



# NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688 • [nvcogct.gov](http://nvcogct.gov)

## AGENDA

### Naugatuck Valley Council of Governments and

### Central Naugatuck Valley MPO

Virtual Video Conference Meeting

10 a.m., Friday, November 13, 2020

Please email [lrizzo@nvcogct.gov](mailto:lrizzo@nvcogct.gov) or call 203-757-0535 by Tuesday, November 10, 2020 concerning attendance.

Prior to the start of the meeting, there will be a presentation by Kevin Zak of the Naugatuck River Revival Group about the Kinneytown Hydro Project and the Tigue Fish Ladder and Bypass Channel.

1. Commencement of Meeting
  - a. Pledge of Allegiance
  - b. Roll Call
  - c. Public Comment
2. CNVMPO Meeting (*Voting members for these items are limited to the 15 CEOs in the CNVMPO area*)
  - a. Approval of Amendments to the 2021-2024 CNVMPO TIP (*Gabriel Filer, attachment, motion, CNVMPO Resolution 2021-07.*)
    - i. Project No. 0170-3545: Highway Sign Replacement Program
  - b. Approval of CNVMPO Resolution 2021-08 – Safety Performance Measures (*Christian Meyer, attachment, motion*)
3. NVCOG Administrative Items
  - a. Approval of the Minutes of the October 9, 2020 NVCOG & CNVMPO meeting (*attachment, motion*)
  - b. Approval of Agency Financial Reports and Summaries for Period Ending 9/30/20 (*Michael Szpryngel, attachment, motion*)
  - c. Approval of NVCOG Meeting Schedule for 2021 (*attachment, motion*)
  - d. Approval of NVCOG Holiday Schedule for 2021 (*attachment, motion*)
  - e. Approval of MOU between NVCOG and Valley Transit District (*Rick Dunne*)
  - f. Director's Report (*Rick Dunne*)
    - NVCOG 2021 Legislative Agenda
    - CT Brownfield Land Bank Bylaws Update
    - COG County Equivalency
4. 2020 Census Update (*Richard Crowther, attachment*)
5. Emergency Management Update (*Joanna Rogalski and John Field, Regional Coordinator, Regional Emergency Response Team, Region 5*)
  - a. COVID-19 Response Update
    - Long Term Recovery Update
  - b. Regional Emergency Planning Team Update
  - c. Community Emergency Response Team Update

Continued

6. NVCOG Planning/Transportation

- a. LOTCIP: Approval of NVCOG Resolution 2021-10 – Award of Third-Party Review for the Beach Road Project in Wolcott (*Karen Svetz, attachment, motion*)
- b. LOTCIP: Approval of NVCOG Resolution 2021-11 – North/South Main Street & Bank Street Reconstruction Project, Waterbury (*Christian Meyer, attachment, motion*)
- c. Route 8 and Waterbury Rail Line Corridors TOD and Alternative Modes Assessment Update (*Mark Nielsen, attachment*)

7. Environmental Planning

- a. Brownfields Program Updates
  - i. Regional Brownfield Partnership Annual Meeting (12/4/20) (*Lesley Barewin*)
  - ii. Newsletter and Website Updates (*Lesley Barewin*)
  - iii. CT Brownfield Land Bank Bylaws Update (*Rick Dunne*)
- b. Update on Kinneytown Hydro Meeting with US Fish & Wildlife and CTDEEP (*Rick Dunne*)

8. Other

9. Adjournment

Called by  
Neil O’Leary, Chairman

*Any member of the public wishing to address the board at a CNVMPO/NVCOG virtual meeting should send an email to [info@nvcogct.gov](mailto:info@nvcogct.gov) with the following information:*

- *Your name, address, and any professional affiliation (for the public record)*
- *Your phone number (only if you are using the phone dial-in option)*
- *The item number on the agenda you plan to address in your comments*

*Your information must be received by 4:30 p.m. on the day before the meeting.*

Because of the need for stable meetings and public security, anyone who does not provide the above information cannot be admitted to our online meetings.



November 13, 2020

## **MEMORANDUM: 20201113-TIP AMD**

To: Central Naugatuck Valley MPO Board Members and Alternates  
From: Gabriel Filer, Transportation Planner  
Subject: Amendment to the 2018-2021 Transportation Improvement Program

The CT DOT is requesting a modification to an existing project in the CNVMPO 2018-2021 TIP.

### **Project No. 0170-3545: Highway Sign Replacement (District 1 & 4)**

This project utilizes funding from the Surface Transportation Block Grant– Anywhere program to replace aluminum highway signs across Districts 1 & 4, which includes the entire CNV MPO region. This project improves wayfinding and is eligible for 100% federal funding. Changes are being made to project scope, which involve the location of the sign replacements.

Funding Code	Phase	Year	Total (\$000)	Federal (\$000)	State (\$000)	Local (\$000)	Comments
STPA	CON	2021	4,000	4,000	0	0	Move from FY20 to FY21, change in project scope

### **Recommendation:**

MOTION: To approve CNVMPO resolution 2021-07



**CENTRAL NAUGATUCK VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688

**RESOLUTION 2021-07**

**AMENDMENT**

**FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM  
CENTRAL NAUGATUCK VALLEY MPO**

**WHEREAS**, the Central Naugatuck Valley 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 15-town MPO area within the Waterbury Urbanized Area and is required to maintain a fiscally-constrained program of priority projects.

**WHEREAS**, the CNVMPO endorsed the *FFY 2018-2021 Transportation Improvement Program for the Central Naugatuck Valley Planning Region (TIP)* at its June 9, 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 Connecticut Department of Transportation is requesting amendment of the FFY 2018-2021 TIP to allocate Surface Transportation Program – Anywhere (STPA) grant funds for projects 0170-3545.

**WHEREAS**, the proposed projects do not necessitate a new Air Quality Conformity Determination.

**WHEREAS**, the public notification and review of these amendments was consistent with and followed the procedures set forth in the MPO's public involvement guidelines, and the proposed amendments are consistent with the metropolitan transportation plan for the Central Naugatuck Valley planning region.

**NOW, THEREFORE BE IT RESOLVED** that Central Naugatuck Valley MPO approves the amendment of the FFY 2018-2021 TIP to allocate federal aid funds as listed and described in the attachment to this resolution.

This resolution shall become effective as of November 13, 2020.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on November 13, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

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Ed Mone, Secretary

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November 13, 2020  
Date



**Central Naugatuck Valley MPO**  
**2018-2021 Transportation Improvement Program**

**Amendments - FFY 2018-2021 TIP/STIP**

Project #:				0170-3545		Town:		District 1 & 2		Route/System:		Various		Region:		05, 08, 10, 11, 13			
Replace highway sheet aluminum signs																			
FACode:		AQ Code:		Phase:		Year:		Tot\$(000):		Fed\$(000):		Sta\$(000):		Loc\$(000):		Comments:		ChangeCode:	
STPA		X6		CON		2021		\$4,000		\$4,000		\$0		\$0		Move from FY20 to FY21, change in scope		01, 03, 07	



November 13, 2020

## MEMORANDUM: 20201113-TPM-Safety

To: NVCOG Members and Alternates  
From: Christian Meyer, Supervising Transportation Planner  
Subject: **Safety Performance Management Measures**

Statute 23 USC 134(h)(2) requires MPOs establish and use a performance-based approach to transportation decision making to support national goals in the following areas: safety, infrastructure condition, congestion reduction, system reliability, freight movement and economic vitality, environmental sustainability, reduced project deliver delays.

The Safety Performance Management Measures regulation supports the Highway Safety Improvement Program (HSIP) and requires State Departments of Transportation and MPOs to set HSIP targets for five safety performance measures that cover all public roadways regardless of ownership or functional classification.

1. Number of fatalities
2. Rate of fatalities
3. Number of serious injuries
4. Rate of serious injuries
5. Number of non-motorized fatalities and non-motorized serious injuries.

The CTDOT establishes state performance targets for these safety measures. CTDOT's goal is always to reduce all highway fatalities and serious injuries and develops strategies and projects each year to help achieve that goal. However, for federal reporting purposes, annual federal safety targets must be attainable, or CTDOT will risk penalties to how it can allocate certain federal funding streams. For that reason, targets for fatalities, for example, cannot simply be set to zero. In past years the state has used a five-year trailing average to set the current year's target. Because this had the perverse effect of leading to increased nominal targets for fatalities, for example, this year, CTDOT moved to better align the federal targets with what has long been the state policy of reducing crash numbers and severity, for this year and for future years, the CTDOT has modified its target setting process by taking into account annual average and professional opinion to set more aggressive goals. Based on this process, the proposed 2021 targets are as follows.

