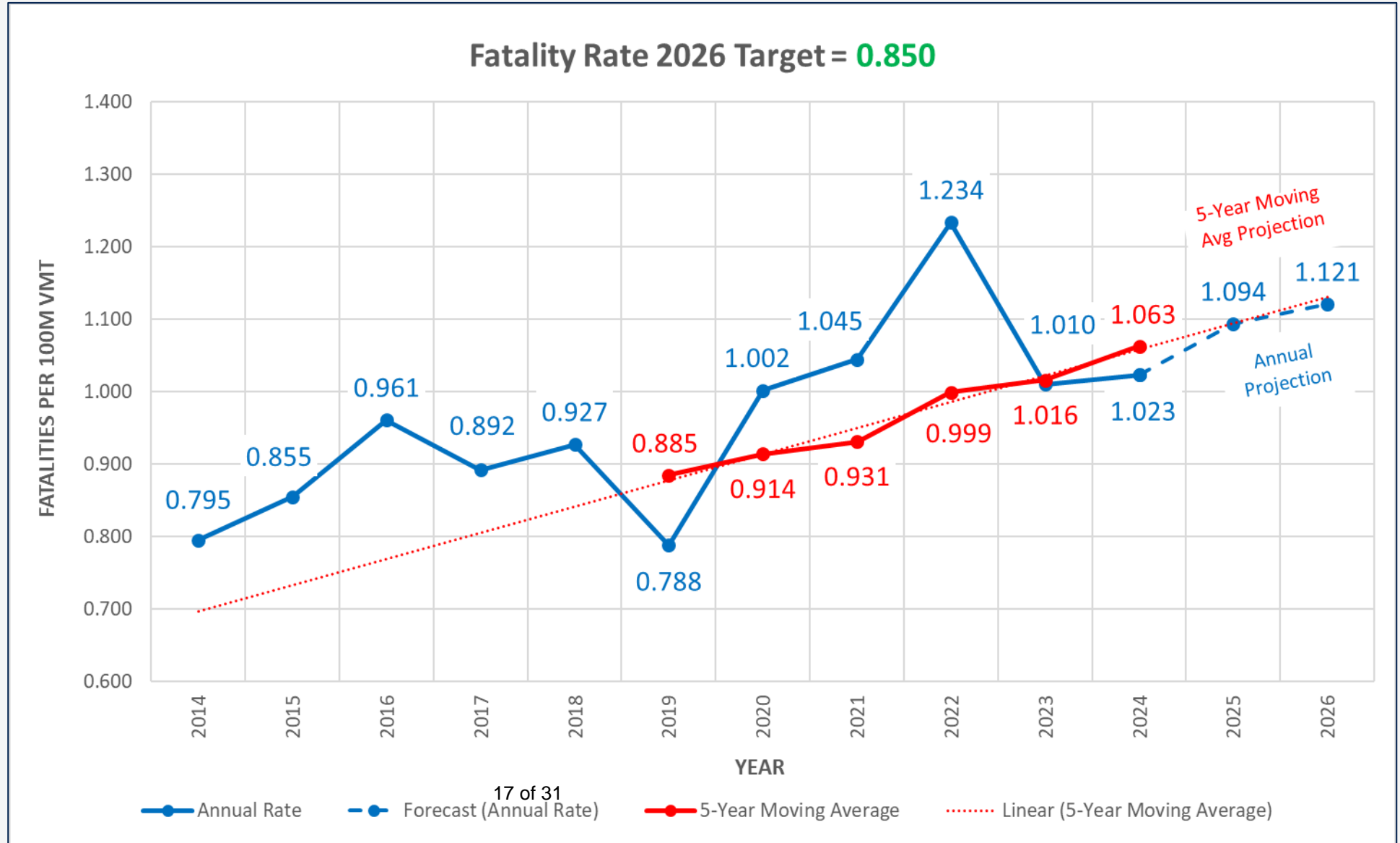
1. Number of traffic fatalities (K)
2. Fatality rate (Fatalities/100 million vehicle miles traveled)
3. Number of serious (A) injuries
4. Serious (A) injury rate (Serious Injuries/100 million vehicle miles traveled)
5. Number of non-motorist fatalities and serious injuries

