

# SCRCOG

SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENT

Planning for Our Region's Future

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New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

Carl J. Amento, Executive Director

**NOTICE: THIS IS A HYBRID MEETING**  
**A ZOOM Link Is Provided For Those Wishing To Attend Remotely**

**To:** Transportation Committee and Transportation Technical Committee  
**From:** William Dickinson, Chairman, Transportation Committee  
**Date:** September 7, 2022  
**Subject:** Wednesday, September 14, 2022, Meeting of the Transportation Committee and Transportation Technical Committee to be held @ 12:00 Noon in the offices of SCRCOG and via Zoom.

Join Zoom Meeting: <https://us02web.zoom.us/j/81855035822>

Call-In Number: +1-929-205-6099

Meeting ID: 818 5503 5822

***Action Items:***

1. Meeting Minutes of August 10, 2022 Page 2
2. 2021-2024 Transportation Improvement Program Amendment Twenty Pages 3-8  
*Recommend to SCRCOG adoption of Resolution- James Rode*
3. Annual Endorsement of CTDOT Targets for Safety Performance Measures Pages 9-26  
*Recommend to SCRCOG adoption of Resolution- James Rode*
4. LOTICIP Discussion and Possible Action Page 27  
*James Rode*

***Informational Items:***

5. Other Business

The agenda and attachments for this meeting are available on our website at [www.scrkog.org](http://www.scrkog.org). Please contact SCRCOG at (203) 234-7555 for a copy of agenda in a language other than English. Auxiliary aids/services and limited English proficiency translators will be provided with two week's notice.

La Agenda y Adjuntos para esta reunión están disponibles en nuestro sitio web en [www.scrkog.org](http://www.scrkog.org). Favor en contactar con SCRCOG al (203) 234-7555 para obtener una copia de la Agenda en un idioma distinto al Inglés. Ayudas/servicios auxiliares e intérpretes para personas de Dominio Limitado del Inglés serán proporcionados con dos semanas de aviso

127 Washington Avenue, 4th Floor West, North Haven, CT 06473

[www.scrkog.org](http://www.scrkog.org) T (203) 234-7555 F (203) 234-9850 [camento@scrkog.org](mailto:camento@scrkog.org)

# SCRCOG

## SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

### Transportation Committee Minutes – August 10, 2022

#### **Transportation Committee Members**

Wallingford, Mayor William Dickinson, Chairman  
Branford, FS Jamie Cosgrove  
Hamden, Hamden, Mayor Lauren Garret  
Milford, Justin Rosen, Proxy for Mayor Blake  
North Haven, Andrew Bevilacqua, Proxy for FS Freda

#### **Guests**

Jennifer Pacacha, CTDOT  
Joseph Balskus, VHB  
Mario Marrero, GNHTD  
John Wardzalla Kennedy Center  
Jamie Cuticello, East Haven

#### **Transportation Technical Committee**

East Haven, Jonathan Bodwell  
Guilford, Janice Plaziak  
Madison, John Iennaco  
Meriden, Brian Ennis  
New Haven, Giovanni Zinn  
North Branford, Victor Benni  
Orange, Bob Brinton  
Wallingford, Alison Kapushinski  
West Haven, Abdul Quadir  
**SCRCOG**  
James Rode, Rebecca Andreucci

FS Cosgrove called the meeting to order at 12:10 PM. Mayor William Dickinson assumed the chair on his arrival.

#### **Action Item #1: Meeting Minutes of July 13, 2022**

A. Kapushinski made a motion to approve the Minutes of the July 13, 2022 meeting; B. Brinton seconded the motion, which passed unanimously.

#### **Action Item #2: 2021-2024 Transportation Improvement Program Amendment Nineteen**

J. Rode introduced Amendment 19, which included 3 project changes. J Bodwell made a motion to recommend approval. A. Kapushinski seconded the motion, which passed unanimously.

#### **Action Item #3: LOTCIP Discussion and Possible Action**

J Rode began with a review of the LOTCIP report and a discussion of the list of candidate projects. B Ennis made a request to swap out the Camp Street Sidewalk project in Meriden for a project on Center Street. FS Cosgrove made the motion to approve. B. Brinton seconded the motion, which passed unanimously. The copy of the list of projects was found to be incomplete. J Rode volunteered to send out the last approved version of the list and asked those in attendance to update their project info using the LOTCIP Pre -application form. J Rode will follow up and report at the next meeting.

Janice Plaziak made and a motion to adjourn. B. Brinton seconded and the meeting adjourned at 12:40PM.

**South Central Regional Council of Governments**  
**2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM**  
Amendment Number 20

**Project**      **0170-3633**      **2022-A20-1**      **Asset Management Group (AMG)**      **Page 4**

**Changes**      Amendment 20 adds a new project to maintain and enhance CTDOT's Transportation Asset Management Program.

**Project**      **0170-3635**      **2022-A20-2**      **Bridge Management Group (BMG)**      **Page 4**

**Changes**      Amendment 20 adds a new project to manage, maintain, and enhance a Bridge Management System for the Connecticut Department of Transportation, including project initiation

**Project**      **0170-3636**      **2022-A20-3**      **Pavement Management Group (PMG)**      **Page 5**

**Changes**      Amendment 20 adds a new project to maintain and enhance a Pavement Management System (PMS) for the Connecticut Department of Transportation.

**Reason**

Since these projects will utilize federal funding, FHWA has determined that they are not STIP exempt and will require individual STIP entries. As a result, CTDOT is initiating stand-alone term projects that will go through the Statewide STIP/TIP amendment process.