Measure	2018 Target	2019 Target	2020 Target	2021 Target
Number of fatalities	257 fatalities/year	274 fatalities/year	277 fatalities/year	270 fatalities/year
Rate of fatalities	.823 fatalities/100 Million VMT	.873 fatalities/100 Million VMT	.883 fatalities/100 Million VMT	.850 fatalities/100 Million VMT
Number of serious injuries	1,571 serious injuries/year	1,574 serious injuries/year	1,547 serious injuries/year	1360 serious injuries/year
Rate of serious injuries	5.033 serious injuries/100 Million VMT	5.02 serious injuries/100 Million VMT	4.93 serious injuries/100 Million VMT	4.30 serious injuries/100 Million VMT
Number of non-motorized fatalities and non-motorized serious injuries	280 fatalities and serious injuries/year	290 fatalities and serious injuries/year	307 fatalities and serious injuries/year	300 fatalities and serious injuries/year

The CTDOT establishes HSIP targets and reports them for the upcoming calendar year in their HSIP annual report that is due August 31 each year. MPOs must establish HSIP targets within 180 days of the State establishing and reporting its HSIP targets. The CNVMPO must adopt HSIP targets no later than February 27, 2021.

While the MPO has the option of developing its own quantifiable HSIP targets for the metropolitan planning area, staff recommend establishing HSIP targets by agreeing to plan and program projects so that they contribute to the accomplishment of the CTDOT targets. This does not preclude the MPO from developing independent targets in the future.

By agreeing to the state safety targets the MPO will integrate said targets, objectives, and performance measures into the planning process. This will include a description of how the transportation improvement program will contribute to achieving these targets.

## Recommendation

The staff recommends adoption of the state-developed Safety Performance Measure Targets as the targets for the Central Naugatuck Valley MPO.

MOTION: To approve CNVMPO Resolution 2021-08.



## CNVMPO RESOLUTION 2021-08

### RESOLUTION FOR ENDORSEMENT OF TARGETS FOR SAFETY PERFORMANCE MEASURES ESTABLISHED BY CTDOT

WHEREAS, the Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) has been designated by the Governor of the State of Connecticut as the Metropolitan Planning Organization (MPO) responsible, together with the State, for the comprehensive, continuing, and cooperative transportation planning process for the Central Naugatuck Valley Metropolitan Planning Area; 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, 2020, and

WHEREAS, the Connecticut Department of Transportation (CTDOT) has established targets for five performance measures using both a 5-year moving average trendline and an annual trendline to guide the selection of targets 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 in Connecticut at the June 2020 Council of Governments (COG) Coordination meeting, and

WHEREAS, the CTDOT has officially adopted the safety targets in the HSIP annual report dated August 28, 2020, and the Highway Safety Plan dated July 21, 2020 and

WHEREAS the CNVMPO 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 CNVMPO Policy Board has agreed to support CTDOT's 2021 targets for the five safety performance targets as attached herein, and



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

*CERTIFICATE: The undersigned duly qualified Secretary of the CNVMPO certifies that the foregoing is a true and correct copy of a resolution adopted by the voting members of the CNVMPO on November 13, 2020.*

Date: November 13, 2020

By: Ed Mone, Secretary



## **MINUTES**

### **Naugatuck Valley Council of Governments and**

### **Central Naugatuck Valley MPO**

Virtual Video Conference Meeting (with limited in-person attendance)

10 a.m., Friday, October 9, 2020

**NVCOG Representatives:** Sheila O'Malley, Alternate, Ansonia; Gerry Smith, First Selectman, Beacon Falls; Len Assard, First Selectman, Bethlehem; Ellen Zoppo-Sassu, Mayor, Bristol; Jerry Sitko, Alternate, Cheshire; Andrew Baklik, Alternate, Derby; Ed St. John, First Selectman, Middlebury; Pete Hess, Mayor, Naugatuck; George Temple, First Selectman, Oxford; David Merchant, Mayor, Plymouth; Kurt Miller, First Selectman, Seymour; Mark Lauretti, Mayor, Shelton; Neil O'Leary, Mayor, Waterbury; Tom Dunn, Mayor, Wolcott; Barbara Perkinson, First Selectman, Woodbury.

**Guests/Other:** Congresswoman Jahana Hayes, Jennine Lupo, De'Marcus Finnell, Office of Congresswoman Hayes; Kevin Zak; Sara Radacsi, CTDOT; Kristyn Rosa, Oxford; Hedy Ayers, Eversource; April Chaplin, Kennedy Center; David Krechevsky, Greater Waterbury Chamber, Lou Mangini, Congresswoman Rosa DeLauro's Office; Ellen Graham, Senator Richard Blumenthal's Office.

**Staff:** Rick Dunne, Mark Nielsen, Aaron Budris, Glenda Prentiss, Trish Bauer, Lauren Rizzo, Christian Meyer, John DiCarlo, Karen Svetz, Michael Szpryngel, Richard Crowther, Jr., Gabriel Filer, Ricardo Rodriguez, Lesley Barewin.

#### **1. Commencement of Meeting (Pledge of Allegiance, Roll Call, Public Comment)**

Chairman Neil O'Leary called the meeting to order at 10 a.m. Those in attendance recited the Pledge of Allegiance and the roll was called.

*Public Comment:* Hedy Ayers of Eversource said strategic processing improvements are being put into place to address areas of concern regarding storm-related outages.

Congresswoman Jahana Hayes addressed the board. She spoke about the importance of getting the Heroes Act passed. She is also working on the issues of food security and unemployment compensation. Rep. Hayes noted the importance of infrastructure improvements and making the region attractive to business. Bob Chatfield asked about FEMA reimbursements. Rep. Hayes said a national plan is necessary to address needs as they arise, that she receives frequent updated guidance from FEMA and that the magnitude and duration of the pandemic was unanticipated.

Tom Dunn spoke about the need for support for first responders and appropriate consequences for those who break the law. Rep. Hayes said she fully supports law enforcement. Legislation passed at the federal level calls for transparency, accountability, and reform. Training for police is essential. As part of the discussion, it was noted that the State of Connecticut is reporting a reduction in the amount of violent crime, although not all municipalities are having that experience. Connecticut's Police Reform bill was discussed, and the conversation then moved to transportation issues. Mark Nielsen asked about the prospects and timeline for a new transportation bill. Rep. Hayes said funding had been secured for a study of MetroNorth trains in this area. She said that transportation is a bipartisan top priority and is hopeful to see some action on it in the upcoming sessions that will have positive results for the region.

2. **CNVMPPO Meeting** (*Voting members for these items are limited to the 15 CEOs in the CNVMPO area*)
- a. *2021-2024 TIP Public Comment* – There was no additional public comment on the 2021-2024 TIP.

b. *Approval of Amendments to the 2018-2021 CNVMPO TIP*

- i. Add Project No. 0174-0442: Replace Traffic Control Signals District 4, and Add Project No. 0171-0459: Replace Traffic Control Signals District 1 – On a motion by Bob Chatfield, seconded by Tom Dunn, it was unanimously

VOTED: To approve CNVMPO Resolution 2021-06 adding both projects referenced above to the 2018-2021 CNVMPO TIP.

- c. *Approval of the Transportation Improvement Program (TIP) 2021-2024* – Christian Meyer said the TIP is a list of federally funded projects, has a four-year time frame, and is a living collaborative document that is fiscally constrained. He explained that it must abide by air quality conformity measures. On a motion by Bob Chatfield, seconded by Tom Dunn, it was unanimously

VOTED: To endorse CNVMPO Resolution 2021-01 approving the Transportation Improvement Program (TIP) 2021-2024.

d. *Approval of Air Quality Conformity and Determination of TIP and MTP*

- i. Ozone NAAQS NY-NJ-CT Non-Attainment Area
- ii. Ozone NAAQS Greater Connecticut Non-Attainment Area
- iii. PM2.5 NAAQS Connecticut Portion of the NY-NJ-CT Attainment/Maintenance Area

On a motion by Bob Chatfield, seconded by Tom Dunn, it was unanimously

VOTED: To endorse CNVMPO Resolutions 2021-02, 2021-03, and 2021-04 approving the Air Quality Conformity and Determination of the TIP and MTP.

- e. *Approval of CNVMPO Resolution 2021-05, Self-Certification* – Mr. Meyer explained that Section 450.336 of the Metropolitan Planning Rules (23 CFR Part 450) requires that at least every four years the Metropolitan Planning Organization certify that the planning process is addressing the major issues facing the area and is being conducted in accordance with applicable federal laws and regulations. On a motion by Bob Chatfield, seconded by Tom Dunn, it was unanimously

VOTED: To endorse CNVMPO Resolution 2021-05, certifying that the transportation planning process is being conducted in accordance with federal requirements.

- f. *Discussion: Safety Performance Measures* – Mr. Meyer spoke about the safety performance targets set by the Dept. of Transportation. This will be brought before the board for a vote at the November meeting. He spoke about the revised methodology that DOT has used and the 2021 target numbers. There will be loss of autonomy in how federal funds are assigned and used if the targets are not met. He said that meeting the targets should not be an issue for Connecticut.

