Western Connecticut
COUNCIL OF GOVERNMENTS

WestCOG Technical Advisory Group (TAG)
Tuesday, November 10th, 2026 at 11:00 am
Zoom Link: https://us02web.zoom.us/j/89531093509
Meeting ID: 895 3109 3509

Agenda

1) MEETING CALL TO ORDER
   a. WestCOG Deputy Director Mike Towle

2) PUBLIC PARTICIPATION *limited to topics on this agenda and to 2 minutes per speaker.*

3) FEATURED PRESENTATION
   AARP Livable Communities – Natalie Shurtleff, Associate State Director of Advocacy & Outreach

4) INFORMATIONAL ITEMS
   a. Regional economic plan update, Comprehensive Economic Development Strategy, CEDS
   b. Safety Performance Measures – 2027 CTDOT Safety Targets.....Attachment 4a, pp. 1-19
   c. Infrastructure & Reliability Performance Measures – 2027 & 2029 CTDOT Targets
      .....Attachment 4c, pp. 20-23
   d. 2027 Proposed Meeting Dates .....Attachment 4d, pp. 24-25
   e. ADA Training Opportunities November 17th

5) ACTION ITEMS
   a. Approval of the October 2026 meeting minutes..... Attachment 5a, pp. 26-28
   b. FY27-30 Transportation Improvement Program .....Attachment 5b, pp. 29-33
      i. SWRMPO – #0302-0023CN, Various; #0412-2025CN, Norwalk; #0412-2025EQ, Norwalk; #0412-2025PA, Norwalk
      ii. HVMPO – #0302-0023CN, Various

6) OTHER BUSINESS

7) UPCOMING MEETINGS
   a. MPO/COG Thursday, November 19 2026 @ 12:00 p.m.
   b. TAG Meeting Tuesday, December 8, 2026

8) ADJOURNMENT

ENGLISH: For language assistance or other accommodations, contact Western Connecticut Council of Governments at least five business days prior to the meeting at help@westcog.org. ESPAÑOL: Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con WestCOG por lo menos cinco días hábiles antes de la reunión al help@westcog.org. PORTUGUÊS: Para obter assistência língua ou outras acomodações, entre em contato com WestCOG pelo menos cinco dias úteis antes da reunião em help@westcog.org.

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DATE: November 2, 2026

Safety Performance Measures – 2027 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 2026. 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 2027 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 2027 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:

- Working on the Regional Safety Action Plan (RSAP), which builds on the 2021 Regional Safety Transportation Plan. WestCOG is identifying high crash locations to determine where safety countermeasures related to infrastructure, behavioral education and/or enforcement improvements are needed.

- 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.

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

Safety Performance Targets

CTDOT's proposed targets for 2027

July 2026

This technical memorandum documents the safety target selection process used by the Connecticut Department of Transportation (CTDOT) to select the five safety performance targets for 2027 that CTDOT will submit to USDOT in two separate reports.

- The Traffic 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 Federal Highway Administration (FHWA).
- The Highway Safety Office (HSO) in the Bureau of Planning, Technology, and Innovation will submit the targets through its Triennial Highway Safety Plan / Annual Grant Application that is submitted to the National Highway Traffic Safety Administration (NHTSA).

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 is acceptable. FHWA determines whether a State has met its Safety Performance Targets based on the 5-year moving average.

The USDOT requires that each State DOT evaluate highway safety in the state using five highway safety performance "measures" and data from motor vehicle crashes in the state for the previous five years.

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

Every year, CTDOT must establish a specific performance "target" for each performance measure. The Traffic Safety Engineering Section in the Bureau of Engineering and Construction, and the Highway Safety Office in the Bureau of Planning, Technology, and Innovation work collaboratively to establish a single common set of five (5) performance targets. The shared targets are subsequently submitted to and tracked by the USDOT through the FHWA and NHTSA. FHWA and NHTSA encourage setting objectives that are Specific, Measurable, Action-oriented, Reasonable and Time-Bound (S.M.A.R.T.).

[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 Manual.

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:

- States lose the ability to "flex" some of their FHWA safety funds to other programs and are required to spend 100 percent of their safety funds on safety projects.
    - This penalty has no real impact on CTDOT since safety is a priority and our goal for the last few years has been to spend all of our federal safety funds on safety projects.
- States must prepare an HSIP Implementation Plan which details how the safety funds will be spent and how the proposed program will improve safety.

CTDOT aims to balance the 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 are still practical and achievable.

Important Update. NHTSA revised the Uniform Procedures for State Highway Safety Grant Programs 23 CFR 1300 in February 2023. Accordingly, the legislation replaced the annual Highway Safety Plan (HSP) with a Triennial HSP (THSP) and an Annual Grant Application (AGA). Per 23 CFR 1300.11, State Highway Safety Offices are required to develop performance measures for three years and cannot amend the performance targets during the THSP period. Connecticut developed and matched the targets for the three common performance measures (Number of Fatalities, Fatality Rate and Number of Serious Injuries) between FHWA and NHTSA for FY2024. The CTDOT HSO cannot amend the targets for the three common performance measures reported to NHTSA for the period of FY2024-FY2026. However, FHWA published a waiver in January 2025 to amend 23 CFR 490.209(a)(1) to waive, for FY2026, the requirement that the targets for the three common performance measures be identical.

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 2020-2024. The preliminary 2025 data, where available, are used for better decision-making regarding target selection. While the targets are determined jointly, separate submittals are made to each federal agency.

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 some fatality and serious injury data included in the moving averages are four and five years old.

During that timeframe, motor vehicle crash trends might have changed. 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.

Target Setting Approach. Since 2020, Connecticut has been using a modified approach to target setting using both a 5-year moving average trendline and an annual trendline to guide the selection of targets. In addition, since 2021, CTDOT has used ten years of data for annual forecasting 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. 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.



The above FHWA statement is taken from page 14 of "Safety Target Coordination Report," FHWA, 2016.

Preliminary crash data in Connecticut for 2025 indicate an uptick in the fatality numbers experienced in 2024. Overall, fatalities have increased as well as serious injuries in 2025.

NOTE: Please use the links provided below each section to view additional information about each program area.

