

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, March 19, 2026 @12:00 p.m.

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

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

1. Call to Order

- a. COG Meeting: Hon. Rudy Marconi
- b. HVMPO Meeting: Hon. Julia Pemberton
- c. SWRMPO Meeting: Hon. Jon Zagrodzky

2. Public Participation (Limited to 3 minutes per speaker)

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

3. Featured Presentation

- a. CT GISO COG Overview- CT OPM GIS office, Alfredo Herrera and Ashley Benitez

4. COG Action Items

- a. Approval of February 2026 Meeting Minutes.....Attachment 4a, pp. 1-4
- b. Appointment of at-large members to the Executive Committee.
- c. Regional Water Coordination Contract (Intergovernmental Agreement for the Coordination of Public Water)

5. MPO Action Items

- a. Approval of the February 2026 HV/SWR MPO Meeting Minutes.....Attachment 4a, pp. 1-4
- b. Approval of the March 10, 2026 Special MPO Meeting Minutes.....Attachment 5b, pp. 5-6
- c. FY25-FY28 Transportation Improvement Program.....Attachment 5c, pp. 7-16
 - i. SWRMPO - #0056-0237; Greenwich, #0102-0358; Norwalk, #0102-0383; Norwalk, #0158-0225; Westport, #0161-0148; Wilton
 - ii. HVMPO - #0034-0364; Danbury, #0096-0211; Newtown
- d. Safety Targets and HVMPO Resolution 2026-03-19-#01 and SWRMPO Resolution 2026-03-19 #02 for Endorsement of Targets for Transit Safety Performance MeasuresAttachment 5d, pp. 17-27

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.

6. Information Items

- a. Legislative Update
- b. Data Collection Campaign.....Attachment 6b, p. 28
- c. FY2027-2030 Draft Transportation Improvement Program
- d. ADA Transition Plans Assistance Project
- e. WestCOG lease renewal.....Attachment 6e, p. 29

7. Other Business

8. Adjournment

9. Next meeting

- a. Thurs. April 16, 2026 @12:00 pm

Please visit our website for the approved Minutes



Western Connecticut

COUNCIL OF GOVERNMENTS

TO: MPO Members
 DATE: March 2, 2026
 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. 0056-0327 – Pavement Preservation; Mainline & Ramps
2. 0102-0358 – Complete the Routes 15 & 7 Interchange
3. 0102-0383 – Computerized Traffic Signal System Upgrade
4. 0158-0225 – Intersection Improvements; Route 57, Route 136, and Weston Road
5. 0161-0148 – Sidewalk Improvements at Various Locations

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. 0034-0364 – Install Flex Lane Between Exits 3 & 7
2. 0096-0211 – Bridge Improvements; BR 04253 & 04254 o/ Alpine Drive

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

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

0056-0327 - PAVEMENT PRESERVATION; MAINLINE & RAMPS

Lead Agency: CTDOT Project Type: FHWA Region: 1 Town: GREENWICH

Air Quality Status: - Total Cost: \$3,102,372

Project Description: PAVEMENT PRESERVATION; MAINLINE & RAMPS

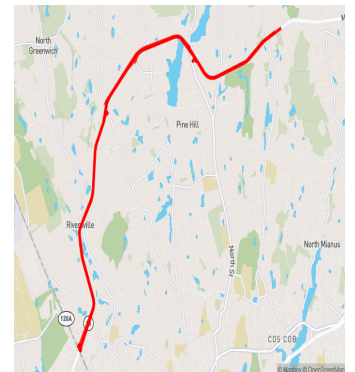
PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Construction	NHPP	\$0	\$1,320,947	\$1,160,950	\$0	\$0	\$0	\$2,481,897
Construction	State Match	\$0	\$330,237	\$290,238	\$0	\$0	\$0	\$620,475
Total Construction		\$0	\$1,651,184	\$1,451,188	\$0	\$0	\$0	\$3,102,372
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$1,651,184	\$1,451,188	\$0	\$0	\$0	\$3,102,372

CURRENT CHANGE REASON

Schedule / Funding / Scope- Update 04 - Adjust existing projects for revised cost estimates

PROJECT CHANGES

Plan Revision Name changed from "February 2025 Amendment" to "March 2026 Amendment"



