

**Special Meeting Agenda: June 11, 2020 at 10:00 AM**

**\*\*\*\* ALL ATTENDEES MUST ATTEND REMOTELY \*\*\*\***

Meeting access is remote only, consistent with provisions specified in Executive Order No. 7B.

The meeting will be recorded

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- I. CALL TO ORDER MPO Chairman
- II. PUBLIC PARTICIPATION
- III. ACTION ITEMS
  1. Redesignation of GBVMPO: Resolution 2020-01 (Attachment A)
  2. 2020 Performance Targets for Safety: Resolution 2020-02 (Attachment B)
  3. Amendment FFY 2018-2021 TIP/STIP, FHWA Projects, Resolution 2020-03 (Attachment C)
    - i. 0170-3559, Asset Management Group, Statewide
    - ii. 0170-3560, Bridge Management Group, Statewide
    - iii. 0170-3561, Pavement Management Group, Statewide
    - iv. 0170-3562, Transportation Demand Management, Statewide
    - v. 0173-0510, Traffic Signal Replacement, District 3 (MPO municipalities include Fairfield, Shelton, Stratford & Trumbull)
  4. GBVMPO By-Law Amendment: Resolution 2020-04 (Attachment D)
  5. Election of Officers
- IV. OTHER BUSINESS:
  1. Next Meetings:
    - i. July 30, 2020

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**Responsible Metropolitan Transportation Planning Agencies**

**CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS**

1000 Lafayette Boulevard, Suite 925  
Bridgeport, Connecticut 06604-4902  
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**NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS**

49 Leavenworth Street, Suite 301  
Waterbury, Connecticut 06702  
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E-mail: rdunne@nvcogct.org

ii. September 24, 2020

V. ADJOURN

*Interpreters for any language are available upon request and at no charge; the request must be received within five (5) or more business days before the meeting.*

**INFORMATION REGARDING THIS REMOTE ELECTRONIC PUBLIC MEETING**

On March 14th, 2020, in response to the COVID-19 pandemic and in an effort to reduce the risk of transmission by virtue of attendance at public meetings, Governor Lamont suspended in-person open meeting requirements and permits conducting public meetings remotely by conference call, videoconference or other technology. A copy of the full text of Executive Order No. 7B(1) is available for review via <https://portal.ct.gov/-/media/Office-of-the-Governor/Executive-Orders/Lamont-Executive-Orders/Executive-Order-No-7B.pdf>

Accordingly, the Greater Bridgeport Valley Metropolitan Planning Organization (GBVMPO) has selected GoToMeeting as the preferred technology application to conduct this remote public meeting in compliance with Executive Order No. 7B(1). This technology will permit up to 250 members of the public to participate in real-time in the public meeting via computer, tablet, smartphone or telephone via the access information set forth on this meeting agenda. It is highly recommended that any interested participant download and utilize the GoToMeeting software applications which are available in the meeting link below prior to the commencement of the meeting. Each meeting may have unique participation information, including access code, phone number and live link. Please be sure that you are accessing the correct information for the correct meeting.

Any members of the public who desire to submit written information relative to the business set forth on the agenda may do so up to one hour in advance of the meeting via electronic mail to [info@ctmetro.org](mailto:info@ctmetro.org)

**Notice is hereby given that this remote electronic public meeting shall:**

1. Permit the public to view or listen anonymously, and when permitted, participate in real-time;
2. Be recorded and posted to the Connecticut Metropolitan Council of Governments' (MetroCOG) and the Naugatuck Valley Council of Governments' (NVCOG) website within 7 days;
3. Be made available to the public within a reasonable time (at MetroCOG's and NVCOG's offices or upon written request).

**In addition to standard parliamentary procedure as outlined on this agenda, the following special rules shall apply to all participants:**

- Please "mute" your microphone so as reduce background noise at any time you are not speaking.
- Prior to speaking on each occasion, each speaker shall clearly state their name and title for the record.

- The use of chat features are prohibited and will not be considered during the meeting if in use.

Notice is hereby given that only 250 participants may access this remote electronic public meeting at any one time.

Access is granted solely by the GoToMeeting technology on first access basis and is not within the control of the Greater Bridgeport Valley Metropolitan Planning Organization. While it is anticipated that this participant limit will be sufficient, should the participants reach said limit, the meeting may be adjourned and continued at a later date using technology appropriate to ensure all members of the public may participate.

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#### **GUIDELINES FOR PUBLIC PARTICIPATION IN REMOTE ELECTRONIC MEETINGS**

Anyone who desires to address the Council must adhere to the following rules of participation:

- The Board welcomes all public participation but asks that all comments be limited to items listed on the meeting agenda.
- Please state your name and address for the record prior beginning your comment.
- The GBVMPO presiding officer will limit each comment to 3 minutes in order to accommodate all members of the public that wish to speak. The presiding officer may allow additional time at their discretion.
- Written comments or statements on any topic within the purview of the body are always welcome and will be provided to all GBVMPO Board members.
- Please be advised that immediate replies to questions/comments should not be expected.

## Attachment A

**RESOLUTION 2020-01**

**RE-DESIGNATION OF THE GREATER BRIDGEPORT AND VALLEY MPO AREA**

**WHEREAS**, the Greater Bridgeport and Valley MPO (GBVMPO) is the federally designated transportation planning agency for the Greater Bridgeport and Valley planning regions of the Bridgeport-Stamford urban area and consists of 10 towns and cities: Ansonia, Bridgeport, Derby, Easton, Fairfield, Monroe, Seymour, Shelton, Stratford, and Trumbull; and representatives of the Greater Bridgeport Transit Authority and the Valley Transit District;

**WHEREAS**, as a result of Connecticut General Assembly action, in January 2015, the regional boundaries and regional planning organizations were merged, consolidated, dissolved or reorganized, all into the Council of Governments form;

**WHEREAS**, as a result of this action the cities of Ansonia, Derby, Shelton, and the town Seymour became members of the newly created Naugatuck Valley Council of Governments;

**WHEREAS**, the members of the GBVMPO have assessed this misalignment and, in consultation with all members, are proposing that the cities of Ansonia and Derby and the town Seymour separate from the GBVMPO in order to become members of and aligned with the Central Naugatuck Valley MPO. Furthermore, the City of Shelton will remain a member of the GBVMPO;

**WHEREAS**, the NVCOG is the designated recipient of funds provided by the Federal Transit Administration, and is responsible for planning and programming of FTA funds for the four municipalities that comprise the Valley Transit District (VTD), the GBVMPO is proposing that the VTD separate from the GBVMPO;

**WHEREAS**, the federal process to re-designate MPO boundaries is initiated at the local level and requires an affirmative vote by MPO members representing at least 75% of the population of the existing MPO, including the affirmative vote of the member representing the largest city in the MPO, and concurrence by the Governor.

**NOW, THEREFORE BE IT RESOLVED** that Greater Bridgeport and Valley MPO endorses and approves the re-designation of the GBVMPO boundary to separate the cities of Ansonia and Derby, the town of Seymour and the Valley Transit District from the GBVMPO metropolitan planning area, effective July 1, 2020 or at the concurrence of the Governor.