Vision Zero Council of Connecticut. CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The Vision Zero Council of Connecticut is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities and severe injuries involving pedestrians, bicyclists, transit users, motorists, and passengers. The Council was established in 2021 by the Connecticut General Assembly as part of *Public Act 21-28*, a landmark transportation safety bill, that is chaired by the commissioner of the Department of Transportation. Members of the council include the commissioners (or their designees) of the Departments of Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Office of the Chief State's Attorney. Since its inception, the Council and its subcommittees have been focusing on equity, enforcement, engineering, and

education and have developed proposals for legislation regarding the next steps to implement the recommendations of the Vision Zero Council.
Connecticut Vision Zero Council

Roadside Deaths and the Move Over Law. Connecticut's Move Over Law (Sec. 14-283b) is one of the strongest in the nation, requiring drivers to slow down and, when safe, move over for any vehicle stopped on the roadside with flashing or hazard lights — not just emergency vehicles. Sec. 14-283b. requires motor vehicle operators to move over or reduce their speed when approaching an emergency vehicle that is stationary or traveling significantly below the speed limit or a nonemergency vehicle that is stationary and located on shoulder.
Move Over Law

Wrong-Way Crashes. In 2025, Connecticut saw a steep reduction in wrong-way crashes on the state's interstates and limited access highways, after a spike in 2022 when Connecticut experienced thirteen fatal wrong-way crashes resulting in 23 fatalities. This accounted for six percent of total crashes and an approximately 500 percent increase in wrong-way fatalities. Nearly all fatal wrong-way crashes involved alcohol impairment, with many drivers also testing positive for cannabis and other drugs. To counteract this rise in wrong-way crashes, Connecticut approved $40 million in funding for wrong-way driving alert systems and as of April 2026, over 200 locations have the alert systems installed with online monitoring capabilities.
Wrong Way Driving
CTDOT Wrong-Way Driving Detection System

Bicyclists, Pedestrians, and Complete Streets. CTDOT is committed to the principle that walking and bicycling promote healthy lives, strong communities, and more sustainable environments and works to encourage, promote, and improve walking, bicycling, and other forms of active transportation, so that any person, regardless of age, ability, or income will be able to walk, bicycle, or use other types of active transportation modes safely and conveniently throughout Connecticut. The CTDOT is working towards creating an integrated network of on-road facilities and multi-use trails that will connect key destinations, municipalities, and regions, while strengthening Connecticut's links to neighboring states.
Bicycle and Pedestrians

There were several changes to the non-motorist Safety Laws in Connecticut in 2021 with the Connecticut House Bill No. 5429:
2021 House Bill - 05429-R02-HB.PDF

Some of the legislation that passed in 2025 included Senate Bill 1377/Public Act 25-65:
2025 Senate Bill 1377 - Public Act 25-65

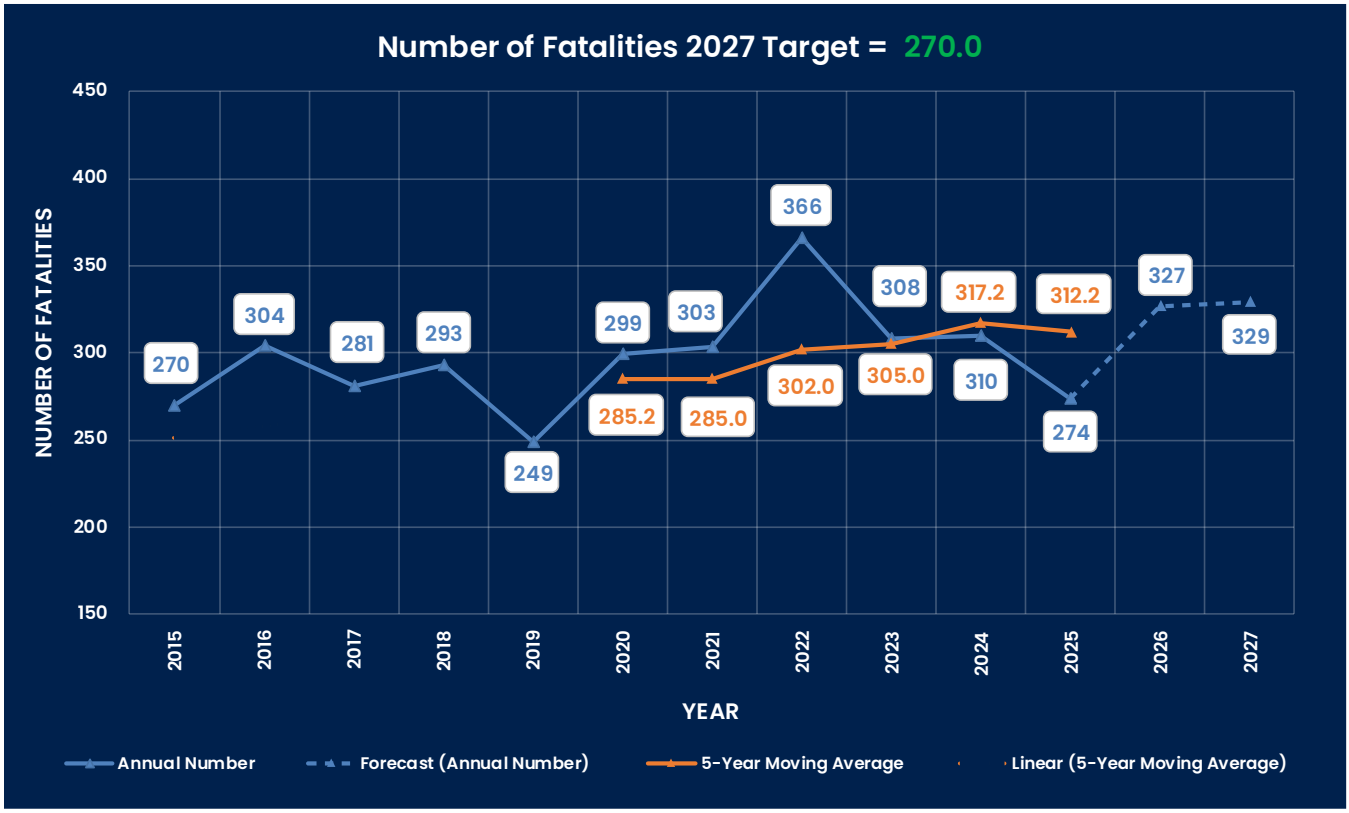
Red-light and Speed Safety Camera Program. The purpose of the Automated Traffic Enforcement Safety Device (ATESD) Program is to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities. ATESD capture images of drivers committing traffic violations, such as speeding and running through red lights. The objective of this program is to improve public safety, change driver behavior, and save lives.
Automated Traffic Enforcement Safety Device