0102-0358 - COMPLETE THE ROUTES 15 & 7 INTERCHANGE

Lead Agency	Project Type	Region	Town
CTDOT	FHWA	1	NORWALK

Air Quality Status	Total Cost
-	\$175,541,000

Project Description
COMPLETE THE ROUTES 15 & 7 INTERCHANGE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Right of Way	NHPP	\$0	\$432,800	\$0	\$0	\$0	\$0	\$432,800
Right of Way	State Match	\$0	\$108,200	\$0	\$0	\$0	\$0	\$108,200
Total Right of Way		\$0	\$541,000	\$0	\$0	\$0	\$0	\$541,000
Construction	NHPP	\$0	\$0	\$0	\$0	\$20,000,000	\$105,000,000	\$125,000,000
Construction	State Match	\$0	\$0	\$0	\$0	\$8,750,000	\$26,250,000	\$35,000,000
Construction	STPB	\$0	\$0	\$0	\$0	\$15,000,000	\$0	\$15,000,000
Total Construction		\$0	\$0	\$0	\$0	\$43,750,000	\$131,250,000	\$175,000,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	State Match	\$0	\$0	\$0	\$0	\$0	\$0	\$0
-	STPB	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$131,250,000	\$131,250,000
Total Programmed		\$0	\$541,000	\$0	\$0	\$43,750,000	\$131,250,000	\$175,541,000

**CURRENT
CHANGE
REASON**

Schedule / Funding / Scope- Update 01 - Move projects from one year in the STIP to another year in the STIP - 04 - Adjust existing projects for revised cost estimates

**PROJECT
CHANGES**

Plan Revision Name changed from "May 2025 Action" to "March 2026 Amendment"



0102-0383 - COMPUTERIZED TRAFFIC SIGNAL SYSTEM UPGRADE

Lead Agency	Project Type	Region	Town
CTDOT	FHWA	1	NORWALK

Air Quality Status	Total Cost
-	\$10,494,000

Project Description
COMPUTERIZED TRAFFIC SIGNAL SYSTEM UPGRADE

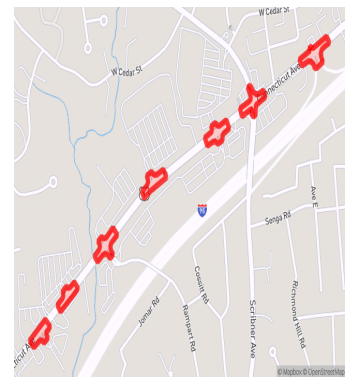
PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State Match	\$0	\$0	\$254,000	\$0	\$0	\$0	\$254,000
Preliminary Design	STPB	\$0	\$0	\$1,016,000	\$0	\$0	\$0	\$1,016,000
Total Preliminary Design		\$0	\$0	\$1,270,000	\$0	\$0	\$0	\$1,270,000
Final Design	State Match	\$0	\$0	\$0	\$90,800	\$0	\$0	\$90,800
Final Design	STPB	\$0	\$0	\$0	\$363,200	\$0	\$0	\$363,200
Total Final Design		\$0	\$0	\$0	\$454,000	\$0	\$0	\$454,000
Right of Way	State Match	\$0	\$0	\$0	\$14,000	\$0	\$0	\$14,000
Right of Way	STPB	\$0	\$0	\$0	\$56,000	\$0	\$0	\$56,000
Total Right of Way		\$0	\$0	\$0	\$70,000	\$0	\$0	\$70,000
Construction	State Match	\$0	\$0	\$0	\$0	\$125,000	\$1,615,000	\$1,740,000
Construction	STPB	\$0	\$0	\$0	\$0	\$500,000	\$6,460,000	\$6,960,000
Total Construction		\$0	\$0	\$0	\$0	\$625,000	\$8,075,000	\$8,700,000
-	STPB	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$8,075,000	\$8,075,000
Total Programmed		\$0	\$0	\$1,270,000	\$524,000	\$625,000	\$8,075,000	\$10,494,000