**BE IT FURTHER RESOLVED** that the GBVMPO approves renaming the GBVMPO to the

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Greater Bridgeport MPO, as the federally designated MPO for the Greater Bridgeport planning region and designate the Connecticut Metropolitan Council of Governments as the host transportation planning agency for the newly defined Greater Bridgeport MPO area, effective July 1, 2020.

This resolution shall become effective as of July 1, 2020.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the forgoing resolution was adopted by MPO members representing at least 75% of the MPO area's population and by the Mayor representing the largest city in the area at a meeting held on June 11, 2020, at which a quorum was present.

Respectfully submitted,

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Matthew Fulda, Executive Director  
MetroCOG – MPO Co-Secretary

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Rick Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: \_\_\_\_\_

June 11, 2020

**MEMORANDUM: Re-designation of GBVMPO Boundaries**

Proposed Action:

The proposed action is to more closely re-align the GBVMPO and CNVMPO boundaries to coincide with state-defined planning region boundaries which, by statute, also align with economic development district (EDD) boundaries. To achieve this, the GBVMPO would vote to approve the separation of three NVCOG members of the GBVMPO from the GBVMPO: the cities of Ansonia and Derby and the town of Seymour. Through consultation, the city of Shelton would remain a member of the newly designate Greater Bridgeport MPO (GBMPO). Because the NVCOG is the designated recipient of Federal Transit Administration financial assistance and has a Memorandum of Understanding with the Valley Transit District (VTD) for capital programming and planning, the GBVMPO would also agree to approve the separation of the VTD as a member of the GBVMPO. Concurrently, the CNVR MPO would vote to accept the three municipalities as full members of the CNVR MPO. The effective date would be set at some time in the future to provide ample time for concurrence by the Governor.

Background:

The Metropolitan Planning Organizations (MPOs) were established to conduct the federal metropolitan planning process funded by the US Department of Transportation. In Connecticut, federal planning tasks for the MPOs are conducted by the state-designated Regional Planning Organizations/Councils of Government. The RPOs receive federal metropolitan planning funds through CTDOT and are responsible for the required federal aid transportation program. This set-up is well established and has been in place since the early 1980s when the Greater Bridgeport and Valley MPO was created after the breakup of the Tri-State Planning Commission. The GBVMPO, at the time, coincided with the Bridgeport Urbanized Area, except for the City of Milford, and was formed by the combination of the Greater Bridgeport Regional Planning Agency and the Valley Regional Planning Agency. While the RPAs remained separate and independent, they merged to jointly program transportation improvement projects for the Bridgeport UZA.

As of January 1, 2015, the Council of Governments of the Central Naugatuck Valley (COGCNV) and the Valley Council of Governments (VCOG) were merged as a single agency. In addition, the City of Bristol and Town of Plymouth of the former Central Connecticut Regional Planning

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Agency were consolidated into the new Naugatuck Valley COG, creating a 19-town region that was initially in parts of three MPOs. The consolidation of regional boundaries and merger of Councils of Governments resulted in a misalignment of MPO and RPO boundaries for the GBVMPO. The GBVMPO comprises 10 towns, including Ansonia, Derby, Seymour, and Shelton, all of which are members of the NVCOG. The other six towns are members of the Connecticut Metropolitan COG.

#### Re-designation Process:

Federal regulations stipulate the process for re-designating MPO boundaries and membership. Although the process is guided by federal regulations, it is initiated and controlled by the local governments in the existing MPO planning areas:

1. Individual units of local governments determine the need to re-designate the MPO membership and planning boundaries.
2. A vote on the proposed re-designation ***must*** receive an affirmative vote of the existing membership representing at least 75% of the population of the MPO.
3. A vote on the proposed re-designation ***must*** receive an affirmative vote of the member representing the largest city in the MPO.
4. Concurrently, an affirmative vote by the same pluralities is required by the members of the MPO that is being requested to receive the new towns.
5. The Governor is notified of the votes taken by the MPOs and asked to approve the request to re-designate the MPO boundaries.
6. If approved, the Governor notifies the US Department of Transportation of the actions and re-designates the MPOs based on the approved changes.



## Attachment B

**RESOLUTION 2020-02**  
**ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES**  
**ESTABLISHED BY CTDOT**

**WHEREAS**, the **Greater Bridgeport and Valley Metropolitan Planning Organization (GBVMPO)** 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 **Greater Bridgeport and Valley planning 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, 2018, and

**WHEREAS**, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures based on five year rolling averages 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 June 2019 COG Coordination meeting, and

**WHEREAS**, the CTDOT has officially adopted the safety targets in the Highway Safety Improvement Program annual report dated August 31, 2019, and the Highway Safety Plan dated July 1, 2019 and

**WHEREAS** the **Greater Bridgeport and Valley Metropolitan Planning Organization** 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 2020 targets for the five safety performance targets as attached herein, and

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

*CERTIFICATE: The undersigned duly qualified Secretary of the **Greater Bridgeport and Valley Metropolitan Planning Organization** certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the **Greater Bridgeport and Valley Metropolitan Planning Organization** certifies on **June 11, 2020**.*

Respectfully submitted,

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Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary

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Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

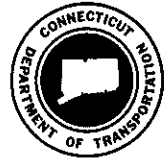
Date: June 11, 2020



# STATE OF CONNECTICUT

## DEPARTMENT OF TRANSPORTATION

2800 BERLIN TURNPIKE, P.O. BOX 317546  
 NEWINGTON, CONNECTICUT 06131-7546  
 Phone: (860) 594-2721



August 2, 2019

Mr. Matt Fulda  
 Acting Executive Director  
 Connecticut Metropolitan Council of Governments  
 1000 Lafayette Blvd., Suite 925  
 Bridgeport, CT 06604

Dear Mr. Fulda:

**Subject: Request for Resolution of Support  
 Safety Performance Management Measures**

The purpose of this letter is to request a resolution for endorsement of the Safety Performance Management Measures Targets set by the Connecticut Department of Transportation (Department).

The Federal Highway Administration (FHWA) published the Final Rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning in the Federal Register on May 27, 2016. These planning rules establish new requirements for Metropolitan Planning Organizations (MPOs) to "coordinate with transit providers, set performance targets, and integrate those performance targets into the planning process." In accordance with 23 CFR § 450.306 (d)(3), each MPO shall establish the performance targets under paragraph (d)(2) of this section not later than 180 days after the date on which the relevant State or provider of public transportation establishes the performance targets.

As outlined in 23 CFR 490.207 (a), MPOs shall establish performance targets for each of the measures identified in the National performance management measures for the Highway Safety Improvement Program (HSIP). There are five safety performance management measures for the purpose of carrying out the HSIP:

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.

Mr. Matt Fulda

-2-

August 2, 2019

The Department established targets for each of the previous measures and they will be sent to FHWA in the HSIP by August 31, 2019. Information regarding the individual target measure and the rationale of each target is attached.

