# Western Connecticut
COUNCIL OF GOVERNMENTS

# WestCOG/HVMPO/SWRMPO Meeting Agenda

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

**Time.** Thursday, November 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)

## 3. COG Action Items

a. Approval of October Meeting Minutes.....Attachment 3a pp. 1-5
b. HMGP Grant Application .....Attachment 3b, pp. 6-7
c. 2026-11-19 #01 Resolution – Western Connecticut Training Facility Equipment and Technology Project .....Attachment 3c, pp. 8-9
d. CCIA Sign on Letter.....Attachment 3d, pp. 10-11

## 4. MPO Action Items

a. Approval of the October 2026 Meeting Minutes.....*Attachment 3a, pp. 1-5*
b. FY27-30 Transportation Improvement Program .....Attachment 4b, pp. 12-16
   i. **SWRMPO -** #0302-0023CN, Various; #0412-2025CN, Norwalk; #0412-2025EQ, Norwalk; #0412-2025PA, Norwalk
   ii. **HVMPO -** #0302-0023CN, Various

## 5. Information Items

a. Draft Legislative Agenda.....Attachment 5a, pp. 17-33
b. Legislative Reception.....Attachment 5b, p. 34
c. Federal Update
d. Housing Update
e. Annual Dues
f. Safety Performance Measures – 2027 CTDOT Safety Targets .....Attachment 5f, pp. 35-53

*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.*

g. Infrastructure & Reliability Performance Measures – 2027 & 2029 CTDOT Targets .....Attachment 5g, pp. 54-57

## 7. Other Business

## 8. Adjournment

## 10. Next meeting

a. **Legislative Reception** Thursday, December 17, 2026 @12:00 pm

Sign up or view WestCOG's newsletter!

# Western Connecticut
COUNCIL OF GOVERNMENTS

*Disclaimer: These interim minutes 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 COG 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 COG.*

## WestCOG / HVMPO/ SWRMPO Interim Meeting Minutes

(A Combined Meeting for Western Connecticut Council of Governments (WestCOG), Housatonic Valley and South Western Region Metropolitan Planning Organizations (SWRMPO) 1 Riverside Rd, Sandy Hook, CT 06482

**Scheduled for:** Thursday, October 22, 2026 12:00 p.m.
**Location.** Ridgefield Town Hall Annex, 66 Prospect Street, Ridgefield, CT

COG Chairman Rudolph Marconi / Vice Chair- Dan Carter
Treasurer -Jon Zagrodzky / Secretary Julia Pemberton
HVMPO Chairwoman Julia Pemberton / Vice Chairman Dan Carter
SWRMPO Chairman Zagrodzky / Vice Chairman Dionna Carlson

## Members Attending

Bethel..... First Selectman Dan Carter COG/HVMPO
Bridgewater..... First Selectman Eric Gsell COG/HVMPO
Brookfield..... First Selectman Steve Dunn COG/HVMPO
Danbury..... Mayor Roberto Alves COG/HVMPO
Darien..... First Selectman Jon Zagrodzky COG/SWRMPO
Greenwich.....Chairman of P & Z Margarita Alban SWRMPO
New Canaan..... First Selectman Dionna Carlson COG/SWRMPO
New Fairfield..... First Selectman Pat Del Monaco COG/HVMPO
New Milford..... Mayor Pete Bass COG/HVMPO
Newtown..... First Selectman Bruce Walczak COG/HVMPO
Norwalk..... Chief of Staff Corey Frate SWRMPO
Redding..... Absent
Ridgefield..... First Selectman Rudy Marconi COG/HVMPO
Sherman..... Absent
Stamford.....Absent
Weston..... Absent
Westport..... First Selectman Kevin Christie COG/SWRMPO
Wilton.....First Selectman Toni Boucher COG/SWRMPO
Transit Representative..... NTD Director of Service Planning Rick Schreiner SWRMPO
Transit Representative..... Acting HARTransit CEO Bob Yastremski HVMPO
CTDOT..... Absent
MPO Staff..... Francis Pickering (Non-voting MPO member)

INTERIM MINUTES SUBJECT TO FINAL APPROVAL BY THE COG MEMBERS

**Others in Attendance:** Sarah Lopez and Genevieve Perruccio from Sen. Murphy's Office, Greenwich Director, Planning and Zoning / Zoning Enforcement Coordinator / Town Planner Patrick LaRow, Newtown Land Use Director Rob Sibley, Adam Goodwin and Trent McCann from the Aspetuck Land Trust and Newtown Forest Association, Andrea Wrinn from Northwell Health, Meg Haffner and Mike D'Elia from the Kennedy Collective

**WestCOG Staff:** Mike Towle, Kristin Hadjstylianos, Sagnik Chand, Nick Trabka, Farnaz Kamyab, Todd Fontanella, Mike Wilson, Amal Malik, Edward Provitz, Harrison Lewis, and Cricket Carpenter.

### Call to Order

The COG meeting was called to order at 12:27 p.m. by Chairman Rudy Marconi
The SWRMPO meeting was called to order at 12:27 pm by Chairman Jon Zagrodsky
The HVMPO meeting was called to order at 12:27 p.m. by Vice Chairman Dan Carter

### Public Comment

Northwell Health Vice President, Public and Government Health Relations Andrea Wrinn spoke on the changes coming to Medicaid on January 1, 2027

### Featured Presentation

Mike Freda and George Logan presented on the Regional Water Authority and Aquarion Water Authority.

## COG Action Items

### Approval of September Meeting Minutes

After review and on a motion made by Darien First Selectman Jon Zagrodzky and seconded by Brookfield First Selectman Steve Dunn the minutes of the September meeting were unanimously approved.

### 2026-10-22-#01 Regional Freight Study Resolution

WestCOG Transportation Director Kristin Hadjstylianos provided an overview.
After review and on a motion made by New Fairfield First Selectman Pat Del Monaco and seconded by Newtown First Selectman Bruce Walczak the 2026-10-22-#01 Regional Freight Study Resolution was unanimously approved.

### Quarterly Financial Update

WestCOG Financial Director Vicky Ricks provided the update. After review and on a motion made by Jon Zagrodzky and seconded by Bruce Walczak the Quarterly Financials were unanimously approved.

### Benefits update- Life Insurance

WestCOG Executive Director Francis Pickering provided an overview. After review and on a motion made by Jon Zagrodzky and seconded by Steve Dunn the proposed language for the Employee Handbook pertaining to Life Insurance Benefits was unanimously approved.

### 2026-10-22-#02 East-West Trail Study Resolution

Kristin Hadjstylianos provided an overview. After review and on a motion made by Jon Zagrodzky and seconded by Pat Del Monaco the 2026-10-22-#02 East-West Trail Study Resolution was unanimously approved.

### Aspetuck Land Trust LOS

Adam Goodwin and Trent McCann from the Aspetuck Land Trust and Newtown Forest Association provided an overview. After review and on a motion made by Steve Dunn and seconded by Bethel First Selectman Dan Carter the Aspetuck Land Trust Letter of Support was unanimously approved.

### 2027 Proposed COG Meeting Dates

Francis Pickering provided an overview. After review and a motion was made by Steve Dunn and seconded by Jon Zagrodzky the 2027 Proposed COG Meeting Dates with the September meeting scheduled for 09/30/2027 to avoid potential conflict with the HRRA meeting were unanimously approved.

## MPO Action Items

### Approval of the September 2026 Meeting Minutes

After review and on a motion made by New Canaan First Selectman Dionna Carlson and seconded by Jon Zagrodzky the minutes of the September SWRMPO meeting were unanimously approved. After review and on a motion made by Steve Dunn and seconded by Bruce Walczak the minutes of the September HVMPO meeting minutes were unanimously approved.

### FY27-30 Transportation Improvement Program

SWRMPO – 00300-0916CN; Statewide, 0300-2026TK; Statewide, 0102-0379; Norwalk, #0412-2026EQ; Norwalk TD, 0412-2026CN; Norwalk TD, #0412-2026PA; Norwalk TD, #0412-2026RS; Norwalk TD
HVMPO – #00300-0916CN; Statewide, #0300-2026TK; Statewide, #0034-0364; Danbury, #0170-3806; Danbury & Newtown, #0170-3818; Bethel, #0416-2026CN; HART, #0416-2026EQ; HART, #0416-2026OP; HART, #0416-2026PA; HART, #0416-2026RA; HART

Kristin Hadjstylianos provided an overview. After review and on a motion made by Bruce Walczak and seconded by Dan Carter the HVMPO amendment #0300-2026TK was voted to be separated from the body of TIP Amendments being acted upon at today's meeting. After discussion and further review, a motion was made by Dan Carter and seconded by Steve Dunn to withdraw the amendment. After review and on a motion made by Dan Carter and seconded by Steve Dunn the HVMPO – #00300-0916CN; Statewide, #0300-2026TK; Statewide, #0034-0364; Danbury, #0170-3806; Danbury & Newtown, #0170-3818; Bethel, #0416-2026CN; HART, #0416-

2026EQ; HART, #0416-2026OP; HART, #0416-2026PA; HART, #0416-2026RA; HART TIP Amendments were unanimously approved.