Automated Work Zone Speed Control Program. CTDOT has implemented a program beginning June 2026 to strengthen the department's ongoing efforts to improve the safety of CTDOT work zones. The CTDOT Know the Zone: Automated Work Zone Speed Control Program has been implemented to reduce speeding, crashes, injuries, and fatalities in work zones. This program uses speed safety cameras to capture information about vehicles that speed through select work zones. The registered owners of the vehicles captured speeding by the automated work zone speed control program will be issued warnings or citations by mail.
Know the Zone

Safe System Approach. The Safe System Approach is part of the Strategic Highway Safety Plan (SHSP), with the idea being that it can be applied equitably across the transportation network. The principles include that deaths and serious injuries are unacceptable, humans make mistakes, humans are vulnerable, responsibility is shared, safety is proactive, and redundancy is crucial. CTDOT will evaluate how to integrate Safe System principles into CTDOT's planning and design practices and will discuss the best ways to integrate this during the SHSP Executive and Steering Committee meetings. CTDOT continues to address the increase in traffic fatalities on Connecticut roadways with various measures as stated above and has stayed committed to setting aggressive targets as indicated below. 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.
What Is a Safe System Approach? | US Department of Transportation

Performance Measure: Number of Traffic Fatalities

The trends in number of fatilities are illustrated in the graph below. **Annual fatalities** are shown in **blue**, and the **5-year moving average** is shown in **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015-2023; FARS Annual Report File 2024; Preliminary CTDOT data 2025 as of 5/1/2026.

"Annual" Fatalities

The annual number of fatalities has fluctuated from year to year. There was a declining trend until 2019 after a high point of 304 fatalities in 2016. However, the downward trend started to reverse in 2020. In 2021 there was a slight increase followed by a spike in fatalities in 2022. Since then, there has been a decrease and leveling off. The 2025 preliminary data suggest 274 fatalities, a 11.6 percent decrease over 2024 in Connecticut.

A time series regression analysis was conducted to project the likely number of fatalities in 2026 and 2027 (our target year). Based on this regression analysis, the projected fatalities for 2027 are approximately 329, 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 approximately 331.3,

slightly higher than the projection with the annual numbers for the target year of 2027.

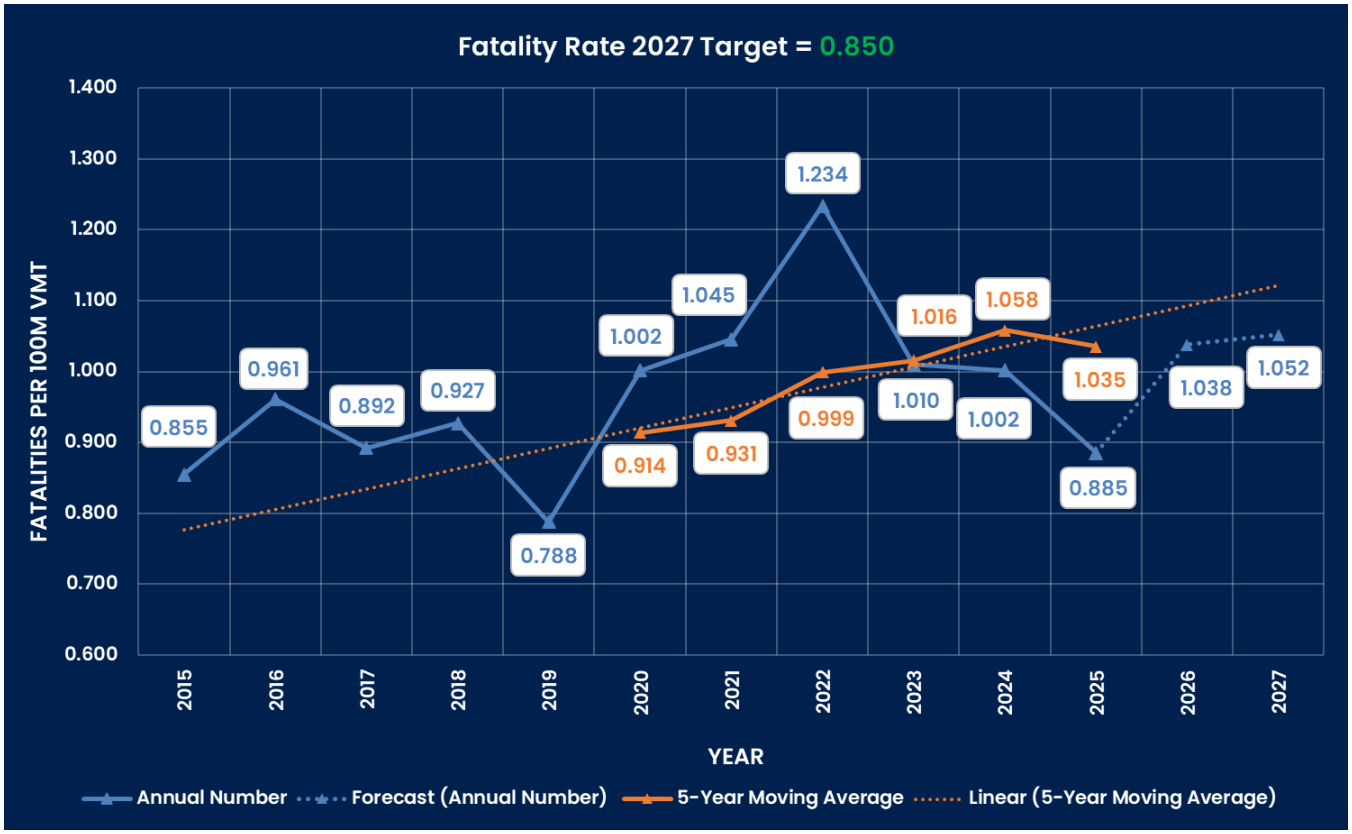
TARGET

CTDOT is choosing to maintain a 2027 fatality target of **270.0**. The selection is based on careful consideration of the following:

- CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2015 and 2019, before the upward trend in crashes started in 2020.
- Prior to 2020, there had been a decreasing trend in the number of fatalities by implementing safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020-2022 were unusual years with the COVID-19 pandemic which resulted in higher-than-expected traffic fatalities and fatality rate. This was an unexpected consequence observed in several states in the country.