The MPOs now have 180 days from August 31, 2019 to either support the Department's targets or to set their own. This would need to be accomplished no later than February 27, 2020.

The Department coordinated the establishment of these safety targets with the eight MPOs in Connecticut in June 2019, at the Council of Governments meeting.

Please add this request for resolution to endorse these performance targets to your Policy Board meeting agenda before the February 27, 2020 date. A sample resolution is attached. Upon your MPO Policy Board's approval, **please send a copy of the approved resolution of endorsement to [DOT.Map21@ct.gov](mailto:DOT.Map21@ct.gov).**

Questions regarding the Safety Performance Management Measures Targets can be directed to Mr. Joseph Ouellette at (860) 594-2721.

Very truly yours,



Thomas J. Maziarz  
Bureau Chief  
Policy and Planning

Enclosures

## Introduction

The U.S. DOT requires that State Departments of Transportation work collaboratively to establish data-driven performance targets. These shared targets are submitted to and tracked by the U.S. DOT through the Federal Highway Administration (FHWA) and the National Highway Traffic Safety Administration (NHTSA). Targets need to be Specific, Measurable, Achievable, Realistic and Time-Bound (SMART). Federal Regulations require that states must meet a threshold when achieving targets or risk penalties applied to Federal Highway Funds.

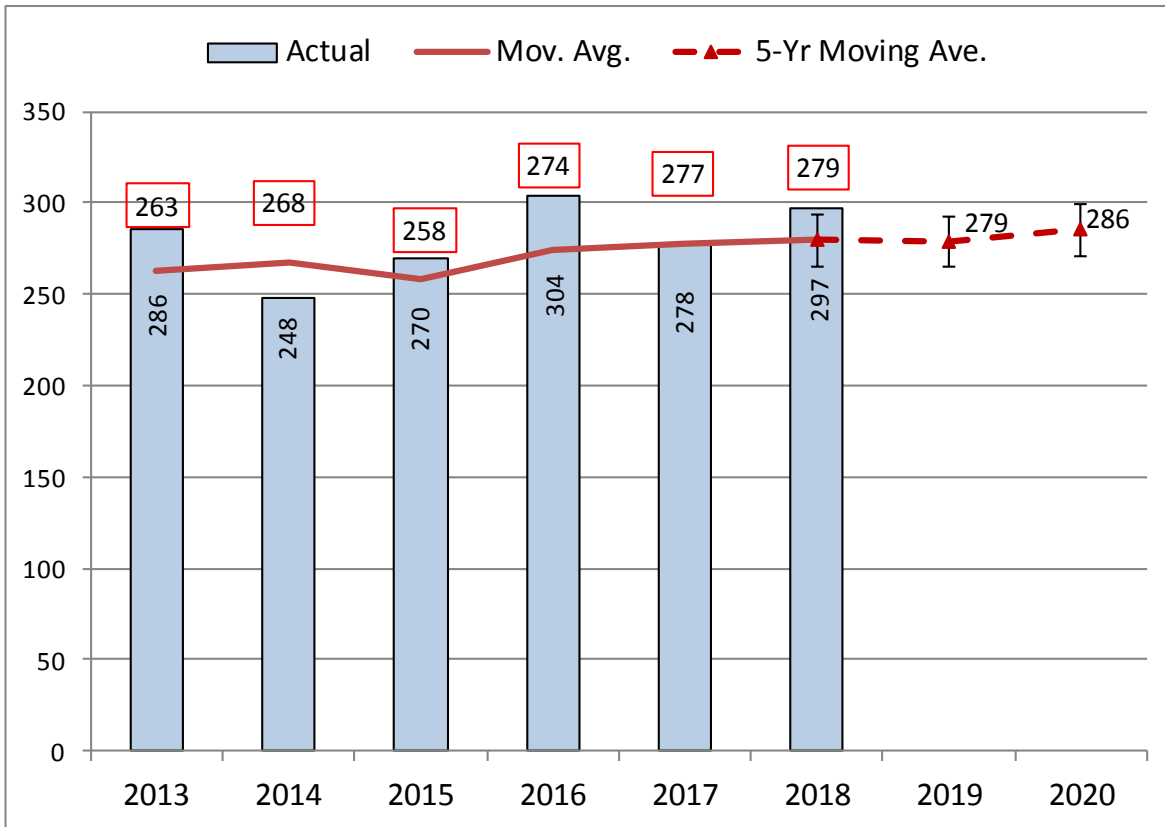
The DOT tries to balance setting targets that impact safety programing in a way that accomplishes the overall goal of reducing injuries and fatalities on the State's roadways while still being achievable. Both state and national trends have shown increasing roadway fatalities and injuries in recent years. Here in Connecticut, these trends are especially concerning when looking at increases in pedestrian and alcohol-impaired driving fatalities. Five-year moving averages are used to normalize data over time to prevent spikes or sudden decreases from influencing year-to-year target setting.

While the current levels of roadway fatalities and serious injuries are unacceptable, the Federal requirement to set data-driven, achievable targets necessitates conservative and realistic and target setting. For this reason, DOT has chosen to set targets that maintain the current levels of roadway fatalities and injuries (and their rates) to prevent further increases in the face of consistently rising trends.

**Summary Table**  
**Safety Performance Targets for 2020**  
(for federal reporting purposes)

<b>Measure</b>	<b>Target</b>	<b>Numeric Target for 2020</b>
<b>Fatalities</b>	<b>Maintain</b> 5-yr average	<b>277</b> per year
<b>Fatality Rate</b>	<b>Maintain</b> 5-yr average	<b>0.883</b> per 100 million VMT
<b>Serious Injuries</b>	<b>Maintain</b> 5-yr average	<b>1,547</b> per year
<b>Serious Injury Rate</b>	<b>Maintain</b> 5-yr average	<b>4.93</b> per 100 million VMT
<b>Non-Motorist Fatalities &amp; Serious Injuries</b>	<b>Maintain</b> 5-yr average	<b>307</b> per year

