

Transportation Committee
MIRA, 211 Murphy Road, Hartford, CT
Monday February 12th, 2018
12 Noon

DRAFT until
Endorsed
by the
Committee

Name

Larry Baril
Chris Edge
Jon Colman
Patrice Carson
Andrea Drabicki
Todd Penney
Tim Webb
John Cabibbo
Russ Arnold
George Norman
Kirk Severance
Sandra Fry
Kevin Kelly
Jeff LaMalva
Derrick Dilaj
Peter Hughes
John Bossi
Jim Sollmi
Tom Roy
Keith Hayden
Jeffrey Doolittle
Rick Zulick
Heidi Samokar
David Smith
Duane Martin
Derrick Gregor
Bob Jarvis
Jennifer Rodriguez
Jennifer Cassidy

Organization

Avon
Berlin
Bloomfield
Bolton
Columbia
Coventry
Ellington
Enfield
Farmington
Glastonbury
Granby
Hartford
Hebron
Manchester
Mansfield
Marlborough
Plainville
Rocky Hill
Simsbury
Southington
South Windsor
Stafford
Tolland
Vernon
West Hartford
Wethersfield
Windsor
Windsor Locks
GHTD

Guests

Mary Deppe
Ken Shooshan-Stoller
Jonathan Thiesse
Peter Falk
Daniel Pennington

GHTD
FHWA
Bloomfield
Enfield
Glastonbury

Staff

Rob Aloise
Jennifer Carrier

CRCOG
CRCOG

Emily Hultquist	CRCOG
Devon Lechtenberg	CRCOG
Mary Ellen Kowalewski	CRCOG
Jillian Massey	CRCOG
Tim Malone	CRCOG
Cara Radzins	CRCOG
Sotoria Montanari	CRCOG
Pramod Pandey	CRCOG
Karen Stewartson	CRCOG

1. **Roll Call** – Mr. Jon Colman called the meeting to order at 12:05 PM- Mr. Jon Colman welcomed Mr. George Norman (Town Council Member) who is representing the Town of Glastonbury.
2. **Public Forum** – No one choose to speak.
3. **Adoption of Meeting Minutes from January 8th, 2018** – A motion was made by Patrice Carson from the Town of Bolton, seconded by Chris Edge from the Town of Berlin, to adopt the meeting minutes from the January 8th, 2018 meeting. This motion was passed unanimously with four abstentions made by David Smith from the Town of Vernon, Keith Hayden from the Town of Southington, Andrea Drabicki from the Town of Columbia, and John Cabibbo from the Town of Enfield.
4. **Staff Reports**
 - **Sustainable CT Update** – Ms. Emily Hultquist gave a brief update on the Sustainable CT effort. Ms. Hultquist mentioned that this is an initiative that is currently administered by the Institute for Sustainable Energy at Eastsern Connecticut State University. A partnership of municipal leaders through the CT Conference or Municipalities, non-profits, and businesses worked to develop this program in 2016 and 2017, and the official launch took place this past October. Sustainable CT is a voluntary certification program to recognize communities that have taken action toward economic well-being, enhanced equity, and a high level of respect for the natural environment. Along with the founding partners, several working groups which included CRCOG staff and municipal staff worked to define the actions that communities could take to gain certification as a Sustainable Community. For example, CRCOG was represented on the Transportation Working Group and one of the action areas for Sustainable CT is Clean and Diverse Transportation Systems and Choices. Within this area, communities could take action to encourage smart commuting by achieving silver or gold status as a Partner with CT*rides*. More information on how to register your town to become a Sustainable Community and a user-friendly list of actions and implementation steps, potential funding sources, and best practice examples are available at www.SustainableCT.org