**Project**      **0170-3639**      **2022-A20-4**      **COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OIP**      **Page 5**

**Changes**      Amendment 20 adds the Statewide Computerized Traffic Signal Systems (CTSS) Operational Improvement Project (OIP) for support of traffic signal central control system software, operations and maintenance of traffic signal equipment. CTSS activities were previously funded under the Newington Highway Operations Center projects, but FHWA has requested that a standalone CTSS OIP be initiated

**Project**      **0170-5032**      **2022-A20-5**      **TA PROGRAM- Consulting Engineer PE Activities**      **Page 6**

**Changes**      Amendment 20 adds a new project to provide funding for CTDOT and their consultant liaison engineer (CLE) to perform federally eligible engineering activities associated with administration and oversight of the Federal Transportation Alternatives (TA) Program

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 20

State Project #0170-3633  
 Municipality Statewide

SCRCOG # 2022-A20-1  
 AQ Code X6

Proposed

**Project Name** Asset Management Group (AMG)

**Description** This project is to maintain and enhance CTDOT's Transportation Asset Management Program. PODI term project 1/1/23 - 12/31/24

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

Funding	Phase	Prior	2021	2022	2023	2024	FYI
STPA	PL	Federal			2,512		
		State			628		
<b>TIP Funds</b>	<b>\$3,140</b>		0	0	0	3,140	0

**Amendment Notes**

FY21 TIP Amend 20 adds new project

State Project #0170-3635  
 Municipality Statewide

SCRCOG # 2022-A20-2  
 AQ Code X6

Proposed

**Project Name** Bridge Management Group (BMG)

**Description** This project is to manage, maintain, and enhance a Bridge Management System for the Connecticut Department of Transportation, including project initiation.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

Funding	Phase	Prior	2021	2022	2023	2024	FYI
STPA-BRX	PL	Federal			1,920		
		State			480		
<b>TIP Funds</b>	<b>\$2,400</b>		0	0	0	2,400	0

**Amendment Notes**

FY21 TIP Amend 20 adds new project

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 20

State Project #0170-3636

SCRCOG # 2022-A20-3

Municipality

AQ Code X6

Proposed

**Project Name** Pavement Management Group PMG

**Description** This project is to maintain and enhance a Pavement Management System (PMS) for the Connecticut Department of Transportation.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
STPA	PL	Federal			1,920		
		State			480		
<b>TIP Funds</b>	<b>\$2,400</b>		0	0	0	2,400	0

**Amendment Notes**

FY21 TIP Amend 20 adds new project

State Project #0170-3639

SCRCOG # 2022-A20-4

Municipality Statewide

AQ Code X6

Proposed

**Project Name** COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPS IMPROVMNT

**Description** Statewide Computerized Traffic Signal Systems (CTSS) Operational Improvement Project (OIP) for support of traffic signal central control system software, operations and maintenance of traffic signal equipment.

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>
STPA	CON	AC-Entry			0		
	OTH	Federal			3,136	3,488	9,144
		State			784	872	2,286
<b>TIP Funds</b>	<b>\$19,710</b>		0	0	0	3,920	4,360

**Amendment Notes**

FY 21 Amend 20 adds new project

South Central Regional Council of Governments  
 FFY2021-FFY2024 Transportation Improvement Program  
 Amendment 20

State Project #0170-5032

SCRCOG # 2022-A20-5

Municipality Statewide

AQ Code X6

Proposed

**Project Name** TA PROGRAM- Consulting Engineer PE Activities

**Description** This project provides funding for CTDOT and CTDOT's consultant liaison engineer (CLE) to perform federally eligible engineering activities associated with administration and oversight of the Federal Transportation Alternatives (TA) Program

**Current TIP Funding (In Thousands)**

**Proposed TIP Funding (In Thousands)**

<i>Funding</i>	<i>Phase</i>	<i>Prior</i>	<i>2021</i>	<i>2022</i>	<i>2023</i>	<i>2024</i>	<i>FYI</i>	
TAPB	ENG	Federal			106	106	319	
		State			27	27	80	
TAP-FLEX		Federal			301	301	902	
		State			75	75	226	
TAPH		Federal			112	112	336	
		State			28	45	135	
TAPNH		Federal			68	68	204	
		State			17			
TAPNL		Federal			23	23	68	
		State			6	6	17	
TAPS		Federal			11	11	33	
		State			3	3	8	
TAPW		Federal			3	3	10	
		State			1	1	2	
TAPB	CON	AC-Entry			0			
TAP-FLEX		AC-Entry			0			
TAPH		AC-Entry			0			
TAPNH		AC-Entry			0			
TAPNL		AC-Entry			0			
TAPS		AC-Entry			0			
TAPW		AC-Entry			0			
<b>TIP Funds</b>	<b>\$3,902</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>781</b>	<b>781</b>	<b>2,340</b>

**Amendment Notes**

FY 21 Amend 20 adds new project

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Carl J. Amento, Executive Director

### ***Resolution***

#### ***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Twenty***

*Whereas:* U.S. Department of Transportation “Metropolitan Planning Regulations” (23 *CFR* 450) prescribe that each metropolitan planning organization maintain a financially constrained multi-modal transportation improvement program consistent with a *State Implementation Plan for Air Quality (SIP)* conforming to both U.S. Environmental Protection Administration-established air quality guidelines and *SIP*-established mobile source emissions budgets; and

*Whereas:* The Council, per 23 *CFR* 450.324 and in cooperation with the Connecticut Department of Transportation (ConnDOT) and public transit operators and relying upon financial constraints offered by ConnDOT, adopted a *Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program* on September 23, 2020, after finding the *Program* conforming per U.S. Environmental Protection Administration (U.S. EPA) final conformity rule (40 *CFR* 51 and 93) and relevant Connecticut Department of Transportation air quality conformity determinations: *Air Quality Conformity Reports: Fiscal Year 2021-2024 Transportation Improvement Program* and the Region’s *Metropolitan Transportation Plans—2019 to 2045, (April, 2019)*; and

*Whereas:* The Council, on *September 23, 2020*, indicated that periodic *Program* adjustment or amendment was possible; and

*Whereas:* Projects referenced in the *Program* amendment (below) are consistent with the region’s metropolitan transportation plan *Metropolitan Transportation Plans—2019 to 2045, (April, 2019)*; and

*Whereas:* Council *Public Participation Guidelines: Transportation Planning* have been observed during the development of the proposed *Program* amendment (below); and

*Whereas:* By agreement between the Council and the Connecticut Department of Transportation, public involvement activities carried out by the South Central Regional Council of Governments in response to U.S. Department of Transportation metropolitan planning requirements are intended to satisfy the requirements associated with development of a *Statewide Transportation Improvement Program* and/or its amendment; and

*Whereas:* Council of Governments’ review of transportation goals, projects and opportunities may result in further adjustment or amendment of the *Program*.