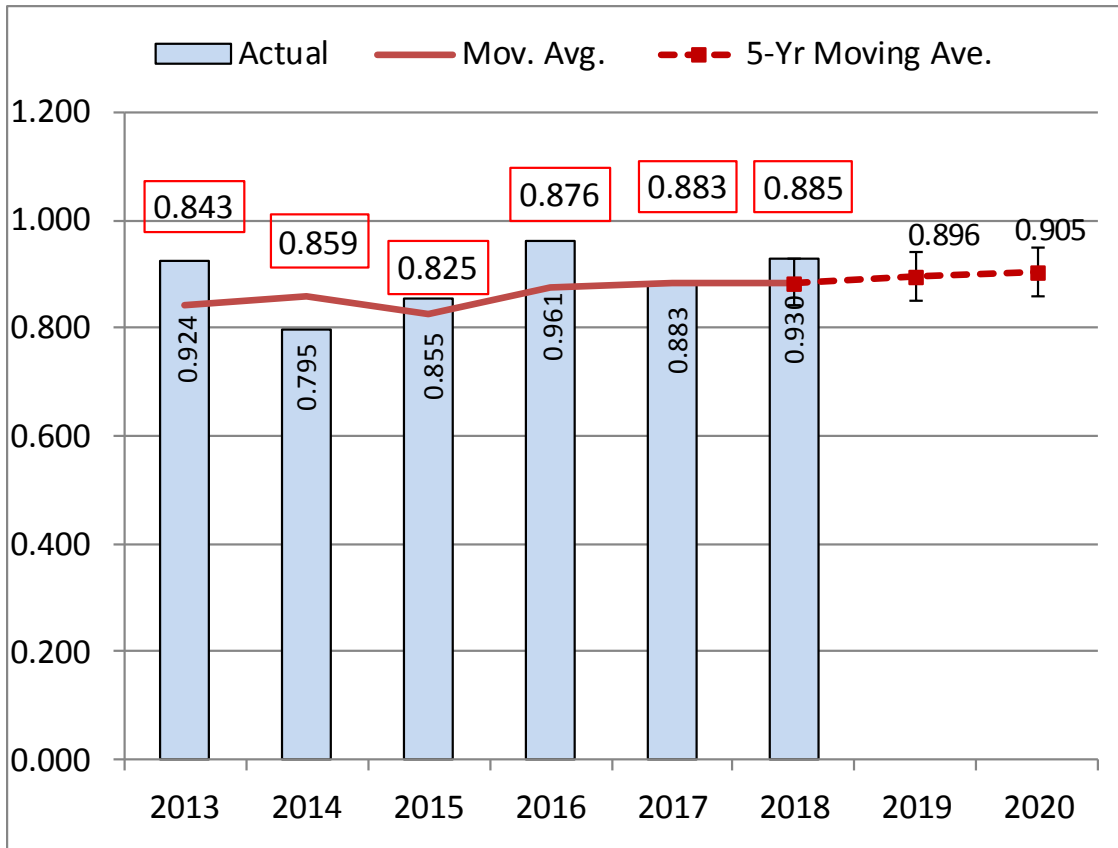
Fatalities 2013-2018



- There were 278 Fatalities in 2017, a single year decrease from the 304 recorded in 2016.
- Although the single year fatality total decreased, the five-year average continued to rise to 277 in 2017.
- The most current preliminary data show there were 297 Fatalities in 2018, a single year increase from the 278 recorded in 2017. The 2018 five-year moving average value of 279 also represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period.
- The projected five-year moving average predicts an increase in fatalities for the period for which this target will be set.
- **TARGET:** Based on the recent and projected increases in fatalities, Connecticut chooses to set a target to maintain the five-year moving average of 277 for the 2020 HSP planning period.