After review and on a motion made by Dionna Carlson and seconded by Jon Zagrodzky the SWRMPO – 00300-0916CN; Statewide, 0300-2026TK; Statewide, 0102-0379; Norwalk, #0412-2026EQ; Norwalk TD, 0412-2026CN; Norwalk TD, #0412-2026PA; Norwalk TD, #0412-2026RS; Norwalk TD TIP Amendments were unanimously approved.

### 2026-10-22 #03 – HVMPO Self Certification Resolution

Kristin Hadjstylianos provided an overview. On a motion made by Ridgefield First Selectman Rudy Marconi and seconded by Pat Del Monaco the 2026-10-22 #03 - HVMPO Self Certification Resolution was unanimously approved.

### 2026-10-22 #04 – SWRMPO Self Certification Resolution

Kristin Hadjstylianos provided an overview. On a motion made by Dionna Carlson and seconded by Jon Zagrodzky the 2026-10-22 #04 - SWRMPO Self Certification Resolution was unanimously approved.

## Information Items

### Regional Safety Action Plan

WestCOG's Associate Planner Amal Malik and Data Scientist Sagnik Chand provided an overview and demonstration.

### Annual Report

WestCOG Deputy Director Mike Towle provided an overview.

### SW Waste Management RFI

Francis Pickering provided an overview.

### Legislative Committee Update

Francis Pickering provided an update.

### LOTCIP Solicitation

Kristin Hadjstyliannos provided an update.

### Legal Notice Report

Mike Towle provided an update.

### CTDOT Strategic Highway Safety Plan – WestCOG Area Workshop

Kristin Hadjstylianos provided an overview.

### Housing Update

Mike Towle provided an update.

## Adjournment

On a motion duly made the meeting was adjourned at 2:12 pm

## Next meeting

Thursday November 19, 2026 @12:00 pm

# Western Connecticut
COUNCIL OF GOVERNMENTS

TO: WestCOG Council Representatives
FROM: Michael Towle, Deputy Director
DATE: November 12, 2026

RE: **HMGP Grant Application**

## Purpose
Staff seek Council direction regarding a request from the Connecticut Division of Emergency Management and Homeland Security (DEMHS) that WestCOG formally withdraw its pending Hazard Mitigation Grant Program (HMGP) application for the Regional Hazard Mitigation Plan update.

## Background
WestCOG pursued federal funding to update its 2021 Regional Hazard Mitigation Plan through the following submissions:

- **August 30, 2024:** Submitted an application under FEMA's Building Resilient Infrastructure and Communities (BRIC) program.
- **October 31, 2025:** Submitted an HMGP application for the plan update.
- **July 13, 2026:** Provided an updated HMGP application package to DEMHS.
- **October 2026:** Submitted the draft Regional Hazard Mitigation Plan to DEMHS for state and FEMA review and approval.

While funding remained pending, WestCOG proceeded with resiliency planning to support the HMP Update Planning Process once funding became available. The goal being to avoid extending a lapse in plan coverage and jeopardizing member municipalities' eligibility for mitigation funding.

DEMHS has advised that the State will not support funding a project completed before a federal award, citing FEMA restrictions on reimbursement for work performed before award. Because WestCOG has advanced the plan update to the draft submission stage, DEMHS has requested a formal letter withdrawing the pending HMGP application.

## Discussion
The timing of the funding process placed WestCOG in a difficult position: delay the plan update while awaiting an award and risk continued gaps in municipalities' eligibility for mitigation assistance, or proceed with the necessary work and risk losing federal support for preparing the plan.

WestCOG proceeded with the update to support municipal preparedness and future funding eligibility. Withdrawal of the application would conclude the pending request for financial assistance with that work. It would not withdraw the Regional Hazard Mitigation Plan from review or end WestCOG's or member municipalities' participation in HMGP generally.

If the Council authorizes withdrawal, the letter should document the application history and explain that WestCOG proceeded with the update while funding remained unresolved. This would preserve a clear record of the circumstances leading to withdrawal.

The Council may also wish to raise this issue with the state and congressional delegations, emphasizing the need to align federal funding decisions with required plan-update schedules. Communities should be able to maintain current hazard mitigation plans without forfeiting access to the funding intended to support their preparation.

## Requested Action

Staff seek Council direction on authorizing the Executive Director to submit a letter to FEMA, through DEMHS, withdrawing the pending HMGP application for the Regional Hazard Mitigation Plan update.

Suggested motion:

*"To authorize Executive Director Francis Pickering to submit a letter to FEMA, through DEMHS, withdrawing WestCOG's pending HMGP application for the Regional Hazard Mitigation Plan update and documenting the circumstances that required WestCOG to advance the work before a funding award."*

The Council may separately direct staff to prepare correspondence to the state and congressional delegations concerning the difficulties created by the timing of hazard mitigation funding decisions.

# Western Connecticut
COUNCIL OF GOVERNMENTS

TO: WestCOG Council Representatives
FROM: Michael Towle, Deputy Director at WestCOG
DATE: November 12, 2026

RE: **2026-11-19 #01 Resolution**
**Western Connecticut Training Facility-Equipment and Technology Project**

## Purpose
Staff request Council approval of the attached resolution authorizing Executive Director Francis Pickering to accept a $951,000 award from the U.S. Department of Justice, Bureau of Justice Assistance (BJA), under the FY 2026 Byrne Discretionary Community Project Grants/Byrne Discretionary Grants Program.

## Background
Municipal police departments face challenges securing suitable space, equipment, and time for firearms and tactical training. Starting in 2023, WestCOG worked with member municipalities and their police departments to develop a regional training facility concept and pursue funding for its implementation. These efforts secured a $1.5 million award through Connecticut's Regional Performance Incentive Program (RPIP) and led to a separate request for $951,000 in federal funding for training equipment and technology.

The RPIP award was subsequently withdrawn. However, WestCOG has recently been awarded the $951,000 federal grant, providing an opportunity to advance shared regional training capabilities without relying on construction of the previously proposed facility.

Following Council authorization to accept the award, staff will convene a project advisory committee comprising municipal elected officials and/or their designated representatives. The committee will advise staff on project concepts for the Council's consideration, including equipment selection, deployment, shared access, and ongoing operating responsibilities.

**Grant amount:** $951,000.
**Local match:** None required.
**Expenditure deadline:** September 30, 2030.

## Requested Action
Staff recommend that the Council approve the attached resolution. Suggested motion:

"To approve Resolution 2026-11-19 #01 authorizing Executive Director Francis Pickering to accept the $951,000 BJA FY 2026 Byrne Discretionary Community Project Grants/Byrne Discretionary Grants Program award for regional law enforcement training equipment and technology."

**2026-11-19 #01**

# CERTIFIED RESOLUTION OF THE WESTERN CONNECTICUT COUNCIL OF GOVERNMENTS AUTHORIZING EXECUTION OF THE WESTERN CONNECTICUT TRAINING FACILITY - EQUIPMENT AND TECHNOLOGY PROJECT

Ridgefield, Connecticut

I, Julia Pemberton, Secretary of the Western Connecticut Council of Governments (hereinafter "WestCOG") certify that the following is a true copy of the resolution adopted by WestCOG at its meeting on 11/19/2026 in Ridgefield, Connecticut, a quorum being present:

WHEREAS, Western Connecticut Training Facility – Equipment and Technology Project to develop and implement feasible regional tactical training equipment project concepts for law enforcement training in Western Connecticut;

WHEREAS, WestCOG has applied for and been notified that the Office of Justice Programs (OJP)/Bureau of Justice Assistance (BJA) has awarded $951,000 through the BJA FY 2026 Byrne Discretionary Community Project Grants/Byrne Discretionary Grants Program;

RESOLVED, that WestCOG shall enter into an agreement with OJP/BJA to receive and expend said grant funds in performance of the project. That WestCOG Chairman Rudolph Marconi, Vice Chairman Dan Carter, or Executive Director Francis Pickering are hereby authorized to act on behalf of WestCOG to negotiate and execute all appropriate and necessary contractual agreements with OJP/BJA and any consultant to perform the Project.

This resolution is in full force and effect as of November 19, 2026.