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Carl J. Amento, Executive Director

***Resolution***

***Fiscal Year 2021-Fiscal Year 2024 Transportation Improvement Program Amendment Twenty  
(Continued)***

*Now, Therefore, Be It Resolved By the Council of Governments:*

The Program Amendment *Nineteen* shall be transmitted to the Connecticut Department of Transportation, for inclusion in the *State Transportation Improvement Program*

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **September 28, 2022**

Date September 28, 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments



# Safety Performance Targets

CTDOT's proposed targets for year 2023

April 2022

*This technical memo documents the safety target selection process used by CTDOT to select the 5 safety performance targets for 2023 that CTDOT will submit to USDOT in two separate reports.*

- *The Safety Engineering Section within the Division of Traffic Engineering will submit the targets through the annual report of its Highway Safety Improvement Program (HSIP) that is submitted to FHWA.*
- *The Highway Safety Office (HSO) in the Policy and Planning Bureau will submit the targets through the annual update of its Highway Safety Plan (HSP) that is submitted to NHTSA.*

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

The USDOT requires that each State DOT evaluate highway safety in the state using 5 highway safety performance "measures" and data from motor vehicle crashes in the state for the previous 5 years.

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

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

- States lose the ability to "flex" some of their FHWA safety funds to other programs and are required to spend 100% of their safety funds on safety projects.

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

- 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.

The CTDOT tries to balance the target-setting process by selecting targets that:

- impact safety programming 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.

**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 2016 to 2020. The preliminary 2021 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. Policy and Planning's Highway Safety Office submits a report to NHTSA, and the Safety Engineering Section submits a report to FHWA.

**Disadvantage of 5-year Moving Average.** Connecticut has not been satisfied with the prior practice of using the 5-year moving average as the sole indicator to set the future years' safety performance targets. While the moving average does smooth fluctuations, the use of a 5-year period means that some fatality and serious injury data included in the moving averages are 4 and 5 years old. During that timeframe, motor vehicle crash trends might have changed. In fact, Connecticut has experienced a change in trend for some performance measures in just the last 2 years with the COVID-19 pandemic. 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 10 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. The Department is committed to setting “aggressive” safety targets and then developing a strong program to achieve the targets.

This aggressive target setting increases the risks of not achieving targets, but it is consistent with the high priority that CTDOT has given to advancing its safety program. Additionally, FHWA recognizes states may choose to set aggressive targets as part of their strong commitment to safety. *See inset.*

**Considerations for Aggressive Safety Targets**

A State that chooses a very aggressive target is making a very strong commitment to safety. This approach will require aggressive implementation efforts to improve performance. While an aggressive target introduces greater risk of missing the target, it is an opportunity to emphasize commitment to safety, strengthen safety policies, and improve consideration of safety in investment decisions.

*The above FHWA statement is taken from page 14 of “Safety Target Setting Coordination Report,” FHWA, 2016.*

**Special Challenge Posed by the Pandemic.** The COVID-19 pandemic has posed an unusual challenge to state DOTs. During the initial phase of the COVID-19 pandemic, traffic volumes fell 40-50% from normal in March and April of 2020, followed by a slow increase in traffic volumes from the month of May onwards in Connecticut. However, the traffic volume had not returned to 2019 levels by the end of 2020. While reduced traffic volumes should have resulted in a similar decrease in crashes, injuries, and fatalities; that was not necessarily the case. The total number of crashes and serious injuries decreased, but the number of fatalities increased in 2020. This might have been caused by significant increases in the percentage of drivers driving in excess of 85 mph observed on Connecticut roadways, which is considered reckless driving. The change in roadway travel and changes in driver’s behavior was also observed at the national level in 2020 as documented by the special report from NHTSA<sup>2</sup>. NHTSA also published the overview of the 2020 crashes which shows an increase in fatalities at the national level in 2020 compared to 2019<sup>3</sup>. However, in 2021, as traffic volumes returned closer to the 2019 levels, the increase in fatalities continued to go up in Connecticut. National data suggest an increase in fatalities of approximately 18.4% in the first six months of 2021 compared to 2020<sup>4</sup>. The special report from NHTSA suggests that speeding, driving impaired and not using seat belts along with a potential reduction in law enforcement presence on the roadways, as possible factors which created an environment contributing to risky driving behavior and increased traffic fatalities during the on-going COVID-19 pandemic.

<sup>2</sup> NHTSA Report No. DOT HS 813 011. Examination of the Traffic Safety Environment During the Second Quarter of 2020: Special Report

<sup>3</sup> NHTSA Report No. DOT HS 813 266. Overview of Motor Vehicle Crashes in 2020

<sup>4</sup> NHTSA Report No. DOT HS 813 199. Early Estimate of Motor Vehicle Traffic Fatalities for the First Half (January – June) of 2021

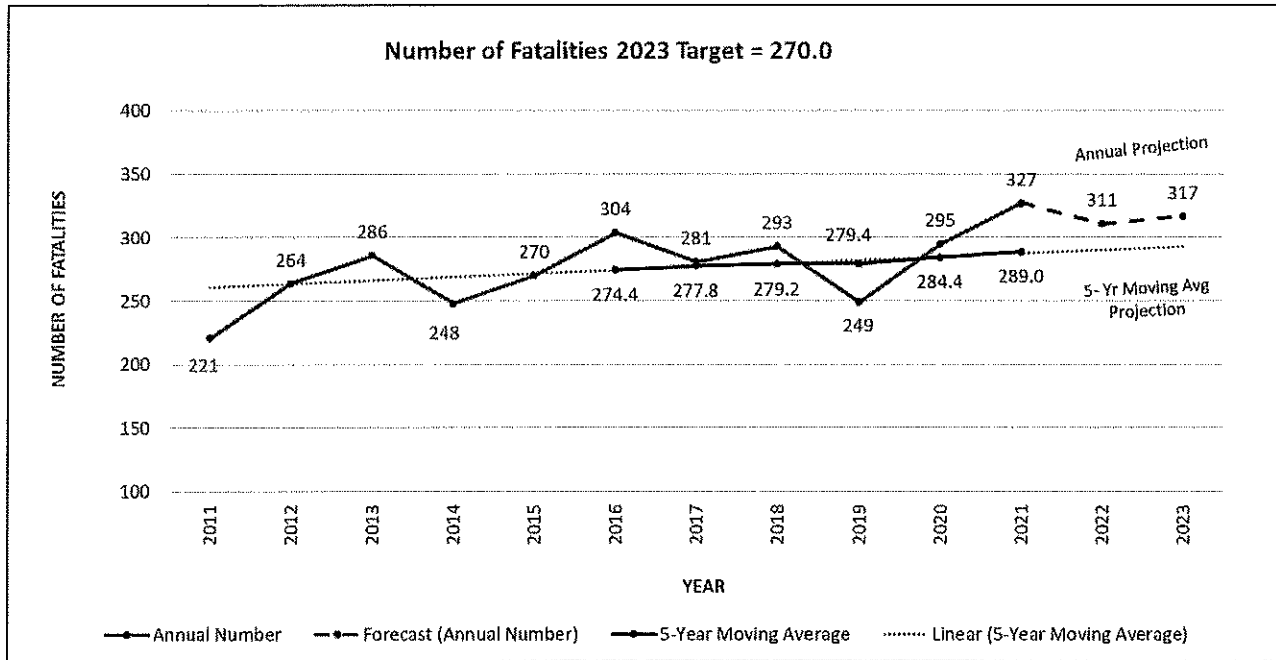
**Vision Zero Council of Connecticut.** CTDOT is committed to eliminating traffic fatalities and is leading the effort with the Vision Zero Council. The Vision Zero Council of Connecticut is an interagency work group tasked with developing statewide policy to eliminate transportation-related fatalities 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. Members of the council include the commissioners (or their designees) of the Departments of Transportation, Public Health, Emergency Services and Public Protection, Motor Vehicles, Education, Aging and Disability Services, Office of Early Childhood, and Deputy State's Attorney.