- The first three safety targets are reported to both FHWA (HSIP Annual Report) and NHTSA (Highway Safety Plan).
- All five must be reported to FHWA.
- Also shared with the Metropolitan Planning Organizations (MPOs). The MPOs have the option to agree to the State targets or set their own safety targets for each of the five measures.

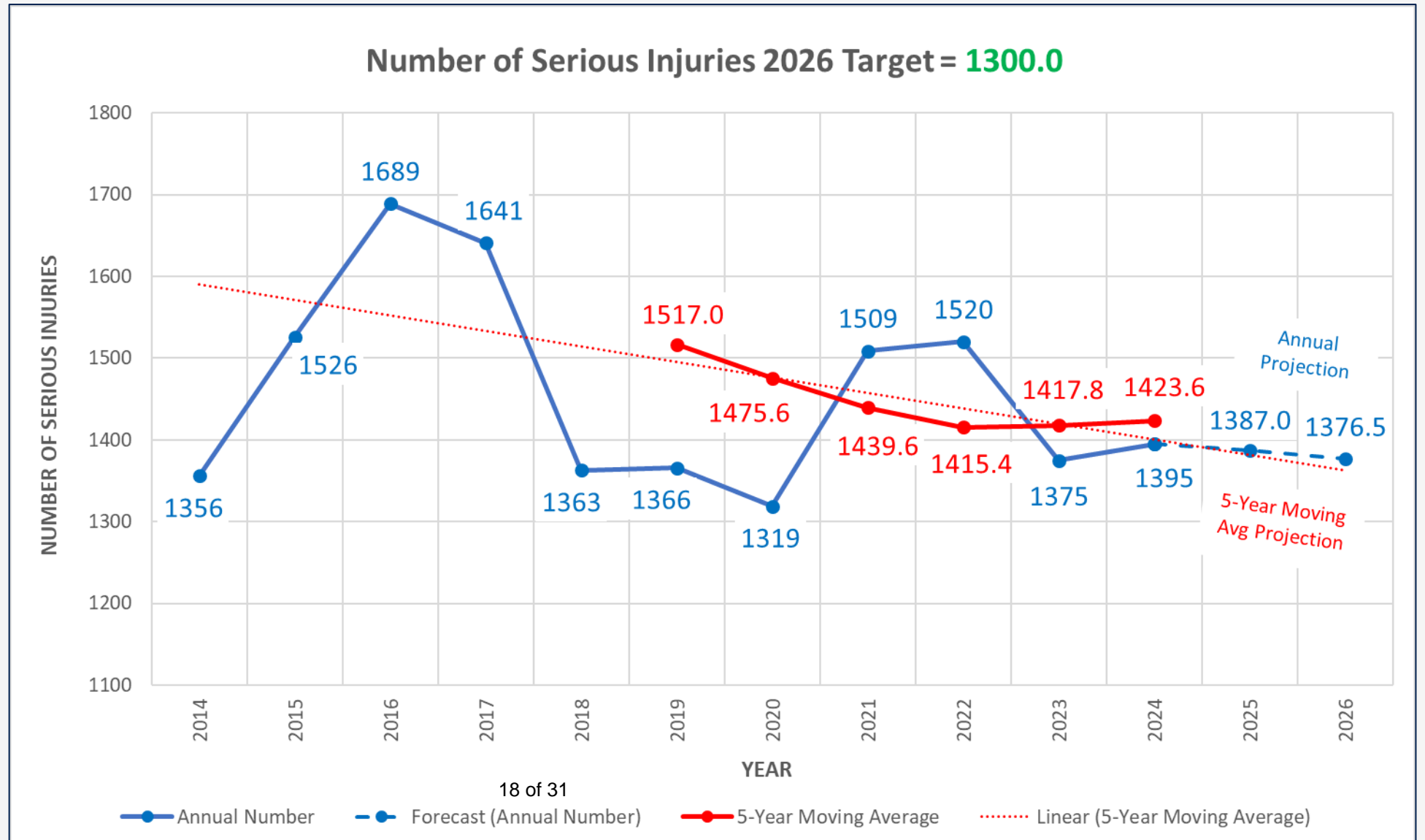
Number of Fatalities



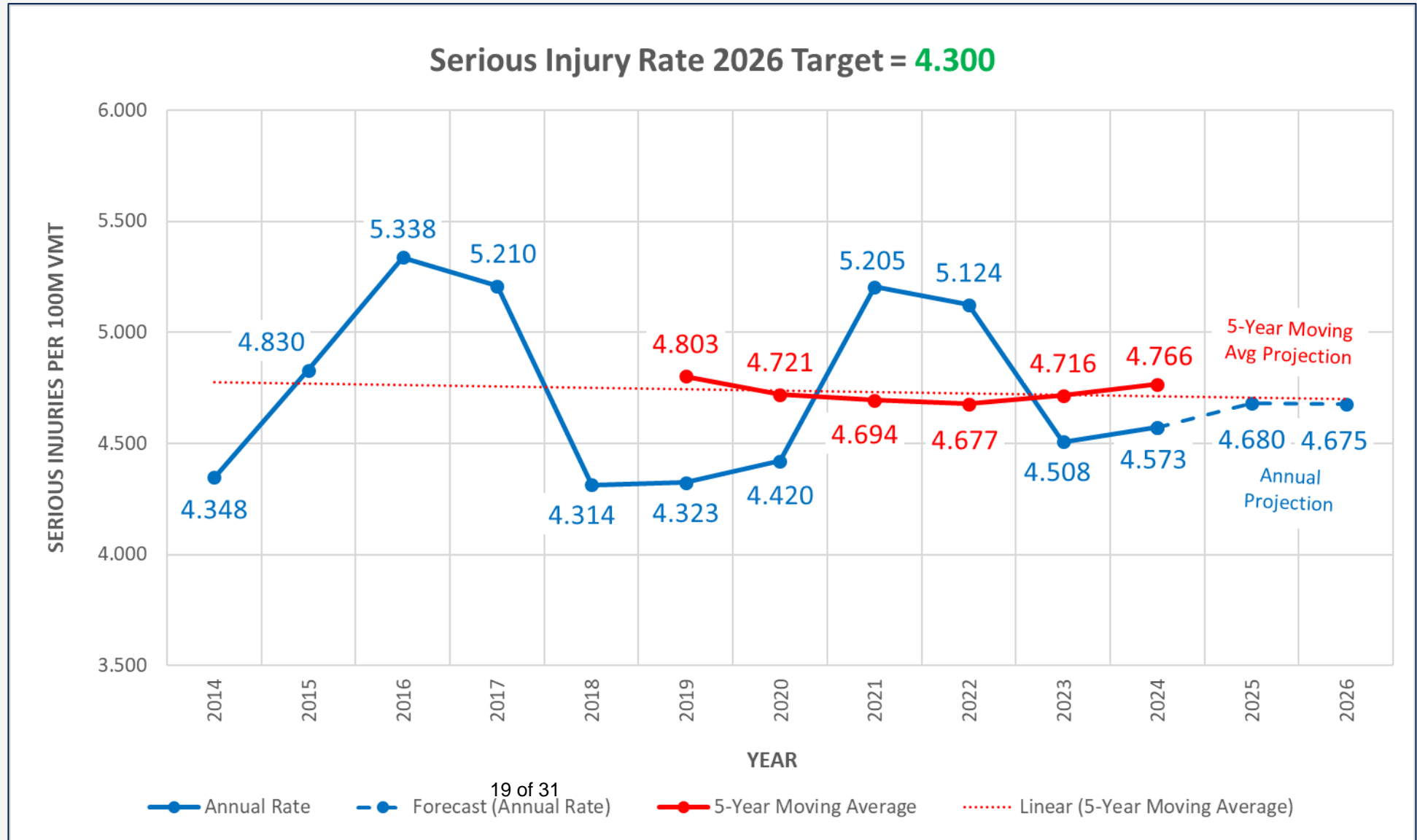
Fatality Rate (Fatalities/100 Million VMT)