CURRENT CHANGE REASON

New Project

AIR QUALITY CHANGES

Air Quality has changed from None to X8



0158-0225 - INTERSECTION IMPROVEMENTS; RT 57, RT 136, AND WESTON RD

Lead Agency: CTDOT Project Type: FHWA Region: 1 Town: WESTPORT

Air Quality Status: - Total Cost: \$7,820,000

Project Description: INTERSECTION IMPROVEMENTS; RT 57, RT 136, AND WESTON RD

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	State Match	\$0	\$0	\$0	\$0	\$120,000	\$0	\$120,000
Final Design	STPA	\$0	\$0	\$0	\$0	\$480,000	\$0	\$480,000
Total Final Design		\$0	\$0	\$0	\$0	\$600,000	\$0	\$600,000
Right of Way	State Match	\$0	\$0	\$0	\$0	\$50,000	\$0	\$50,000
Right of Way	STPA	\$0	\$0	\$0	\$0	\$200,000	\$0	\$200,000
Total Right of Way		\$0	\$0	\$0	\$0	\$250,000	\$0	\$250,000
Construction	State Match	\$0	\$0	\$0	\$0	\$0	\$1,394,000	\$1,394,000
Construction	STPA	\$0	\$0	\$0	\$0	\$0	\$5,576,000	\$5,576,000
Total Construction		\$0	\$0	\$0	\$0	\$0	\$6,970,000	\$6,970,000
Total Future Costs		\$0	\$0	\$0	\$0	\$0	\$6,970,000	\$6,970,000
Total Programmed		\$0	\$0	\$0	\$0	\$850,000	\$6,970,000	\$7,820,000

CURRENT CHANGE REASON	Schedule / Funding / Scope- Update 01 - Move projects from one year in the STIP to another year in the STIP
PROJECT CHANGES	Plan Revision Name changed from "Adoption" to "March 2026 Amendment"



0161-0148 - SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS

Lead Agency: CTDOT Project Type: FHWA Region: 1 Town: WILTON

Air Quality Status: - Total Cost: \$5,401,000

Project Description: SIDEWALK IMPROVEMENTS AT VARIOUS LOCATIONS

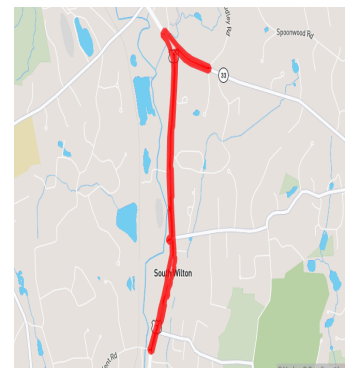
PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	State Match	\$0	\$0	\$112,800	\$0	\$0	\$0	\$112,800
Preliminary Design	STPB	\$0	\$0	\$451,200	\$0	\$0	\$0	\$451,200
Total Preliminary Design		\$0	\$0	\$564,000	\$0	\$0	\$0	\$564,000
Final Design	State Match	\$0	\$0	\$0	\$75,200	\$0	\$0	\$75,200
Final Design	STPB	\$0	\$0	\$0	\$300,800	\$0	\$0	\$300,800
Total Final Design		\$0	\$0	\$0	\$376,000	\$0	\$0	\$376,000
Right of Way	State Match	\$0	\$0	\$0	\$10,000	\$0	\$0	\$10,000
Right of Way	STPB	\$0	\$0	\$0	\$40,000	\$0	\$0	\$40,000
Total Right of Way		\$0	\$0	\$0	\$50,000	\$0	\$0	\$50,000
Construction	State Match	\$0	\$0	\$0	\$0	\$882,200	\$0	\$882,200
Construction	STPB	\$0	\$0	\$0	\$0	\$3,528,800	\$0	\$3,528,800
Total Construction		\$0	\$0	\$0	\$0	\$4,411,000	\$0	\$4,411,000
Total Programmed		\$0	\$0	\$564,000	\$426,000	\$4,411,000	\$0	\$5,401,000