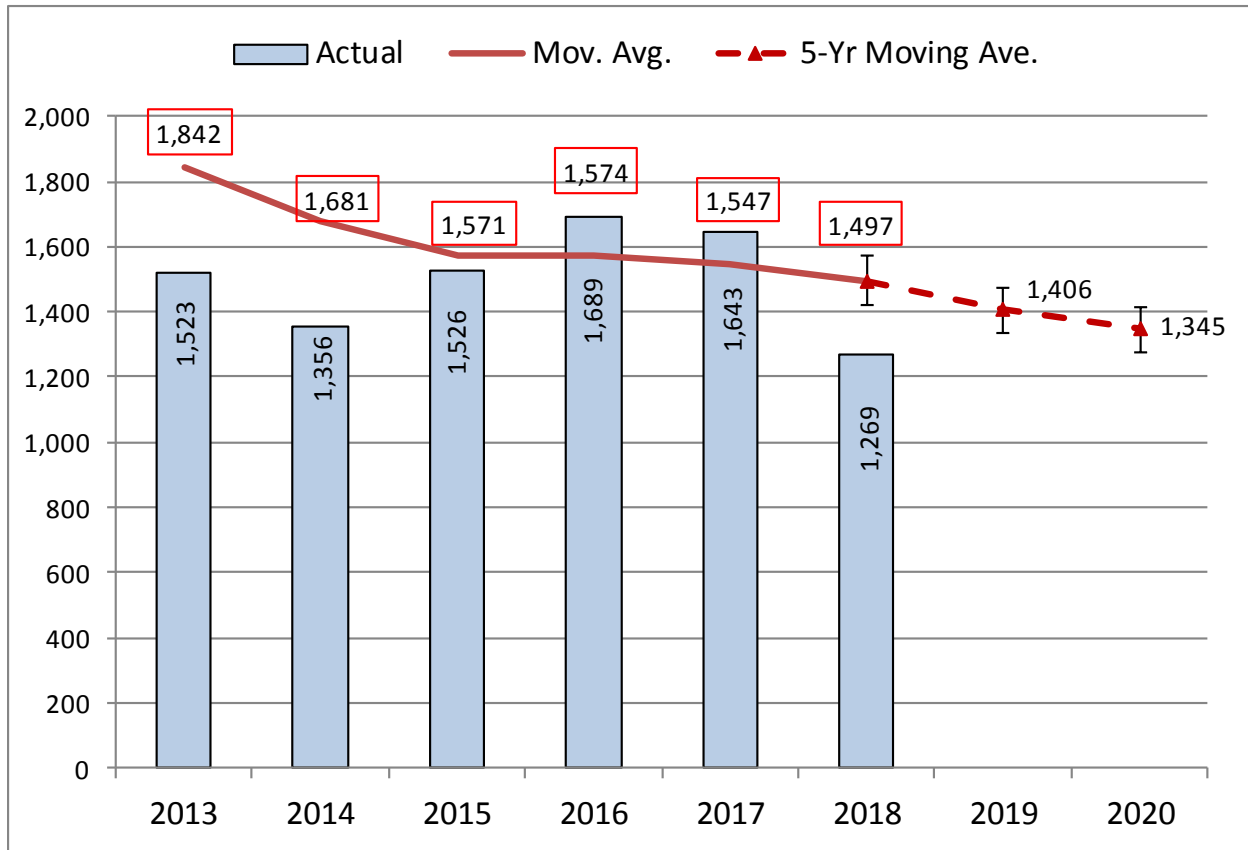


Fatality Rate per 100M VMT 2013-2018



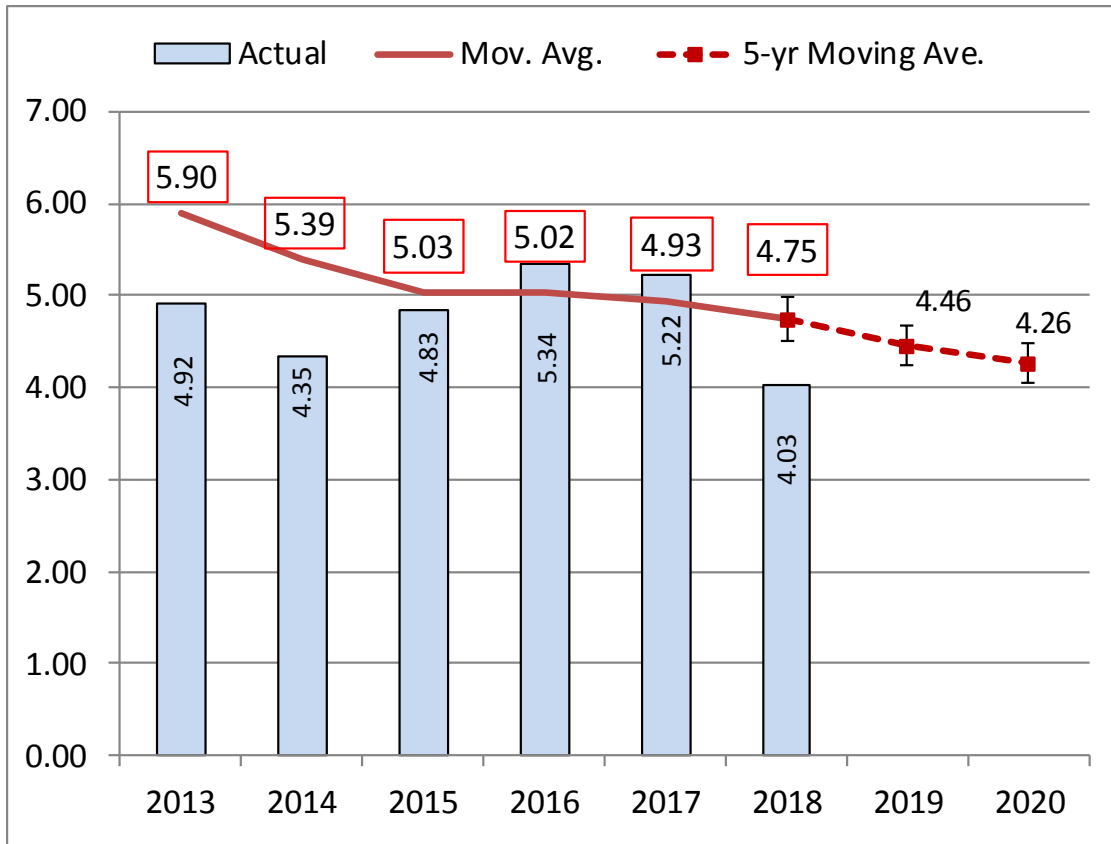
- There were 0.883 Fatalities per 100M VMT in 2017, a single year decrease from the 0.961 recorded in 2016.
- Although the single year fatality rate decreased, the five-year average continued to rise to 0.883 in 2017.
- The most current preliminary data show the fatality rate of .930 for 2018, a single year increase from the .883 recorded in 2017. The 2018 five-year moving average value of 0.885 also represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period. These rate projections are based on 2017 VMT data.
- The projected five-year moving average predicts an increase in the fatality rate per 100M VMT for the period for which this target will be set.
- **TARGET:** Based on the recent and projected increases in fatalities, Connecticut chooses to set a target to maintain the five-year moving average of .883 Fatalities per 100M VMT for the 2020 HSP planning period.

### Serious (A) Injuries 2013-2018



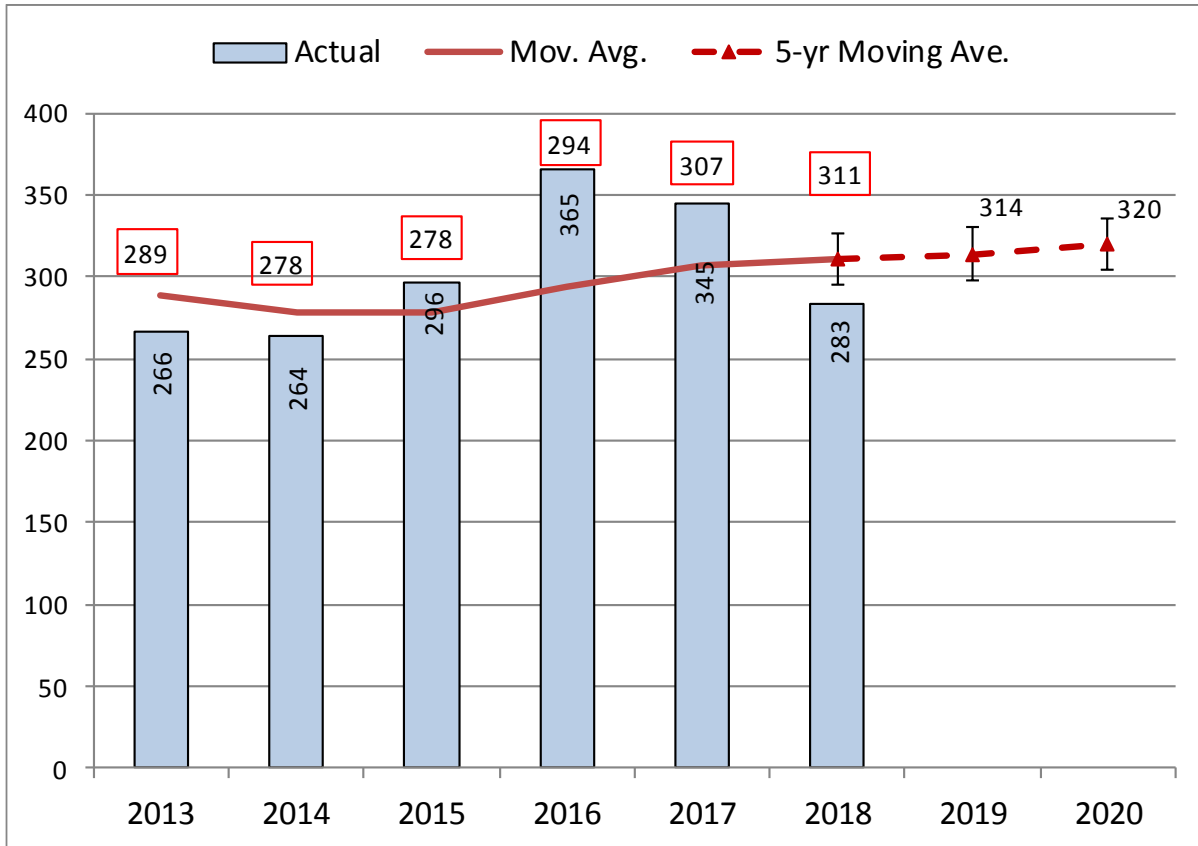
- There were 1,643 Serious (A) Injuries in 2017, a single year decrease from the 1,689 recorded in 2016.
- The 2017 five-year moving average of 1,547 Serious (A) Injuries in 2017 also decreased from the 1,574 recorded in 2016.
- The most current preliminary data show there were 1,269 Serious (A) Injuries in 2018, a single year decrease from the 1,643 recorded in 2017. The 2018 Serious (A) Injury total could be an anomaly, based on recent single year totals and trends. It is the lowest single year value recorded during the reporting period. The 2018 five-year moving average value of 1,497 also represents a decrease from the previous year and is the lowest recorded during the reporting period.
- The projected five-year moving average projects a decrease in Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Although there have been recent decreases in Serious (A) injuries, the preliminary 2018 figure and projected moving average may be an anomaly. Based on current data, Connecticut chooses to set a target to maintain the five-year moving average of 1,547 Serious (A) Injuries for the 2020 HSP planning period.