Performance Measure: Fatality Rate (Fatalities/100 million vehicle miles traveled)

The trends in the fatality rate[2] are illustrated in the graph below. **Annual fatality rates** are shown in **blue**, and the **5-year moving average** is shown in **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015-2023; FARS Annual Report File 2024; Preliminary 2025 CTDOT Data as of 5/1/2026; VMT data as published by FHWA in table VM-2 at https://www.fhwa.dot.gov/policyinformation/statistics/2024/
Note: The data points for 2025 are based on the 2024 VMT since the 2025 VMT information is not available at this time.

"Annual" Fatality Rate

The annual fatality rate has fluctuated from year to year, but the annual data suggest an upward trend from 2020 to 2022. The number of fatalities continued to increase, reaching 1.210 fatalities/100 million VMT in 2022. Preliminary 2025 data suggest a decrease in the fatality rate compared to 2024 and is significantly lower than 2022.

[2] 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.

A time series regression analysis was conducted to project the likely number of fatalities in 2026 and 2027 (our target year). Based on the regression analysis, the projected fatality rate is approximately 1.052 in 2027, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

In parallel with the annual numbers, the 5-year moving average is exhibiting a similar moderate upward trend. The trendline for the 5-year moving average suggests the fatality rate could increase to 1.121 in 2027.

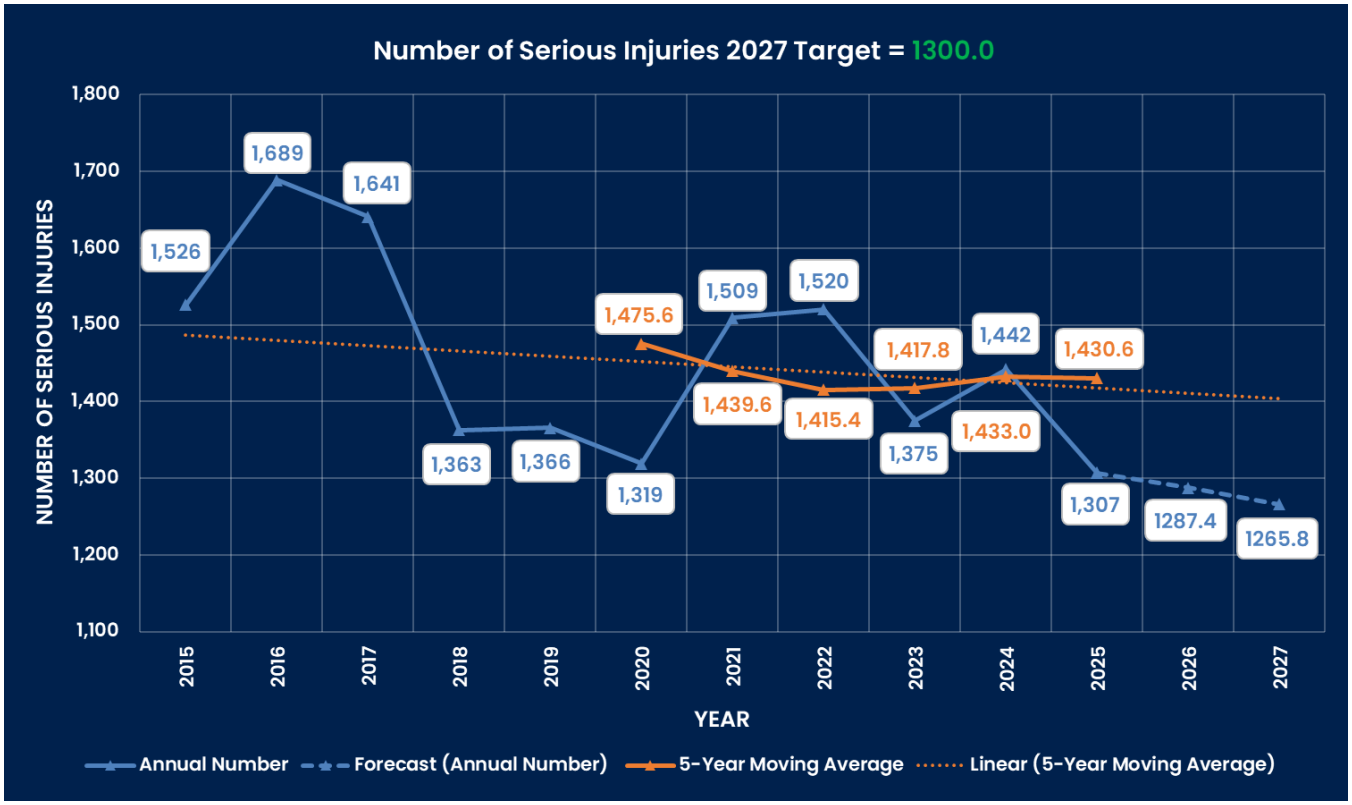
TARGET

CTDOT is choosing to maintain an aggressive target of **0.850** in 2027. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may be between 1.052 and 1.121.
- CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2015 and 2019 time periods before the upward trend in crashes started in 2020.
- CTDOT recognizes that 2020-2022 were unusual years with the COVID-19 pandemic when Connecticut saw an increase in traffic fatalities even though traffic volume dropped. This resulted in a higher fatality rate in 2020 and the increase in fatalities continued into 2021 and 2022. Connecticut also had a significant spike in wrong-way fatalities in 2022.
- In 2024, Connecticut's fatality rate decreased to 1.002. Current NHTSA data indicate a national fatality rate of 1.26 in 2024, which is 26 percent higher than Connecticut. Connecticut is choosing to strive for a lower rate by setting the target at 0.850 for 2027. The desired outcome is to return to pre-2020 levels with the ultimate goal of zero traffic fatalities.

Performance Measure: Number of Serious 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 **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: Connecticut Crash Data Repository as of 5/1/2026.

Note: The definition of "Serious Injury" was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious 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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

"Annual" Serious Injuries

The annual number of serious injuries has fluctuated from year to year, but the annual data also suggest a downward trend since a high point of 1,689 in 2016.

A time series regression analysis was conducted to project the likely number of serious injuries in 2026 and 2027 (our target year). The preliminary data for 2025 suggest a steep decrease in the number of serious injuries after increases in 2021 and 2022. This decrease in the projected annual number for 2027 is expected to be approximately 1,266, but there is a significant amount of statistical variance around the projection.