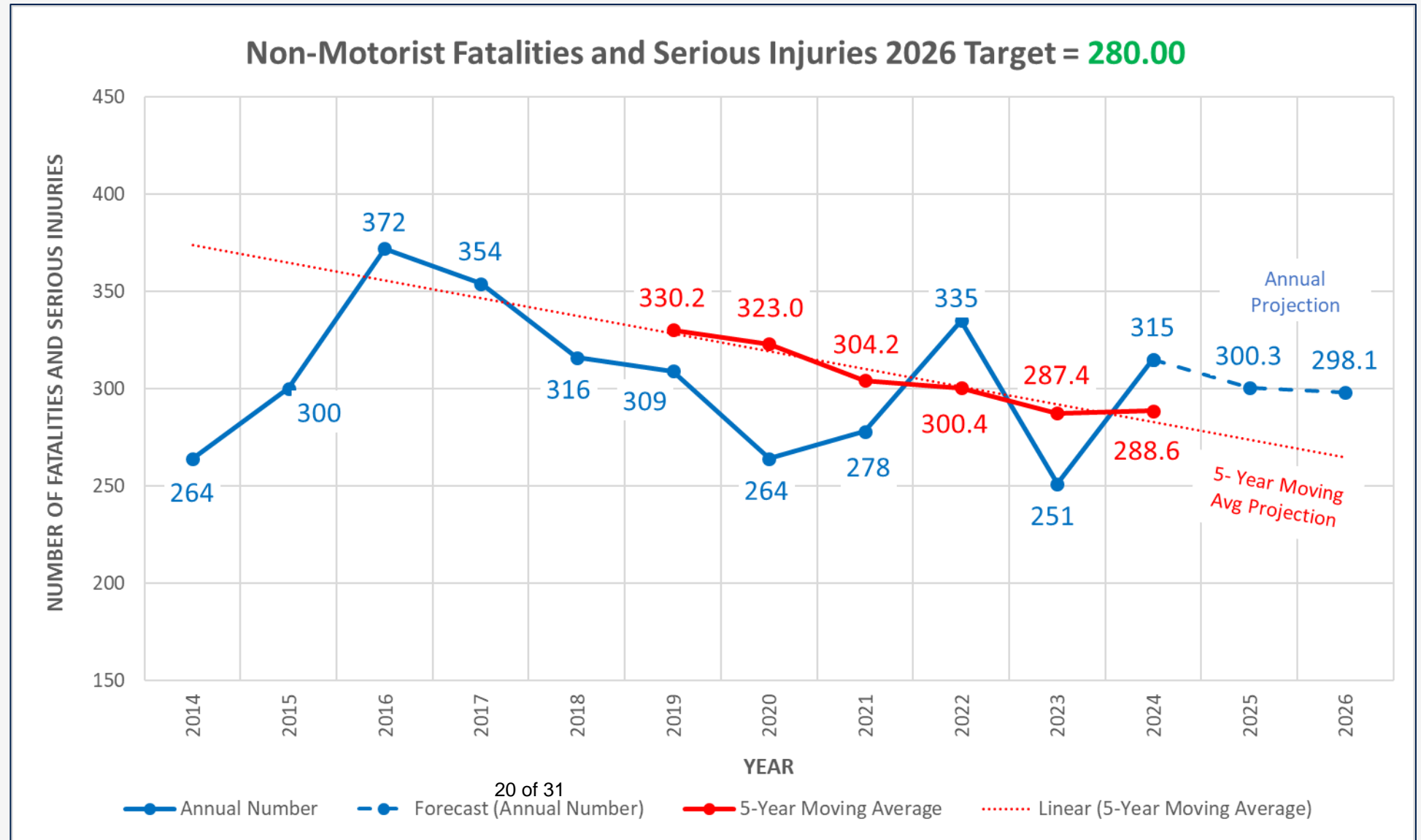
Number of Serious Injuries



Serious Injury Rate (Serious Injuries/100 Million VMT)



Non-Motorist Fatalities and Serious Injuries



Connecticut Safety Performance Targets Reported to FHWA/NHTSA

FHWA uses the 5-year moving average to determine whether the target has been met or not met.

Targets Reported	2020	2021 <i>CTDOT Adopted New Target Setting Methodology</i>	2022	2023	2024	2025	2026
Target Years	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026
Performance Assessment Year	2022	2023	2024	2025	2026	2027	2028
Number of Traffic Fatalities	277.0	270.0	270.0	270.0	270.0	270.0	270.0
Fatality Rate	0.883	0.850	0.850	0.850	0.850	0.850	0.850
Number of Serious (A) Injuries	1547.0	1360.0	1300.0	1300.0	1300.0	1300.0	1300.0
Serious (A) Injury Rate	4.931	4.300	4.300	4.300	4.300	4.300	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	307.2	300.0 21 of 31	280.0	280.0	280.0	280.0	280.0



2025 Safety Performance Targets FHWA Assessment

FHWA Assessment:

DOT has met or made significant progress toward meeting its safety performance targets when at least four out of five safety performance targets have been met.

Performance Measure	2019-2023 Target	2019-2023 Actual	2017-2021 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	270.0	305.0	285.0	No	No	No
Rate of Fatalities	0.850	1.016	0.932	No	No	
Number of Serious Injuries	1,300.0	1,406.4	1,434.2	No	Yes	
Rate of Serious Injuries	4.300	4.678	4.678	No	No	
Number of non-motorized fatalities and non-motorized serious injuries	280.0	285.4	302.2	No	Yes	

22 of 31

CTDOT did not meet its safety performance targets.



Safety ~~Penalty~~ Opportunities

Since CTDOT did not meet our targets, CTDOT must:

1. Develop HSIP Implementation Plan
2. Obligate all HSIP dollars (equivalent to over \$30 million) in FY 2026 on HSIP qualifying projects.
3. Special Rules for **FY 2026**
 - Vulnerable Road Users: obligate at least 15% of HSIP in FY 2026 to address safety of VRUs
4. Special Rules **Met** for **FY 2026**
 - High-Risk Rural Roads
 - Older Drivers and Pedestrians

CTDOT will continue to set **Aggressive** targets.

HSIP Special Rules Determinations	Special Rules Applies?	Required Corresponding Actions
High-Risk Rural Roads	No	No actions required
Older Drivers and Pedestrians	No	No actions required
Vulnerable Road User Safety	Yes 23 of 31	Obligate in FY 2026 not less than 15 percent of the amount apportioned under 23 USC 104(b) (3) for highway safety improvement projects to address the safety of vulnerable road users.

HSIP Implementation Plan

- Draft due June 30 to FHWA; final version due October 1
- Re-evaluate HSIP investment decisions based on **DATA**
- Ensure that projects identified, prioritized, and programmed in the State have the best potential for reducing **Fatalities and Serious Injuries on ALL public roadways**
- Strategies must be consistent with **SHSP**



Connecticut DOT's Commitment to Safety

CTDOT will:

- Continue to set aggressive safety performance targets.
- Continue the actions outlined in the **HSIP Implementation Plan** to help achieve Safety Performance targets in subsequent years.
- Continue to review crash trends for fatal and serious injuries on all public roadways.
- Continue with the HSIP planning activities for evaluation of any gaps or deficiencies in project planning.
- Support implementation of key strategies in **SHSP**.