Currently, the Council is developing subcommittees focused on five "E's" of traffic safety: Equity, Enforcement, Engineering, Education and Emergency Medical Services. Each subcommittee will be co-chaired by a state agency member and will include interested safety stakeholders and members of the public.

## Performance Measure: Number of Traffic Fatalities

The trends in number of fatalities are illustrated in the graph below. Annual fatalities are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2023 as described below.



Source: FARS Final files 2011-2019, FARS Annual Report File 2020, Preliminary 2021 CTDOT Data as of 03/18/2022.

### “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 the year 2016. However, the trend started to reverse in 2020 with the COVID-19 pandemic. The years 2020 and 2021 saw a dramatic increase in fatalities in Connecticut and was observed at the national level as well. The 2021 preliminary data suggest 327 fatalities which is a 11% increase over 2020 in Connecticut.
- A time series regression analysis was conducted to project the likely number of fatalities in 2022 and 2023 (our target year). Based on this regression analysis, the projected fatalities are around 317, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

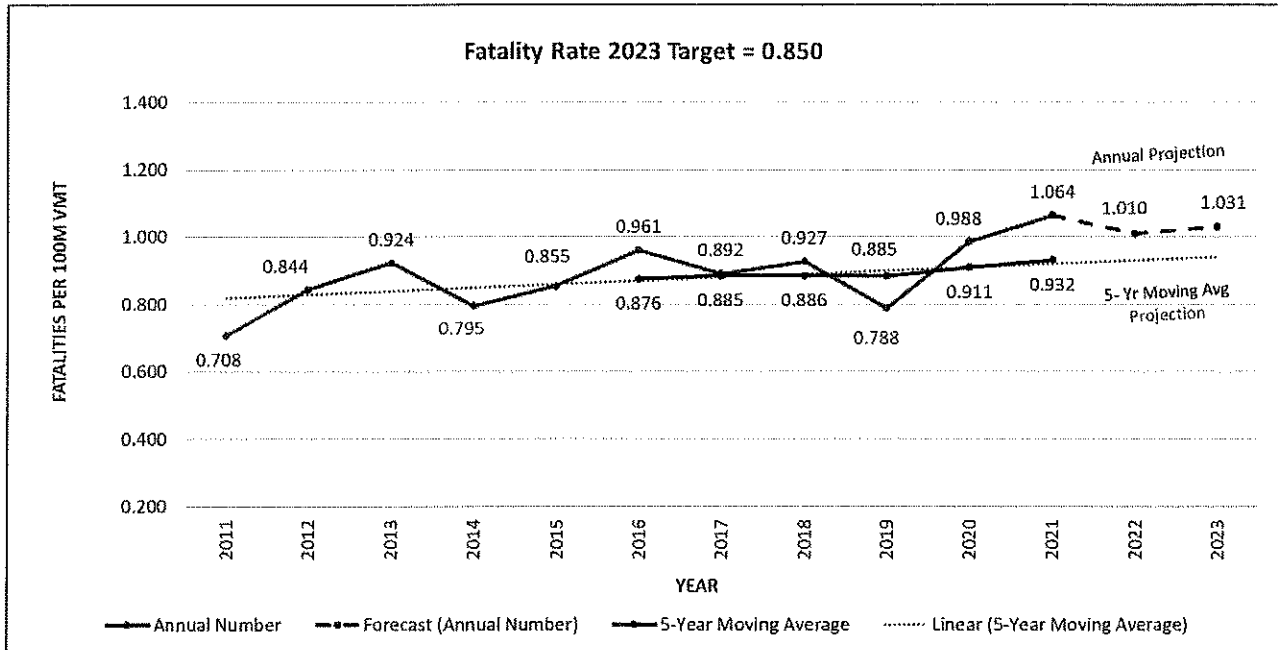
- The 5-year moving average trendline shows the projected fatalities of around 292, lower than the projection with the annual numbers for the target year of 2023.

## TARGET

- CTDOT is choosing to maintain a 2023 fatality target of **270.0**. The selection is based on careful consideration of the following:
  1. CTDOT has chosen to set an aggressive target that will move the state back toward fatality levels experienced in 2014-2015 and 2019 before the impact of the COVID-19 pandemic.
  2. Prior to the COVID-19 pandemic, there had been a decreasing trend in the number of fatalities for the past couple of years with safety related infrastructure projects as well as enforcement and educational campaigns. CTDOT recognizes that 2020 and 2021 were unusual years with the COVID-19 pandemic which resulted in higher-than-expected traffic fatalities. This was an unexpected consequence observed in most of the states in the U.S.

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

The trends in the fatality rate<sup>5</sup> are illustrated in the graph below. Annual fatality rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2023 as described below.