5-Year Moving Average

Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* has been exhibiting a steady downward trend and flattening despite an uptick in 2021 and 2022. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 1,404, while the regression forecast is approximately 1,266.

TARGET

CTDOT is choosing to maintain a 2027 target of **1300.0** serious injuries. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 1,266 and 1,404.
- CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower. In 2025, preliminary data suggest a notable decrease in serious injuries, bringing it to its lowest level in more than 10 years.

Performance Measure: Serious Injury Rate (Serious Injuries/100 million vehicle miles traveled)

The trends in the serious injury rate[3] are illustrated in the graph below. **Annual serious injury rates** are shown in **blue**, and the **5-year moving average** is shown in **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: Connecticut Crash Data Repository as of 5/1/2026; VMT data as published by FHWA in table VM-2 at https://www.fhwa.dot.gov/policyinformation/statistics/2024/

Note: 1.) The data points for 2024 and 2025 are based on the same VMT number since the 2025 VMT information is not available at this time; 2.) The definition of "Serious Injury" was changed in 2015 to match MMUCC 4th edition. Prior to 2015, Serious Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious 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 ten percent or more of the body); unconsciousness when taken from the crash scene; paralysis.

[3] 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.

"Annual" Serious Injury Rates

The annual serious injury rates have fluctuated from year to year, but the annual data suggest a downward trend since a high point of 5.338 serious injuries/100 million VMT in 2016.

A time series regression analysis was conducted to project the likely serious injury rates in 2026 and 2027 (our target year). Based on the regression analysis, CTDOT should expect a continuing reduction in serious injury rates. This decrease is expected to bring the annual rate down to 4.406 and 4.358, respectively, 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 slight upward trend. Nonetheless, there is still a difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to approximately 4.777, while the regression forecast is 4.358 for 2027.

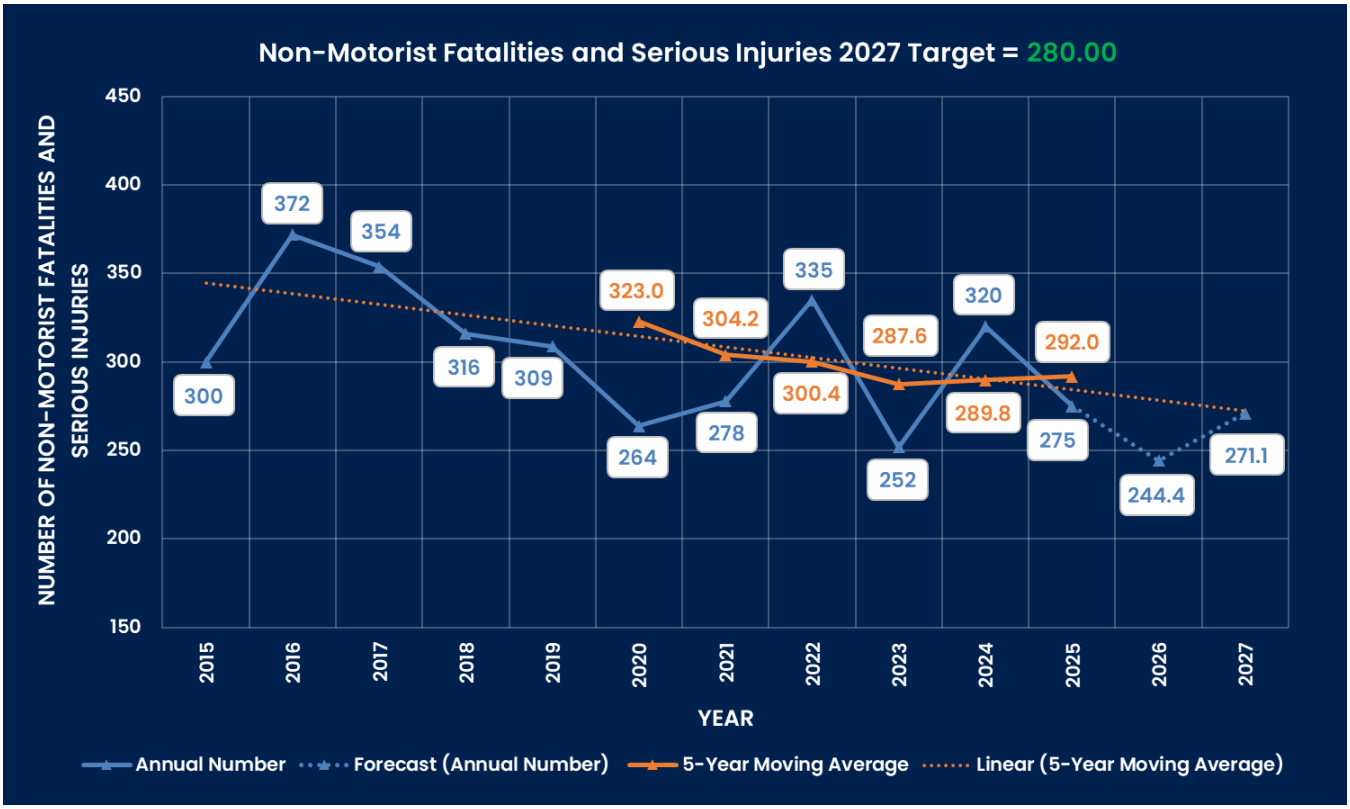
TARGET

CTDOT is choosing to maintain a 2027 target of **4.300** serious injuries/100 million VMT. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 4.358 and 4.777, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2018 and lower.
- CTDOT recognizes that 2020 through 2022 were unusual years with the COVID-19 pandemic. During that time, there was a decrease in the number of serious injuries, likely due to a reduction in traffic volume in 2020, whereas 2021 and 2022 saw an increase in the number of serious injuries. In 2025, preliminary data suggest a notable decrease in serious injuries, bringing the rate to its lowest level in more than 10 years.

Performance Measure: Number of Non-Motorist Fatalities and Serious Injuries

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. **Annual fatalities and serious injuries** for non-motorists are shown in **blue**, and the **5-year moving average** is shown in **orange**. These two lines are compared and used to select a target for 2027 as described below.



Source: FARS Final Files 2015-2023; FARS Annual Report File 2024; Preliminary 2025 CTDOT and Connecticut Crash Data Repository data as of 5/1/2026.