### 3. NVCOG Administrative Items

- a. *Approval of the Minutes of the September 11, 2020 NVCOG & CNVMPO Meeting* – On a motion by George Temple, seconded by Bob Chatfield, it was unanimously

VOTED: To approve the minutes of the September 11, 2020 NVCOG & CNVMPO meeting.

- b. *Approval of Agency Financial Reports and Summaries for Period Ending 8/31/20*- Michael Szpryngel reported that NVCOG is 16.67% through the fiscal year, with a bottom line of \$196,119. There have been no unexpected reductions in funding sources, and the EPA 2016 Assessment Grant has been extended by one year. On a motion by Tom Dunn, seconded by Pete Hess, it was unanimously

VOTED: To approve the agency financial reports and summaries for the period ending 8/31/20.

- c. *Director's Report* – Mr. Dunne said he was sure that the board was familiar with the special legislative session items concerning the transfer act, election monitors, and public utility companies. As there were no questions or comments on those items, Mr. Dunne then spoke about the Tingue Dam and the issues concerning fish bypass on the Naugatuck River. The U.S. Fish and Wildlife Service has been looking into the issue and responded to NVCOG's written request for information. At the November meeting, an update will be given on a meeting that is scheduled with the Fish and Wildlife Service and with DEEP. Mr. Dunne said there would be a presentation next month by Kevin Zak on the topic of fish bypass. Mayor O'Leary and Mayor Hess indicated their support of the issue.

Mr. Dunne next discussed the Regional Service Grant Annual Report that was recently filed with the legislature. A copy of the report will be distributed to the board members.

### 4. NVCOG Planning/Transportation

- a. *LOTICIP Update* – Mr. Meyer said this program is moving along well and has funds available to go forward. A number of projects have been completed over the construction season and other projects are approaching final design. \$24.2 million has been expended to date for NVCOG projects, leaving a balance of \$30.3 million. CTDOT also has the authority to request another \$8.8 million in 2021 funds, as needed, from the Connecticut State Bonding Commission.
- b. *Endorsement of Revised Project Cost for Beach Road, Wolcott Project* – Karen Svetz said Beach Road in Wolcott is a very busy minor arterial roadway. As such, when NVCOG performed a preliminary design review, the engineers were asked to take a closer look at improving the roadway geometry in order to improve safety. The engineers have made some significant adjustments to improve the horizontal and vertical curves and added other safety improvements. These changes have caused an increase in the cost of this LOTICIP project beyond the 20% threshold. The changes were presented to and endorsed by TTAC. On a motion by Pete Hess, seconded by Bob Chatfield, it was unanimously

VOTED: To adopt NVCOG Resolution 2021-08 approving the revised cost estimate for Beach Road in Wolcott.

c. *Active Transportation Funding Opportunities*

- i. Community Connectivity Grant Program – Christian Meyer said this was a direct solicitation from CTDOT to the municipalities. This competitive grant program supports pedestrian and bicycle safety and improved access to city and town centers. NVCOG staff is available to provide technical assistance with applications. Submittal deadline is October 16, 2020.
- ii. Active Living/Active Transportation Grant – Mr. Meyer explained that this grant is provided through the CT Department of Public Health. Funding is available for complete street educational training or consulting, small scale complete street implementation projects, and bike racks. There is also a “train the trainer” program consisting of a one day workshop presented by Bike Walk CT that will provide educators with resources to implement and teach a bicycling education program in elementary schools, specifically geared toward 4<sup>th</sup> grade students. NVCOG staff will distribute applications once they become available.

Mark Nielsen said that in the way CTDOT is running the Community Connectivity Grant Program, they are basically bypassing the COGs and soliciting the municipalities directly, which is at cross purposes with the mission of COGs to provide assistance to their communities. Mr. Nielsen said he believes the program could be run more efficiently through the COGs, much in the same way that LOTCIP is run. Rick Dunne added that by CTDOT soliciting directly to 169 towns, municipalities may not be aware that they do not need to hire consultants to write their applications and that the COGs can perform that function. He also said that ratings and rankings should be performed by the COGs and not through CTDOT. He noted that municipalities must be aware that if a project comes in at a higher cost than had been applied for, the town will be responsible for the cost of the overrun.

- d. *Authorization to Apply for FTA Pilot Program for Transit Oriented Development (TOD) Planning Grant* – Mark Nielsen said that NVCOG, as a designated FTA recipient, is considering submitting an application under the FTA Pilot TOD Program. The planning project would focus on the Waterbury Rail Line and develop comprehensive TOD plans for each of the WRL stations. Per FTA requirements, NVCOG would need to create partnerships with each municipality along the line and partner directly with CTDOT on the application. NVCOG has contacted CTDOT. Applications are due October 26, 2020. On a motion by Pete Hess, seconded by Tom Dunn, it was unanimously

VOTED: To endorse NVCOG Resolution 2021-09 authorizing the Executive Director to submit an application to FTA under the Pilot TOD Program and execute any and all documents and agreements necessary to conduct the planning project, including partnership agreements with the CTDOT – Office of Rails and each municipality along the Waterbury Rail Line.

Mr. Nielsen mentioned that NVCOG recently received the Five-Year Capital Plan from CTDOT. Staff is reviewing the plan and will have a meeting with CTDOT on October 30, 2020. The plan consists of all the highway and transit projects that CTDOT wants to implement over the next five years.

**5. Environmental Planning**

- a. *Brownfields Activities Update* – Mr. Dunne said progress is being made on bylaw changes for the Connecticut Brownfield Land Bank. An extension was received on an assessment grant. The Revolving Loan Fund that expired with EPA has been closed out, and a new one will be opened this month.

**6. Regional and Municipal Shared Services Update**

- a. *Household Hazardous Waste Event* – John DiCarlo said the last event for the year was held on September 26 in Ansonia. A meeting with the 15 municipalities participating in the program will take place to establish the 2021 dates.

**7. Regional Recreation Guide**

Glenda Prentiss said that last year NVCOG staff worked with the Yale-Griffin Prevention Research Center to create an online application that features low-cost and no-cost physical activity resources for the lower Naugatuck Valley communities. In April of this year, NVCOG applied for and received a grant from the Connecticut Community Foundation to expand the database to cover the entire Naugatuck Valley Region. An online viewer was created so the public can easily find places where they can participate in outdoor activities to promote a healthy lifestyle. More than 20 types of physical activities were collected. The application was demonstrated, and Ms. Prentiss asked that member municipalities place a link to this resource on their websites so that more people can find and use the information. She will send an email with the link to municipal website administrators and chief elected officials.

**8. Emergency Management Update**

Rick Dunne reported that the Governor had filed a major disaster declaration with the federal government for Tropical Storm Isaias. Connecticut did not meet the funding thresholds for the August 27 storm, but Connecticut will apply for federal highway funding money for roadway repairs. There have been spikes in coronavirus cases on college campuses, nursing homes, and in certain areas of the state. The federal government shipped 70,000 rapid tests to Connecticut and another 70,000 are expected next week. The phase three business opening is in place with the ability for towns to back off if their particular area is not ready. The Cares Act funding deadline is October 30, 2020. A new executive order is expected from the Governor to clarify the use of hybrid meetings. Distance learning is expected to stay in place for now. Two new concerns are that the northwest portion of the state has few testing centers, and that coronavirus is spreading while the homeless population is rising. The state will be placing more focus on the homeless situation. The Long-Term Recovery Steering Committee is expecting funds from EDA to address long horizon economic recovery activities.

**9. Other**

Chairman O'Leary asked Kurt Miller to say a few words about his future endeavors. Mr. Miller said he would be starting a new position as Chief Fiscal Officer for the City of Ansonia on 10/13/20. On behalf of the NVCOG board, Chairman O'Leary wished him the best of luck. Mr. Miller said his last

official day as First Selectman of Seymour would be October 20, 2020. At a board meeting on that date, a current member of the Seymour Board of Selectmen will be chosen as his successor.

Chairman O'Leary said he and Mayor Hess had joined together to create a new economic development agency called the Naugatuck Valley Regional Development Corporation. Tom Hyde will be the CEO, and Chairman O'Leary said he would like to have him in attendance at the next NVCOG meeting. Replying to a question from Sheila O'Malley, Chairman O'Leary said the other NVCOG municipalities would be welcome to join the NVRDC.

Andrew Baklik acknowledged and thanked the NVCOG staff for their assistance to the City of Derby.

**10. Adjournment**

By unanimous agreement, the meeting was adjourned at 11:32 a.m.