_____

Julia Pemberton, Secretary
Western Connecticut Council of Governments
November 19, 2026

[Affix seal here]

The Honorable Richard Blumenthal
United States Senator CT
503 Hart Office Building
Washington D.C. 20510

The Honorable Chris Murphy
United States Senator CT
136 Hart Office Building
Washington, D.C. 20510

The Honorable John Larson
United States House of Representatives
1st District, Connecticut
1501 Longworth Building
Washington D.C. 20515

The Honorable Joe Courtney
United States House of Representatives
2nd District, Connecticut
2449 Rayburn Building
Washington D.C. 20515

The Honorable Rosa DeLauro
United States House of Representatives
3rd District, Connecticut
2413 Rayburn Building
Washington D.C. 20515

The Honorable Jim Himes
United States House of Representatives
4th District, Connecticut
2137 Rayburn Building
Washington D.C. 20515

The Honorable Jahana Hayes
United States House of Representatives
5th District, Connecticut
2049 Rayburn House Office Building
Washington D.C. 20515

November 4, 2026

Dear Connecticut Congressional Delegation:

Federal investment in our transportation network delivers significant benefits to communities across Connecticut. Accordingly, we urge Congress to ensure these benefits are sustained by restoring Fiscal Year (FY) 2026 funding levels, including advance appropriations for highway and transit programs, in the FY 2027 appropriations bill or subsequent continuing resolution.

The current continuing resolution, expiring December 11, temporarily reduces transportation funding for highway, airport construction, and rail and transit programs. For surface transportation and airport construction programs, this would amount to a $172 million cut in federal formula infrastructure investments in Connecticut. The extension also eliminated billions of dollars in potential grants for passenger rail projects.

Programs that have remained unfunded since October 1, including investments in bridges, rail infrastructure, and multimodal freight networks, deliver important benefits by improving mobility, enhancing safety, and supporting economic growth. Restoring these funds would provide Connecticut with the certainty needed to advance major projects, instead of delivering a 15% cut to our highway program alone.

Stable funding is critical for our state, as work continues in Washington on a multi-year surface transportation reauthorization bill. We respectfully urge Congress to reverse cuts to highway and transit programs, by maintaining support at FY 2026 enacted levels in the final FY 2027 appropriations bill or

DRAFT

any necessary program extensions. Preserving these investment levels will provide stability for Connecticut to support efficient project delivery and help ensure our communities continue to benefit from a safe, dependable, and modern transportation system.

Sincerely,

Add names here….

DRAFT

# 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" |

**Western Connecticut**
COUNCIL OF GOVERNMENTS

WESTCOG

# 2027 Policy Agenda

Western Connecticut Council of Governments' (WestCOG) 2027 Policy Agenda outlines a focused set of legislative priorities developed by the region's eighteen member municipalities. These recommendations are grounded in on-the-ground municipal experience and are intended to strengthen Connecticut's fiscal health, infrastructure, housing supply, environmental resilience, public safety, and capacity for regional collaboration.

The agenda emphasizes practical, implementable reforms that improve outcomes for residents while respecting local control and fiscal realities. It highlights statutory reforms that modernize state law, streamline administration, strengthen local and regional capacity, and improve the effectiveness of public spending. Taken together, these priorities reflect WestCOG's commitment to supporting vibrant communities, responsive government, and a high quality of life across Western Connecticut.

*Contents* *Page*


| | | |
|---|---|---|
| 1 | Finances | 1 |
| 2 | Transportation | 2 |
| 3 | Housing | 4 |
| 4 | Workforce | 8 |
| 5 | Environment | 9 |
| 6 | Health | 11 |
| 7 | Energy and Technology | 12 |
| 8 | Shared Approaches | 14 |


DRAFT

# 1. FINANCES

Connecticut municipalities are the most dependent in the nation on property taxes to finance local government. Unlike cities and towns in many states, they have few alternative revenue sources, while state mandates and spending requirements limit their ability to control expenditures. State funding formulas often compound these challenges by relying on net grand list per capita—effectively reducing state aid where households face the highest housing costs.

To strengthen fiscal sustainability and reduce pressure on property taxpayers, Connecticut should diversify municipal revenue options, reduce forced spending, and reform state aid formulas to better reflect actual fiscal need.

## 1.1. Diversify municipal revenue sources

The state should expand local revenue options to reduce reliance on property taxes. In particular, municipalities should be allowed to recover the costs of non-educational services provided to tax-exempt properties when Payment in Lieu of Taxes (PILOT) funding falls short. Revenue options would give municipalities greater flexibility to finance public services without placing the entire burden on the property tax.

## 1.2. Reduce state-imposed forced spending

The state should reduce unnecessary spending mandates and give municipalities flexibility to adjust expenditures as needs change. In particular, Connecticut should reform or eliminate the Minimum Budget Requirement (MBR), which prevents municipalities from reducing education spending in proportion to declining enrollment. The state should also reconsider costly administrative requirements, including the 14-day early voting period, to identify opportunities to reduce municipal expenses while preserving essential services and public access.

## 1.3. Allow online publication of municipal legal notices

Connecticut continues to require municipalities to pay for newspaper publication of many legal notices, despite the ability to provide broader, more accessible public notice online. In 2026, the House of Representatives passed legislation allowing municipalities to satisfy these requirements through publication on their official websites, but the measure did not become law. Connecticut should complete this reform by allowing municipalities to publish legal notices online in lieu of mandatory newspaper publication, with appropriate requirements for accessibility, public access, and preservation of records.

## 1.4. Align state funding formulas with actual need

State funding formulas should better reflect residents' ability to pay, including measures such as household income and property tax burden relative to income, rather than relying excessively on equalized grand list per capita. Connecticut should also modernize its distressed municipality designation, which relies on a combination of dated and indirect indicators, questionable weighting, and an arbitrary limit of 25 municipalities. The designation should be based on transparent, evidence-based measures of economic and fiscal distress that reflect contemporary conditions and the purposes of the programs that use it.

DRAFT

# 2. TRANSPORTATION

Western Connecticut's transportation system is central to the state's economy and quality of life, but congestion, aging infrastructure, and capacity limits impose costs on residents and businesses. Addressing these challenges requires sustained investment, improvements to the performance of existing infrastructure, and flexible tools for delivering transportation projects. The state should maintain reliable funding, advance projects that improve regional mobility, and remove barriers that prevent regions and municipalities from making cost-effective transportation improvements.

## 2.1. Sustain transportation funding

The Special Transportation Fund, which supports the state's transportation system, has experienced close calls in the past and is expected to face challenges in the future. To keep the Fund healthy and adequately resourced. To this end, the state should:

- Fully fund the STF, with no revenue diversion or suspension.
- Press to adjust the federal gas tax to account for inflation, which has eroded over 50% of its real value. (Connecticut receives more from this tax than it pays in, so increases to the tax would be a net positive for the state.)
- Develop a revenue source for electric vehicles so that their users also share fairly in supporting the transportation system, such as through a kWh fee.

## 2.2. Advance regional transportation priorities

In 1999, New England was warned that it risked "losing connectivity to the global network and becoming increasingly isolated" due to inadequate infrastructure. Since then, however, infrastructure capacity has not kept up with demand; I-95 in the Stamford area now ranks as having the worst congestion in the country (INRIX, 2023). Keeping people and goods flowing efficiently will take investment across a range of major transportation projects. These include:

- Add capacity to I-95 from the New York State line
- Reconstruct and add capacity to I-84 in the Danbury area
- Complete the Route 7/15 interchange
- Coordinate signals on major routes such as Route 1
- Reduce New Haven Line travel times and improve speeds (execute Time for CT)
- Implement the Danbury Branch study, including electrification and extension to New Milford
- Implement quiet zones on the New Canaan Branch
- Add rail station parking
- Implement bus rapid transit on Route 1
- Complete the Norwalk River Valley Trail/Still River Greenway/U.S. Bike Route 7
- Demand reduction through fiber to every home and business

## 2.3. Enable Payment-in-Lieu-of-Sidewalks (PILOS)

PILOS allows a municipality to waive the construction of sidewalks and crossings a development where they will not get much use (e.g., on a small cul-de-sac) in exchange for payment into a PILOS fund. A municipality may then use this fund to build sidewalks where they are most needed (e.g., on the main road the cul-de-sac opens onto). Connecticut should join the many states that

DRAFT

explicitly provide for PILOS. In 2026, SB 361, which would have authorized municipal PILOS programs, received a favorable report from the Planning and Development Committee but did not become law. The General Assembly should build on this progress and enact the legislation in 2027.

## 2.4. Build schools with sidewalks

Interest in walking to school is growing at the same time that pedestrian deaths are rising. A factor in these fatalities is a lack of safe infrastructure. To promote physical activity, facilities that are designed to enable children to walk or bike to school should be treated as eligible costs under state school construction grants, even if they are not on school property.

DRAFT

# 3. HOUSING

With the passage of SS PA 25-1, Connecticut has established a comprehensive state, regional, and municipal housing planning framework to identify housing needs, establish housing goals, and address land use barriers to housing development. As this new framework is implemented, the state should turn attention to other obstacles that limit housing production and affordability, particularly high construction costs, financing constraints, and statutory disincentives.

The following recommendations focus on making housing more financially feasible to build and preserve, modernizing incentives under §8-30g, and removing statutory barriers that increase costs or discourage investment in affordable housing.