"Annual" Non-Motorist Fatalities and Serious Injuries

The annual number of non-motorist fatalities and serious injuries has fluctuated from year to year, but the annual data suggest a 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 2026 and 2027 (our target year). The regression analysis, suggest a reduction to approximately 244.4 and 271.1, respectively. There is a significant amount of statistical variance around the projection.

5-Year Moving Average

Similar to the "annual" projection, the 5-year moving average for non-motorist fatalities and serious injuries is projecting a decrease although there is a significant difference between the 5-year moving average trendline and the annual regression analysis forecast. The 5-year moving average is expected to decrease to approximately 272.4, while the regression forecast is 271.1 for 2027.

TARGET

CTDOT is choosing to maintain a 2027 target of **280.0** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:

- The two trendlines in the graph suggest the actual value may fall between 271.1 and 272.4, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2023 and lower.
- CTDOT recognizes that 2022 and 2024 were unusual years. During that time, there was a decrease in the number of serious injuries, likely due to a reduction in traffic volume in 2020, whereas 2022 saw an increase in the number of non-motorist fatalities and serious injuries with a spike again in 2024. In 2025, preliminary data suggest a decrease in non-motorist fatalities and serious injuries, bringing the number in line with some of the lowest levels over the past 10 years.

CTDOT Safety Performance Targets Reported to FHWA

Targets Reported	2020	2021 *CTDOT Adopted New Target Setting Methodology*	2022	2023	2024	2025	2026	2027
Target Years	2016-2020	2017-2021	2018-2022	2019-2023	2020-2024	2021-2025	2022-2026	2023-2027
Performance Assessment Year	2022	2023	2024	2025	2026	2027	2028	2029
Number of Traffic Fatalities	277.0	270.0	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	0.850
Number of Serious (A) Injuries	1547.0	1360.0	1300.0	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	4.300
Number of Non-Motorized Fatalities & Serious (A) Injuries	307.2	300.0	280.0	280.0	280.0	280.0	280.0	280.0

Safety Performance Target Assessment Summaries from FHWA Website

The following FHWA website link provides a summary of the Highway Safety Improvement Program's (HSIP) safety performance measures and State safety performance targets. As per 23 CFR 490.209(a), States are required to set annual safety performance targets in the HSIP annual report for the number of fatalities, rate of fatalities per 100 million vehicle miles traveled (VMT), number of serious injuries, rate of serious injures per 100 million VMT, and number of non-motorized fatalities and serious injuries. The safety performance targets are based on 5-year rolling averages. States have the flexibility to use the methodology they deem most appropriate when establishing safety performance targets. FHWA encourages States to review data sets and trends and consider factors that may affect targets. The safety performance targets should be data-driven, realistic, and attainable and should align with the performance management framework and legislative intent.
FHWA State Highway Safety Report (2023) - Connecticut

2023 Connecticut Safety Performance Target Assessment Summary

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	

TO: TAG Members
FROM: WestCOG Staff
DATE: November 10, 2026

RE: **Infrastructure & Reliability Performance Measures – 2027 & 2029 CTDOT Targets**

Background

Transportation Performance Management (TPM) is a strategic approach that uses system information to make investment and policy decisions to achieve national performance goals. In 2016, the Final Rule on Statewide and Metropolitan Transportation Planning was published and established new federal requirements for MPOs to coordinate with DOTs and transit providers, set performance targets, and integrate those targets into the planning process.

In accordance with federal requirements, CTDOT has set targets for the following performance measure areas for 2026-2029:

Performance Measure Area 2 (PM2) Infrastructure:

1. *Pavement Condition*
2. *Bridge Condition*

Performance Measure Area 3 (PM3) System Reliability:

3. *Performance of the National Highway System*
4. *Freight Movement*
5. *Non-Single Occupancy Vehicle (SWRMPO)*
6. *Peak Hour Excessive Delay (SWRMPO)*
7. *Air Quality*

TAG Action

CTDOT has provided draft performance targets along with details on target setting methodology and general trends to HVMPO and SWRMPO. MPOs must establish targets prior to March 30, 2027. The following pages detail these performance measures and proposed targets.

WestCOG staff will present the draft targets for information at the November TAG meeting. In December, TAG members will vote on whether to recommend endorsement of the respective targets to each MPO.

More details on CTDOT's target setting activities can be found here:
https://portal.ct.gov/DOT/Performance-Measures/Performance-Measures

Draft Targets

1) Pavement Condition:

Federal guidance focuses the pavement performance measures on the National Highway System (NHS) which consists of a network of strategic highways, including interstates and other roads that serve major airports, rail or truck terminals, and other strategic transport facilities.

This performance measure tracks the percent of the Interstate and National Highway System (NHS) in "Good" and "Poor" condition. Pavement condition is determined by measuring roughness, cracking, rutting, and faulting.

CTDOT Targets:

Performance Measures	Baseline (State)	2-Year Target	4-Year Target
Percentage of Pavements of the Interstate System in Good Condition	76.4%	72.6%	70.7%
Percentage of Pavements of the Interstate System in Poor Condition	0.1%	1.0%	1.3%
Percentage of Pavements of the Non- Interstate NHS in Good Condition	41.9%	32.0%	29.0%
Percentage of Pavements of the Non- Interstate NHS in Poor Condition	1.7%	3.6%	4.5%

2) Bridge Condition:

This target measures the percent of NHS bridges in "Good" and "Poor" condition. Bridge condition is calculated using National Bridge Inventory condition ratings for bridge decks, superstructures, substructures, and culverts.

CTDOT Targets:

Performance Measures	Baseline (State)	2-Year Target	4-Year Target
Percentage of NHS Bridges Classified as in Good Condition	9.7%	9.2%	8.0%
Percentage of NHS Bridges Classified as in Poor Condition	6.3%	7.6%	8.6%

3) System Reliability:

This target measures the percent of Interstate and NHS person-miles that are "reliable". Reliability is defined as the ratio of the 80th percentile travel time of a reporting segment to the 50th percentile travel time.

CTDOT Targets:

Performance Measures	Baseline (State)	2-Year Target	4-Year Target
Percent of the Person-Miles Traveled on the Interstate That Are Reliable	79.3%	74.2%	71.3%
Percent of the Person-Miles Traveled on the Non-Interstate NHS That Are Reliable	86.5%	82.2%	83.2%

4) Freight Movement:

This target is measured using the truck travel time reliability index (TTTR) along the Interstate system.