- Complete Streets Update** – Ms. Emily Hultquist gave a brief update stating that the first Advisory Committee Meeting for CRCOG’s Complete Streets Update was held in January which included Municipal Representatives, CTDOT, and allied professions including public health. Partners are currently helping CRCOG to gather data on the regional street network. An interactive online mapping tool allows communities to input data on street characteristics including on street parking, sidewalks, road width, bike lanes, etc. Data is due by due February 23rd. Ms. Hultquist noted that the effort has also included three successful pop-up public engagement events around the region in the fall as well as a public survey that remains open at www.CRCOGSurvey.com. This site features an interactive map style survey, and respondents are asked to place pins to report locations that need improved walking and biking facilities throughout the region. Categories include missing signals, missing ADA ramps, locations where vehicles don’t yield, dangerous driveways, etc. This survey will remain open through early March. The study team plans to hold an open planning studio in April or early May. Ms. Hultquist also shared that CRCOG will be presenting at the New England Bike Ped Summit at the end of April about this effort.
- M4 Annual Report Template** – Mr. Rob Aloise reviewed the MS4 Annual Report Template memo provided to the Committee. The memo included an announcement that UConn’s Center for Land Use Education and Research (CLEAR) had posted the MS4 Annual Report Template to the MS4 listserv and is linked on the CLEAR website. Mr. Aloise indicated that DEEP strongly encourages towns to utilize the templates, but will accept other annual report formats as long as they include all the required information. For additional assistance, towns can contact Amanda Ryan, Municipal Storm Water educator for CLEAR and/or visit the UConn MS4 website at: <http://nemo.uconn.edu/ms4/implement/reports.htm>.
- Rectangular Rapid Flashing Beacons** – Mr. Rob Aloise reviewed information provided to the Committee indicating that, as of December 21st, FHWA has terminated Interim Approval for Optional Use of Rectangular Rapid Flashing Beacons (RRFB) (IA-11). Effective with this termination RRFBs that are installed and in operation may remain until the end of their useful life. However, no new installations are permitted, including those that have been approved in design, but not yet constructed. Linked below is the FHWA IA-11 termination memo: https://muted.fhwa.dot.gov/resources/interim_approval/ia11/infromationalbrief/index.htm
- STP Urban Update** – Mr. Rob Aloise reviewed the STP Urban Memo that was distributed to the Committee. Mr. Aloise mentioned that unless additional revenues are identified for the Special Transportation Fund, LOTCIP funding will likely be discontinued in September 2018. If the LOTCIP program is discontinued, CTDOT has indicated that federal STP-Urban would replace it as the region’s primary source for funding municipally initiated transportation projects. CRCOG is hopeful that LOTCIP funding impacts can be averted, but in

the event a funding transition is necessary, the tables in the memo summarize current CRCOG STP-Urban programming and estimated availability.

FFY 2018-2021 CRCOG STP-Urban Summary*

	Estimated Programming	TARGET	Est. Under Programming
FFY 2018 CRCOG STP-Urban Program	\$12,772,414	\$16,238,190	\$3,465,776
FFY 2019 CRCOG STP-Urban Program	\$10,669,496	\$16,862,736	\$6,193,240
FFY 2020 CRCOG STP-Urban Program	\$15,616,000	\$17,175,009	\$1,559,009
FFY 2021 CRCOG STP-Urban Program	\$3,933,000	\$17,175,009	\$13,242,009

* As of October 2017, CTDOT has not provided information beyond FFY 2018, as many all previously programmed state initiated projects are under review for continuation/discontinuation

CRCOG has requested, and CTDOT has indicated that they will not be processing additional STP-Urban TIP amendments for state initiated projects while there is uncertainty regarding the future of LOTCIP funding. CTDOT staff has also indicated that this will pertain to FFY2018, and that any 2018 under-programming will carry-over to FFY2019. Additionally, all state initiated projects (including those currently slated for STP-Urban programming) are currently being reviewed for continuation/discontinuation depending on the outcome of upcoming legislative efforts regarding STF funding revenues. A member inquired whether CRCOG has the authority to remove funding for State initiated projects that are slated to utilize STP-Urban funds. Regarding this matter, staff indicated that they would need to further explore the region’s authority and any related procedures.

- **CTrides Quarterly Report** – Mr. Devon Lechtenberg from CRCOG gave a brief update on the *CTrides* Quarterly Report for October-December 2017. Mr. Lechtenberg noted that *CTrides* is preparing for the next fiscal year where it intends to closely examine its marketing strategies through the lens of behavioral economics. It has contracted with the firm BEworks for this purpose. During this quarter, partners of the month included Paier College of Art in Hamden and the Center for Latino Progress in Hartford. Mr. Lechtenberg shared that there were 145 worksite meetings along with 83 commuter events held during this quarter. The Telework Focus group has examined a number of issues pertaining to employers and Telework and are seeking ways of increasing its utilization throughout the state. Finally, there were 7,073 inquiries to *CTrides*, 5 emergency rides home, and 29 trial bus passes distributed to eligible potential users of *CTtransit*. Ms. Jennifer Carrier noted that Mr. Lechtenberg joined the CRCOG staff within the past few months and will be updating the committee on various items moving forward.
- **Public Hearings on Proposed Fare Increases and Service Reductions** – Ms. Cara Radzins briefed the Committee on upcoming Public Hearings on proposed Fare Increases and Service Reductions. Ms. Radzins mentioned that the CTDOT announced a series of seven public hearings to gather input on proposed bus and