## 3.1. Expand the local conveyance tax option statewide to support housing trust funds

Housing trust funds, which bridge the gap between what a lower-income household can pay, and what it costs to create a home, are a common way counties and municipalities across the country finance affordable housing. These funds are often supported by a local or regional option on the conveyance tax. While state law provides a local 0.25% option on the conveyance tax, this option is not available in most Connecticut municipalities – including those where housing costs are higher (and where the housing finance gap is greater). The state should expand the local conveyance tax option to all 169 cities and towns, allowing municipalities to decide for themselves whether to use this tool to support local housing trust funds.

## 3.2. Add more HUE point tiers under §8-30g

§8-30g does not award extra housing unit equivalent (HUE) points deep affordability: a home restricted to 20% of median income (MI) earns the same points as one at 40%. Nor does the law give any credit for units above 80% MI—even though, because construction costs have grown faster than incomes, housing affordable to 100% MI households is now *below market rate* and cannot be built without assistance.

The state should solve this by adding lower and higher point tiers. This proposal (see below) gives more points for units at or below 20% of MI, recognizing extremely low-income housing as a distinct need. It also grants partial credit for units 80–120% of MI, aligning the law with state initiatives like Build CT that help finance moderate-income housing. Together, these changes modernize §8-30g to reflect the full spectrum of affordability without rewriting its core structure.

| Income Cap | Current Points/Unit | Adjustment | New Points/Unit |
|---|---|---|---|
| **≤20%** | 2.0 /2.5 *(same as ≤40%)* | +0.5 from ≤40% level | 2.5/3.0 |
| **≤40%** | 2.0/2.5 | — | 2.0/2.5 |
| **≤60%** | 1.5/2.0 | — | 1.5/2.0 |
| **≤80%** | 1.0/1.5 | — | 1.0/1.5 |
| **≤100%** | 0.0/0.0 *(currently ineligible)* | -0.5 from ≤80% level | 0.5/1.0 |
| **≤120%** | 0.0/0.0 *(currently ineligible)* | -1.0 from ≤80% level | 0.25*/0.5 |
| **No cap (market-rate)** | 0.25/0.25 | — | 0.25/0.25 |

DRAFT

*Point values are for rented/owned units.*
** The existing floor of 0.25 points per market-rate unit would apply here.*

## 3.3. Scale HUE points for senior housing to affordability

§8-30g assigns 0.5 HUE points to senior units affordable at or below 80% of MI, regardless of how affordable they are. A senior rental unit at 80% MI earns the same as one at 40% MI. This ceiling discourages the creation of deeply affordable senior housing, even though seniors often need units priced well below 60% MI.

The 0.5-point ceiling should be replaced with a simple deduction of 0.5 points from whatever a unit would otherwise earn, while preserving the floor of 0.25 points per unit. This would reward deeper levels of affordability in age-restricted projects, while still limiting the credit for senior housing relative to unrestricted housing but rewards. This reform preserves the intent of prioritizing family housing while giving communities a real incentive to support meaningful senior downsizing options that can free up larger homes.

| Income Cap | Current Points/Unit (Age-restricted) | New Points/Unit (Proposal #2 above) | Minus 0.5 Deduction for Age-restricted |
|---|---|---|---|
| **≤20%** | 0.5 | 2.5/3.0 | 2.0/ 2.5 |
| **≤40%** | 0.5 | 2.0/2.5 | 1.5/ 2.0 |
| **≤60%** | 0.5 | 1.5/2.0 | 1.0/ 1.5 |
| **≤80%** | 0.5 | 1.0/1.5 | 0.5/ 1.0 |
| **>80–100%** | 0.25* | 0.5/1.0 | 0.25/0.5 |
| **>100–120%** | 0.25* | 0.25/0.5 | 0.25/0.25 |

** The existing floor of 0.25 points per market-rate unit would apply here.*

## 3.4. Recognize and incentivize single-room occupancies (SROs)

Historically, SROs such as rooming and boarding houses provided safe, low-cost accommodation for workers, students, seniors, and individuals transitioning between living situations. However, despite their historic role and their relevance to today's housing affordability challenges, SROs are invisible within the §8-30g framework. Municipalities receive no credit for producing or preserving SRO beds, even though SROs can provide the lowest-cost housing available in the private market.

§8-30g should recognize SROs as an important form of affordable housing and assign each SRO bed a fractional HUE point toward the moratorium calculation and a fractional unit toward the 10% affordability threshold to incentivize this vital but overlooked housing option.

## 3.5. Enable tax abatement of housing renovation/conversion

Under CGS §12-65b, municipalities may provide tax abatements explicitly for the rehabilitation of existing structures for retail business use. However, the statute does not include residential rehabilitation, limiting the ability to use tax abatements for the creation of affordable housing through the conversion of existing buildings into housing or the renovation of existing affordable housing (such as those under §8-30g).

DRAFT

Municipalities should be able to give tax abatements for the rehabilitation of housing units, as well as the conversion of non-residential buildings into housing, to incentivize the renovation—and extension of affordability restrictions—on existing affordable housing, including §8-30g units, as well as support the conversion of underutilized commercial properties into homes.

### 3.6. Correct the affordable middle housing penalty

In 2024, Connecticut enacted legislation awarding municipalities an additional ¼ HUE point for each qualifying middle housing unit to encourage its development. However, a drafting ambiguity in CGS §8-2s may cause affordable middle-housing units to receive only the ¼ points instead of, rather than in addition to, the higher points otherwise awarded under §8-30g. This unintended consequence could penalize municipalities for permitting affordable housing as of right, contrary to the purpose of the incentive.

Legislation to correct this apparent drafting error (HB 5362) passed the House in 2026 but did not become law. Connecticut should complete this correction by expressly providing that the ¼ point middle-housing incentive is awarded in addition to, rather than instead of, the HUE points earned for affordable housing.

### 3.7. Faster and cleaner moratorium review

Under current law, the Department of Housing (DOH) has 90 days to act on moratorium applications under §8-30g, and the statute provides no stay during this review period. This often results in a surge of §8-30g filings before a decision is issued, a dynamic that runs counter to the moratorium's purpose of offering orderly and predictable relief to towns that have achieved the required level of affordable housing production.

Connecticut should streamline and protect the moratorium process by shortening DOH's review window, requiring DOH to offer an optional pre-application meeting at municipal request, and allowing municipalities to stay acceptance of new §8-30g proposals until DOH renders a decision. If the moratorium is approved, stayed proposals would not proceed; if the moratorium is denied, they would resume. These changes ensure that municipalities pursuing a moratorium in good faith are not overwhelmed by strategic filings, while preserving full procedural rights for applicants when a moratorium is not granted.

### 3.8. Extend the option for current use value taxation to affordable rentals

While property is generally taxed based on its "highest and best use", all states have provisions that tax property on its current use, when such use is of societal benefit. Connecticut law (PA 490) reduces assessments and thus taxes on working farms and forest tracts in exchange for 10-year commitments from the owner to keep the farm a farm and the forest a forest. This reduces the pressure on owners to convert the land to other uses. In addition to farms and forests, PA 490 provides a municipal option to reduce assessments on properties whose owners have committed to maintaining them as open space.

Just as PA 490 reduces pressure to convert farmland or forest to higher-value uses, a parallel mechanism could help preserve naturally occurring affordable rentals as market rents rise. Specifically, creating a municipal option in PA 490 for affordable rental housing, where landlords

DRAFT

receive assessment reductions for voluntarily committing to below-market rate rent, would incentivize landlords to keep their units affordable. A municipality in turn would receive credit under §8-30g for each rental that is participating in the program. If modeled on the open space option, such a commitment would be for ten years, with penalties for breaking the commitment, and with units counting toward §8-30g for the same period.

## 3.9. Update Prevailing Wage Thresholds to Reflect Inflation

Affordable housing developments rely on public funding that can trigger prevailing wage requirements. Because the thresholds have not been adjusted for inflation, more projects are swept into prevailing wage coverage each year, largely due to rising costs rather than expanded project scope. This raises development costs and reduces the number of affordable units that can be produced with limited public resources.

Prevailing wage thresholds should be updated to reflect cumulative inflation since the last adjustment and indexed prospectively, so that prevailing wage stays focused on large public works, rather than modest state-assisted housing, projects.

As an alternative or complement, the state could revise how prevailing wage applicability is calculated so that only labor costs, not total construction costs, determine whether the threshold is met. This approach would ensure that increases in material prices, such as those driven by tariffs or supply chain shocks, do not inadvertently trigger prevailing wage requirements for smaller affordable housing developments.

## 3.10. Reduce Building Material Costs by Improving Regional Logistics

Building materials are substantially more expensive in Connecticut than in many peer states, due in large part to logistics constraints—delivery routes, warehousing limitations, distribution inefficiencies, and higher cross-state transportation costs. These factors drive up municipal construction costs and increase the cost of producing both affordable and market-rate housing. Connecticut should work with neighboring states to improve regional logistics for building materials, including coordinated freight movement, shared warehousing solutions, enhanced multimodal freight corridors, regional procurement strategies, and other cooperative approaches.