TTTR is measured as the ratio between the worst congestion experienced along a segment (95th percentile) and the average congestion along that segment (50th percentile).

CTDOT Targets:

Performance Measures	Baseline (State)	2-Year Target	4-Year Target
Truck Travel Time Reliability (TTTR) Index	1.77	2.07	2.18

5) Non-Single Occupancy Vehicle (Non-SOV) Travel

This performance measure for the Bridgeport-Stamford Urbanized Area and measures people commuting to work using modes such as carpool, van, public transportation, commuter rail, walking, bicycling, or telecommuting.

SWRMPO Target:

Performance Measures	Baseline (UZA)	2-Year Target	4-Year Target
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Bridgeport--Stamford, CT--NY	38.6%	41.0%	42.6%

6) Peak Hour Excessive Delay

This performance measure for the Bridgeport-Stamford Urbanized Area and measures the of additional delay over the regular delay in rush hour. It is calculated by per capita, and peak hours are analyzed from 6 – 10 am and 3 – 7 pm.

SWRMPO Target:

Performance Measures	Baseline (UZA)	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport--Stamford, CT--NY	17.1	19.4	20.1

7) Air Quality:

This measure consists of the cumulative 2-year and 4-year Emissions Reductions (kg/day) for CMAQ-funded projects. The current and future targets reflect the rate of reduction in emissions.

Covers the following pollutants: Nitrogen Dioxide (NOx), Particulate Matter ($PM_{2.5}$), and Volatile Organic Compounds (VOCs).

CTDOT Targets:

Performance Measures	Baseline (State)	2-Year Target	4-Year Target
Total Emission Reductions: PM2.5	8.933	9.113	9.296
Total Emission Reductions: NOx	95.408	97.326	99.282
Total Emission Reductions: VOC	92.961	94.830	96.736

Western Connecticut
COUNCIL OF GOVERNMENTS

WESTCOG

WestCOG Technical Advisory Group (TAG)
2027 Proposed Annual Meeting Schedule

Meeting Location - All meetings will be virtual, via Zoom, unless noted otherwise

https://us02web.zoom.us/j/89531093509 Meeting ID: 895 3109 3509

***Held on Tuesdays after the Executive Committee Meeting unless noted below

Date	TAG Meeting
Tuesday, Jan. 12	11:00 am – 12:00 pm
Tuesday, Feb. 9	11:00 am – 12:00 pm
Tuesday, Mar. 9	11:00 am – 12:00 pm
**Wednesday April 7 CTDOT COG/MPO Conflict	11:00 am – 12:00 pm
Tuesday, May 11	11:00 am – 12:00 pm
Tuesday, June 8	11:00 am – 12:00 pm
Wedenesday, July 7 CTDOT COG/MPO Conflict	11:00 am – 12:00 pm
Tuesday, Aug. 10	11:00 am – 12:00 pm
Wednesday Sept. 8 CTDOT COG/MPO Conflict	11:00 am – 12:00 pm

Tuesday, Oct. 12	11:00 am – 12:00 pm
Tuesday, Nov. 9	11:00 am – 12:00 pm
Wednesday, Dec. 8 CTDOT COG/MPO Conflict	11:00 am – 12:00 pm

Western Connecticut
COUNCIL OF GOVERNMENTS

https://westcog.org/wp-content/uploads/2026/06/2026_07/08_TAG-Meeting-Agenda.pdf

Disclaimer: These interim minutes of the Technical Advisory Group ("TAG") of the Western Connecticut Council of Governments ("WestCOG" or "COG") are released and "available for public inspection" and "posted" on WestCOG's website, in accordance with C.G.S. §1-225(a). Said interim minutes are subject to review and approval by the TAG members, after which time the final approved minutes will be available and posted in accordance with laws. Accordingly, the interim minutes may contain inaccuracies and do not reflect the final action of the TAG.

INTERIM MINUTES OF 10/13/2026

Technical Advisory Group Meeting (TAG)

1 Riverside Rd, Sandy Hook, CT 06482 475-323-2070 via Zoom:
https://us02web.zoom.us/j/89531093509

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE TAG MEM

• Bethel	Absent
• Bridgewater	Absent
• Brookfield	Community Development Specialist Greg Dembowski
• Danbury	Traffic Engineer Veera Karukonda
• Darien	Director of Land Use Planning and Zoning Jeremy Ginsberg
• Greenwich	Chief Engineer Gabriella Circosta-Cohee
• New Canaan	Town Engineer Maria Coplit
• New Fairfield	Absent
• New Milford	Director Of Public Works Jack Healy
• Newtown	Absent
• Norwalk	Absent
• Redding	Absent
• Ridgefield	Director of Public Works Jake Muller
• Sherman	Absent
• Stamford	Absent
• Weston	Absent
• Westport	Director of Public Works Larry Roberts
• Wilton	Director of Planning Michael Wrinn
• Transit Representative SWR	NTD Director of Service Planning Rick Schreiner
• Transit Representative HV	Absent

Others Attending: Danbury Engineer Tom Altermatt, Ridgefield Public Works Foreman Rich Morrell, Westport Deputy Town Engineer Matthew Niski, Wilton Interim Town Engineer Steve Santacroce, CTDOT Transportation Planner II Matthew Abbott, and FHWA Transportation Specialist Jennifer Brady.

WestCOG Staff Members: Francis Pickering, Mike Towle, Kristin Hadjstylianos, Kevin Mahoney, Todd Fontanella, Amal Malik, Mike Wilson, Kathleen Maeder, Garrett Read, and Harrison Lewis.

MEETING CALL TO ORDER: WestCOG Transportation Director Kristin Hadjstylianos called the meeting to order at 11:01 a.m.

PUBLIC PARTICIPATION
No member of the public spoke when asked to do so.

FEATURED PRESENTATION
Regional Safety Action Plan
WestCOG Data Scientist Sagnik Chand and Associate Planner Amal Malik presented an overview of the Regional Safety Action Plan, data analysis, public engagement, and upcoming municipal coordination.

INFORMATIONAL ITEMS

CTDOT Strategic Highway Safety Plan – WestCOG Area Workshop
WestCOG's Amal Malik provided an update.

LOTCIP Solicitation
WestCOG Program Director Kevin Mahoney provided an update.