CURRENT CHANGE REASON

New Project

AIR QUALITY CHANGES

Air Quality has changed from None to X6



0034-0364 - INSTALL FLEX LANE BETWEEN EXITS 3 & 7

Lead Agency	Project Type	Region	Town
CTDOT	FHWA	2	DANBURY

Air Quality Status	Total Cost
-	\$6,200,000

Project Description
INSTALL FLEX LANE BETWEEN EXITS 3 & 7

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Final Design	NHPP	\$0	\$0	\$3,000,000	\$2,580,000	\$0	\$0	\$5,580,000
Final Design	State Match	\$0	\$0	\$333,333	\$286,667	\$0	\$0	\$620,000
Total Final Design		\$0	\$0	\$3,333,333	\$2,866,667	\$0	\$0	\$6,200,000
-	NHPP	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Total Programmed		\$0	\$0	\$3,333,333	\$2,866,667	\$0	\$0	\$6,200,000

CURRENT CHANGE REASON	New Project
AIR QUALITY CHANGES	Air Quality has changed from None to CC

0096-0211 - BRIDGE IMPROVEMENTS; BR 04253 & 04254 o/ ALPINE DRIVE

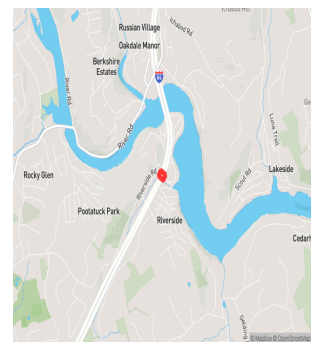
Lead Agency	Project Type	Region	Town
CTDOT	FHWA	2	NEWTOWN

Air Quality Status	Total Cost
-	\$2,750,000

Project Description
BRIDGE IMPROVEMENTS; BR 04253 & 04254 o/ ALPINE DRIVE

PHASE	FUND SOURCE	PRIOR	FY2025	FY2026	FY2027	FY2028	FUTURE	TOTAL
Preliminary Design	BRFP	\$0	\$0	\$1,440,000	\$0	\$0	\$0	\$1,440,000
Preliminary Design	State Match	\$0	\$0	\$160,000	\$0	\$0	\$0	\$160,000
Total Preliminary Design		\$0	\$0	\$1,600,000	\$0	\$0	\$0	\$1,600,000
Final Design	NHPP	\$0	\$0	\$0	\$0	\$1,035,000	\$0	\$1,035,000
Final Design	State Match	\$0	\$0	\$0	\$0	\$115,000	\$0	\$115,000
Total Final Design		\$0	\$0	\$0	\$0	\$1,150,000	\$0	\$1,150,000
Total Programmed		\$0	\$0	\$1,600,000	\$0	\$1,150,000	\$0	\$2,750,000

CURRENT CHANGE REASON	New Project
AIR QUALITY CHANGES	Air Quality has changed from None to X6



Western Connecticut

COUNCIL OF GOVERNMENTS



TO: MPO members
 FROM: Todd Fontanella
 DATE: March 3, 2026

RE: Transit Safety Performance Measures

Action Requested: endorsement of updated HVMPO and SWRMPO transit safety performance targets.

Background: The Public Transportation Agency Safety Plan (PTASP) regulation, at 49 C.F.R. Part 673, requires covered public transportation providers, State Departments of Transportation (DOT) and MPOs to establish transit safety performance targets to address Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan (49 C.F.R. § 673.11(a)(3)). A safety performance measure is a quantifiable indicator of performance or condition that is used to establish targets related to safety management activities, and to assess progress toward meeting the established targets. Transit providers may also choose to establish additional targets for the purpose of safety performance monitoring and measurement.¹

In 2020, transit authorities and regional transit authorities were required to establish a total of seven targets pertaining to the following four safety performance management measures:

- Fatalities: Total number of fatalities reported to the National Transit Database and rate per total Vehicle Revenue Miles (VRM) by mode.
- Injuries: Total number of injuries reported to the National Transit Database and rate per total VRM by mode.
- Safety Events: Total number of safety events reported to the National Transit Database and rate per total VRM by mode.
- System Reliability: Mean distance between major mechanical failures by mode.

On April 9, 2024, FTA published an updated version of the National Public Transportation Agency Safety Plan (NPTASP). This update included a list of seven additional safety measures required in the Bipartisan Infrastructure Law (BIL). Figure 1 on the next page provides the complete list of measures as of 2026.