## 3.11. Require ROI / Benefit-Cost Analysis for New Building Code Mandates

Building code updates can increase the cost of constructing housing and public facilities. While many changes improve safety and performance, others may impose substantial costs without commensurate benefits. In 2026, Connecticut enacted PA 26-58, extending the timeline for adopting national model codes and allowing the state to skip the 2027 model-code cycle. This provides greater stability but does not address the cost-effectiveness of individual code requirements.

Connecticut should require benefit-cost analysis of proposed code provisions that materially increase construction costs, including consideration of lifecycle costs, safety benefits, and effects on housing affordability. Where appropriate, the state should consider less costly alternative compliance methods that achieve comparable safety and performance outcomes.

DRAFT

# 4. WORKFORCE

Connecticut faces growing workforce challenges as experienced workers retire faster than they can be replaced. An aging population, the loss of working-age residents to other states, and reduced international immigration threaten to constrain the labor supply needed to sustain the state's economy and public services. Yet many residents remain unemployed, underemployed, or outside the labor force. Addressing these challenges requires more than expanding education and training. Connecticut must retain its working-age residents, bring more people into the workforce, and enable experienced workers to remain employed longer. The state must also remove unnecessary occupational licensing requirements, apprenticeship restrictions, and other barriers to employment that undermine efforts to attract workers and expand workforce participation.

## 4.1. Modernize Apprentice Hiring Ratios

Connecticut's apprenticeship hiring ratios are often more restrictive than the separate jobsite supervision requirements, limiting the number of apprentices employers may hire even when they can provide adequate onsite supervision and training. These restrictions constrain opportunities for new workers to enter skilled trades and for employers to replace retiring tradespeople. The state should align apprenticeship hiring ratios with jobsite supervision requirements, allowing employers to hire additional apprentices without weakening existing safety and training standards.

## 4.2. Establish Cross-State Credential Recognition

Connecticut faces workforce shortages across a range of skilled, well-paying occupations, yet its licensing requirements can limit access to the much larger national pool of qualified workers. Requirements for reciprocal treatment by other states, duplicative examinations, and additional training can discourage experienced professionals from relocating to Connecticut. Building on existing interstate licensing compacts and precedents in states such as New Hampshire, Connecticut should establish a streamlined process for recognizing out-of-state professional licenses and credentials, eliminating unnecessary reciprocity requirements and expediting licensure for qualified applicants while maintaining appropriate professional and safety standards.

## 4.3. Bring More Residents into the Workforce

The state should strengthen pathways into employment for unemployed, underemployed, and economically inactive residents, including young adults who are neither working nor enrolled in education. Programs should emphasize employer-connected training, paid work experience, and practical workplace skills alongside technical qualifications. The state should also address barriers such as transportation, childcare, and the loss of public benefits when individuals begin working or increase their earnings.

## 4.4. Retain and Reengage Older Workers

Connecticut should review and reform state retirement, pension, and employment rules that discourage retirees from returning to work or experienced employees from transitioning to part-time employment. The state should facilitate phased retirement, remove unnecessary restrictions on post-retirement employment, and enable experienced workers to continue contributing to the workforce, including through mentoring and training.

DRAFT

# 5. ENVIRONMENT

Environmental priorities emphasize water protection, waste reduction, and smart growth strategies that reduce long-term public costs. The proposals focus on updating standards, filling funding gaps, and directing development toward already-served areas to protect natural resources and public infrastructure.

## 5.1. Update water efficiency standards

Connecticut is tied for last in New England and New York regarding water efficiency standards. These outdated standards fail to reflect advances in fixture efficiency and changes in the climate – which include longer and more intense droughts. Modernizing Connecticut's standards to match those of its neighbors will provide needed relief to the drinking water and wastewater challenges the state faces, improving sustainability while ensuring that the state has the capacity to continue to grow. The state should follow its neighbors' lead and adopt the same standards as Maine and New York for the water efficiency of plumbing fixtures and irrigation sprinklers.

## 5.2. Set minimum standards for river- and streambank protection

Connecticut remains the only New England state without statewide minimum protections for vegetated buffers along rivers and streams. These buffers protect water quality, reduce erosion and flooding, and preserve aquatic habitats. A legislative Riparian Buffers Working Group met extensively in 2025–2026 and developed substantive recommendations for strengthening these protections. In 2026, the General Assembly enacted PA 26-61, but the final legislation only provided for a DEEP staff position to train municipal inland wetlands commissions; it did not establish new riparian buffer protections. Connecticut should build on the Working Group's recommendations and enact minimum statewide standards for protecting vegetated river- and streambanks, with appropriate flexibility for site-specific conditions and existing development.

## 5.3. Expand assistance for drinking water contamination

Contamination of drinking water by PFAS, arsenic, uranium, chlorides, and other substances poses challenges for Connecticut's public water systems and private-well owners. While federal and state programs now provide some assistance for testing and treatment, funding is limited, and eligibility varies by contaminant, water system, and source of contamination. Smaller water systems and private-well owners can face substantial costs without adequate assistance.

Connecticut should build on existing programs and recent federal investments by expanding financial assistance for water testing, treatment, and remediation, particularly for private wells and small community water systems. The state should also improve guidance on contamination risks and prevention and ensure that assistance addresses both emerging contaminants and naturally occurring water quality hazards.

## 5.4. Reform Aquarion Water Authority governance and oversight

The legislation authorizing the sale of Aquarion Water Company created governance problems that need to be addressed. In approving the transaction, the Public Utilities Regulatory Authority (PURA) identified concerns including disproportionate representation on the joint governing board, where Aquarion's larger customer base receives five seats compared with six for the smaller

DRAFT

South Central Connecticut Regional Water Authority, potential conflicts of interest, and inadequate independent consumer advocacy.

Although the sale is complete, the authority's governance structure was established by state legislation and remains subject to legislative amendment. As PURA noted, revisiting the enabling legislation offers a means of addressing these concerns. Connecticut should revise the law to provide representation more proportionate to the populations served, address conflicts arising from the shared governing board, strengthen independent ratepayer protections, and ensure appropriate oversight of water rates and financial operations.

## 5.5. Provide tools to support waste diversion and reuse, composting, and recycling

Connecticut has made progress in modernizing its Bottle Bill and promoting sustainable materials management, including additional reforms enacted in 2026. However, financial and regulatory barriers continue to discourage investment in facilities that recover valuable materials and reduce the amount of waste requiring disposal. The state should build on these efforts by providing municipalities, regions, and private operators with additional tools to support waste diversion, including:

- Authorize municipalities or regions to impose a 10-cent fee on wine, beer, and liquor containers not already covered by the state's Bottle Bill, with revenues supporting refundable deposits, glass and plastic recycling, and related waste-reduction programs.
- Reform solid waste tipping fees. Exempt reuse, composting, and recycling facilities from the state's $1.50-per-ton solid waste fee. Adjust the fee applicable to other covered waste-processing facilities for inflation and dedicate the proceeds to waste reduction, reuse, composting, and recycling.
- Support land acquisition for materials recovery facilities. Provide financial assistance to secure suitable industrial land for reuse, composting, and recycling facilities. Land acquisition costs can prevent otherwise viable private investments in new processing capacity.
- Extend manufacturing incentives to materials recovery. Clarify that state manufacturing incentives are available to qualifying reuse, composting, and recycling operations, including businesses that convert recovered materials into new products.

## 5.6. Prioritize redevelopment and reinvestment

Determining where development is appropriate requires local knowledge that statewide planning cannot fully capture. Municipalities are best positioned to evaluate site-specific conditions and determine where additional development can be accommodated. State policies should therefore respect municipal land use authority while encouraging redevelopment and reinvestment in areas with existing water, sewer, and transportation infrastructure. Prioritizing these locations makes better use of public investments, reduces the need for costly infrastructure expansion, and limits impacts on natural resources.

DRAFT

# 6. PUBLIC HEALTH AND SAFETY

These proposals address emerging and persistent public safety challenges, including substance use, emergency response capacity, and the safe use of new technologies. The emphasis is on evidence-based approaches that protect residents while supporting local service providers.

## 6.1. Address AI-generated false emergency communications

Connecticut already criminalizes false emergency reporting and swatting, but advances in artificial intelligence now allow offenders to fabricate convincing voices, recordings, and identities to deceive emergency responders. These technologies can make false reports more credible, trigger dangerous emergency responses, and divert limited police, fire, and ambulance resources from genuine emergencies. The state should update its existing false-reporting statutes to explicitly address the intentional use of AI-generated impersonation and fabricated evidence in emergency communications, including appropriate enhanced penalties and recovery of response costs.