Q & A

TrafficSafety.DOT@ct.gov

Traffic Engineering – Safety Engineering Unit

State Safety Engineering website

<https://portal.ct.gov/DOT/Traffic-Engineering/Traffic-and-Safety-Engineering>



Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Mike Towle, Deputy Director
DATE: November 13, 2025
RE: **Hazard Mitigation Plan 2026-2031**

Background

WestCOG has initiated the Multi-Jurisdiction Hazard Mitigation Plan (HMP) Update for all eighteen WestCOG member municipalities. The plan reviews municipal risk and strategies regarding natural disasters (hurricanes, flooding, blizzards, draught, etc.).

WestCOG has extended their contract with Dewberry and Resilient Land and Water to start the HMP planning process. Initial kick off with each municipality have initiated. Despite the project already being underway, WestCOG has requested FEMA HMGP funds to offset the costs of the plan update. The update is expected to be fully delivered by December 2026 with no gap period in planning coverage.

Note, an active HMP is a requirement for municipalities to request HMP funds.

Next Steps

WestCOG communities are highly encouraged to participate with Resilient Land and Water and the HMP planning process. Any questions, contact Mike Towle, Deputy Director at WestCOG.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Jaclyn Giannini, Project Manager
DATE: November 12, 2025
RE: Regional Waste Authority (RWA) Study Update

Background

Earlier this year, WestCOG procured a qualified contractor, NewGen Strategies & Solutions, to conduct the RWA Study. The study is funded by the Connecticut Department of Energy and Environmental Protection (CT DEEP) and is structured in two phases. The first phase (Phase I) is intended to re-evaluate the findings and update waste data from the 2021 Regional Waste Management Study to produce refined cooperative waste management solutions. The 2021 Study evaluated all eighteen WestCOG communities, whereas the current study is focused on only 5 southwestern communities that are not part of a regional waste effort or entity (Greenwich, Stamford, New Canaan, Darien and Norwalk).

Discussion

Phase I of the RWA Study has been officially completed as of last month. Some key outcomes from the report include but are not limited to implementing collaborative efforts for household hazardous waste, organics diversion, recycling, education, and WestCOG taking on a lead role in these efforts.

Next Steps

The Phase I report is currently being reviewed by CT DEEP and will be posted on the WestCOG website in the coming weeks. Contingent upon approval by CT DEEP, Phase II of the Study will commence immediately to lay the groundwork for implementing Phase I recommendations and is anticipated to be completed by June of 2026.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Michael Towle
DATE: November 13, 2025
RE: POCD Climate Provisions

Background

Public Act 25-33, enacted during the 2025 legislative session, introduces new requirements for municipal Plans of Conservation and Development (POCDs) adopted on or after October 1, 2027. The Act substantially expands the scope of POCDs to incorporate climate resilience and vulnerability assessment, reflecting growing legislative emphasis on integrating climate adaptation into local land use policy. It will also require plans to note any inconsistencies with defined growth management principles.

To assist member municipalities, WestCOG will provide the technical analyses and template materials necessary for compliance with the new climate-related provisions, ensuring that each municipality can seamlessly incorporate these requirements into its next POCD update.

Next Steps

Currently, the next tranche of municipalities required to update their POCDs with these new provisions takes place in 2029. WestCOG will be developing this resource further and aims to have this support prepared by close of 2028. Regional staff will be reaching out to affected municipalities individually with additional details as the effective date gets closer.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
 FROM: Michael Towle, Deputy Director
 DATE: November 13, 2025
 RE: Noise Ordinance Inventory