Respectfully submitted by  
Lauren Rizzo  
Administrative Services Coordinator  
for  
Ed Mone, Secretary



**CENTRAL NAUGATUCK VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-755-8686

**RESOLUTION 2021-01**

**ENDORSEMENT  
FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM  
FOR THE  
CENTRAL NAUGATUCK VALLEY MPO**

**WHEREAS**, the Central Naugatuck Valley MPO is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the Central Naugatuck Valley metropolitan planning area.

**WHEREAS**, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and has, in consultation with the Connecticut Department of Transportation, prepared the *FFY 2021-2024 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization*.

**WHEREAS**, the *FFY 2021-2024 TIP* lists and describes all transportation improvement projects programmed to receive federal transportation funding assistance from the Federal Highway Administration and the Federal Transit Administration over the next four federal fiscal years beginning October 1, 2020.

**WHEREAS**, the *FFY 2021-2024 TIP* establishes project priorities, indicates project schedules, provides project funding estimates, and identifies federal funding programs.

**WHEREAS**, the financial plan for the *FFY 2021-2024 TIP* is included and demonstrates financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the Waterbury Urbanized Area.

**WHEREAS**, the *FFY 2021-2024 TIP* was made available for public review and comment, and notification of the proposed TIP was consistent with and followed the procedures set forth in the MPO's *Public Outreach Policy* endorsed March 2017 and revised February 2020, including providing a 45-day review and comment period, holding a public information meeting, posting the draft TIP on the NVCOG website and considering public comments in reviewing the draft TIP.

**WHEREAS**, the proposed *FFY 2021-2024 TIP* has been presented to the CNVMPO, reviewed and discussed.

**WHEREAS**, the proposed program of projects included in the *FFY 2021-2024 TIP* were assessed for their impact on air quality and the State's ability to attain the National Ambient Air Quality Standards for the Ozone and PM<sub>2.5</sub> pollutants and the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality nor prevent

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the State from attaining the air quality standards, as required.

**NOW, THEREFORE BE IT RESOLVED** Central Naugatuck Valley MPO endorses the *FFY 2021-2024 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization* presented and discussed here today. The endorsement of the FFY 2021-2024 TIP covers a four-year period from October 1, 2020 through September 30, 2024 and is contingent upon no major adverse comments are received during the public review and comment period between August 24, 2020 and October 9, 2020.

This resolution shall become effective as of October 9, 2020.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on October 9, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

  
\_\_\_\_\_  
N. Warren Hess, Treasurer

October 9, 2020

\_\_\_\_\_  
Date

**RESOLUTION 2021-02**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
OZONE – NY-NJ-CT

**WHEREAS**, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

**WHEREAS**, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. the plans and programs are consistent with recent estimates of mobile source emissions;
2. the plans and programs provide for the expeditious implementation of certain transportation control measures;
3. the plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

**WHEREAS**, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

**WHEREAS**, the State of Connecticut has elected to assess conformity in the Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-CT Ozone Nonattainment area (Fairfield, New Haven and Middlesex Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Nonattainment area (Ozone and PM<sub>2.5</sub> Air Quality Conformity Determination April 2020); and

**WHEREAS**, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

**NOW, THEREFORE BE IT RESOLVED** by the Central Naugatuck Valley MPO that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and



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METROPOLITAN PLANNING ORGANIZATION**

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hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination, dated April 2020, contingent upon no major adverse comments are received during said period.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020

BY:   
N. Warren Mess, Treasurer



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METROPOLITAN PLANNING ORGANIZATION**

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**RESOLUTION 2021-03**

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
OZONE - GREATER CONNECTICUT**

**WHEREAS**, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

**WHEREAS**, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. The plans and programs are consistent with recent estimates of mobile source emissions;
2. The plans and programs provide for the expeditious implementation of certain transportation control measures;
3. The plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

**WHEREAS**, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved today, October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

**WHEREAS**, the State of Connecticut has elected to assess conformity in the Greater Connecticut Ozone Nonattainment area (Litchfield, Hartford, Tolland, New London and Windham Counties) and the Connecticut Department of Transportation has jointly assessed the impact of all transportation plans and programs in this Ozone Nonattainment area (Ozone and PM2.5 Air Quality Conformity Determination April 2020); and

**WHEREAS**, the Connecticut Department of Transportation's assessment (above) has found that plans and programs jointly meet mobile source emission's guidelines advanced by EPA pursuant to Section 7506 (3) (A).

**NOW, THEREFORE BE IT RESOLVED** by the Central Naugatuck Valley MPO that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and all Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51 and 93), related U.S. Department of

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JACOB BARNES • JACOB BARNES • JACOB BARNES • JACOB BARNES • JACOB BARNES • JACOB BARNES



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Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated April 2020, contingent upon no major adverse comments are received during said period.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020

BY:   
N. Warren Hess, Treasurer





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METROPOLITAN PLANNING ORGANIZATION**

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**RESOLUTION 2021-04**

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT  
PM 2.5 - NY-NJ-CT**

**WHEREAS**, the Central Naugatuck Valley MPO is required to submit an Air Quality Conformity Statement to the US Federal Highway Administration (FHWA) and to the US Environmental Protection Agency (EPA) in accordance with the final conformity rule promulgated by EPA (40 CFR 51 and 93) when adopting an annual Transportation Improvement Program (TIP) or when effecting a significant revision of the Metropolitan Transportation Plan (MTP); and

**WHEREAS**, Title 42, Section 7506 (3) (A) states that conformity of transportation plans and programs will be demonstrated if:

1. The plans and programs are consistent with recent estimates of mobile source emissions;
2. The plans and programs provide for the expeditious implementation of certain transportation control measures;
3. The plans and programs contribute to annual emissions reductions consistent with the Clean Air Act of 1977, as amended; and

**WHEREAS**, it is the opinion of the Central Naugatuck Valley MPO that the plans and programs approved on October 9, 2020 and submitted to FHWA and EPA conform to the requirements of Title 42, Section 7506 (3) (A) as interpreted by EPA (40 CFR 51 and 93); and

**WHEREAS**, the Connecticut portion of the New York – Northern New Jersey – Long Island, NY-NJ-CT area is designated a PM 2.5 attainment/maintenance area; and

**WHEREAS**, the State of Connecticut has elected to jointly assess conformity in all PM 2.5 attainment/maintenance areas in Connecticut (Fairfield County and New Haven County) and

**WHEREAS**, the results of the required emissions analysis performed by the Connecticut Department of Transportation on the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments show that the implementation of the projects contained therein will result in emissions of PM2.5 in each analysis year that are less than the emissions of the baseline year; and

**NOW, THEREFORE BE IT RESOLVED**, that the Central Naugatuck Valley MPO finds that the 2019-2045 MTP and the FFY 2021-2024 TIP and Amendments conform to air quality requirements of the U.S. Environmental Protection Administration (40 CFR 51

ADOPTED BY: \_\_\_\_\_ EFFECTIVE: \_\_\_\_\_ PREPARED BY: \_\_\_\_\_ VOUCHER NO.: \_\_\_\_\_ PASSED BY: \_\_\_\_\_ REVISION: \_\_\_\_\_  
FORWARDED BY: \_\_\_\_\_ OFFICE OF: \_\_\_\_\_ TRANSPORTATION: \_\_\_\_\_ MAINTENANCE: \_\_\_\_\_ AIR QUALITY: \_\_\_\_\_



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and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated April 2020 contingent upon no major adverse comments are received during said period.

**CERTIFICATE**

The undersigned duly qualified and acting Secretary of the Central Naugatuck Valley MPO certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Central Naugatuck Valley MPO on October 9, 2020.

DATE: October 9, 2020

BY:   
N. Warren Hess, Treasurer

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**RESOLUTION 2021-05**

**URBAN TRANSPORTATION PLANNING CERTIFICATION  
CENTRAL NAUGATUCK VALLEY MPO**

**WHEREAS**, the Central Naugatuck Valley MPO (CVNMPO) is required by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to certify that the metropolitan transportation planning process is being carried out in accordance with all US Department of Transportation requirements and regulations and must submit such certification concurrent with the submittal of the entire proposed Transportation Improvement Program to the Federal Highway Administration and Federal Transit Administration as part of the STIP approval.

**WHEREAS**, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and conducts the transportation planning process in accordance with the regulations promulgated by the US Department of Transportation and specified in the *FAST Act*, by preparing a Unified Planning Work Program, conducting and performing the transportation planning activities contained in the UPWP, preparing, maintaining and amending the endorsed short-range Transportation Improvement Program (TIP), preparing and updating the metropolitan transportation plan (MTP), assessing the air quality impacts of the proposed transportation improvement projects included in the TIP and MTP, and proactively involving the public in the metropolitan transportation planning process.

**WHEREAS**, the *CNV/MPO* adheres to the principles of non-discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity, as specified in Title VI of the Civil Rights Act of 1964, Section 504 of the Rehabilitation Act of 1973, the Americans with Disabilities Act of 1990 and the Older Americans Act, and regarding the involvement of disadvantaged business enterprises in USDOT funded projects and the implementation of an equal opportunity program on Federal and Federal-aid highway construction contracts.