Annual Report
WestCOG Deputy Director Mike Towle provided an update.

Water Supply & Water Treatment Study
WestCOG's Mike Towle provided the update.

Hazard Mitigation Plan
WestCOG's Mike Towle provided the update.

Flood Grants Program
WestCOG Planner Kathleen Maeder provided the update.

Bridge and Culvert Mapping Update
WestCOG Associate Planner Garrett Reed provided the update.

ACTION ITEMS

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE TAG MEMBERS

Approval of the September 2026 meeting minutes

After review and on a motion made by New Milford Director of Public Works Jack Healy and seconded by Brookfield Community Specialist Greg Dembrowski the minutes of the September 2026 meeting were unanimously approved.

FY27-30 Transportation Improvement Program

WestCOG's Amal Malik provided an overview on the HVMPO and SWRMPO TIP amendments. After review and on a motion made by Darien Director of Land Use Planning and Zoning Jeremy Ginsberg and seconded by New Milford Director of Public Works Jack Healy the FY27-30 Transportation Improvement Program amendments were unanimously approved for HVMPO and SWMRPO endorsement.

OTHER BUSINESS

Discussion of SS4A Planning grants and RFQ examples.

UPCOMING MEETINGS

MPO/COG Thursday, October 22 2026 @ 12:00 p.m.
TAG Meeting Tuesday, November 10, 2026

The meeting was adjourned on a motion duly made at 11:47 a.m.

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE TAG MEMBERS

Western Connecticut
COUNCIL OF GOVERNMENTS

TO: MPO Members
DATE: October 29, 2026
SUBJECT: Amendments to the 2025-2028 Transportation Improvement Program

SWRMPO FFY 2027-2030 Transportation Improvement Program (TIP)

Background: The FFY2027-2030 South Western Region MPO TIP was endorsed by the MPO on May 21, 2026. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on September 4, 2026.

The following projects have proposed amendments:

1. 0302-0023CN – Danbury Branch – Slope and Track Stabilization
2. 0412-2025CN – Norwalk TD – Facility SGR FY25
3. 0412-2025EQ – Norwalk TD – Admin Capital/Misc Support FY25
4. 0412-2025PA – Norwalk TD – Paratransit Vehicles FY25

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

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

HVMPO FFY 2027-2030 Transportation Improvement Program (TIP)

Background: The FFY2027-2030 Housatonic Valley Region MPO TIP was endorsed by the MPO on May 21, 2026. The TIP was incorporated into the larger Statewide TIP, which was approved by USDOT and EPA on September 4, 2026.

The following projects have proposed amendments:

1. 0302-0023CN – Danbury Branch – Slope and Track Stabilization

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

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

1 Riverside Road, Sandy Hook, CT 06482
Visit us online at ***westcog.org***
Telephone/Fax 475-323-2060

0302-0023CN - DANBURY BRANCH - SLOPE AND TRACK STABLILIZATION

DANBURY BRANCH - SLOPE AND TRACK STABLILIZATION

Lead Agency:	CTDOT
Project Type:	FTA
Region:	1, 2, 5
Town:	VARIOUS
Air Quality Status:	-
Total Cost:	$12,500,000

Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
Construction	5337P	$0	$10,000,000	$0	$0	$0	$0	$10,000,000
↳ Construction	State Match	$0	$2,500,000	$0	$0	$0	$0	$2,500,000
Total Construction		$0	$12,500,000	$0	$0	$0	$0	$12,500,000
Total Programmed		$0	$12,500,000	$0	$0	$0	$0	$12,500,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	01 - Move projects from one year in the STIP to another year in the STIP
Project Changes:	Plan Revision Name changed from "June 2026 Action" to "November Amendment"

0412-2025CN - NORWALK TD - FACILITY SGR FY 25

NORWALK TD - FACILITY SGR FY 25

Lead Agency:	CTDOT
Project Type:	FTA
Region:	1
Town:	NORWALK
Air Quality Status:	-
Total Cost:	$300,000

	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	All Phases	5307P	$0	$240,000	$0	$0	$0	$0	$240,000
↳	All Phases	State Match	$0	$60,000	$0	$0	$0	$0	$60,000
	Total All Phases		$0	$300,000	$0	$0	$0	$0	$300,000
	Total Programmed		$0	$300,000	$0	$0	$0	$0	$300,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	01 - Move projects from one year in the STIP to another year in the STIP
Project Changes:	Plan Revision Name changed from "May 2026 Action" to "November Amendment"

0412-2025EQ - NORWALK TD - ADMIN CAPITAL/MISC SUPPORT FY 25

NORWALK TD - ADMIN CAPITAL/MISC SUPPORT FY 25

Lead Agency:	CTDOT
Project Type:	FTA
Region:	1
Town:	NORWALK
Air Quality Status:	-
Total Cost:	$600,000

	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Other Activities	5307P	$0	$480,000	$0	$0	$0	$0	$480,000
↳	Other Activities	State Match	$0	$120,000	$0	$0	$0	$0	$120,000
	Total Other Activities		$0	$600,000	$0	$0	$0	$0	$600,000
	Total Programmed		$0	$600,000	$0	$0	$0	$0	$600,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	01 - Move projects from one year in the STIP to another year in the STIP
Project Changes:	Plan Revision Name changed from "May 2026 Action" to "November Amendment"

0412-2025PA - NORWALK TD - PARATRANSIT VEHICLES FY 25

NORWALK TD - PARATRANSIT VEHICLES FY 25

Lead Agency:	CTDOT
Project Type:	FTA
Region:	1
Town:	NORWALK
Air Quality Status:	-
Total Cost:	$2,300,000

	Phase	Fund Source	Prior	FY2027	FY2028	FY2029	FY2030	Future	Total
	Capital Acquisition Activities	5307P	$0	$1,840,000	$0	$0	$0	$0	$1,840,000
↳	Capital Acquisition Activities	State Match	$0	$460,000	$0	$0	$0	$0	$460,000
	Total Capital Acquisition Activities		$0	$2,300,000	$0	$0	$0	$0	$2,300,000
	Total Programmed		$0	$2,300,000	$0	$0	$0	$0	$2,300,000

Current Change Reason:	Schedule / Funding / Scope- Update:
Current Change Reason:	01 - Move projects from one year in the STIP to another year in the STIP
Project Changes:	Plan Revision Name changed from "May 2026 Action" to "November Amendment"