rail fare increases and service reductions. If approved, a rail fare increase would take effect in three phases – 10 percent on July 1, 2018, 5 percent on July 1, 2020, and 5 percent on July 1, 2021, for a cumulative total of 21.28 percent. A 14.3 percent, or 25 cent, bus fare increase would take effect on July 1, 2018. Rail service reductions would also take effect on or about July 1, 2018 to Shoreline East and the Waterbury, Danbury, and New Canaan branches of Metro-North. No service changes are proposed at this time for the bus system or the Hartford Rail Line. A \$1 increase in the car fare for the Rocky Hill-Glastonbury and Chester-Hadlyme ferries is also proposed. Ms. Radzins said that Individuals are encouraged to provide verbal or written comments at any of the hearings, also the public comment period for the proposal service and fare changes will run from February 16th, 2018 through March 9th, 2018. Additional information about the proposals and how to submit comments can be found on the CTDOT website at <http://www.ct.gov/dot/farecomments>. Mr. Jon Colman noted that if the Special Transportation Fund were to become whole before July 1st, these fare increases and service reductions would not be necessary. Mr. Colman asked if CRCOG intends to submit comments. Ms. Radzins noted that historically CRCOG has not commented on fare increases but noted that a response could be framed around the need to find alternative ways to stabilize the STF besides fare increases. Ms. Jennifer Carrier added that staff will defer to the Policy Board on how to proceed. A member of the committee asked if these reductions had any relationship to the Enfield rail station. Ms. Radzins explained that the future stations on the Hartford Line were not currently funded and were not a part of this service reduction. However, she noted that CRCOG did encourage CTDOT to ensure that those stations were identified within the Department's Long Range Transportation Plan.

- **CRCOG Modeling** – Ms. Jennifer Carrier told the Committee that CRCOG was in the process of hiring a consulting firm for modeling services. Following a qualifications-based selection process, Cambridge Systematics from Massachusetts was identified as the most highly-rated firm. Negotiations and contracting is ongoing. The consulting team is anticipated to perform approximately 20 hours per week starting later this month through the end of the current UPWP.
- **Governor's Proposal to Stabilize the STF** – Mr. Jon Colman mentioned to the Committee that Commissioner Redeker gave a presentation to the Policy Board on January 24th in regards to Gov. Malloy's Proposal to Stabilize Special Transportation Fund. Mr. Colman said that the proposal recommends four specific actions in order to stabilize the STF and bring critical projects back online:
 1. A seven-cent increase in gas tax, gradually implemented over a four-year period
 2. Implementation of statewide electronic tolling beginning in fiscal year 2023.
 3. Acceleration of the transfer of car sales tax by two years
 4. Establishment of a \$3.00 per tire fee on tire purchases.

- 5. **TIP amendments** – Ms. Jennifer Carrier reviewed the TIP amendments. A motion was made by Patrice Carson from the Town of Bolton, seconded by Jim Sollmi from

the Town of Rocky Hill. The Committee discussed the Albany Avenue project briefly, questioning if utility conflicts were an issue. The Committee was reminded of MDC's presentation to the Committee just before the project went to construction. This motion was passed unanimously.

- Rocky Hill – Replace Bridges 03163 & 03164
- Enfield – Construct High-Speed Rail Crossing to Bike & Ped Trails along the CT River
- Hartford – Route 44 Safety Improvements, Homestead Avenue to Garden Street