**NOW, THEREFORE BE IT RESOLVED** that the Central Naugatuck Valley MPO, the metropolitan planning organization for the Central Naugatuck metropolitan planning area and the Waterbury urbanized area hereby certifies that the urban transportation planning process has been and is being conducted in accordance with the terms and provisions of the rules and regulations promulgated by the US Department of Transportation under the FAST Act and all applicable provisions relative to public and private providers of mass transportation, civil rights, involvement of minority business enterprises, special efforts for elderly and disabled persons, the Clean Air Act and amendments, 23 USC and 49 USC have been satisfied.



This resolution shall become effective as of October 9, 2020.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on October 9, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

  
\_\_\_\_\_  
N. Warren Hock, Treasurer

October 9, 2020

\_\_\_\_\_  
Date



**CENTRAL NAUGATUCK VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

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**RESOLUTION 2021-06**

**AMENDMENT  
FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM  
CENTRAL NAUGATUCK VALLEY MPO**

**WHEREAS**, the Central Naugatuck Valley 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 15-town MPO area within the Waterbury Urbanized Area and is required to maintain a fiscally-constrained program of priority projects.

**WHEREAS**, the CNVMPO endorsed the *FFY 2018-2021 Transportation Improvement Program for the Central Naugatuck Valley Planning Region (TIP)* at its June 9, 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 Connecticut Department of Transportation is requesting amendment of the FFY 2018-2021 TIP to allocate Surface Transportation Program – Anywhere (STPA) grant funds for projects 0171-0459 and 0174-0442.

**WHEREAS**, the proposed projects do not necessitate a new Air Quality Conformity Determination.

**WHEREAS**, the public notification and review of these amendments was consistent with and followed the procedures set forth in the MPO's public involvement guidelines, and the proposed amendments are consistent with the metropolitan transportation plan for the Central Naugatuck Valley planning region.

**NOW, THEREFORE BE IT RESOLVED** that Central Naugatuck Valley MPO approves the amendment of the FFY 2018-2021 TIP to allocate federal aid funds as listed and described in the attachment to this resolution.

This resolution shall become effective as of October 9, 2020.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on October 9, 2020, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

N. Warren Hess, Treasurer

October 9, 2020

Date

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MONTROSE • MONTROSE • MONTROSE • MONTROSE • MONTROSE • MONTROSE • MONTROSE • MONTROSE



**NAUGATUCK VALLEY  
COUNCIL of GOVERNMENTS**

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**RESOLUTION 2021-08**

**LOTICIP**

**ENDORSEMENT OF REVISED PROJECT COST ESTIMATE**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on October 9, 2020, in Waterbury, Connecticut, at which a quorum was present.

**WHEREAS**, The NVCOG is responsible for selecting and distributing funds to member municipalities under the Local Transportation Capital Improvement Program ("Program").

**WHEREAS**, Program guidelines stipulate that changes in cost greater than 20% require review and approval by the Council of Governments.

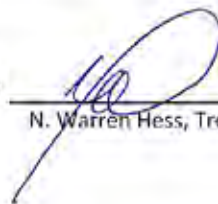
**WHEREAS**, the current cost estimate for the proposed project to reconstruct Beach Road in Wolcott, Connecticut, funded under the Program, has increased by greater than 20% since endorsed by the NVCOG.

**BE IT RESOLVED**, that the Naugatuck Valley Council of Governments approves the revised construction cost estimate as enumerated and described in Memorandum 20201009-LOTICIP.

Dated at Waterbury, Connecticut, on October 9, 2020

Agency: Naugatuck Valley Council of Governments

Signed

  
N. Warren Hess, Treasurer

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**RESOLUTION 2021-09**

**FTA PILOT TOD PROGRAM  
ENDORSEMENT TO SUBMIT APPLICATION**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on October 9, 2020, in Waterbury, Connecticut, at which a quorum was present.

**WHEREAS**, The FTA announced the availability of grant funds under the Pilot TOD Program ("Program").

**WHEREAS**, the NVCOG, as a designated recipient of FTA funds, is eligible to apply for a grant under the Program, and the Waterbury Rail Line is the associated transit capital project.

**WHEREAS**, the NVCOG will use grant funds from the Program to complete comprehensive TOD plans for each of the station area along the Waterbury Rail.

**BE IT RESOLVED**, that the Naugatuck Valley Council of Governments authorizes the submittal of an application to FTA under the Program and authorizes the Executive Director, Rick Dunne, to execute any and all documents and agreements required by the Program.

Dated at Waterbury, Connecticut, on October 9, 2020

Agency: Naugatuck Valley Council of Governments

Signed

N. Warren Hess, Treasurer

[illegible]



November 6, 2020

**MEMORANDUM: 11062020-FIN-01**

To: NVCOG Board Members  
From: Michael P. Szpryngel, Director of Finance  
Subject: Financial Report for Period Ending September 30, 2020

**Financial Statements**

**NVCOG  
Balance Sheet  
For Period Ending September 30, 2020**

<b>Assets</b>	
Checking Account [1]	1,589,363
Accounts Receivable	1,363,051
Other Assets	737,686
<b>Total Assets</b>	<b>3,690,100</b>
<b>Liabilities &amp; Equity</b>	
<b>Liabilities</b>	
Accounts Payable	765,281
Accruals	203,339
Deferred Revenue	953,066
Other Current Liabilities	689,703
<b>Total Liabilities</b>	<b>2,611,390</b>
<b>Equity</b>	
General Fund - Unrestricted	693,073
Net Position [2]	225,483
<b>Total Equity</b>	<b>918,556</b>
<b>Total Liabilities &amp; Equity</b>	<b>3,529,945</b>



**NVCOG**  
**Bank Balances**  
**For Period Ending September 30, 2020**

<b>Bank Account</b>	<b>Beginning Balance</b>	<b>Increase (Decrease)</b>	<b>Ending Balance</b>
Checking	158,426	(92,486)	65,940
Money Market	807,050	324,201	1,131,251
RLF	510,805	23,576	534,381
	1,476,281	255,291	1,731,572

**NVCOG**  
**Deferred Revenue**  
**For Period Ending September 30, 2020**

<b>Fund</b>	<b>Beginning Balance FY 20</b>	<b>Decrease</b>	<b>Increase</b>	<b>Ending Balance August 31, 2020</b>
RLF Program Income	511,378	-	30,348	541,726
PL Carry Over Funds	17,886	(3,768)	-	14,118
Transportation Projects	283,830	(54,829)	-	229,001
EPA	(6,284)	-	-	(6,284)
LOTICIP-NVCOG	77,399	(14,785)	-	62,614
DECD Projects	1,891	-	-	1,891
DEMHS/Homeland Sec	18,896	(3,242)	8,200	23,854
CERT Citiz Emerg Resp	1,810	(593)	-	1,218
FEMA	-	(574)	49,400	48,826
Reg Incentive Gt Programs	7,119	-	-	7,119
OPM/RSG 2020	37,632	(45,523)	-	(7,891)
OPM/RSG 2021	-	(161,942)	142,721	(19,222)
DEEP Greenway	6,937	(2,352)	-	4,585
Regional Planner Town Split	8,657	(16,876)	20,098	11,879
LOCAL-POCD	47	-	-	47
Local Projects	2,058	(2,058)	-	0
SHEL-GIS	6,630	-	-	6,630
Hazardous Waste	16,262	(12,221)	15,001	19,041
General Fund Total	4,913	-	9,000	13,913
<b>Total</b>	<b>997,061</b>	<b>(318,762)</b>	<b>274,767</b>	<b>953,067</b>