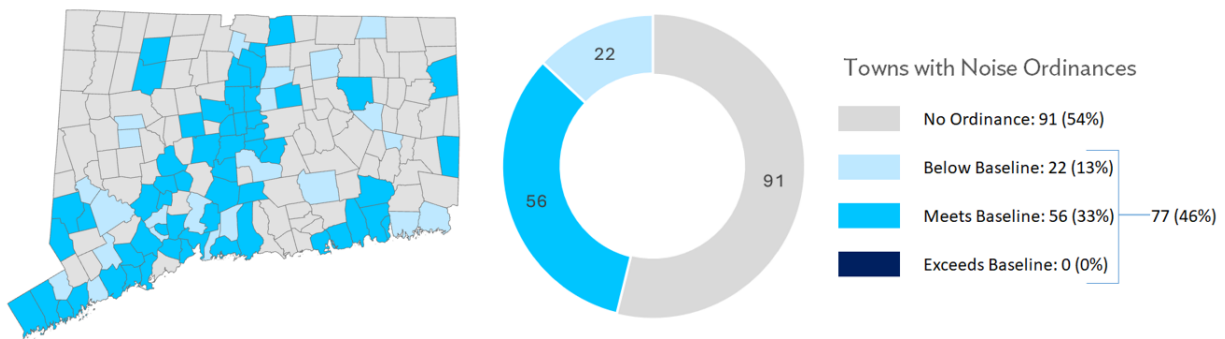
Background

In response to growing community concerns regarding noise pollution and the challenges in enforcement and policy, WestCOG leveraged its partnership with Sustainable CT and partner COGs to develop a Statewide Inventory of Noise Ordinances. Every municipality was evaluated to determine whether it had an active noise ordinance and where present compared it across one hundred (100) variables against the State's Noise Ordinance. The inventory is the first of a series of reports and white papers being developed by WestCOG exploring noise regulations, enforcement, best practices, zoning practices, and policy history.

Findings

A "First Look Report" provides a brief collection of initial statistics and findings associated with the noise ordinance inventory.

Nearly half the towns have some form of a noise ordinance adopted as a formal ordinance (77 of CT's 169 municipalities). Twenty-two (22) noise ordinances fell below this study's baseline (defined above). Fifty-five (55) met the baseline. Zero (0) communities had an ordinance which exceeded the baseline. As depicted in Figure 1, the geographic placement of noise ordinances roughly aligns with population centers.



Next Steps

WestCOG will be developing future reports with the goal to develop a suite of resources a municipality could utilize when developing noise ordinances.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Charles Vidich, Senior Project Manager
DATE: November 13, 2025
RE: Zoning Nonconformities Report

Background

The report “Zoning Nonconformities, Where Rules and Reality Diverge” provides a comprehensive, data-informed analysis of how Connecticut municipalities regulate nonconforming uses, structures, and lots, and to assess whether those regulations are consistent with state law, practical implementation needs, and the realities of existing development. It aims to support local elected officials and planners in navigating complex regulatory environments by identifying common patterns, statutory misalignments, and opportunities for improvement.

The report begins by reviewing the legal framework established by the Connecticut Zoning Enabling Act and subsequent court decisions. It then examines how municipalities address various categories of nonconformity—including use, dimensional standards, building expansion, and discontinuation—using data from zoning regulations across the state. Case examples and regulatory tables are provided to illustrate the range of local approaches. The report concludes with recommendations on best practices, training, and procedural reforms that can help municipalities modernize their regulations while respecting established property rights and promoting thoughtful land use planning.

Because much of Connecticut’s residential, commercial, and industrial development predates current zoning, nonconforming properties are not the exception — they are a significant part of the state’s existing building stock. Addressing how zoning changes affect these properties is essential to ensuring that land use regulation is practical, legally sound, and responsive to the realities of existing development. Clear and consistent policies on nonconformities can reduce regulatory uncertainty for property owners, support reinvestment in older neighborhoods, and ensure that zoning continues to serve the broader public interest without imposing unnecessary barriers to the use or improvement of existing buildings and sites.

Next Steps

Review the report at WestCOG.org and connect with Charles Vidich with questions you may have.