Source: FARS Final files 2011-2019, FARS Annual Report File 2020. Preliminary 2021 CTDOT Data as of 03/18/2022.  
 Note: The data points for 2021 are based on the VMT average of 2019 and 2020 since 2021 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 since the start of the COVID-19 pandemic. In 2020, the VMT dropped by approximately 6% compared to 2019. However, the number of fatalities continued to increase reaching high points of 0.988 fatalities/100 million VMT in 2020 during the COVID-19 pandemic. Preliminary 2021 data suggest a further increase in the fatality rate.
- A time series regression analysis was conducted to project the likely number of fatalities in 2022 and 2023 (our target year). Based on the regression analysis the projected fatality rate is around 1.031, but there is a significant amount of statistical variance around the projection.

<sup>5</sup> 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.

### 5-Year Moving Average

- In parallel with the annual numbers, the 5-year moving average is exhibiting an upward trend. The trendline for the 5-year moving average suggests the fatality rate could increase to 0.942 in 2023.

### TARGET

- CTDOT is choosing to maintain an aggressive target of **0.850** in 2023. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value may be between 0.942 and 1.031. These trends are higher due to the impact of the COVID-19 pandemic on the number of fatalities and the VMT.
  2. CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014-2015 and 2019 time periods before the impact of the COVID-19 pandemic.
  3. CTDOT recognizes that 2020 and 2021 were unusual years with the COVID-19 pandemic when Connecticut saw an increase in traffic fatalities even though the traffic volume dropped. This resulted in higher fatality rate in 2020 and the increase in fatalities has continued in 2021 which will likely push the fatality rate even higher.
  4. The latest available NHTSA data for 2019 suggest that historically, Connecticut has one of the lowest fatality rates in the country. In 2019, it had a fatality rate of 0.788 that was the 8<sup>th</sup> lowest rate nationwide, while the national fatality rate of 1.11 was 41% higher than Connecticut. In 2020, during the COVID-19 pandemic, Connecticut's fatality rate increased to 0.988. Early estimates from NHTSA suggest a national fatality rate of 1.37 in 2020 which is 39% higher than Connecticut.<sup>6</sup> Connecticut is choosing to strive for a lower rate by setting a target at 0.850 for 2023. The goal is to return to pre-COVID-19 pandemic levels.

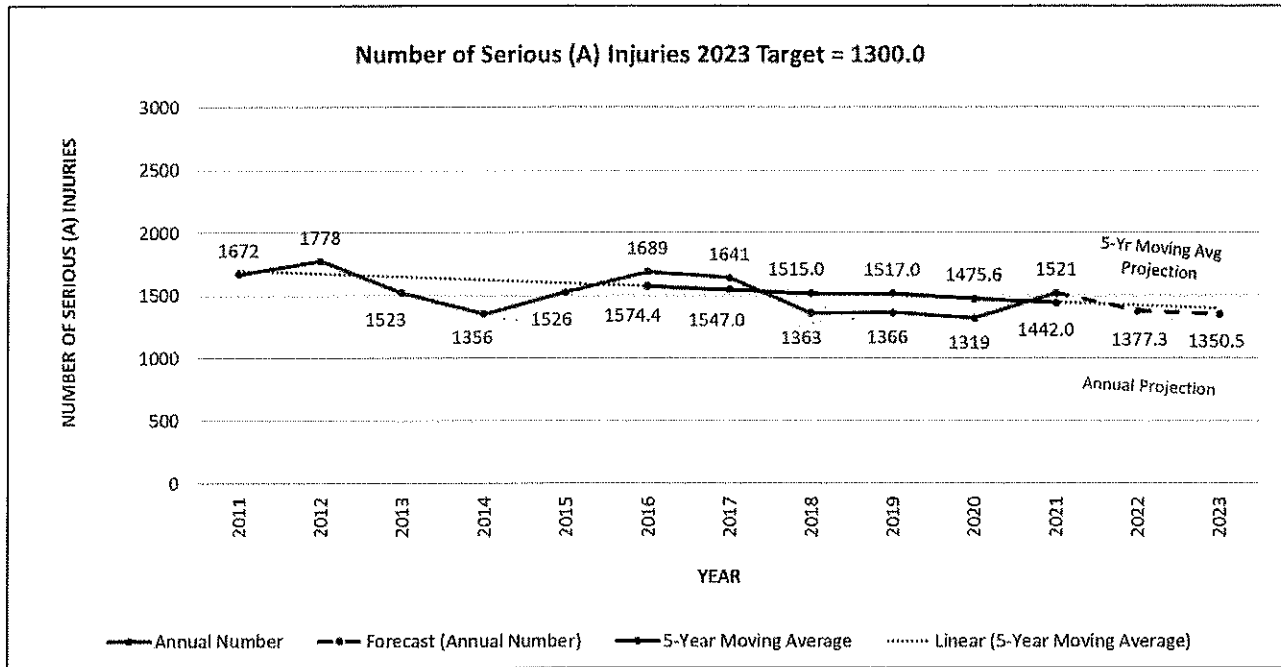
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<sup>6</sup> NHTSA Report No. DOT HS 813 118. Early Estimates of Motor Vehicle Traffic Fatalities and Fatality Rate by Sub-Categories in 2020



## Performance Measure: **Number of Serious (A) Injuries**

The trends in number of serious injuries are illustrated in the graph below. Annual serious injuries are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2023 as described below.



Source: CT Crash Data Repository as of 03/18/2022.

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

### "Annual" Serious Injuries

- The annual number of serious injuries has fluctuated from year to year, but the annual data also suggest a downward trend since a high point of 1778 in 2012.
- A time series regression analysis was conducted to project the likely number of serious injuries in 2022 and 2023 (our target year). The preliminary data for 2021 suggest an uptick in the number of serious injuries but based on the regression analysis, we should expect a reduction in serious injuries. This decrease is expected to bring the annual number down to around 1350, but there is a significant amount of statistical variance around the projection.