¹ [Safety Performance Targets Guide | FTA \(dot.gov\)](https://www.fta.dot.gov/safety-performance-targets-guide)

Figure 1

Safety Performance Measures for All Agencies Subject to PTASP Regulation ⁸		
1	Measure 1a:	Major Events
2	Measure 1b:	Major Event Rate
3	Measure 1.1:	Collision Rate (new)
4	Measure 1.1.1:	Pedestrian Collision Rate (new)
5	Measure 1.1.2:	Vehicular Collision Rate (new)
6	Measure 2a:	Fatalities
7	Measure 2b:	Fatality Rate
8	Measure 2.1:	Transit Worker Fatality Rate (new)
9	Measure 3a:	Injuries
10	Measure 3b:	Injury Rate
11	Measure 3.1:	Transit Worker Injury Rate (new)
12	Measure 4a:	Assaults on Transit Workers (new)
13	Measure 4b:	Rate of Assaults on Transit Workers (new)
14	Measure 5:	System Reliability

Role of MPOs in Establishing Transit Performance Measures: It is each MPO’s responsibility to endorse regional transit targets in consultation with the transit operators in its region. For the HVMPO region, WestCOG staff consulted with HARtransit. For the SWRMPO region, staff consulted with both CTDOT (on behalf of CTtransit) and the Norwalk Transit District (NTD). Note that CTDOT/CTtransit and NTD each submitted individual targets. Several years ago, CTtransit provided safety performance targets for services operated from Stamford Garage; for this update, targets provided by CTDOT in its PTASP are for all Divisions. Taken together, the Safety Performance Targets adopted by the transit agencies are intended to guide each MPO’s development of transit performance targets (23 CFR § [450.306\(d\)\(3\)](#) of the [FTA/FHWA joint planning rule](#)); each MPO can choose to adopt a transit authority’s targets or set its own.

Timeline for MPOs to Establish Transit Performance Targets: the MPOs must adopt the latest safety targets no more than one hundred eighty (180) days after receipt of Public Transit Agency Safety Plans from their public transportation providers.

- CTDOT transmitted the updated CTtransit PTASP to the MPOs on September 8, 2025.

- HARTransit’s Board approved an updated PTASP, effective January 15, 2026.
- NTD provided an updated PTASP to the SWRMPO on September 18, 2025.

Action: for this meeting, the staff is asking the HVMPO and SWRMPO members to review the following:

- 1) The HVMPO, to review Table 1: Public Transit Agency Safety Performance Targets, which were formally adopted by HARTransit as part of their Transit Agency Safety Plan on September 16, 2020 and carried forward – and, Table 2 with the updated targets:

Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability – Mean Distance Between Failures
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	
MB	0	0	7	.6	5	.5	25,800
DR	0	0	3	.6	3	.6	10,775

MB = Motorbus, e.g. fixed-route service
DR = Demand Response, e.g. paratransit services

	Motorbus (MB)	Demand Response (DR)
Major Events	4	2
Major Event Rate	0.4	0.4
Collisions+	14	10
Collision Rate*	1.47	2.94
Pedestrian Collision Rate*	0	0
Vehicular Collision Rate*	1.41	2.1
Fatalities	0	0
Fatalities Rate	0	0
Fatalities Transit Worker*	0	0
Injuries	5	2
Injury Rate	0.5	0.4
Transit Worker Injury Rate*	0.3	0.2
Assault on Transit Worker*	20	30
Assault on Transit Worker Rate*	0.1	0.2
System Reliability (MDBF)	25,800	25,000

*New, NPTASP (2024)
 +Tracked by HARTransit in PTASP; not officially included in federal requirements
 Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

- 2) The SWRMPO, to review Table 3, which were the previous Public Transit Agency Safety Performance Targets covering CTtransit and Norwalk Transit District operations, and Tables 4-6 which are the new targets separated by operator:

Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability – Mean Distance Between Failures
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	VRM/Mechanical Failures
MB	0	0	12	0.8	45	3.0	22,044

MB = Motorbus, e.g. fixed-route service

	Motorbus (MB)
Major Events	64
Major Event Rate	.433
Collision Rate*	4.6
Pedestrian Collision Rate*	.051
Vehicular Collision Rate*	2.92
Fatalities	0
Fatalities Rate	0
Fatalities Transit Worker*	0
Injuries	73
Injury Rate	.50
Transit Worker Injury Rate*	.297
Assault on Transit Worker*	31
Assault on Transit Worker Rate*	.21
System Reliability (MDBF)	37,102

