

Cost Review Sub-Committee Meeting
MIRA, 211 Murphy Road, Hartford, CT 06106
Monday December 11, 2017

**DRAFT until
Endorsed by
the
Committee**

Name

Larry Baril
Chris Edge
Jon Colman
Todd Penney
Tim Webb
Donald
Russ Arnold
Kirk Severance
Jim Ford
Kevin Kelly
Jeff LaMalva
John Carrington
Rob Trottier
Jim Sollmi
Tom Roy
Jeff Doolittle
Rick Zulick
David Smith
Greg Sommer
Derrick Gregor
Bob Jarvis
Dana Steele

Organization

Avon
Berlin
Bloomfield
Coventry
Ellington
Enfield
Farmington
Granby
Hartford
Hebron
Manchester
Mansfield
New Britain
Rocky Hill
Simsbury
South Windsor
Stafford
Vernon
West Hartford
Wethersfield
Windsor
Windsor Locks

Guests

Mark Moriarty
Member of the Public

New Britain
Windsor

Staff

Rob Aloise
Jennifer Carrier
Jillian Massey
Sotoria Montanari
Karen Stewartson

CRCOG
CRCOG
CRCOG
CRCOG
CRCOG

1. **Roll Call** – Mr. Jon Colman called the meeting to order at 11:00 a.m.
2. **Public Forum**- No one chose to speak.
3. **Adoption of November 13, 2017 Subcommittee Meeting Minutes** - A motion was made by Rob Trottier from the City of New Britain seconded by Tom Roy from the Town of Simsbury, with one abstention made by Timothy Webb from the Town of Ellington to accept the meeting minutes from the November 13th 2017 meeting. This motion was passed unanimously.
4. **LOTICIP Solicitation** - Ms. Jennifer Carrier summarized the *Current State of the Special Transportation Fund Report (STF)* distributed at the meeting. She had previously attended a meeting with the CT Department of Transportation Commissioner and wanted to relay the information acquired to the group. Ms. Carrier explained that bonding for transportation projects is contingent on a robust operating balance in the STF. Currently, without new revenue streams, the STF balance is not sufficient to support the new transportation infrastructure projects planned in the state. She further explained that the reason for the strain on the STF budget was because of the reduction in the gas tax in 1997, resulting in a cumulative reduction in revenues estimated at \$4B. Additionally, the price of oil fell faster than anticipated, and the switch to more fuel-efficient cars and electric cars all contributed to the decrease in the fund. Additionally, \$37.5M was diverted from the fund.

Although positive steps have been taken, such as the one-half percent of the state sales tax being directed to the STF, the shortage necessitates significant reductions. Ms. Carrier outlined some of the at-risk programs:

- Close rest areas
- Implement a 15% bus fare increase (FY19)
- Transit District subsidy cut (15%) FY2019
- Implement a 10% rail fare increase
- LOTICIP 100% funded in FY2018; revised to STP-Urban program in 2019-22 at 80/20

Because of the uncertainty of the budget, Ms. Carrier suggested deferring the solicitation until more information is provided to CRCOG. She asked Ms. Montanari to explain the current LOTICIP financials. As per the program summary, Ms. Montanari explained the bonded amount for the CRCOG allocated funding is \$45,413,300. CRCOG has expended \$19,784,937 and has \$27,262,303 of additional projects in design that have obtained *Commitment to Fund Letters*. The balance of the bonded monies is (\$1,633,940*). Ms. Montanari explained that it is still unknown if the FY17 budgeted LOTICIP funds (\$20,720,000 for CRCOG) will be bonded and available for LOTICIP projects.

Rob Aloise reported on the current state of the STP-Urban program, indicating that in general, the FFYs 2019-2022 are cumulatively approximately half programmed. Mr. Aloise added that the majority of this programming is for municipally initiated projects on State Roadways, however there are also CTDOT initiated projects that CRCOG had approved.

* This figure should be updated to (\$3,807,900) to account for the \$2,173,960 of funding that has already been transferred to CRCOG for the purpose of performing two transportation studies and administering LOTICIP funding, including on-call consultant design reviews.

Ms. Carrier asked the committee for feedback on the new LOTCIP funding development. There was much discussion and the following was decided:

- Update policy board and elicit feedback at the 12/13 meeting.
- Draft a letter to CTDOT regarding the municipality concerns and copy OPM
- Create a two-page fact sheet on the regional benefits of the LOTCIP program
- Reassess upcoming solicitation: need and required submission material
- Schedule a special meeting to review strategies

5. LOTCIP Scheduling Updates (Windsor Locks & Glastonbury) – Mr. Dana Steele provided a scheduling update for the Windsor Locks Route 75 Sidewalk Installation Project. Ms. Sotoria Montanari gave a brief scheduling update on behalf of the town of Glastonbury, who was not able to attend.

6. Target Setting for Safety Performance Measures – Ms. Jillian Massey gave a brief overview of the Target Setting for Safety Performance Measures. Ms. Massey mentioned that as communicated in the past, CRCOG will need to set targets for five (5) safety performance measures which include: # of fatalities; rate of fatalities (per 100 million Vehicle miles traveled-VMT); # of serious injuries, rate of serious injuries and # of non-motorized fatalities plus serious injuries. The specific safety performance measures are applicable to all public roads regardless of ownership or functional classification. Ms. Massey added that targets need to be established annually for both CRCOG and the State. CTDOT submitted the state targets in the summer of 2017 for calendar year 2018. CRCOG can either support these state targets or can set its own targets, however, the targets have to be completed by February 27th, 2018.

Ms. Massey also mentioned that each year FHWA will determine whether CTDOT has met or made significant progress toward meeting its targets. If the state does not achieve or make significant progress on 4 out of 5 targets it must obligate Highway Safety Improvement Program (HSIP) funds to safety projects, develop an implementation plan, and describe how the Highway Safety Plan (HSP) will be adjusted to better meet performance targets. CRCOG will be held accountable for safety progress through the federal certification review process. During the review FHWA will evaluate how CRCOG is addressing and achieving targets (or assisting the state in achieving targets). Staff's recommendation for this initial year of target setting is to support the targets established by CTDOT.

A motion was made by Timothy Webb from the Town of Ellington, seconded by Chris Edge from the Town of Berlin, to use the targets established by CTDOT. This motion was passed unanimously.

7. Other Business- There was no other business discussed.

- The next Cost Review Subcommittee meeting is tentatively scheduled for Monday, February 12th, 2018 at 11:00 a.m.

8. Adjourn-The meeting was adjourned at 12 Noon

* This figure should be updated to (\$3,807,900) to account for the \$2,173,960 of funding that has already been transferred to CRCOG for the purpose of performing two transportation studies and administering LOTCIP funding, including on-call consultant design reviews.