### 5-Year Moving Average

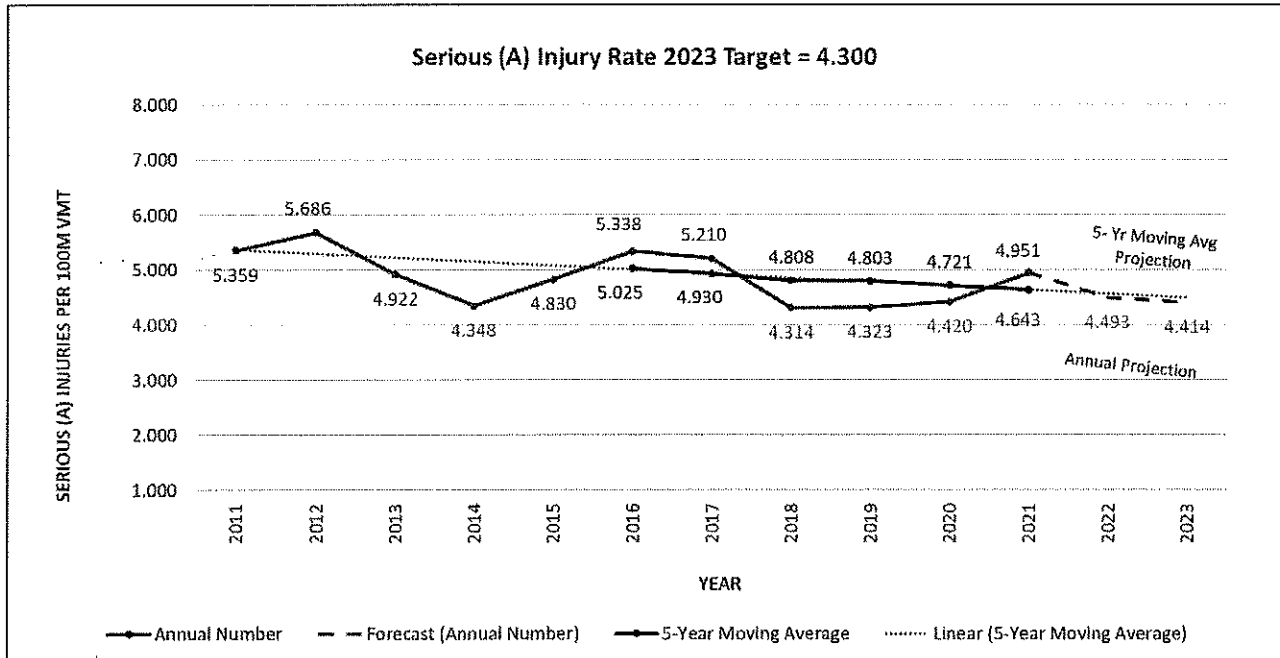
- Unlike the case for *fatalities*, the 5-year moving average for *serious injuries* is exhibiting a steady downward trend. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to around 1399, while the regression forecast is around 1350.

### TARGET

- CTDOT is choosing to maintain a 2023 target of **1300.0** serious injuries. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value should fall closer to 1350-1399.
  2. CTDOT wants to set an aggressive target that will move the state back toward serious injury levels experienced in 2020 and lower. At the beginning of the COVID-19 pandemic in 2020 the number of fatalities increased but the number of serious injuries decreased.

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

The trends in the serious injury rate<sup>7</sup> are illustrated in the graph below. Annual serious injury rates are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2023 as described below.



Source: CT Crash Data Repository as of 03/18/2022.

Note: 1.) The data points for 2021 are based on the VMT average of 2019 and 2020 since the 2021 VMT information is not available at this time; 2.) The definition of "Serious (A) Injury" was changed in 2015 to match MMUCC 4<sup>th</sup> edition. Prior to 2015, Serious (A) Injury was defined as Incapacitating Injury (prevents return to normal). In 2015, a Serious (A) Injury was defined as any injury other than fatal which results in one or more of the following: severe laceration resulting in exposure of underlying tissues/muscle/organs or resulting in significant loss of blood; broken or distorted extremity (arm or leg); crush injuries; suspected skull, chest or abdominal injury other than bruises or minor lacerations; significant burns (second and third degree burns over 10% or more of the body); unconsciousness when taken from the crash scene; paralysis.

### "Annual" Serious 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 5.686 serious injuries/100 million VMT in 2012.

<sup>7</sup> 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.

- A time series regression analysis was conducted to project the likely serious injury rates in 2022 and 2023 (our target year). Based on the regression analysis, we should expect a continuing reduction in serious injury rates. This decrease is expected to bring the annual rate down to 4.414-4.495, but there is a significant amount of statistical variance around the projection.

#### 5-Year Moving Average

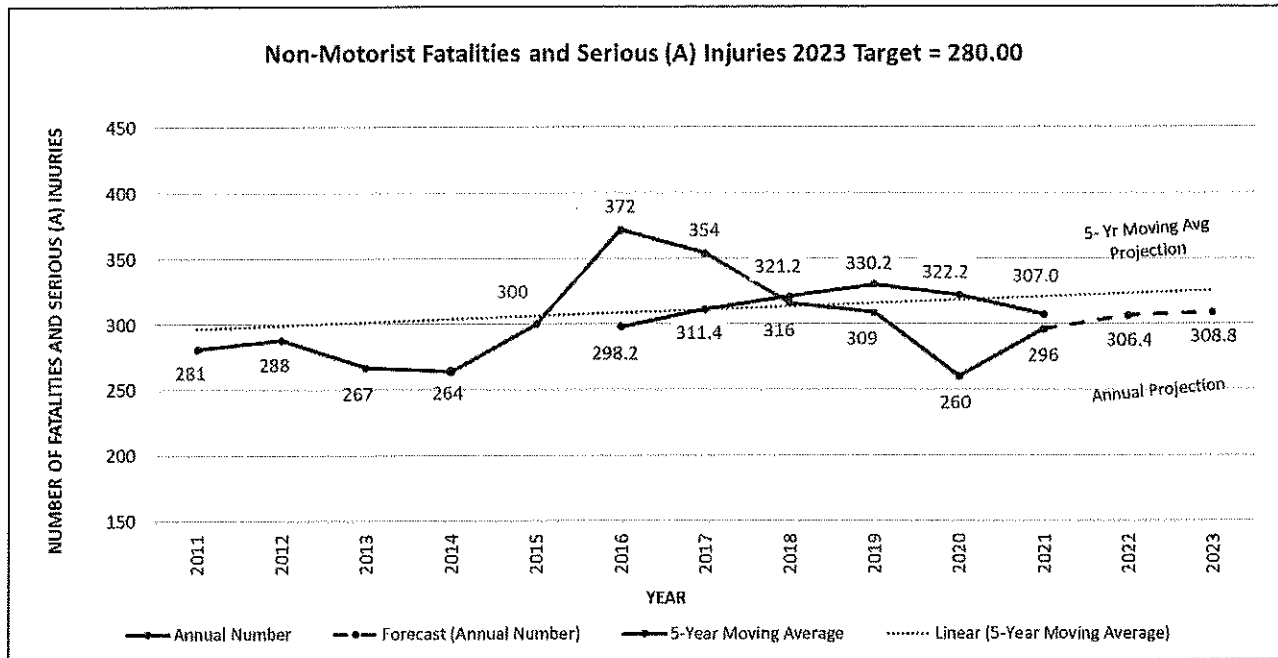
- Unlike the case for *fatality rates*, the 5-year moving average for *serious injury rates* is exhibiting a steady downward trend. Nonetheless, there is still a small difference between the 5-year average trendline and the annual regression analysis forecast. The 5-year average is expected to fall to around 4.495, while the regression forecast is 4.414.

