1. **Roll Call** – Jon Colman called the meeting to order at 12:10 pm.

2. **Public Forum** – Bradshaw Smith offered public comment. Mr. Smith indicated his agreement with comments made at the March 5th meeting regarding the need for additional town accountability for STP-Urban projects that are inactive for long periods of time. He indicated that the program should not serve as a placeholder for funds until another project is available to transfer funds to. He stated that many times the communities that can’t process projects in a timely manner are the ones whose projects incur cost increases. He suggested consideration be given to denying these communities funding until delayed projects get moving.

3. **Adoption of Minutes** – A motion was made by Russ Arnold, seconded by Jim Sollmi, to accept the March 5, 2013 Transportation Committee Working Group Meeting minutes. The motion was passed unanimously.

4. **STP-Urban: Projects in Small Communities** – Rob Aloise reviewed the March 8th memorandum to the Transportation Committee Working Group. The memorandum researched possible formats for a solicitation set-aside for small communities. The following was decided:

   - The group agreed that municipalities categorized as at least 60% rural by the US Census Bureau will be eligible for a rural set-aside. The resulting eligible CRCOG towns are: Andover, Hebron, Stafford, East Granby, Granby, Marlborough, Canton, East Windsor, Bolton, Suffield, and Ellington.
• The group agreed upon a rural set-aside amount of $3,000,000 ($2,400,000 federal), which would be in addition to the previously agreed upon Phase 2 solicitation amount of $22,500,000 ($18,000,000 federal).
• The group agreed that the rating criteria will not change for the rural projects – it will be the same STP-Urban point system already developed.
• The group agreed that the rural projects will first compete for the $22,500,000 ($18,000,000 federal) funding against all other projects. Then, if a rural community has not received funding, its projects will compete against other rural community projects for the additional $3,000,000 ($2,400,000 federal) set-aside.
• The group agreed that there should be flexibility regarding what types of projects the set-aside would be allowed to fund. It was agreed that CRCOG staff would solicit input from the rural communities regarding the types of projects that they may be submitting so that policy may be further refined.
• The rural communities may be interested in attending STP-U workshops or receiving help from communities that have been through the STP-U process.

5. Draft STP-Urban Project Selection Policy – with Recommended Revisions

Jennifer Carrier reviewed the existing STP-Urban Rating Criteria policy with the group. The following discussions are noted:

• Jonas Maciunas pointed out that the Traffic Operations portion of criteria #2 could be viewed to be in conflict with criteria #7 which rewards sustainable project elements. It was discussed that surrounding land use could be a factor when considering a target LOS. The consideration of LOS for all modes of transportation was also discussed. Consensus was not reached on an alternate rating method.
• Jim Sollmi suggested that the group consider towns loosing points if they have other significantly delayed STP-U projects. It was noted that the tight solicitation timeframe would make this difficult. The possibility of requiring Towns with delayed project to give regular updates or provide a new Town Resolution was also discussed. The group agreed to address the issue in an upcoming Subcommittee meeting.
• There were no motions to changes the current Rating Criteria

6. Other Business - Jennifer Carrier and Mark Carlino reported on their testimony regarding Governor’s S.B. No. 849 (Local Transportation Capital Improvement Program/Local Bridge Program) to the State Transportation Committee on Friday March 8th. Ms. Carrier indicated that as the result of the testimony, CRCOG would be submitting suggested changes to the Local Capital Improvement Program portion of the legislation. CRCOG’s main desires are to better secure the funding, index funding to Federal funds, ensure funding flexibility, and provide revisions allowing for a 15 year design life for pavement rehabilitation projects. Ms. Carrier indicated that, due to the syntax of the current Bill, it’s likely that a Flood Management Certification would not be required for the Local Bridge Program. Because of this, the Bill may face opposition from DEEP.

7. Adjourn- A motion to adjourn was made, seconded and approved unanimously at 1:05 pm