6. LOTCIP

- LOTCIP Quarterly Review (Q2) Report – Ms. Sotoria Montanari reviewed the LOTCIP Quarterly Reporting Memo from the sub-committee meeting and summarized the highlights of Quarter 2 as follows:
 - CRCOG expended **\$1,790,730** in Quarter 2 FY18 (Manchester North Main Street Project), with cumulative totals of **\$5,171,442** and anticipated approximate expenditures of **\$7,987,200** in Quarter 3.
 - CRCOG's projections for remaining FY18 expenditures are approximately **\$7.3M**
 - CRCOG received **eight (8)** of the **fourteen (14)** expected Quarter 2 design submissions
 - CRCOG anticipates receipt of **ten (10)** design submissions in Quarter 3 of FY2018
 - **Nine (9)** Projects have completed construction since program inception
 - Towns of South Windsor and Southington provided updated schedules during the sub-committee meeting
- Solicitation Follow-Up/Discussion – Mr. Jon Colman reviewed the LOTCIP-Phase 2 Solicitation Memo. Phase 2 was to consist of a \$25.5 million solicitation for project types typical of previous solicitations. Mr. Colman indicated that the sub-committee approved proceeding with Phase 2 as previously proposed with two clarifications listed below, despite the delays due to issues associated with statewide LOTCIP budget and bonding approvals, and most recently Special Transportation Fund (STF) deficits that threaten to discontinue the program. Included in the memo was additional information regarding the solicitation and a solicitation schedule.

Mr. Colman stated that CRCOG is hopeful that upcoming legislative efforts will avoid LOTCIP impacts, however in the event they cannot, the Transportation Committee requested staff look into contingency plans. The following should be made clear to the municipalities:

- The current potential issues with funding availability, the different potential funding sources, and implications for selected projects.

- Some quantifying of the backlog of projects relative to funding (timeframe of when funding will be available for new projects) given the potential different funding source scenarios (LOTICIP or STP-Urban)

Patrice Carson of the town of Bolton made a motion for CRCOG to move forward with a Phase 2 solicitation as discussed. Chris Edge from the Town of Berlin seconded, and the motion passed unanimously.

- Scope Change for South Windsor Avery Street 3 Reconstruction Project – Ms. Montanari briefly updated the committee on the scope change memo, which was approved by the sub-committee. The Town of South Windsor requested a project scope modification that extends the sidewalk (west side) 800 feet south into the Town of Manchester. Both towns support this Complete Streets element. This project has progressed through the ninety percent (90%) design phase. Ms. Montanari said this change eliminates a sidewalk gap by connecting to existing sidewalks. The sidewalk extension, ending at a logical terminus at Deming Road, is included in the Town of Manchester’s Sidewalk Master Plan and connects the Avery Street neighborhood in South Windsor to the east end of the Manchester Buckland Hills commercial district.

The Avery Street 3 Project was approved for \$2,259,400 of LOTICIP funds. The additional costs associated with this requested sidewalk extension scope change result in an estimated cost increase of \$175,000, making the total project cost estimate \$1,745,000, which is well within approved limit. Patrice Carson from the town of Bolton made the motion, Jim Sollmi from the Town of Rocky Hill seconded. The motion passed unanimously.

- LOTICIP Bridge Solicitation Eligibility Questions - Mr. Jon Colman reviewed the LOTICIP-Bridge Solicitation Eligibility Memo. It has come to CRCOG’s attention that the two (2) of the projects selected may not be eligible for funding because of their connection to the State or Federal Local Bridge program. The two towns of Granby and Southington were selected as LOTICIP bridge projects in the amounts of \$2.5 million and \$1.1 million respectively. The two towns have submitted letters that were attached to the memo. The sub-committee approved the motion to provide eligibility flexibility for these two projects and allow their inclusion in the LOTICIP program. A question was posed as to whether the rules needed to be amended for future projects. Mr. Colman indicated that the rules do not require amendment as this decision by the committee was an exception because of a misunderstanding of the issue and will be reflected in the minutes. Kevin Kelly of the town of Hebron made the motion, David Smith from the town of Vernon seconded This motion was passed unanimously with one abstention made by Keith Hayden from the Town of Southington.

7. Presentation: Plainville FCHT Gap Closure Trail Study Draft Final Report (Action in March) – Mr. Timothy Malone gave a presentation on the Plainville FCHT Gap Closure Trail Study, including a project overview, alternative analysis, and public outreach. Mr. Malone said that public comment on the Draft Final Report is due by February 14th 2018 and endorsement of the recommendations will be considered at the March Transportation Committee and Policy Board Meetings. A member of the committee asked about funding for construction of the recommendations. Mr. Malone noted that there had been previous funding set aside for closing gaps in the trail system. The Transportation Alternatives program could also be an option.

8. Other Business – There was no other business discussed.

9. Adjourn – The meeting was adjourned at 1:25 pm.