*New, NPTASP (2024)

Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

Mode of Transit Service	Fatalities		Injuries		Safety Events		System Reliability – Mean Distance Between Failures
	Total	Per 100,000 VRM	Total	Per 100,000 VRM	Total	Per 100,000 VRM	VRM/Mechanical Failures
MB	0	0	12	0.8	45	3.0	22,044
DR-DO	0	0	N/A	0.75	N/A	0.2	125,000
DR-PT	0	0	0	0	N/A	0.3	55,000

MB = Motorbus

DR-DO = Demand Response, Directly Operated e.g. paratransit services

DR-PT = Demand Response, Purchased Transportation

	Motorbus (MB)	Demand Response (DR)- Directly Operated	Demand Response (DR) - Purchased Transportation
Major Events	5	0	0
Major Event Rate	0.64	0	0
Collision Rate*	3.5	2	0.75
Pedestrian Collision Rate*	0	0	0
Vehicular Collision Rate*	3.5	2	.75
Fatalities	0	0	0
Fatalities Rate	0	0	0
Fatalities Transit Worker*	0	0	0
Injuries	8	0	0
Injury Rate	1	0	0
Transit Worker Injury Rate*	0.1	0.5	0
Assault on Transit Worker*	0	0	0
Assault on Transit Worker Rate*	0	0	0
System Reliability (MDBF)	20,000	20,000	20,000

*New, NPTASP (2024)

Note: rates are per 100,000 Vehicle Revenue Miles (VRM)

Next Steps:

- 1) Following the TAG's recommendation of the targets proposed in this Memorandum, a memorandum on this topic will be shared as an action item with the HVMPO and SWRMPO at their March meetings. Each MPO will then be asked to sign a resolution documenting endorsement of the targets.
- 2) The HVMPO and SWRMPO are both required to reference Safety Performance Targets in their Transportation Improvement Programs and Metropolitan (Long-Range) Transportation Plans updated or amended after July 20, 2021. Accordingly, the WestCOG staff is preparing to accomplish this in the upcoming TIP and MTP development cycles.
- 3) The MPOs staff will review performance trends using data provided by the transit operators in upcoming documents, i.e. MTP as is required.

Please let us know if you have any questions.

2026-03-19-#01
HOUSATONIC VALLEY
METROPOLITAN PLANNING ORGANIZATION (HVMPO)

Bethel-Brookfield-Bridgewater-Danbury-New Fairfield-New Milford-Newtown-Redding-Ridgefield-Sherman

RESOLUTION for ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE
MEASURES

- WHEREAS:** The HVMPO, in cooperation with the CTDOT, the Federal Highway Administration, and the Federal Transit Administration, is responsible for carrying out the urban transportation planning processes within its respective MPO region;
- WHEREAS:** The Public Transit Agency Safety Plan (PTASP) Final Rule (49 C.F.R. Part 673) requires covered operators of public transportation systems that are recipients or subrecipients of FTA grant funds to address safety performance through the establishment of transit Safety Performance Targets to address Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan;
- WHEREAS:** The HVMPO is required to reference Transit Safety Performance Targets in its Transportation Improvement Program and Metropolitan Transportation Plan updated or amended after July 20, 2021;
- WHEREAS:** The HVMPO is responsible for establishing public transit safety performance targets for its region in consultation with the operators of public transportation systems in its region;
- WHEREAS:** The HVMPO endorsed initial public transit safety performance targets based upon consultation with the region's operator on February 22, 2021 (Resolution 2021-001);
- WHEREAS:** Federal Safety Performance Target Categories (SPTs) were expanded from seven to fourteen in 2024, in accordance with the Bipartisan Infrastructure Law (BIL) and the revision of the National Public Transportation Safety Plan (NPTSP);
- WHEREAS:** The HVMPO is not required to set new public transit safety targets each year but can choose to revisit its transit safety performance targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP);

WHEREAS: The HVMPO may incorporate the updated targets established by the public transit operator in the region or establish its own targets within 180 days of the receipt of the targets established by the transit providers in the region, and

WHEREAS: The public transit operator in the HVMPO region has subsequently updated its targets.