## 6.2. Establish safeguards for AI Use in Schools

AI is accessible to children, raising concerns about privacy, inappropriate content, and the effects of unsupervised use on learning and development. Connecticut has made progress through recent legislation protecting minors, AI education pilot programs, and guidance for schools on responsible technology use. Building on these initiatives, the state should establish common privacy, safety, and transparency standards for AI products used in schools, provide model policies and procurement guidance, and preserve local discretion over age-appropriate instructional use.

## 6.3. Sustain local fire protection

Connecticut's fire services are losing volunteers, threatening the ability of municipalities, particularly smaller and rural communities, to maintain emergency response. Recent legislation has begun addressing this challenge through recruitment incentives, improved data collection, and municipal fire protection planning. However, recruitment incentives alone may not be sufficient to sustain services where volunteer availability continues to decline.

The state should implement and fund the fire protection framework established under PA 26-144, support regional and shared approaches to fire protection, and develop a state-assisted staffing program for municipalities that cannot maintain adequate coverage through volunteers alone. Connecticut should also act on the forthcoming recommendations concerning statewide tax incentives for volunteer firefighters, ensuring that benefits are available regardless of the municipality in which a volunteer resides or serves.

## 6.4. Build on progress in reducing drug overdoses

Connecticut has made progress in reducing fatal overdoses, but addiction to opioids and other narcotics continues to cause preventable deaths and impose costs on families, communities, and emergency services. The state should sustain evidence-based prevention, treatment, recovery, and harm-reduction efforts, prioritize effective use of opioid settlement funds, and ensure that programs are evaluated for measurable results. Continued attention is needed to preserve these gains and respond to emerging drug threats.

DRAFT

# 7. ENERGY AND TECHNOLOGY

AI and other technologies are creating new opportunities for government and the economy, but also new challenges for public administration, consumer protection, and infrastructure. Existing laws have not kept pace with these developments, exposing public agencies to new risks and costs while limiting their ability to respond effectively. Connecticut should modernize its laws to address the misuse of emerging technologies, reduce unnecessary administrative burdens, and protect public resources. At the same time, the state must plan for growing energy demands, maintain reliable and affordable utility services, and ensure that technological development does not impose disproportionate costs on residents, businesses, or the public sector.

## 7.1. Establish safeguards against automated government submissions

AI systems can generate and submit large volumes of requests, comments, complaints, and other formal communications, potentially overwhelming agency staff and distorting public participation. Current laws presume that submissions originate from people, leaving public agencies without clear authority to distinguish legitimate human participation from autonomous automated activity.

Connecticut should authorize public agencies to use reasonable measures to verify that formal submissions originate from, or are authorized by, a real person. These measures could include CAPTCHA, email confirmation, or other verification methods. Agencies should be permitted to suspend processing of unverified automated submissions and receive protection from liability when following consistent statutory procedures, while preserving anonymous participation and the right to use AI to prepare legitimate submissions.

## 7.2. Allow recovery of extraordinary public records request costs

AI has made it trivially easy to generate massive public records requests, while the staff time required to fulfill them remains substantial. Commercial data harvesting firms, including those based outside Connecticut, can obtain extensive collections of public records for resale while Connecticut taxpayers bear the cost of municipal employees locating, reviewing, and preparing those records. Under current law, agencies generally cannot recover these labor costs, even when fulfilling a single request requires extraordinary staff resources.

Connecticut should amend its Freedom of Information Act to permit recovery of reasonable processing costs for commercial requests and exceptionally burdensome requests, consistent with established federal and other state practices. The law should authorize advance cost estimates and deposits, while preserving affordable access for residents, journalists, and public-interest researchers. Public records should remain accessible, but Connecticut taxpayers should not be required to subsidize the commercial operations of private data vendors.

## 7.3. Modernize Connecticut's data center policy

Connecticut established substantial tax incentives for data centers under PA 21-1, including exemptions from property, sales, and electricity taxes. However, the legislation did not address the infrastructure demands and broader costs associated with large data centers, particularly their substantial electricity consumption and potential impacts on other ratepayers. As data center development and electricity demand increase, the state should revisit this framework to ensure

DRAFT

that economic incentives are balanced against infrastructure costs, municipal fiscal interests, and local land-use considerations.

Connecticut should require an assessment of energy and infrastructure impacts before approving state incentives, ensure that data centers bear an appropriate share of costs attributable to their development, preserve municipal siting authority, and review the adequacy of host-municipality compensation arrangements.

### 7.4. Ensure energy planning addresses infrastructure capacity and costs

Connecticut's growing electricity demands from transportation, heating, and energy-intensive development will require substantial investment in generation, transmission, and distribution infrastructure. Without coordinated planning, these changes risk increasing energy costs, straining local infrastructure, and undermining system reliability. The Department of Energy and Environmental Protection is developing a new Comprehensive Energy Strategy and Integrated Resources Plan to address many of these challenges.

The state should ensure these planning efforts assess future electricity demand, infrastructure capacity, investment needs, and ratepayer impacts under realistic scenarios. The resulting plans should identify geographically specific constraints, opportunities to reduce peak demand and infrastructure costs, and actionable information that municipalities can use in planning for development and public facilities.

### 7.5. Build capacity to manage energy use at the regional level

In recognition of the technical challenges associated with the energy transition, many counties have created the position of an energy manager, who is responsible for overseeing energy use and advancing efficiency across a region. The manager's duties include monitoring energy use, developing energy plans, implementing energy conservation (through capital and operational improvements), developing cost analysis and budgets, retrofitting buildings and equipment, redesigning processes and educating employees to improve efficiency and conservation, and providing direction on federal grants and incentives.

The specialized nature of energy management, combined with its redundancy throughout a region – municipalities provide comparable facilities and services – make this work ideal for provision at the regional level. WestCOG estimates that municipal energy and efficiency needs in the region are sufficient to occupy at least one full-time employee. As with the previous item, additional funding will need to be identified to support this role.

### 7.6. Authorize municipalities to require digital land-use submissions

Land-use applications frequently include surveys, site plans, and other spatial documents that are created digitally but submitted as paper documents or PDFs. This prevents municipalities from readily incorporating the underlying information into their GIS and other data systems, requiring costly and sometimes inaccurate manual conversion. Connecticut should expressly authorize municipalities to require applicants to submit native digital files, including CAD and GIS data, in standardized formats suitable for municipal use, while allowing reasonable exceptions when digital files are unavailable.

DRAFT

## 7.7. Establish statewide standards for digital land and property records

Connecticut has made substantial progress in standardizing municipal parcel and assessment data through the Geographic Information Officer (GIO) and regional Councils of Governments. However, many land and property records remain paper-based, with no digital equivalent. Jurisdictions such as Nova Scotia and New Brunswick have demonstrated the feasibility of comprehensive, parcel-linked digital land registration systems that improve access to property information and streamline transactions.

Connecticut should build on the GIO's parcel and CAMA initiatives by establishing statewide standards for the digitization, indexing, preservation, and exchange of land and property records. Working with town clerks, assessors, building officials, and COGs, the state should develop common data formats and links between recorded documents, parcels, and assessment records, provide implementation assistance, and modernize recordkeeping requirements to allow approved digital systems to replace duplicative paper-based processes.

DRAFT

# 8. REGIONAL AND SHARED APPROACHES

These proposals support collaboration, local democracy, and efficient service delivery through regional structures. The goal is to reduce duplication, strengthen municipal capacity, and enable shared solutions to challenges that cross local boundaries.

## 8.1. Support grassroots democracy and local control

Connecticut has a rich tradition of democratic, participatory decision-making, thanks to the numerous opportunities provided for civic engagement and volunteer service at the local level. These opportunities, which range from serving on school boards and civilian review boards to planning and zoning commissions, keep government close to voters, building trust and pride in the state's diverse communities. The state should support this spirit of civic engagement by strengthening opportunities for local decision-making and local control.

## 8.2. Extend municipal immunity to regional services

Municipalities increasingly rely on regional structures, but regional Councils of Governments lack the liability protections municipal governments enjoy. The gap discourages regionalization and raises costs. The state should extend municipal immunity protections to COGs to reduce barriers to shared services, encourage collaborative approaches to public safety, emergency management, health, and infrastructure, and lower costs for taxpayers.

## 8.3. Devolve administration of more state grants to the COGs along the lines of LOTCIP

The Local Transportation Improvement Program (LoTCIP) has been a success, delivering projects via the COGs more quickly than was possible through the state. Other programs may benefit from and should be considered for a similar approach.

## 8.4. Support consolidation of fire districts

Fire protection in some municipalities is divided among multiple independent fire districts and departments, creating fragmented governance, duplicative administration, and obstacles to coordinating resources. As volunteer staffing declines and the cost of maintaining fire services increases, municipalities need greater flexibility to reorganize services where consolidation would improve efficiency and emergency response. A 2022 study commissioned by the General Assembly identified obstacles to consolidation and recommended statutory reforms and state assistance. Building on that study and the statewide fire protection initiative established under PA 26-144, Connecticut should modernize the statutes governing fire districts, establish clear procedures for voluntary mergers and consolidations, and provide technical and financial assistance to municipalities and fire districts pursuing these changes. Decisions about consolidation should remain locally determined, based on service needs, costs, and community circumstances.