Serious (A) Injuries per 100M VMT



- There were 5.22 Serious (A) Injuries per 100M VMT in 2017, a single year decrease from the rate of 5.34 recorded in 2016.
- The 2017 five-year moving average of 4.93 Serious (A) Injuries per 100M VMT in 2017 also decreased from the 5.02 recorded in 2016.
- The most current preliminary data show a rate of 4.03 Serious (A) Injuries per 100 M VMT in 2018, a single year decrease from the 5.22 recorded in 2017. The 2018 Serious (A) Injury total and rate could be an anomaly, based on recent single year totals and trends. It is the lowest single year rate recorded during the reporting period. The 2018 five-year moving average value of 4.75 also represents a decrease from the previous year and is the lowest recorded during the reporting period.
- The projected five-year moving average projects a decrease in Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Although there have been recent decreases in Serious (A) injuries, the preliminary 2018 figure and projected moving average may be an anomaly. Based on current data, Connecticut chooses to set a target to maintain the five-year moving average of 4.93 Serious (A) Injuries per 100M VMT for the 2020 HSP planning period.

**Non-Motorist Fatalities and Serious (A) Injuries 2013-2018**



- There were 345 Fatalities and Serious (A) Injuries in 2017, a single year decrease from 365 recorded in 2016.
- The 2017 five-year moving average of 307 Fatalities and Serious (A) Injuries in 2017 increased from the 294 average number in 2016.
- The most current preliminary data show 283 Fatalities and Serious (A) Injuries in 2018, a single year decrease from the 345 recorded in 2017. The 2018 five-year moving average value of 311 represents an increase from the previous year. This figure is also the highest five-year moving average recorded during the reporting period.
- The projected five-year moving average for 2013-2017 predicts an increase in Fatalities and Serious (A) Injuries for the period for which this target will be set.
- **TARGET:** Based on the trend line, the five-year moving average of non-motorist fatalities and serious (A) injuries is expected to remain relatively the same or increase slightly. The new target is proposed to **maintain the current five-year moving average** of 307 Fatalities and Serious (A) Injuries for the 2020 HSP planning period.

## **GBVMPO Staff Report:**

Endorsement of Targets for Safety Performance Measures Established by CTDOT

**Purpose:** FHWA requirement for states and MPOs to annually reassess Safety Performance Targets. Staff recommends that the MPO support CTDOT's targets, detailed in the table on the next page.

**Background:** After passage of MAP-21, and continuing with the FAST Act, states and MPOs became required to establish performance targets and utilize a performance-based approach to transportation decision-making. Targets were based on performance management measures<sup>1</sup>, established by the USDOT to evaluate progress in realizing national goals for safety, infrastructure condition, congestion reduction, system reliability, freight movement, economic vitality, environmental sustainability and reduced project delivery delays. MPOs may establish their own targets or support the targets that their state DOT has established.

The final rule for national Safety Performance Measures became effective in April of 2016. After the FHWA determined the Safety Performance Measures, states had until August 31<sup>st</sup>, 2017 to establish and report on the initial annual Safety Performance Targets. In Connecticut, CTDOT establishes these targets in the Highway Safety Plan<sup>2</sup> and the Strategic Highway Safety Plan<sup>3</sup>. The initial targets were endorsed by the GBVMPO at their January 19<sup>th</sup>, 2018 meeting. The 2019 targets were endorsed at the December 12<sup>th</sup>, 2018 meeting of the GBVMPO.

### ***A reassessment of the existing targets and new target setting is an annual requirement.***

CTDOT submitted the 2020 targets to FHWA in August of 2019 via the Highway Safety Improvement Program. MPOs must have targets established within 180 days of the state's having established safety targets. ***In Connecticut, MPOs must have safety targets established by February 27, 2020.***

In their initial communication regarding the new targets (attached, see next document), CTDOT expressed their goal of reducing all highway fatalities and serious injuries. However, for federal reporting purposes, CTDOT is required to set annual targets that are attainable or risk federal penalties. ***The 2019 targets reflect the nationwide trend of increasing fatalities and injuries that have been observed since 2015.*** While serious injuries decreased between 2016 and 2017, CTDOT's memo states that the 2018 serious injury average could be an anomaly, based on recent single year totals and trends.

Safety targets cover all public roads. Each performance target established by CTDOT is based on a five-year rolling average (2013-2018). After reviewing the five-year rolling average for the

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<sup>1</sup> 23 USC 150: The FHWA's national goals and performance management measures can be found at <http://uscode.house.gov/view.xhtml?req=granuleid:USC-prelim-title23-section150&num=0&edition=prelim>

<sup>2</sup> The FHWA has not yet published the final document but CTDOT provided MetroCOG staff with a copy, see [https://gbvmpos3.amazonaws.com/HSIP\\_Report\\_2019.pdf](https://gbvmpos3.amazonaws.com/HSIP_Report_2019.pdf)

<sup>3</sup> See <https://portal.ct.gov/-/media/DOT/documents/dsafety/shsp2013pdf.pdf?la=en>

measures, CTDOT has determined that their targets will maintain the current five-year moving average. CTDOT's targets are as follows:

FHWA Safety Measure	CTDOT Target for 2018	CTDOT Target for 2019	CTDOT Target for 2020
Number of fatalities/year	257 fatalities	274 fatalities	277 fatalities
Rate of fatalities/100 Million VMT <sup>4</sup>	.823 fatalities	.873 fatalities	.883 fatalities
Number of serious injuries/year	1,571 serious injuries	1,574 serious injuries	1,547 serious injuries
Rate of serious injuries/100 Million VMT	5.033 serious injuries	5.024 serious injuries	4.93 serious injuries
Number of non-motorized fatalities and non-motorized serious injuries/year	280 fatalities and serious injuries	290 fatalities and serious injuries	307 fatalities and serious injuries

**GBVMPO Responsibilities:** If the GBVMPO acts to support the state targets, the MPO will have the following responsibilities:

- Work with the State and safety stakeholders to address areas of concern for fatalities or serious injuries within the metropolitan planning area.
- Continue to include safety performance measures, baseline safety performance, targets and progress toward achieving targets in the system performance section of the Metropolitan Transportation Plan (MTP)<sup>5</sup>. The MTP was endorsed by the GBVMPO on March 28<sup>th</sup>, 2019. A discussion of system performance can be found in Section 11.
- The TIP must describe the anticipated effect of the TIP toward achieving safety targets in the MTP. Investment priorities should be linked to safety targets. A new TIP will be prepared in the beginning of 2020, with approval anticipated for the middle of 2020.
- Integrate safety goals, objectives, performance measures and targets described in other State safety transportation plans and processes into the planning process.