**NVCOG**  
**Profit & Loss | Budget vs. Actual**  
**For July 1, 2018 – September 30, 2020**

Funding	Total Budget			G & A			Direct Pass Through		
	Adopted Budget 5/8/2020	Actual	Variance	Adopted Budget 5/8/2020	Actual	Variance	Adopted Budget 5/8/2020	Actual	Variance
PL Funding	930,812	162,127	17%	930,812	159,312	17%	-	2,814	0%
PL Carry Over	382,874	65,367	17%	120,674	2,653	2%	262,200	62,713	24%
Transportation Projects	400,000	55,766	14%	-	1,041	0%	400,000	54,725	14%
EPA - Old	30,787	55,042	179%	2,787	484	17%	28,000	54,558	195%
EPA - New	137,288	-	0%	20,788	-	0%	116,500	-	0%
EPA - Program Income	48,250	-	0%	16,250	-	0%	32,000	-	0%
EPA - Land Bank	-	4,710	0%	-	4,710	0%	-	-	0%
FTA	568,964	86,220	15%	57,964	25,739	44%	511,000	60,481	12%
LOTICIP	120,800	86,220	71%	100,800	25,739	26%	20,000	60,481	302%
DECD	52,000	3,894	7%	-	-	0%	52,000	3,894	7%
DEHMS	8,400	3,242	39%	8,400	3,242	39%	-	-	0%
CERT	4,000	593	15%	4,000	593	15%	-	-	0%
FEMA Pre-Disaster Mitigation	255,000	10,724	4%	5,000	1,722	34%	250,000	9,002	4%
FEMA - Local Match	27,260	574	2%	25,760	574	2%	1,500	-	0%
RSG [*]	570,882	161,942	28%	538,669	160,016	30%	32,213	1,926	6%
RSG FY2020 Ext [1]	84,000	45,523	54%	-	21,696	0%	84,000	23,827	28%
Resilient CT	30,000	6,169	21%	30,000	6,169	21%	-	-	0%
DEEP	16,000	8,202	51%	12,000	2,352	20%	4,000	5,850	146%
Regional Incentives	701,000	38,855	6%	-	-	0%	701,000	38,855	6%
Regional Election Monitor	10,000	-	0%	-	-	0%	10,000	-	0%
Regional Municipal Services [2]	170,884	17,286	10%	170,884	16,638	10%	-	648	0%
Fish & Wild Life	-	3,559	0%	-	2,309	0%	-	1,250	0%
Shelton GIS	3,000	3,000	100%	-	-	0%	3,000	3,000	100%
Household Hazardous Waste	111,500	74,389	67%	15,000	13,005	87%	96,500	61,384	64%
Municipal Dues	223,152	223,152	100%	223,152	223,152	100%	-	-	0%
Brownfield Dues	25,000	27,000	108%	25,000	27,000	108%	-	-	0%
COVID Relief - OPM [3]	-	-	0%	-	-	0%	-	-	0%
Local Projects [4]	-	2,058	0%	-	2,058	0%	-	-	0%
Capital Purchasing Program	7,000	-	0%	-	-	0%	7,000	-	0%
Miscellaneous	800	22	3%	800	-	0%	-	22	0%
Interest	2,000	183	9%	2,000	183	9%	-	-	0%
<b>Total Funding</b>	<b>4,921,653</b>	<b>1,145,818</b>	<b>23%</b>	<b>2,310,740</b>	<b>700,389</b>	<b>30%</b>	<b>2,610,913</b>	<b>445,429</b>	<b>17%</b>
<b>Expenses</b>									
Salaries	1,421,384	307,721	22%	1,421,384	307,721	22%	-	-	0%
Payroll Taxes	101,086	24,139	24%	101,086	24,139	24%	-	-	0%
Pension	90,605	43,158	48%	90,605	43,158	48%	-	-	0%
Medical/Life/Disability	389,694	79,057	20%	389,694	79,057	20%	-	-	0%
G&A - Schedule 1	412,671	76,347	19%	307,971	58,027	19%	104,700	18,320	17%
Direct Pass Through - Schedule 1	2,506,213	371,858	15%	-	-	0%	2,506,213	371,858	15%
<b>Total Expenses</b>	<b>4,921,653</b>	<b>902,280</b>	<b>18%</b>	<b>2,310,740</b>	<b>512,102</b>	<b>22%</b>	<b>2,610,913</b>	<b>390,178</b>	<b>15%</b>
<b>Fund Balance Increase (Decrease)</b>	<b>-</b>	<b>243,538</b>	<b>0%</b>	<b>-</b>	<b>188,288</b>	<b>0%</b>	<b>-</b>	<b>55,251</b>	<b>0%</b>



NVCOG

Profit & Loss | Schedule 1 G&A  
For July 1, 2020 – September 30, 2020

Expenses	Total			Indirect			Direct		
	Adopted Budget 5/8/2020	Actual	Variance	Adopted Budget 5/8/2020	Actual	Variance	Adopted Budget 5/8/2020	Actual	Variance
Advertisement	8,000	6,496	81%	2,000	-	0%	6,000	6,496	108%
Capital Equipment									
IT Equipment	15,700	-	0%	10,000	-	0%	5,700	-	0%
Office Equipment	5,000	-	0%	5,000	-	0%	-	-	0%
Computer Software & Maintenance									
Software	47,000	9,299	20%	25,000	9,299	37%	22,000	-	0%
IT Maintenance [1]	15,156	3,639	24%	15,156	3,639	24%	-	-	0%
Contractors / Subcontractors	-	-	0%	-	-	0%	-	-	0%
Dues/Professional / Conferences	5,000	2,590	52%	5,000	2,590	52%	-	-	0%
Insurance									
Business / Office	15,000	7,483	50%	15,000	7,483	50%	-	-	0%
Workers Comp	4,000	620	16%	4,000	620	16%	-	-	0%
Lease Expense	2,500	210	8%	2,500	210	8%	-	-	0%
Professional Services									
Accounting	20,000	-	0%	20,000	-	0%	-	-	0%
Legal	45,000	13,134	29%	15,000	1,997	13%	30,000	11,137	37%
Printing	6,000	692	12%	5,000	670	13%	1,000	22	2%
Office Supplies	25,000	2,713	11%	20,000	2,534	13%	5,000	179	4%
Rent	84,315	19,163	23%	84,315	19,163	23%	-	-	0%
Repairs / Renovations	20,000	-	0%	20,000	-	0%	-	-	0%
Telephone/Internet Service	15,000	2,771	18%	15,000	2,771	18%	-	-	0%
Training / Professional Development	5,000	1,550	31%	1,000	1,550	155%	4,000	-	0%
Travel/Meetings	41,000	637	2%	15,000	151	1%	26,000	486	2%
Utilities									
Leavenworth	15,000	3,759	25%	15,000	3,759	25%	-	-	0%
Derby Train Station [2]	10,000	992	10%	5,000	992	20%	5,000	-	0%
Website	5,000	390	8%	5,000	390	8%	-	-	0%
Unemployment [3]		197	0%		197	0%	-	-	0%
Bank Fees [4]	1,000	15	1%	1,000	15	1%	-	-	0%
Miscellaneous [5]	1,000	-	0%	1,000	-	0%	-	-	0%
Contingency	2,000	-	0%	2,000	-	0%	-	-	0%
<b>Total</b>	<b>412,671</b>	<b>76,347</b>	<b>19%</b>	<b>307,971</b>	<b>58,027</b>	<b>19%</b>	<b>104,700</b>	<b>18,320</b>	<b>17%</b>
<b>Direct Expenses &lt;Contractors/Subs&gt;</b>	<b>2,506,213</b>	<b>371,858</b>	<b>15%</b>	<b>-</b>	<b>-</b>	<b>0%</b>	<b>2,506,213</b>	<b>371,858</b>	<b>15%</b>
<b>Total Expenses</b>	<b>2,918,884</b>	<b>448,206</b>	<b>15%</b>	<b>307,971</b>	<b>58,027</b>	<b>19%</b>	<b>2,610,913</b>	<b>390,178</b>	<b>15%</b>



## **Finance Report**

NVCOG is 3 months through Fiscal Year 2020 – 25%

- Bottom Line: \$243,538
- OPM Approved Funding CFR COVID-19 Recovery work from March 1 – June 30, 2020 for Staff time and Direct Expenses, approx. \$80,000
- OPM will not fund NVCOG for CFR COVID Recovery Work from July 1 – December 31, 2020

### Revenue Items

- Household Hazardous Waste: 2 Collections occurred in July and September
- Dues: Paid at the beginning of the year

### Expenses Items

- Pension: 39% - Executive Director Pension Paid at beginning of the year, per Board Approval
- Dues/Professional / Conferences: 52% - Dues are paid at the beginning of the year
- Training / Professional Development: 155% - Result of not receiving funding for OMP CRF COVID Recovery from July – December; May reallocate throughout the year.

## **Notes to Financial Statements**

### **Balance Sheet**

[1] There is a difference in the cash balances from the bank statements and the cash balance from the Balance Sheet due to checks to vendors that have not been cashed.

[2] Net Position is adjusted to reflect Expenses incurred but pending approval from project managers. Once approved, revenue will be reflected on Balance Sheet.

### **Budget to Actual**

[\*] RSG Distribution Anticipated to begin in November

[1] RSG - "No Cost" Extension for Wastewater Project

[2] Formerly Labeled "Municipal Shared Planner"; Combination of Municipal Shared Planner and Shared Building Inspector

[3] Not in Adopted Budget, Pending Approval of Funding from OPM

[4] Smaller projects not covered in Adopted Budget

### **Schedule 1 G&A**

[1] Previously "IT Maintenance Agreement"; includes the maintenance agreement and additional computer maintenance

[2] Will be opening an FTA grant for a Facility Assessment of the Derby Train Station; this will move all or part of the cost to direct pass through

[3] Unemployment not previously in budget

[4] Not previously in budget; People's Bank is adding fees to our account, will shop around for a new bank with no fees

[5] N/A



# NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688 • nvcogct.gov

## 2021 SCHEDULE OF MEETINGS

### Naugatuck Valley Council of Governments (NVCOG) and Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO)

Meets the second Friday of each month at 10 a.m. The default location is the NVCOG conference room. There is no meeting in August. On Friday holidays, the regular meeting is held on the preceding Thursday or the following Friday. The CNVMPO meets prior to the start of the NVCOG meeting.