#### TARGET

- CTDOT is choosing to maintain a 2023 target of **4.300** serious injuries/100 million VMT. The selection is based on careful consideration of the following:
  1. The 2 trendlines in the graph suggest the actual value should fall between 4.414-4.495, but CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2018 and lower.
  2. CTDOT recognizes that 2020 and 2021 were unusual years with the COVID-19 pandemic. There was a decrease in the number of serious injuries likely due to a reduction in traffic volume in 2020 whereas, the preliminary data for 2021 suggest an increase in the number of serious injuries with the traffic volume returning closer to the pre-COVID-19 pandemic times.

## Performance Measure: **Number of Non-Motorist Fatalities and Serious (A) Injuries**

The trends in number of non-motorist fatalities and serious injuries are illustrated in the graph below. Annual fatalities and serious injuries for non-motorists are shown in blue, and the 5-year moving average is shown in red. These two lines are compared and used to select a target for 2023 as described below.



Source: FARS Final files 2011-2019, FARS Annual Report File 2020, CT Crash Data Repository, Preliminary 2021 CT DOT data as of 03/18/2022.

### “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 2022 and 2023 (our target year). The regression analysis, suggest a small increase to around 306.4-308.8 similar to the 2019 pre-COVID-19 pandemic number. 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 an increase 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 increase to around 326.0, while the regression forecast is 308.8 for the year 2023.

## TARGET

- CTDOT is choosing to maintain a 2023 target of **280.0** non-motorist fatalities and serious injuries. The selection is based on careful consideration of the following:
  1. High Priority for Pedestrian Safety. The safety of pedestrians became a major issue in Connecticut when pedestrian fatalities unexpectedly jumped in 2014. While it was part of a larger national trend, it raised great concern in a state that is heavily urbanized and where walking and bicycling are essential modes of transport for many residents. These forms of active transportation are also increasingly popular forms of physical exercise. CTDOT adopted pedestrian safety as a high priority and has a major program to improve safety and expand opportunities for walking and bicycling. Several safety-related infrastructure projects were undertaken from 2015-2021 to improve the conspicuity of traffic control devices for non-motorized road users including but not limited to marked crosswalk enhancements and other signing. Connecticut remains committed to these goals.

In addition, there were several changes to the non-motorist Safety Laws in Connecticut in 2021 with the *Connecticut House Bill No. 5429*, which included the following:

- *Pedestrian Law – § 1 — YIELDING TO PEDESTRIANS AT CROSSWALKS: Expands the circumstances under which drivers must yield to pedestrians at uncontrolled crosswalks*
  - *Dooring Law – § 4 — DOORING: Prohibits causing physical contact with moving traffic by (1) opening a vehicle door or (2) leaving it open longer than necessary to load or unload passengers*
  - *Speed Limit Law – §§ 6-12 — LOCAL ROAD SPEED LIMITS AND PEDESTRIAN SAFETY ZONES: Allows municipalities to establish speed limits on local roads without OSTA approval and allows for the establishment of pedestrian safety zones with speed limits as low as 20 mph in downtown districts, community centers, and areas around hospitals*
2. Aggressive Target. The CTDOT wants to set an aggressive target that will move the state back toward fatality rate levels experienced in 2014 and lower.

## CTDOT Safety Performance Targets Reported to FHWA

<b>Targets Reported</b>	<b>2018</b>	<b>2019</b>	<b>2020</b>	<b>2021</b> <i>CTDOT Adopted New Target Setting Methodology</i>	<b>2022</b>	<b>2023</b>
Target Years	2014-2018	2015-2019	2016-2020	2017-2021	2018-2022	2019-2023
Performance Assessment Year	2020	2021	2022	2023	2024	2025
Number of Traffic Fatalities	257.0	274.0	277.0	270.0	270.0	270.0
Fatality Rate	0.823	0.873	0.883	0.850	0.850	0.850
Number of Serious (A) Injuries	1571.0	1574.0	1547.0	1360.0	1300.0	1300.0
Serious (A) Injury Rate	5.033	5.024	4.931	4.300	4.300	4.300
Number of Non-motorized Fatalities & Serious (A) Injuries	280.0	290.0	307.2	300.0	280.0	280.0

## 2018 & 2019 Safety Performance Target Assessment Summaries from FHWA Website

### 2018 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2014-2018 Target	2014-2018 Outcome	2012-2016 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	257	279.4	274.4	No	No	No
Rate of Fatalities	0.823	0.886	0.874	No	No	
Number of Serious Injuries	1,571.00	1,496.60	1,573.00	Yes	N/A	
Rate of Serious Injuries	5.033	4.752	5.02	Yes	N/A	
Number of Non-Motorized Fatalities and Serious Injuries	280	311.8	298	No	No	

### 2019 Connecticut Safety Performance Target Assessment Summary

Performance Measure	2015-2019 Target	2015-2019 Actual	2013-2017 Baseline	Met Target?	Better Than Baseline?	Met or Made Significant Progress?
Number of Fatalities	274	279.4	277.8	No	No	No
Rate of Fatalities	0.873	0.884	0.884	No	No	
Number of Serious Injuries	1,574.00	1,510.40	1,547.00	Yes	N/A	
Rate of Serious Injuries	5.024	4.782	4.93	Yes	N/A	
Number of Non-Motorized Fatalities and Serious Injuries	290	329.6	311.4	No	No	