## 8.5. Authorize regional land-use referral compacts

State law (CGS §8-3b) requires municipalities to refer proposed zoning changes within 500 feet of municipal boundaries to councils of governments (COGs) for advisory review. This distance-based requirement generates numerous routine referrals with little regional significance, while

DRAFT

overlooking other developments with substantial intermunicipal impacts. The process consumes municipal and regional resources without consistently providing meaningful benefits.

Connecticut should authorize COGs and their member municipalities to establish regional land-use referral compacts that replace the existing distance-based requirement with locally agreed-upon criteria. Similar to the approach used in New York State, these agreements would exempt routine proposals from mandatory review while also identifying developments with significant regional impacts for referral, regardless of location. COG review would remain advisory, and municipalities would retain full authority over land-use decisions.

DRAFT

# **Save the date**

## You are invited to the WestCOG Legislative Reception and Luncheon.

Please join us for our annual Legislative Reception to meet our regions' mayors, first selectmen, and our state lawmakers. This is an opportunity to come together and discuss priorities for our region. For the 2025 legislative session.

****Registration is required****

Thursday, December 17, 2026

The Ridgefield Town Hall Annex

66 Prospect Street

Ridgefield, CT 06877

More details to follow

**Western Connecticut**
COUNCIL OF GOVERNMENTS

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

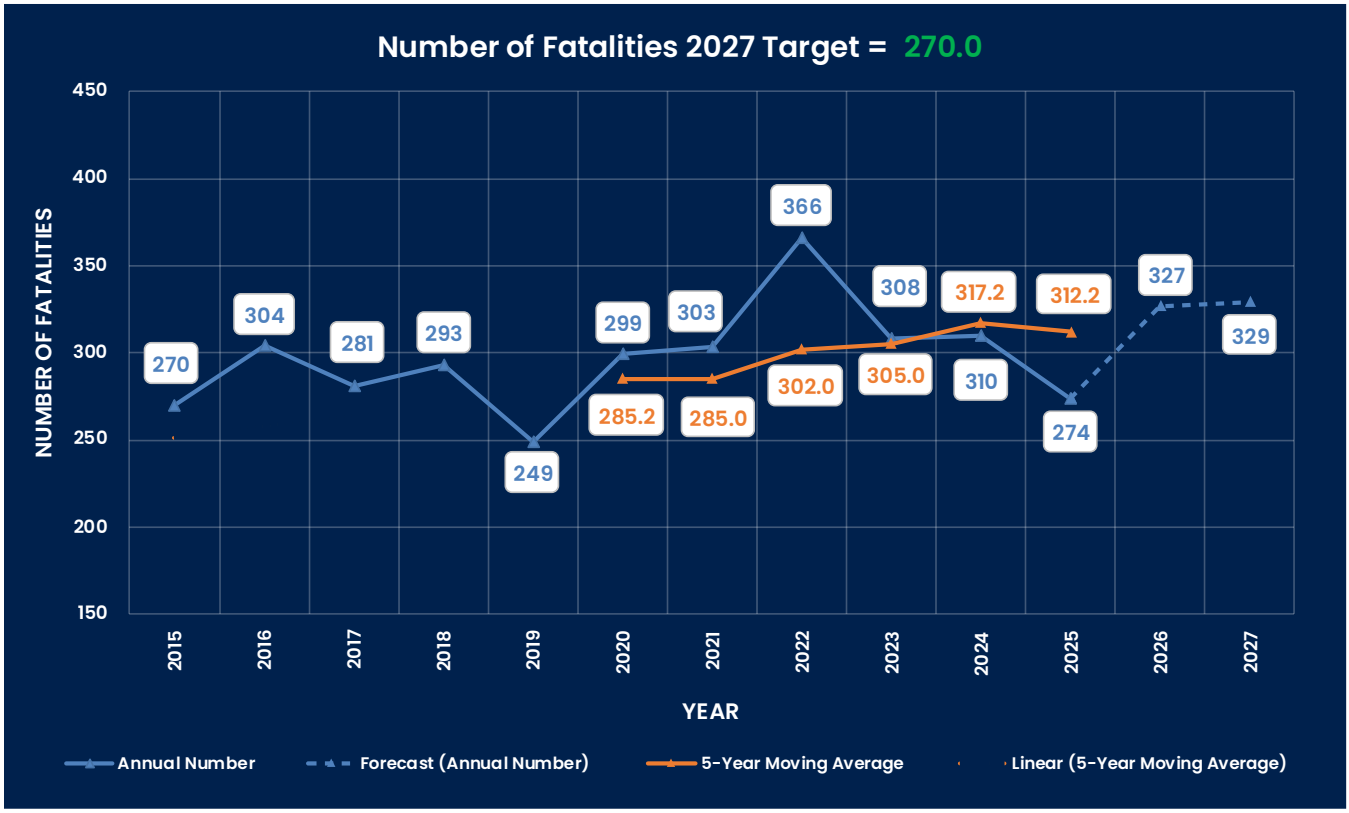
**Red-light and Speed Safety Camera Program**. The purpose of the Automated Traffic Enforcement Safety Device (ATESD) Program is to empower Connecticut municipalities to improve roadway and pedestrian safety within their communities. ATESD capture images of drivers committing traffic violations, such 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.

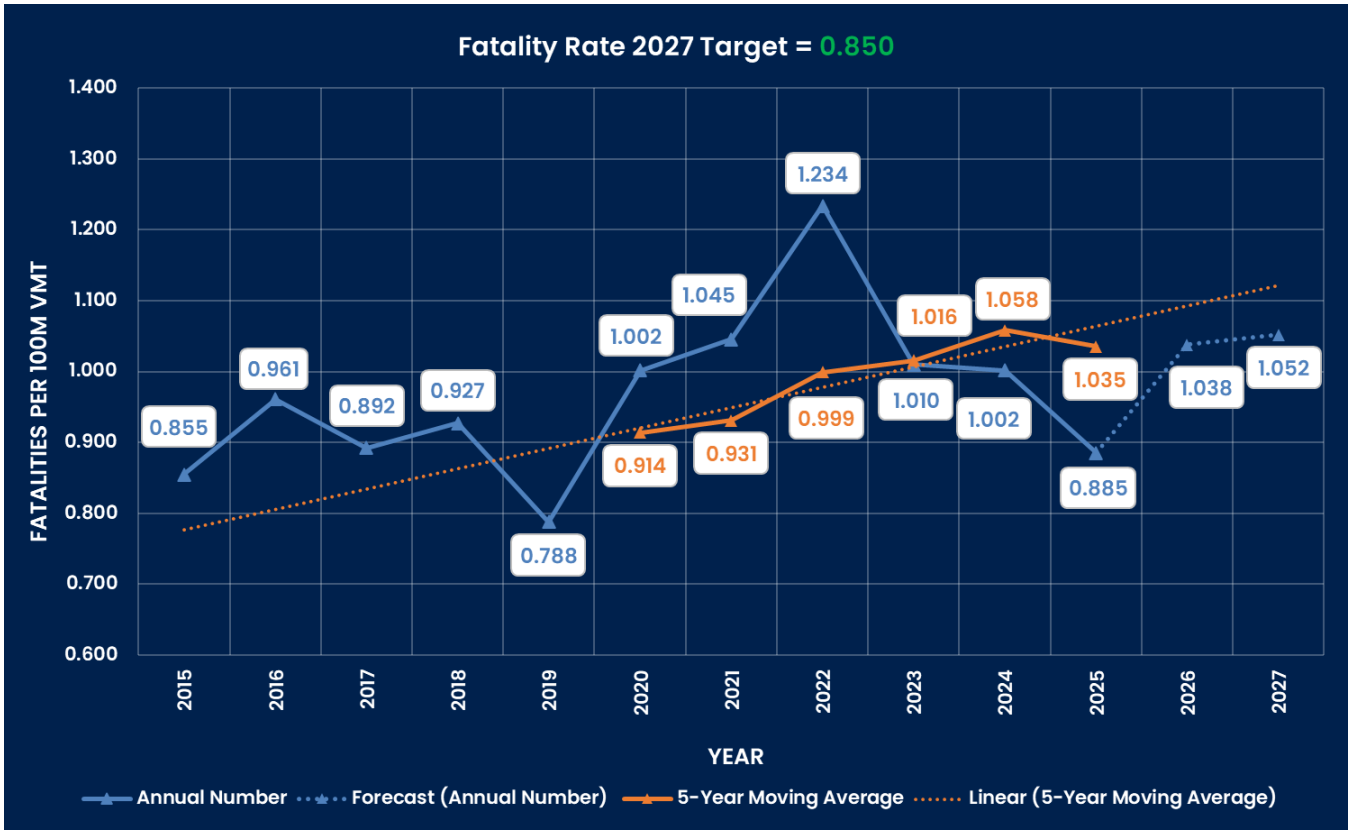
### TARGET

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.