January 8, 2021  
February 12, 2021  
March 12, 2021  
April 9, 2021  
May 14, 2021 – Annual Budget Meeting (tentative)  
June 11, 2021  
July 9, 2021  
September 10, 2021  
October 8, 2021  
November 12, 2021  
December 10, 2021

### **Suggested Motion**

To approve, as presented, the 2021 NVCOG & CNVMPO meeting schedule.



## 2021 NVCOG HOLIDAY SCHEDULE

January 1, 2021	Friday	New Year's Day
January 18, 2021	Monday	Martin Luther King, Jr. Day
February 15, 2021	Monday	Presidents' Day
April 2, 2021	Friday	Good Friday
May 31, 2021	Monday	Memorial Day
July 5, 2021	Monday	Independence Day (observed)
September 6, 2021	Monday	Labor Day
October 11, 2021	Monday	Columbus Day
November 11, 2021	Thursday	Veterans Day
November 25, 2021	Thursday	Thanksgiving Day
November 26, 2021	Friday	Day after Thanksgiving
December 24, 2021	Friday	Christmas Day (observed)

### **Suggested Motion**

To approve, as presented, the 2021 NVCOG & CNVMPO holiday schedule.

# 2020 Census Review

The purpose of this summary is to help CEOs and members of the public understand what happened during the 2020 Census in preparation for a better 2030 Census. It summarizes the issues, concerns, and successes that occurred in communities to promote participation in the 2020 Census as well as out-of-our-hands dilemmas that had direct consequences. The purpose of the Census is to get residents counted per the U.S. Constitution and receive more federal funding for our communities.

## Community Partnerships

CEO's were great at getting the word out, however, they needed support to help guide them as they cannot be thinking Census 24/7. Municipal staff sometimes were able to step up to the task, however, they also got overburdened and the Census fell low on their list. Community members and organizations really stepped up to the plate in some municipalities to spearhead the Census. The Census Bureau stated that they had almost 400,000 community partners, compared to 250,000 in 2010, that truly helped make a difference this go around.

In Beacon Falls, Allen Schwartz, who worked as an enumerator during the 2010 Census in Long Island, offered his time to then-first selectman Chris Bielik because Allen understood how important the Census is for communities. Allen kept Chris, then Gerald Smith, abreast of the status of the Census and did press and events to spread the word of the Census. He even got a 2020 Census page on the town's website.

Lisa of the United Way of Naugatuck and Beacon Falls and Kathy on Ion Bank in Naugatuck did the same for Mayor Pete Hess. With the onset of the COVID-19 pandemic, 6 months of planning had to be put aside for new virtual and physically distant public promotions. Weekly meetings were established with the Mayor for updates and to see what he needed to do to increase participation as his goal was 85%.

The Mayor of Waterbury's staff came up with a plan for block captains in Census tracts in the City with low self-response rates. The plan was a great idea by the Mayor's staff, however, there was very little support by community members to volunteer to take a block and promote the 2020 Census. The City did prepare for a low-count by hiring two local community specialists to connect with hard-to-count neighborhoods. Staff suggests establishing a calendar so all involved with the Census, especially Census Bureau staff, can attend all events and limit overlaps.

One issue seen in regional or multi-municipal complete count committees was the lack of communication with municipal staff and committee members. Community leaders were left at stalemates at times. The committee would come with an idea, such as passing out a Census flier to students through the school system, however, there was no member of either the

school system or municipal staff whom knew who to contact to get the fliers out. This was not the case in all municipalities; however, it was frustrating to witness great ideas fall flat.

### **Physically Distant Outreach**

Trying to figure out how to promote something that affects so many people while they were stuck in their homes became the big issue. One would have thought that with now three different ways to respond while stuck at home during the pandemic would have meant more people self-responding to the Census than in 2010, but you would have thought wrong. There will always be issues with communities with high minority populations, fewer English-speaking/reading residents, poor access to internet, poor connectivity with the local government, and lower trust for the federal government.

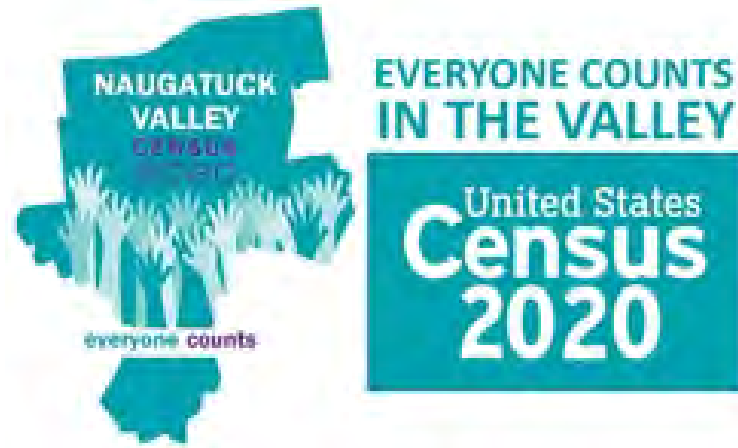
Taking advantage of emergency update phone calls was also a great way for CEOs to reach residents with mentioning the 2020 Census and how it affects those residents, especially with funding, while calling with COVID-19 information. Suggestion would be to utilize the phone messaging again during the next Census. One great way to disperse Census information was to educate students with Census-related lesson plans to then go home and educate their parents. Also, giving students handouts is a great dispersal system to many homes.

Many people were still driving during the pandemic, especially those who could not work from home and are members of low-income households, so billboards made a great difference in downtown Waterbury and Naugatuck. Social media also helped spread updates on the Census and tell followers about the website and phone number to self-respond. Having a dedicated webpage or space on the municipal website also helped.

Please do not forget to thank all of those who rose to the challenge and used their creativity in times of uncertainty to still promote the 2020 Census.

### **In-Person Participation**

Just talking with someone you would not normally speak with for a minute can help raise awareness of the Census and increase participation. Events were supposed to be a great way for these face-to-face interactions, but the pandemic upended that idea. Yet, with the extended 2020 Census participation period and lifted COVID-19 restrictions, small public gatherings were successful in getting more people counted. Voter registration events, monthly food distribution events, and special dining events are examples were great raising Census awareness. With good planning, Census Bureau staff could attend these events and enumerate households on the spot, great for hard-to-count populations. In the North end of Waterbury, having “block parties” where the people came based on a promise of gifts and/or food provided a good draw of people. Even if a household did not participate at the event itself, self-response rates started growing when in-person interactions occurred.



Even before the pandemic was on the radar, a regional 2020 Census logo was developed to go onto a custom tri-fold brochure and post card-sized handout that would have been handed out at events and at locations, such as libraries, town halls, and non-profits centers. The tri-fold explained the purpose of the Census and has detailed information on how to participate, at the time. The post card had instructions on how to go online or call to participate in the 2020 Census. Both the tri-fold and post card were available in English and Spanish languages. The logo and hand-out items were developed to create a uniform local advertisement for the region as many people trust local sources of information rather than state or federal. Having these materials ready was great when in-person restrictions started to be lifted over the summer.

Reaching out to local destinations serving the Hispanic population in Waterbury like Cherry Valley Marketplace, a small New York-based grocery chain and Pueblo Market helped increase participation. The businesses allowed Census information to be posted in the store and allowed City and Census staff to have space to speak to customers, physically distant, to get participation numbers up. Corner marts and small shops in low-response sections of the City posted Census information as hard-to-count population tend to visit them and trust business owners. The ability to go into a senior-housing building and knock on each door has made a difference as that age group tend to be diligent with filling out the Census as they do with voting. Another help in dispersing these materials were libraires once they reopened.

The idea was to recruit trusted and respected businesses that populations who will get missed by conventional messaging.

### **Moving of Dates**

The original end date of the 2020 Census, with some low-count exceptions, was supposed to be July 31, 2020. Then the COVID-19 pandemic occurred, and all in-person enumerating was put on pause. Due to this, the U.S. Census Bureau moved the completion date of the 2020 Census to October 31, 2020. This was to give time for the virus to calm down and have door-to-door operations begin. Well, that was the plan. After the date was changed to the end of October, Census Bureau staff, or people above them, decided that there would not be

sufficient time to summarize the data by December 31, 2020, the date the Constitution states the Census count needs to be delivered to the President. Creating statistics involving 152 million households would seem like it requires a significant amount of time to complete.