# SCRCOG

## SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

*Planning for Our Region's Future*

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Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
New Haven North Branford North Haven Orange Wallingford West Haven Woodbridge

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Carl J. Amento, Executive Director

### **RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT**

WHEREAS, the South Central Regional Council of Governments (SCRCOG) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the South Central Region; and

WHEREAS the Highway Safety Improvement Program (HSIP) final rule (23 CFR Part 490) requires States to set targets for five safety performance measures by August 31, 2022, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures using both a 5-year moving average trendline and an annual trendline to guide the selection of targets for:

- (1) Number of Fatalities,
- (2) Rate of Fatalities per 100 million Vehicle Miles Traveled (VMT),
- (3) Number of Serious Injuries,
- (4) Rate of Serious Injuries per 100 million VMT, and
- (5) Number of Non-Motorized Fatalities and Non-motorized Serious Injuries, and

WHEREAS, the CTDOT coordinated the establishment of safety targets with the 8 Metropolitan Planning Organizations (MPOs) in Connecticut at the May 2022 COG Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2022, and the Highway Safety Plan dated June 30, 2022 and

WHEREAS the SCRCOG may establish safety targets by agreeing to plan and program projects that contribute toward the accomplishment of the aforementioned State's targets, or establish its own target within 180 days of the State establishing and reporting its safety targets,

NOW THEREFORE, BE IT RESOLVED, that the MPO Policy Board has agreed to support CTDOT's 2023 targets for the five safety performance targets as attached herein, and

# SCRCOG

## SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

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Carl J. Amento, Executive Director

BE IT FURTHER RESOLVED, that the MPO Policy Board will plan and program projects that contribute to the accomplishment of said targets.

The undersigned duly qualified and acting Secretary of the South Central Regional Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the South Central Regional Council of Governments on **September 28, 2022**

Date September 28, 2022

By: \_\_\_\_\_  
First Selectman Paula Cofrancesco, *Secretary*  
South Central Regional Council of Governments

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127 Washington Avenue, 4th Floor West, North Haven, CT 06473

www.scrkog.org T (203) 234-7555 F (203) 234-9850 camento@scrkog.org

# SCRCOG

## SOUTH CENTRAL REGIONAL COUNCIL OF GOVERNMENTS

Planning for Our Region's Future

Bethany Branford East Haven Guilford Hamden Madison Meriden Milford  
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Carl J. Amento, Executive Director

### LOTICIP REPORT For the Month of September 2022

Date 9/7/2022

#### APPLICATIONS UNDER REVIEW

LOTICIP#	Town	Route/Road	Project Description	Current Cost Estimate	Application Packet Received - SCRCOG	Date Received At CTDOT and # Assigned
L061-002	Hamden	Mix Street	Traffic Signals	\$400,000.00	11/19/2020	12/19/2020
L092-006	New Haven	Quinnipiac Avenue	Pavement Reconstruction	\$2,800,000.00		4/13/2022
L092-007	New Haven	Valley Street	Traffic Calming	\$1,993,200.00	4/13/2022	4/28/2022
L100-002	North Haven	Pool Rd	Drainage & Partial Reconstruction	\$3,431,545.23	4/21/2022	4/28/2022
L092-008	New Haven	Whitney Ave	Whitney Ave Corridor Improvements	\$4,999,200.00	7/14/2022	7/15/2022
L092-009	New Haven	Sherman Pky	Sherman Parkway Traffic Calming	\$2,586,000.00	7/14/2022	7/15/2022
				<b>Total</b>		<b>\$16,209,945.23</b>

#### PROJECTS RECEIVING COMMITMENT TO FUND

LOTICIP#	Town	Route/Road	Project Description	Current Cost Estimate	CTF Letter Received	Estimated Final Design Submission Date	Anticipated Construction Start Date
L156-002	West Haven	Spring Street	Culvert Replacement	\$2,985,175.00		11/1/2022	12/1/2022
L014-002	Branford	Route 146	Main St and South Main Street	\$8,281,200.00		9/30/2022	5/31/2023
L148-002	Wallingford	Northford Rd	Bridge Replacement	\$2,110,000.00	4/22/2021	11/5/2021	4/4/2022
L059-002	Guilford	Nut Plains Rd	Pavement Reconstruction	\$2,153,625.60	10/28/2021	8/30/2022	6/1/2023
L148-003	Wallingford	Toelles Rd	Bridge Replacement	\$2,804,000.00	12/20/2021	10/1/2022	4/1/2023
L075-002	Madison	Copse & Warpus	Pavement Reconstruction	\$2,570,000.00	12/20/2021	1/1/2023	7/1/2023
L079-003	Meriden	Cedar St	Bridge Replacement	\$3,875,833.90	3/22/2022	4/21/2022	8/2/2022
L061-001	Hamden	Waite and Mather St	Bridge Replacement	\$5,380,440.00	3/22/2022	8/15/2022	4/30/2022
L043-004	East Haven	Various	Sidewalk Improvements Ph V	\$1,618,488.00	4/27/2022	4/30/2022	10/15/2022
092-005	New Haven	Water Street	Cycle Track	\$373,200.00	2/24/2022	7/31/2022	4/30/2023
				<b>Total</b>		<b>\$32,151,962.50</b>	

#### PROJECTS RECEIVING AUTHORIZATION TO AWARD/AUTHORIZATION TO PROCEED

LOTICIP#	Town	Route/Road	Project Description	Total Grant Amount	Project Award Date	Estimated Completion Date	Project Expenditures to Date
L092-001	New Haven	Various	Traffic Signals	\$2,234,400.00	8/1/2017	6/1/2020	\$1,248,391.37
L083-001	Milford	Gulf/Cherry St	Improvements	\$2,488,919.74	6/1/2019	10/31/2020	\$2,721,992.11
L079-002	Meriden	Various	Downtown Paving	\$2,072,406.19	9/15/2021	12/1/2022	\$657,174.90
L043-003	East Haven	Various	Sidewalk Improvements Ph IV	\$606,378.00	10/1/2021	4/30/2022	\$585,815.43

127 Washington Avenue, 4th Floor West, North Haven, CT 06473

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