

Transportation Committee Meeting
(Acting on behalf of the Policy Board)
MIRA, 211 Murphy Road, Hartford, CT
Monday June 26, 2017
12 Noon

Name

Larry Baril
Chris Edge
Jon Colman
Patrice Carson
Emily Anyzeski
Andrea Drabicki
Todd Penney
Tim Bockus
Timothy Webb
John Cabibbo
Russ Arnold
Daniel Pennington
Gil Hayes
Kirk Severance
Jim Ford
Sandy Fry
Kevin Kelly
Jeff LaMalva
John Carrington
Peter Hughes
Rob Trottier
Craig Minor
John Bossi
Jim Sollmi
Jeff Shea
Keith Hayden
Jeffrey Doolittle
Rick Zulick
David Smith
Duane Martin
Derrick Gregor
Bob Jarvis

Guests

Grayson Wright
Mary Poesse
Mark Moriarty
Jonathan Thiesse

Organization

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

CTDOT
GHTD
New Britain
Bloomfield

**DRAFT until
Endorsed
by the
Committee**

Mike Ciriello
Don Naples
Ted DeSantos
Michelle Hilary
Ken Shooshan-Stoller
Matt Pafford
Joe Balskus
James Kulpa
Member of the Public

Enfield
New Britain
Fuss & O'Neill/ CT Main Street Ctr
FHWA-CT
FHWA-CT
CT Office of Policy & Mgmt
CT Bike Advisory Board
VHB
Windsor

Staff

Jennifer Carrier	CRCOG
Maryellen Kowalewski	CRCOG
Tim Malone	CRCOG
Pramod Pandey	CRCOG
Cara Radzins	CRCOG
Sotoria Montanari	CRCOG
Karen Stewartson	CRCOG

1. **Roll Call** – Mr. Jon Colman called the meeting to order at 12:05 PM.
2. **Public Forum** – No one choose to speak.
3. **Adoption of Meeting Minutes from May 22, 2017** – 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 May 22, 2017 meeting. This motion was passed unanimously with one abstention from Andrea Drabicki from the Town of Columbia.
4. **Staff Reports**
 - Hartford TIP Bridge Clarifications from May – Ms. Jennifer Carrier noted that at the May Transportation Committee meeting there was a question about how bridge projects could be impacted by I84 reconstruction in Hartford. Ms. Carrier provided a map to the Committee showing Interstate 84 Projects in Hartford. Ms. Carrier said they will make a request to CTDOT to provide additional information on the projects at a later date, especially the I91/I84 Interchange Study.
 - Bradley Airport Master Plan – Ms. Jennifer Carrier gave an update on the Bradley Airport Master Plan, noting that a working paper is now available for public review. Ms. Carrier stated that the working paper includes the aviation activity forecast. The document may be found on the project web-site: <http://www.bradley-planning.com/project-documents/>. Comments may be directed to jcarrier@crcog.org or to Molly Parsons at mparsond@ctairports.org.
 - Transportation Lockbox Legislation – Ms. Jennifer Carrier informed the Committee that the house and senate passed a lockbox resolution that would implement a lockbox clause in Connecticut's Constitution ensuring that all funding raised for

transportation purposes may only be used for transportation. This issue will go to a public referendum vote in November 2018.

- Autonomous Vehicle Testing Legislation – Ms. Jennifer Carrier updated the Committee on the passage of legislation in the Connecticut General Assembly that will create a pilot program allowing manufacturers and fleet service providers to test fully autonomous vehicles in Connecticut. Ms. Carrier will seek to have a presentation on this topic at a future Committee meeting.
- CTDOT State Farm Safety Patrol Sponsorship – Ms. Jennifer Carrier shared with the Committee that on May 19, 2017 Connecticut Governor Malloy joined Connecticut Department of Transportation Commissioner James P. Redeker and State Farm Vice President-Agency Matthew Hodson to announce State Farm sponsorship of its Connecticut Highway Assistance Motorist Patrol (CHAMP) program. The program will be renamed the “CTDOT State Farm Safety Patrol”. With this launch, Connecticut joins a roster of states that benefit from sponsorship of their Safety Patrols.
- Pedestrian Safety ([watchformect.org](http://www.watchformect.org)) – Ms. Jennifer Carrier gave an update on Pedestrian Safety, noting that there has been an increase in pedestrian fatalities in the past years. Ms. Carrier stated that there is a marketing campaign aimed at addressing this issue, and more information can be found on www.watchformect.org. Jim Sollmi asked whether the increase in fatalities was linked to cell phone use among walkers. Ms. Carrier stated that while there is a link to distracted pedestrians, there is also a link to increased drugged driving. Jim Ford asked if there was a difference between fatality rates in urban and rural areas. Ms. Carrier noted that more data was available and more incidents were reported in urban areas. A Committee member asked whether the incident data was from UConn’s crash repository, and Ms. Carrier confirmed that this is true. Jon Colman asked whether the data was only analyzed on state roads. Ms. Carrier said that local roads were also considered, as the UConn repository is a great resource for data across roadways. A Committee member asked if there was a link between incident rates and pedestrian crossings. Ms. Carrier replied that this may be the case given that CTDOT has other ongoing efforts relating to crossing improvements.
- CTDOT Pedestrian Signing Project, Uncontrolled Locations – Ms. Jennifer Carrier gave a summary of the CTDOT Pedestrian Signing Project, which is open to all towns. This program allows towns to request signage installation to reduce crashes at unsignalized intersections. Patrice Carson asked to confirm that CTDOT would pay for installation but that towns would be responsible for maintenance thereafter. Ms. Carrier confirmed that this is the case.
- CTDOT Community Connectivity Grant Program – Mr. Tim Malone briefed the Committee on the Community Connectivity Grant Program (CCGP). Mr. Malone stated that the program is intended to improve conditions for walking and bicycling to and within Connecticut’s community centers. The CCGP will provide construction funding for local initiatives that will contribute to reaching the overall goals of the Community Connectivity Program. Projects funded through the CCGP