NOW, THEREFORE BE IT RESOLVED that the HVMPO Policy Board has agreed to adopt 2026 targets for the following safety performance measures as shown in Table 1 below:

	Motorbus (MB)	Demand Response (DR)
Major Events	4	2
Major Event Rate	0.4	0.4
Collisions	14	10
Collision Rate*	1.47	2.94
Pedestrian Collision Rate*	0	0
Vehicular Collision Rate*	1.41	2.1
Fatalities	0	0
Fatalities Rate	0	0
Fatalities Transit Worker*	0	0
Injuries	5	2
Injury Rate	0.5	0.4
Transit Worker Injury Rate*	0.3	0.2
Assault on Transit Worker*	20	30
Assault on Transit Worker Rate*	0.1	0.2
System Reliability (MDBF)	25,800	25,000

MB: Motorbus, e.g. fixed-route service

DR-DO: Demand Response, Directly Operated - e.g. paratransit services

BE IT FURTHER RESOLVED, that the HVMPO Policy Board will ensure that the public transit agency in the region operates services while planning and programming projects that contribute to the accomplishment of said targets.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the HVMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the HVMPO on March 19, 2026.

[Affix seal here]

Julia Pemberton, Chairman
Housatonic Valley Metropolitan Planning Organization

2026-03-19-#02
SOUTH WESTERN REGION
METROPOLITAN PLANNING ORGANIZATION

Darien-Greenwich-New Canaan-Norwalk-Stamford-Weston-Westport-Wilton

RESOLUTION for ENDORSEMENT OF TARGETS FOR TRANSIT SAFETY PERFORMANCE
MEASURES

- WHEREAS:** The SWRMPO, in cooperation with the CTDOT, the Federal Highway Administration, and the Federal Transit Administration, is responsible for carrying out the urban transportation planning processes within its respective MPO region;
- WHEREAS:** The Public Transit Agency Safety Plan (PTASP) Final Rule (49 C.F.R. Part 673) requires covered operators of public transportation systems that are recipients or subrecipients of FTA grant funds to address safety performance through the establishment of transit Safety Performance Targets to address Safety Performance Measures (SPMs) identified in the National Public Transportation Safety Plan;
- WHEREAS:** The SWRMPO is required to reference Transit Safety Performance Targets in its Transportation Improvement Program and Metropolitan (Long-Range) Transportation Plan updated or amended after July 20, 2021;
- WHEREAS:** The SWRMPO is responsible for establishing public transit safety performance targets for its region in consultation with the operators of public transportation systems in its region;
- WHEREAS:** The SWRMPO endorsed initial public transit safety performance targets based upon consultation with the region's operators on February 22, 2021 (Resolution 2021-001);
- WHEREAS:** Federal Safety Performance Target Categories (SPTs) were expanded from seven to fourteen in 2024, in accordance with the Bipartisan Infrastructure Law (BIL) and the revision of the National Public Transportation Safety Plan (NPTSP);
- WHEREAS:** The SWRMPO is not required to set new public transit safety targets each year but can choose to revisit its transit safety performance targets based on the schedule for preparation of its system performance report that is part of the Metropolitan Transportation Plan (MTP);

WHEREAS: The SWRMPO may incorporate the updated targets established by the public transit operators in the region or establish its own targets within 180 days of the receipt of the targets established by the transit providers in the region, and

WHEREAS: the public transit operators in the SWRMPO region have subsequently updated their targets.

NOW, THEREFORE BE IT RESOLVED that the SWRMPO Policy Board has agreed to adopt 2026 targets for the following safety performance measures as shown in Tables 1 and 2 below:

Table 1: SWRMPO Safety Performance Targets – CTtransit (Hartford, New Haven, Stamford Divisions - 2026)	
	Motorbus (MB)
Major Events	64
Major Event Rate	.433
Collision Rate*	4.6
Pedestrian Collision Rate*	.051
Vehicular Collision Rate*	2.92
Fatalities	0
Fatalities Rate	0
Fatalities Transit Worker*	0
Injuries	73
Injury Rate	.50
Transit Worker Injury Rate*	.297
Assault on Transit Worker*	31
Assault on Transit Worker Rate*	.21
System Reliability (MDBF)	37,102