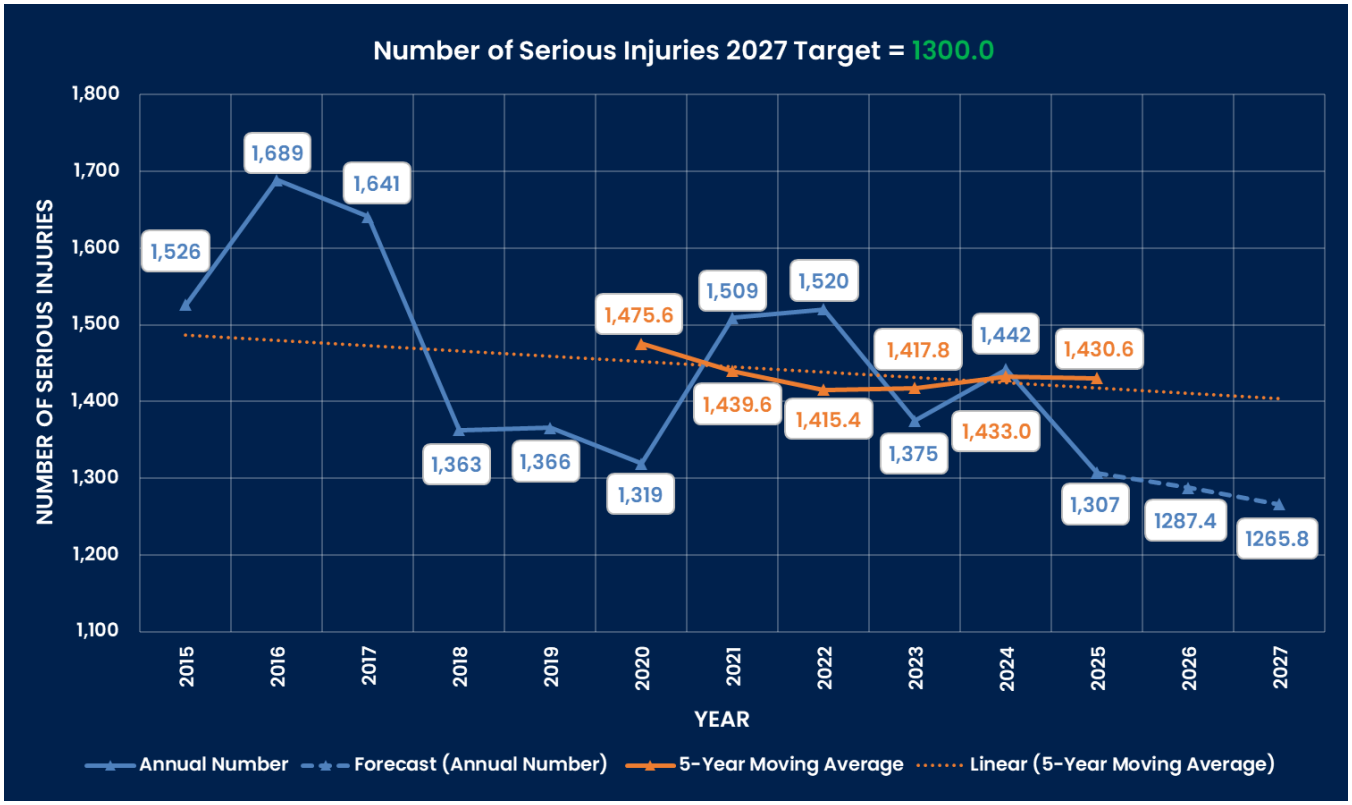
### TARGET

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.

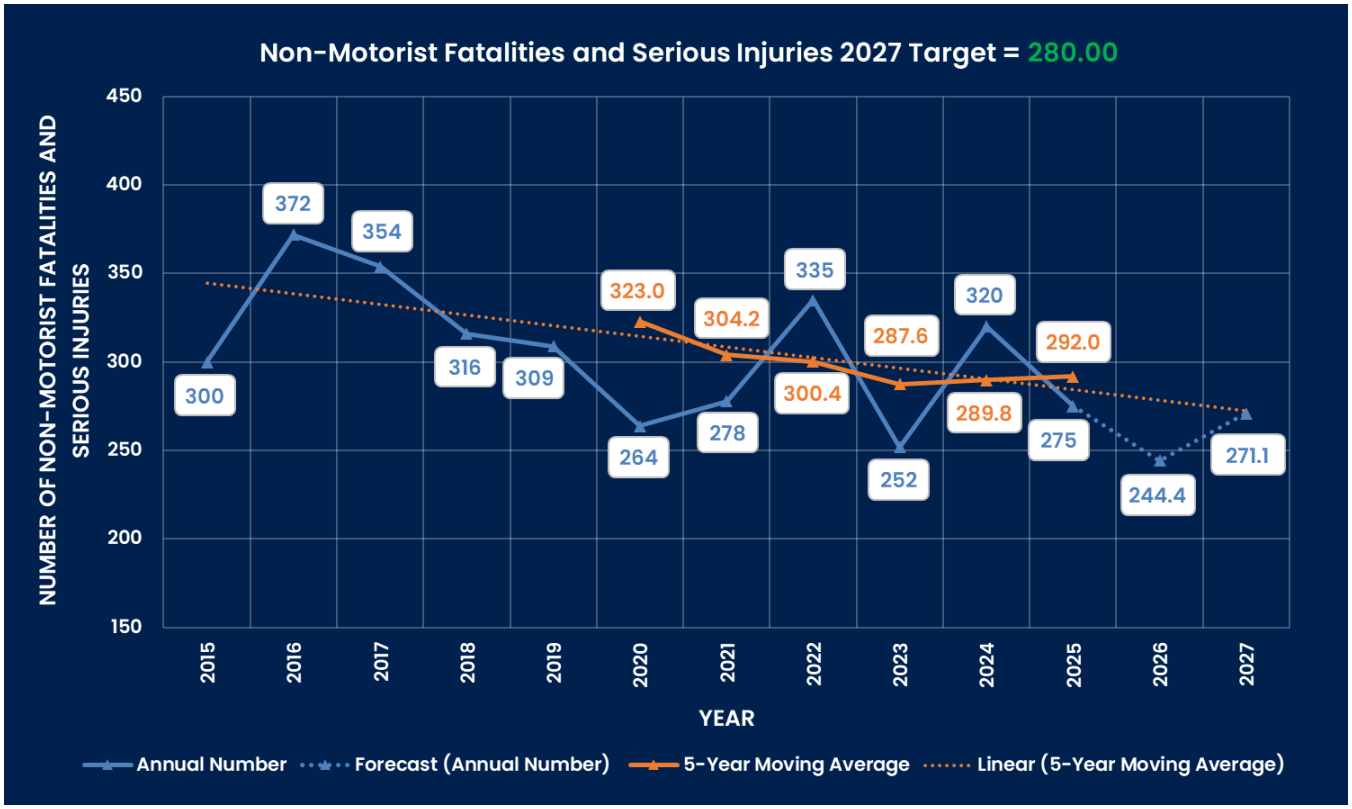
### TARGET

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 | |

DATE: November 19, 2026

RE: **Transportation** Performance Measures and Target Setting

## 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 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*

## MPO Action

CTDOT has provided the draft targets to HVMPO and SWRMPO and provided details on target setting methodology, general trends, and answered questions from MPO members on these performance management areas. The MPO is required to establish targets by March 30, 2027. The following pages provide an overview of the performance measures and targets as well as resolutions for HVMPO and SWMRPO.

At the December TAG meeting, members present will vote to recommend endorsement of their respective targets ahead of the December COG meeting. More details on CTDOT's target setting activities can be found here: https://portal.ct.gov/DOT/Performance-Measures/Performance-Measures.

## Draft Targets

1) <u>Pavement Condition:</u>

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 | 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 | 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 80$^{th}$ percentile travel time of a reporting segment to the 50$^{th}$ percentile travel time.

CTDOT Targets:

| Performance Measures | Baseline | 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 (95$^{th}$ percentile) and the average congestion along that segment (50$^{th}$ percentile).

CTDOT Targets:

| Performance Measures | Baseline | 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 a new performance measure for the Bridgeport-Stamford Urban 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 | 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 a new performance measure for the Bridgeport-Stamford Urban 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 | 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), Carbon Monoxide (CO), Particulate Matter ($PM_{10}$ and $PM_{2.5}$), Ozone ($O_3$), and Volatile Organic Compounds (VOCs).

CTDOT Targets:

| Performance Measures | Baseline | 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 |
| Total Emission Reductions: PM10* | - | - | - |
| Total Emission Reductions: CO* | - | - | - |

**CTDOT did not set targets for this pollutant*