will allow municipalities to perform smaller scale capital improvements. The Department will administer the CCGP and will solicit applications for grants from municipalities. Grants will be awarded on a competitive basis and will range between \$75,000 and \$400,000. Guidelines for the program and an electronic application can be found at <http://ctconnectivity.com>. The application deadline for the CCGP is 4:00 p.m. on Tuesday August 1, 2017. Mr. Malone noted that towns that did not complete a Road Safety Audit under the first phase of the Community Connectivity Program are still eligible to apply for funding under the CCGP.

- CTDOT Draft Public Involvement Procedures – Mr. Tim Malone told the Committee that CTDOT has updated their (PIP) Public Involvement Procedures and has made a draft available for public comment. Two informational meetings will be held on July 11, 2017 at 1PM and 7 PM. The complete CTDOT Draft PIP can be found on CRCOG’s web-site here: <http://crcog.org/wp-content/uploads/2107/06/DRAFT-CTDOT-PIP.pdf>. Jon Colman asked what ramifications CTDOT faces if they don’t follow the guidelines in their PIP. Mr. Malone replied that CTDOT’s public involvement activities are subject to review and oversight by the Federal agencies.

5. DRAFT FFY 2018-2021 TIP and Air Quality Conformity – Mr. Tim Malone briefed the Committee on the 2018-2021 Transportation Improvement Program (TIP) and the Air Quality Conformity Analysis (AQCA) and Self-Certification. Mr. Malone stated that prior to the Committee meeting a public meeting was held at 11:30 a.m. with four attendees attending from CTDOT and OPM. Mr. Malone said that both the draft TIP and AQCA are currently available for public review and comment; and the Transportation Committee, acting as the Policy Board, will be asked to endorse these documents, as well as CRCOG’s Annual Self-Certification resolution, at the July 24, 2107 meeting.

6. Transportation Alternatives Set-Aside Program – Ms. Jennifer Carrier stated that the Cost Review Sub-committee endorsed two motions relating to TA Set-Aside funding. Ms. Carrier reviewed the Transportation Alternatives Set-Aside Program Memo. She mentioned to the Committee that in December 2016 the region submitted four projects (see table) to CTDOT to utilize an estimated \$6.1 million of FFY2016-2020 Transportation Alternatives (TA) Set-Aside funding. In April 2017, after performing their internal review of the projects, available funding, and staff resources, CTDOT indicated they could only advance CRCOG’s three top priority projects (Rocky Hill, Hartford, and New Britain). CTDOT’s review of these three projects resulted in project scope revisions and higher estimated costs shown below.

Project Priority	Town	Project	CRCOG Approval (Federal Share)	CTDOT Estimate (Federal Share)
1	Rocky Hill	Silas Deane Streetscape – Phase III	\$ 2,102,016	\$ 2,305,728

2	Hartford	Windsor Riverwalk Extension	\$ 1,237,200	\$ 2,529,494
3	New Britain	Stanley Loop Trail (Phase 2)	\$ 853,600	\$1,437,248

Following the May 2017 sub-committee meeting CRCOG staff was tasked with the following; the results are shown in ***bold italics***:

- Obtain more formal municipal commitments to the increased municipal shares associated with the higher CTDOT cost estimates.
 - ***CRCOG has since obtained commitments from Rocky Hill, Hartford, and New Britain***
- Determine if CTDOT will be advancing all projects in parallel, or if there will be delays based on assigned priority order.
 - ***CTDOT indicated that projects will be progressed in parallel. Furthermore, CTDOT performed a May 30th financial analysis of the TA Set-Aside program and indicated that \$2.8 million of CRCOG funding needs to be expended before October of 2019. Because the Rocky Hill project is already designed, CTDOT expressed support for expediting that projects' use of TA Set-Aside funding.***
- Further advocate the reassignment of the Rocky Hill project's funding to the Ellington project.
 - ***A May 24th letter was sent to CTDOT from CRCOG's Executive Director requesting a formal commitment to advance the Ellington project using TA Set-Aside funding, with CRCOG willing to forfeit the Rocky Hill TA funds if given that commitment. In response, CTDOT performed a cursory review of the Ellington project proposal. They relayed concerns to CRCOG about the project's envisioned cost and schedule, and did not formally commit to (or rule out) its inclusion in the TA Set-Aside program. CTDOT's preliminary review resulted in a substantially higher estimated project cost (\$4.3 million), and an anticipated lengthy design schedule (due to federal compliance and design complexities associated with bridges crossing over two waterways).***
- Check with Ellington regarding their official position regarding the receipt of LOTCIP funds
 - ***Ellington's Board approved a motion in June to seek to utilize LOTCIP funding for the project.***

A motion was made by Jim Sollmi from the Town of Rocky Hill, seconded by Mark Moriarty of New Britain to approve the projects from the municipalities of Rocky Hill, Hartford, and New Britain for the TA Set-Aside funding with the scope and funding levels identified under CTDOT's review. This motion was passed unanimously with one abstention from Timothy Webb from the Town of Ellington.

A second motion was made by Peter Hughes from the Town of Marlborough seconded by Gilbert Hayes of GHTD to approve the Ellington Project to enter the LOTCIP application process with an initial CRCOG approval of \$1,920,000 equaling the TA Set-Aside funding request, contingent on receipt of an application as part of CRCOG's 2017 LOTCIP Phase 2 Solicitation and preserving the small town set-aside amount. The amendment stated that the monies allocated to Ellington will be deducted from the cap associated with their municipalities. This motion with the amendment was passed unanimously with one abstention from Timothy Webb from the Town of Ellington.

- 7. Federal Transit Administration State of Good Repair Performance Targets – Ms. Cara Radzins** explained that as part of a new focus on performance-based planning, a Final Rule related to Transit Asset Management (TAM) has gone into effect. The purpose of TAM is to “monitor and manage public transportation capital assets to enhance safety, reduce maintenance costs, increase reliability, and improve performance.” Ms. Radzins explained that this rule will require that each transit operator (or group of smaller operators) will be required to develop a TAM Plan by October 1, 2018. CTDOT will be preparing a TAM Plan for its rail, bus, and ferry service, and CTDOT will also develop a group TAM Plan for smaller transit operators in the state. Because of its size, the Greater Hartford Transit District will develop its own TAM Plan. As a first step towards developing these plans, transit providers must establish State of Good Repair performance targets relating to rolling stock, equipment, facilities, and infrastructure. While these targets will need to be assessed annually, there will neither be a reward for target attainment nor a penalty for target non-attainment. Following the development of transit operator targets, MPOs are required to establish regional targets by July 1, 2017. Ms. Radzins stated that CRCOG Staff recommends that the Transportation Committee, on behalf of the Policy Board, pass a resolution of support endorsing CTDOT's State of Good Repair Performance Targets as the regional performance targets for the MPO. Staff also recommends that the transit representatives on CRCOG's Policy Board share updated on TAM Plan development. Jon Colman stated that having targets that are not tied to incentives or disincentives did not seem logical. Ms. Radzins added that transit providers would be required to report annually on these performance metrics and that it seems a primary purpose of the Rule is to make transit providers more aware of the age and condition of their assets. Mr. Colman was bothered by the fact that CTDOT would be reporting on this data when they do not report on vanpool data that could be tied to additional funding. Jim Sollmi added that it would seem incentives for reaching targets would seem to be appropriate. Jim Ford noted that not meeting safety metrics could cause concern related to insurance rates. A motion was made by Jim Sollmi from the Town of Rocky Hill, seconded by Bob Jarvis of Windsor to endorse CTDOT's State of Good Repair Performance Targets as the regional performance targets for the MPO. This motion was passed unanimously, though Jon Colman noted the lack of enthusiasm among Committee members.

8. TIP amendments – Ms. Jennifer Carrier reviewed the TIP amendments. Mr. Chris Edge from the Town of Berlin made a motion, seconded by Timothy Webb from the town of Ellington to accept the TIP amendments as presented. This motion was passed unanimously.