MB: Motorbus, e.g. fixed-route service

Table 2: SWRMPO Safety Performance Targets – Norwalk Transit District (2026)			
	Motorbus (MB)	Demand Response (DR)- Directly Operated	Demand Response (DR) - Purchased Transportation
Major Events	5	0	0
Major Event Rate	0.64	0	0
Collision Rate*	3.5	2	0.75
Pedestrian Collision Rate*	0	0	0
Vehicular Collision Rate*	3.5	2	.75
Fatalities	0	0	0
Fatalities Rate	0	0	0
Fatalities Transit Worker*	0	0	0
Injuries	8	0	0
Injury Rate	1	0	0
Transit Worker Injury Rate*	0.1	0.5	0
Assault on Transit Worker*	0	0	0
Assault on Transit Worker Rate*	0	0	0
System Reliability (MDBF)	20,000	20,000	20,000

MB: Motorbus, e.g. fixed-route service

DR-DO: Demand Response, Directly Operated - e.g. paratransit services

DR-PT: Demand Response, Purchased Transportation – e.g. paratransit services

BE IT FURTHER RESOLVED, that the SWRMPO Policy Board will ensure that the public transit agencies in the region operate services while planning and programming projects that contribute to the accomplishment of said targets.

CERTIFICATE

The undersigned duly qualified and acting Chairman of the SWRMPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the SWRMPO on March 19, 2026.

 Jon Zagrodzky, Chairman
 South Western Region Metropolitan Planning Organization

[Affix seal here]

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Nicholas Trabka Senior Data Scientist
DATE: March 10, 2026
RE: **Data Collection Campaign**

Purpose

Announcement of the 2026 WestCOG Data Campaign.

Background

WestCOG is pleased to announce the launch of its Annual Data Campaign, an initiative to collect and standardize key planning datasets from our member municipalities. This effort ensures that up-to-date, region-wide data remains accessible for informed decision-making, planning, and analysis.

This year, we are collecting the following datasets

- **OPM 7-100L CAMA** (Computer-Assisted Mass Appraisal) extract- pursuant to Section 7-100L of the Connecticut General Statutes.
- **Digital Parcel File**- pursuant to Section 7-100L of the Connecticut General Statutes.
- **Municipal Department Fees**
- **Trails**
- **Stormwater**
- **Zoning**

Discussion

These datasets will be used to comply with state data collection requirements as well as be integrated into WestCOG's Map Viewer, making vital regional data available to the public while maintaining necessary protections for sensitive information. Your participation is essential in ensuring the accuracy and completeness of these datasets.

Next Steps

For more details, please visit: <https://westcog.org/analytics/data-campaign/>

Staff will be reaching out to appropriate departments during the months of March and April.

If you have any questions or need further assistance, please contact Nick Trabka at ntrabka@westcog.org.

Western Connecticut

COUNCIL OF GOVERNMENTS



TO: WestCOG Council Representatives
FROM: Francis R. Pickering, Executive Director
DATE: March 11, 2026
RE: Renewal of Building Lease – 1 Riverside Road, Sandy Hook

Purpose

Office space lease renewal for WestCOG’s office space at 1 Riverside Road, Sandy Hook.

Background

WestCOG currently leases the building at 1 Riverside Road in Sandy Hook for its offices and has occupied this building since 2016. The current 10-year lease expires in September 2026. Staff have discussed options with the property owner and are proposing a new lease that would allow WestCOG to remain at this location while maintaining predictable costs.

The proposed renewal terms are as follows:

- Lease Term: 5 years
- Starting Base Rent: \$69,479 per year plus operating expenses
- Annual Escalation: Greater of 3% or CPI, with no base rent increase during the first year of the renewed lease term
- No changes to other lease terms

Discussion

WestCOG staff reviewed available office space in the region. Based on this review, the proposed cost per square foot for the current space is competitive. The 1 Riverside Road location meets WestCOG needs and remains advantageous due to convenient access to major highways, which supports staff travel and regional coordination. WestCOG’s experience with the property and its owner over the last decade have been excellent.

Based on its review, the Executive Committee is recommending a 5-year renewal.

Next steps

The lease will be brought to the COG for review and approval at the April meeting.