**Additional Information:**

- MPOs do not report their targets directly to FHWA. Rather, GBVMPO and CTDOT will mutually agree on the manner in which targets are reported.
- FHWA will determine whether CTDOT has met or made significant progress toward meeting targets, but will not directly assess MPO progress. FHWA will review MPO performance as part of ongoing transportation planning process reviews including the Transportation Management Area certification review (2018) and the Federal Planning Finding associated with the approval of the TIP/STIP.
- Endorsement of the state targets for 2020 will not preclude the MPO from developing independent targets in the future.

<sup>4</sup> Vehicle miles traveled

<sup>5</sup> See [http://s3.amazonaws.com/GBRC\\_Transfer/MTP%20Final%202019-03-28.pdf](http://s3.amazonaws.com/GBRC_Transfer/MTP%20Final%202019-03-28.pdf)

## Attachment C

**RESOLUTION 2020-03  
AMENDMENT  
FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM  
FHWA PROGRAMS**

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization (MPO) is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to prepare, endorse; and periodically amend a short range Transportation Improvement Program for the 10-town MPO area within the Bridgeport-Stamford Urbanized Area;

**WHEREAS**, the MPO endorsed the *FFY 2018-2021 Transportation Improvement Program for the Greater Bridgeport and Valley Planning Regions (TIP)* at its June 15<sup>th</sup>, 2017 meeting; and the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) have approved the *State FFY 2018-2021 Transportation Improvement Program (STIP)*;

**WHEREAS**, the *FAST Act* allocates funds to the State of Connecticut under various federal transportation assistance programs administered by the Federal Highway Administration;

**WHEREAS**, the *FAST Act* planning guidelines require the *TIP/STIP* to be fiscally constrained to available program funds;

**WHEREAS**, the Connecticut Department of Transportation is requesting amendments to the *TIP/STIP* to add program funding to continue on-going projects listed in the current *TIP/STIP*;

**WHEREAS**, these amendments represent minor modifications of the *TIP/STIP* and involve projects that are exempt from the regional emissions analyses and do not necessitate a new air quality analysis;

**WHEREAS**, the public notification and review of these proposed amendments was consistent with and followed the procedures set forth in the MPO's *Public Participation Plan*, as amended, and the proposed amendments are consistent with the goals and objectives of the Metropolitan Transportation Plans of the Greater Bridgeport and Valley Planning Region.

**NOW, THEREFORE BE IT RESOLVED** that the Greater Bridgeport and Valley MPO endorses the amendment of the *FFY 2018-2021 Transportation Improvement Program* to include the projects as described and listed in the attachment to this resolution.

This resolution shall become effective as of June 11, 2020.

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**Responsible Metropolitan Transportation Planning Agencies**

**CONNECTICUT METROPOLITAN COUNCIL OF GOVERNMENTS**

1000 Lafayette Boulevard, Suite 925  
Bridgeport, Connecticut 06604-4902  
Phone: (203) 366-5405 Fax: 366-8437  
E-mail: mfulda@ctmetro.org

**NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS**

49 Leavenworth Street, Suite 301  
Waterbury, Connecticut 06702  
Phone: (203) 757-0535 Fax: 756-7688  
E-mail: rdunne@nvcogct.org



We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on June 11, 2020 at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

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Matt Fulda, Executive Director  
MetroCOG – MPO Co-Secretary

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Richard T. Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: June 11, 2020

**AMENDMENT**  
**FFY 2018-2021 STATE TRANSPORTATION IMPROVEMENT PROGRAM**  
**(TIP/STIP): FHWA PROGRAMS**

The Connecticut Department of Transportation is requesting the following amendments to the FFY 2018-2021 State Transportation Improvement Program (STIP/TIP).

- 1. Project 0170-3559, Asset Management Group:** Federal legislation requires States to develop and implement a risk- and performance-based Transportation Asset Management Plan (TAMP) to improve/preserve asset condition and system performance. From July 1, 2020 thru June 30, 2022, this project will fund the ongoing activities of CTDOT's Transportation Asset Management Group (AMG). Responsibilities include developing and implementing the TAMP, coordinating asset management activities, and facilitating progress towards improving asset conditions, inventories and data sharing capabilities. The overall goal of the group is to bring the State's transportation assets into a state of good repair.

Proposed Action: **New Project** Federal Aid Program: STPA

Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
PL	2020	\$3,380	\$2,704	\$676	\$0

- 2. Project 0170-3560, Bridge Management Group:** This project will fund the ongoing activities of CTDOT's Bridge Management Group (BMG) from July 1, 2020 thru June 30, 2022. The BMG manages the bridge inventory and programs work to preserve and rehabilitate bridges in the State.

Proposed Action: **New Project** Federal Aid Program: STPA-BRX

Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
PL	2020	\$2,519	\$2,015	\$504	\$0

- 3. Project 0170-3561, Pavement Management Group:** This project will fund the ongoing activities of CTDOT's Pavement Management Group (PMG) from July 1, 2020 thru June 30, 2022. The PMG manages pavement data and recommends work to preserve and rehabilitate pavement assets on the State's roadway network. Responsibilities include collecting and analyzing pavement data, evaluating and reporting on annual pavement condition, analyzing pavement performance trends and remaining service life, developing optimization tools for the rehabilitation and resurfacing programs, and recommending projects and treatments.

Proposed Action: **New Project** Federal Aid Program: STPA

Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
PL	2020	\$1,728	\$1,383	\$346	\$0

4. **Project 0170-3562, Transportation Demand Management (TDM):** Under the brand name of CTrides, the State's TDM program assists in the formation and long-term viability of carpools and vanpools, as well as products which support the creation and long-term viability of carpools and vanpools. The program also provides comprehensive resources to help employers design, implement and maintain teleworking programs. Using selected contractors, CTDOT will market, educate and provide outreach to individuals and employers in support of the TDM program in Southwest CT, and the Danbury, Bridgeport, Greater New Haven and Waterbury areas.

Proposed Action: **New Project** Federal Aid Program: CMAQ

Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
OTH	2020	\$3,257	\$2,605	\$651	\$0

5. **Project 0173-0510, Traffic Control Signals:** This project will replace traffic control signals to meet current standards at various locations in District 3, including Fairfield, Shelton, Stratford and Trumbull.

Proposed Action: **New Project** Federal Aid Program: STPA

Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)
PD	2020	\$385	\$385	\$0	\$0
ROW	FYI	\$110	\$110	\$0	\$0
FD	FYI	\$406	\$406	\$0	\$0

**MPO Action:** The proposed amendments are consistent with the long range transportation of the Connecticut Metropolitan Council of Governments and the Valley Council of Governments and conform to the air quality objectives. The proposed schedule, programming and funding adjustments will maintain a financially constrained TIP/STIP. It is recommended that the MPO endorse the proposed amendments to the FFY 2018-2021 TIP/STIP as described above and listed in the attached table.