- Statewide Transit Capital Planning
- Coltsville National park Pedestrian Wayfinding Signs-Hartford
- Resurfacing & Median Replacement on CT Route 2-East Hartford
- CTTransit-Hartford Facility Improvements/Expansion
- Rehab Bridge 02375 over I-84 EB & Ramp833 AC Conversion-East Hartford
- Computerized Traffic Signal System-Route 175-Newington/New Britain

9. LOTCIP Cost Increase Request, Mountain Rd/Albany Ave, West Hartford – Ms. Sotoria Montanari gave a brief update on the LOTCIP funding increase request for the Mountain Road/Albany Avenue Intersection Improvement Project in West Hartford. Ms. Montanari stated that the project was approved through the 2015 LOTCIP funding solicitation and is currently in the application phase. Because there are minor impacts to Albany Avenue (State Route 44), a cost review was completed by CTDOT. The CTDOT review resulted in recommended cost increases associated with an increase of \$50,000 for the proposed new traffic signal. Additionally, a traffic person (Municipal Police Officer) item was added with an estimated cost of \$101,660. Lastly, the unit price, from \$60 per square foot to \$125 per square foot and the quantity for concrete modular wall were both increased, resulting in a total increased wall cost of \$144,555 (from \$49,200 to \$193,750). These additional costs combined with resulting increases to percentage based estimating items (such as minor items, inflation, incidentals, contingencies, etc.), resulted in the total estimated cost increase of \$541,200. The Cost sub-committee endorsed the increase.

A motion was made by Timothy Webb from the Town of Ellington, seconded by Jim Sollmi from the Town of Rocky Hill to incorporate CTDOT’s cost estimating comments for the LOTCIP Mountain Road/Albany Avenue project (which has minor impacts to a State Route) in West Hartford, staff recommends the approval of a funding increase from \$1,011,200 to \$1,552,400. This motion was passed unanimously.

Peter Hughes from the Town of Marlborough asked how such increases impact the bottom line of LOTCIP funding and whether they count towards each town’s funding cap. Ms. Jennifer Carrier responded that historically the cap has only been for application purposes but this issue can be discussed further at a future meeting. Ms. Montanari states that she can give an update regarding LOTCIP spending and remaining funds at the next meeting.

10. 2017 LOTCIP Solicitation- Phase 1 Proposals – Ms. Jennifer Carrier reported that CRCOG received nine eligible bridge improvement proposals representing almost \$11.7 million in response to its 2017 LOTCIP Solicitation - Phase 1 and reviewed the

memorandum. Per CRCOG's Selection Policy, a maximum of \$10 million has been reserved for this solicitation phase, including up to \$1.5 million for structures that have not been inspected in the most recent 10 years.

She mentioned the table showing the proposals in order of sufficiency rating. The Southington structure has not been inspected within the past 10 years, and therefore a CTDOT inspection screening report was obtained revealing the need for improvements to two (superstructure and substructure) of the bridge's three main structural elements.

Based on preliminary estimates submitted by the towns, advancing the top seven projects would result in a total of approximately \$10.8 million which is slightly above the established maximum award amount. She mentioned that staff recommends, upon submission of completed LOTCIP applications, the top seven projects receive CRCOG's endorsement in the amount requested to pursue a CTDOT commitment of LOTCIP funding. Given that the established regional LOTCIP rating criteria does not favor bridge reconstruction, the Hartford and Somers bridge estimates are less than \$500k, and CRCOG will be issuing a Phase 2 solicitation shortly, CRCOG would like the Committee to consider allowing the City of Hartford and Somers to receive Phase 2 funding without having to compete with the other projects under the next solicitation.

Several discussions were had regarding the validity of bridge sufficiency ratings, and the Committee wanted more information about the conditions of the bridges in question before taking action. Peter Hughes from the Town of Marlborough made a motion, seconded by Jim Sollmi of Rocky Hill, to table the action until next month's meeting or until adequate information is provided on the eligible bridge improvement proposals received. This motion was passed unanimously.

11. Authorizing Resolution Regarding UConn CIRCA Matching Grant to Support Natural Hazard Mitigation Planning – Ms. Mary Ellen Kowalewski informed the Committee that CRCOG received a \$300,000.00 grant from the Federal Emergency Management Administration (FEMA) to conduct the 2019-2024 update of the Capitol Region Natural Hazards Mitigation Plan. The Purpose of this plan is to set forth mitigation strategies that will reduce the loss of life and property, economic disruptions, and the cost of post-disaster recovery for the thirty-eight Capitol Region communities. The total project cost is \$400,000.00 and the FEMA grant requires a 25% match of \$100,000.00. A motion was made by Timothy Webb from the town of Ellington seconded by Andrea Drabicki from the Town of Columbia to authorize contract agreement between the Capitol Region Council of Governments and the Connecticut Institute for resilience and Climate Adaptation (CIRCA) for a matching funds Grant. This motion was passed unanimously.

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

13. Adjourn – The meeting was adjourned at 1:10 p.m.