Greater Bridgeport and Valley Metropolitan Planning Organization  
2018-2021 TIP/STIP: Amendment for 5/7/2020 meeting

Region	FA Code	Proj	AQC	RteSys	Town	Description	AC	Phase	Year	Total	Federal	State	Local	Comment	Change
70	STPA	0170-3559	X6		Statewide project	ASSET MANAGEMENT GROUP		PL	2020	3,379,900	2,703,920	675,980	0	NEW PROJECT	5
70	STPA-BRX	0170-3560	X6		Statewide project	BRIDGE MANAGEMENT GROUP		CON	2020	2,518,550	2,014,840	503,710	0	NEW PROJECT	5
70	STPA	0170-3561	X6		Statewide project	PAVEMENT MANAGEMENT GROUP		PL	2020	1,728,475	1,382,780	345,695	0	NEW PROJECT	5
70	CMAQ	0170-3562	X6	Various	Statewide project	STATEWIDE TRANS DEMAND MGMNT (NY-NJ-CT MODERATE)		PL	2020	3,256,860	2,605,488	651,372	0		5
178	STPA	0173-0150	X7	Various	District 3 project	REPLACE TRAFFIC CONTROL SIGNALS @ VARIOUS LOCATIONS		FD	2020	406,000	406,000	0	0		5
178	STPA	0173-0150	X7	Various	District 3 project	REPLACE TRAFFIC CONTROL SIGNALS @ VARIOUS LOCATIONS		PD	2020	385,000	385,000	0	0		5
178	STPA	0173-0150	X7	Various	District 3 project	REPLACE TRAFFIC CONTROL SIGNALS @ VARIOUS LOCATIONS		ROW	FYI	110,000	110,000	0	0		5

## Attachment D

**RESOLUTION 2020-04**

**AMENDMENT: BY-LAWS FOR THE CONDUCT OF BUSINESS  
GREATER BRIDGEPORT AND VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

**WHEREAS**, the Greater Bridgeport and Valley Metropolitan Planning Organization, hereafter referred to as the “GBVMPO,” has adopted by-laws for the conduct of business and operates under the terms and conditions of said by-laws;

**WHEREAS**, the by-laws may be amended by a majority of the members present and voting;

**WHEREAS**, the current by-laws were amended and adopted on March 27, 2012; and

**WHEREAS**, the GBVMPO has given due and careful consideration to amending its by-laws.

**NOW, THEREFORE BE IT RESOLVED** that the Greater Bridgeport and Valley MPO supports and adopts the proposed changes to the by-laws for the conduct of business as noticed at its May 28<sup>th</sup>, 2020 regular meeting, distributed in an email to the board on the same day.

This resolution shall become effective upon the effective date of the redesignation of the GBVMPO Boundary.

We, the undersigned co-secretaries of Greater Bridgeport and Valley Metropolitan Planning Organization (MPO), Connecticut, do hereby certify that the resolution adopted by the MPO at a public meeting held on June 11, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

\_\_\_\_\_  
Matthew Fulda, Executive Director  
MetroCOG – MPO Co-Secretary

\_\_\_\_\_  
Rick Dunne, Executive Director  
NVCOG – MPO Co-Secretary

Date: \_\_\_\_\_

# Proposed By-Law Amendments

## Article I – Name

### **Current Language to be deleted:**

The name of organization shall be the “Greater Bridgeport/Valley Metropolitan Planning Organization”, hereafter referred to as the “MPO”.

### **The following language will replace the language deleted above:**

The name of the organization shall be the “Greater Bridgeport Metropolitan Planning Organization”, hereafter referred to as the “MPO”.

## Article III – Membership

### **Current Language to be deleted:**

Membership on the MPO shall consist of the Chief Elected Official from each municipality of the Greater Bridgeport Planning Region and the Valley Planning Region and Chairmen of the Greater Bridgeport Transit Authority (GBTA), and the Valley Transit District (VTD).

### **The following language will replace the language deleted above:**

Membership on the MPO shall consist of the Chief Elected Official from each municipality of the Connecticut Metropolitan Council of Governments, as well as the City of Shelton and the Chairman of the Greater Bridgeport Transit Authority (GBTA).

## Article IV – Officers

### **Current Language to be deleted:**

Officers of the MPO shall include a Chairman and Vice-Chairman. Election of said officers shall be by a majority of the members present and voting. Beginning with the first regular meeting of 2006, election for Officers shall be held biennial in the even-numbered years for a term of two (2) years. Commencing with the 2006 election, the positions of Chairman and Vice Chairman shall be rotated between the Greater Bridgeport Planning Region and the Valley Planning Region at each election with Greater Bridgeport holding the Chairmanship and the Valley the Vice-Chairmanship for the term ending in December 2007. The two regions shall rotate those positions every two years for each succeeding two-year term.

### **The following language will replace the language deleted above:**

Officers of the MPO shall include a Chairman and Vice-Chairman. Election of said officers shall be by a majority of the members present and voting for a term of two (2) years. Upon any redesignation of the MPO boundary an election of officers shall be held at the next regularly scheduled meeting after the effective date of the redesignation.

## Article V – Secretariat

### **Current Language to be deleted:**

Secretariat services will be provided for the MPO by the Executive Director of the Valley Council of Governments and the Executive Director of the Greater Bridgeport Regional Planning Agency. The Secretariat will be responsible, in conjunction with the members of the MPO, for the preparation of agendas and scheduling of meetings and the maintenance of all records associated with the actions of the MPO.

### **The following language will replace the language deleted above:**

Secretariat services will be provided for the MPO by the Executive Director of the Connecticut Metropolitan Council of Governments. The Secretariat will be responsible, in conjunction with the members of the MPO, for the preparation of agendas and scheduling of meetings and the maintenance of all records associated with the actions of the MPO.



## **Article VI – Meetings**

### **Current Language to be deleted:**

A quorum of the MPO shall be achieved with the presence of one or more member than that required for 51% of the total membership with at least 51% of the membership from each planning region in attendance.

### **The following language will replace the language deleted above:**

A quorum of the MPO shall be achieved with the presence of one or more member than that required for 51% of the total membership.

## **Article VIII – Designation of Alternates**

### **Current Language to be deleted:**

MPO members may appoint a standing alternate to serve as representation at GBVMPO meetings. Appointments will be made on an annual basis, and the duly authorized alternate shall have the same rights and responsibilities of said member.

If a standing alternate has not been designated, the primary member may designate a proxy to serve in the absence of said member by notifying the Secretary in writing prior to each GBVMPO meeting. Not with standing this allowance, no attendee shall hold more than one proxy or alternate designation for any given meeting.

### **The following language will replace the language deleted above:**

MPO members may appoint a standing alternate to serve as representation at GBMPO meetings. Appointments will be made on an annual basis, and the duly authorized alternate shall have the same rights and responsibilities of said member.

If a standing alternate has not been designated, the primary member may designate a proxy to serve in the absence of said member by notifying the Secretary in writing prior to each GBMPO meeting. Not withstanding this allowance, no attendee shall hold more than one proxy or alternate designation for any given meeting.