Without a one-time policy change from the U.S. Congress, there was no manner to change the December deadline date. Therefore, the Census Bureau moved the date to September 30, 2020, which is when more turmoil ensued. The date for door-to-door operations was not publicized yet so cutting the timeline to respond by 31 days was big to non-profit groups and governments, enough to sue the U.S. Census Bureau to move back to the October 31 cut-off.

All self-response and field operations concluded on October 15, 2020 with 99.9% of housing units have been accounted for. All response rate data reporting was last published on of October 17, 2020 without any significant increases. Other dates related to the Census will remain the same, as required by law. The Census Bureau will deliver the apportionment counts to the President on December 31, 2020 and by April 1, 2021, the Census Bureau will send redistricting counts based on population to the states.

### **Accuracy Concerns**

There has been some skepticism in the methods the U.S. Census Bureau has conducted its national count. Assuring us that 99.9 percent of households have been counted in order to end the Census early does not really tell us much of anything about whether the data is any good. Suspicions are that 99.9% of all housing units have had some contact with the 2020 Census through mailings and door-to-door operations, but not necessarily 99.9% of all housing unit have been counted as part of the Census.

The Census Bureau uses “proxy” to count households that did not self-respond or talk with an enumerator. Proxy counting included asking neighbors or landlords how many people lived in a house. Even asking the mailperson if they knew how many people lived in a home. The issue is that a landlord may only know about the person(s) on the lease and not the total people living in the unit, not counting children. Proxy counting also includes a complicated statistical model that could undercount some families. The big issue is that many households have been counted incorrectly—and marginalized groups are especially likely to have been undercounted in the rush to get the Census done.

This is also the first year that the Census Bureau has tried to use administrative data, such as tax, Medicare, and Social Security records, to try and count some households that did not fill out their own responses. It is unclear how well that experiment will work, especially given that those information sources are most likely to miss low-income and immigrant households.

The Census Bureau conducted quality control of counts by having enumerators knock on doors in neighborhoods with low self-response counts. This meant that enumerators had the



potential to knock on doors of people who already participated in the Census. This became one of the main complaints of the 2020 Census, along, with trespassing, receiving fake paper surveys, and scammers.

## Results

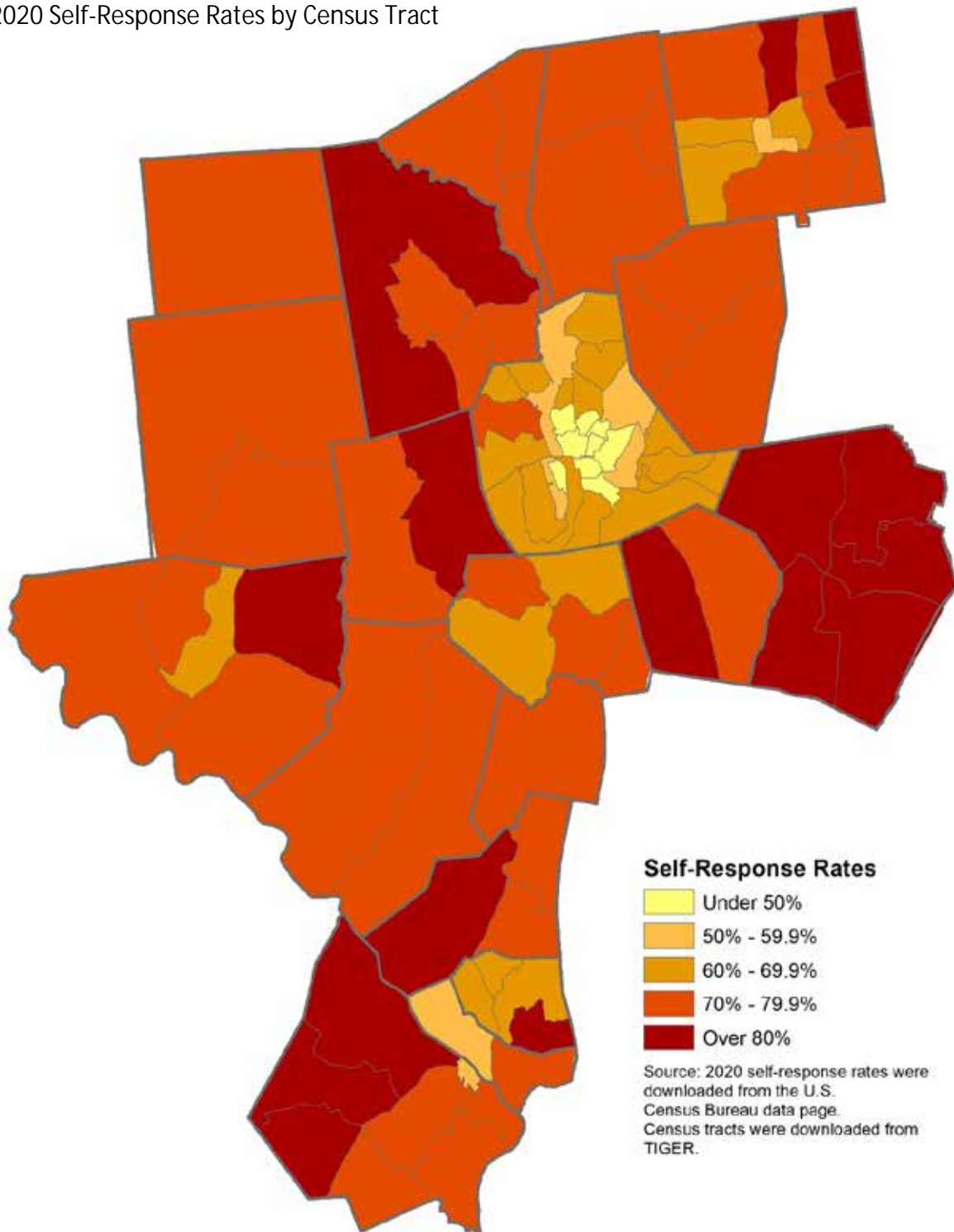
Due to statistical outputs, total enumerated counts for the State of Connecticut was 99.9% of all households. Breaking down the total to local levels is tougher. The total number of households that participated in the 2020 Census by talking to a Census enumerator or by proxy was only available at the state level, 29.6%. The self-response rate for the state was 70.7%. These numbers do not equal 100% when added together, however, as an example of some margin of error in the Census Bureau's calculations.

City/Town	2010 Self Response Rate	2020 Self-Response Rate	Difference
Ansonia	67.0%	68.1%	1.1%
Beacon Falls	74.6%	77.7%	3.1%
Bethlehem	77.2%	71.8%	-5.4%
Bristol	73.0%	74.2%	1.2%
Cheshire	81.1%	83.4%	2.3%
Derby	68.9%	67.5%	-1.4%
Middlebury	79.9%	76.6%	-3.3%
Naugatuck	71.9%	72.1%	0.2%
Oxford	78.8%	79.4%	0.6%
Plymouth	73.7%	74.3%	0.6%
Prospect	80.4%	79.3%	-1.1%
Seymour	74.2%	75.9%	1.7%
Shelton	76.2%	76.3%	0.1%
Southbury	77.5%	73.2%	-4.3%
Thomaston	75.2%	74.1%	-1.1%
Waterbury	60.9%	56.7%	-4.2%
Watertown	76.0%	77.4%	1.4%
Wolcott	77.0%	77.7%	0.7%
Woodbury	72.7%	74.1%	1.4%

The numbers provided in the above table reflect those households in each municipality that participated in the 2020 Census by self-response (by going online, calling the Census hotline, or mailing in a completed paper form). Internet responses made up 54% of the total self-responses, followed by submitting the paper form and then calling in. The Census Bureau official statement is that there were no issues with the website technology or service. For the 2020 Census, out of the 19 municipalities in the Naugatuck Valley region, only twelve met and surpassed the self-response rate of the 2010 Census. The largest increase from 2010 to 2020 was only 3.1%. Some municipalities had large self-response rates, so it was difficult to surpass 2010. The communities that were deemed hard-to-count, those rates unfortunately remained low and became the focus of committees during the 2020 Census timeline.

The following map displays self-response rates for the 2020 Census by census tract to highlight the areas of concern for the 2030 Census.

2020 Self-Response Rates by Census Tract





**RESOLUTION 2021-10**

**LOTICIP  
PROFESSIONAL DESIGN REVIEW SERVICES**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on November 13, 2020 in Waterbury, Connecticut, at which a quorum was present.

**WHEREAS**, the Naugatuck Valley Council of Governments receives funds from the Connecticut Department of Transportation under the Local Transportation Capital Improvement Program (LOTICIP) to administer the program and conduct professional review of design plans and specifications prepared by local project sponsors.

**WHEREAS**, the NVCOG conducted a qualifications-based selection process to create an on-call consultant list to conduct the professional review of design plans and specifications submitted by LOTICIP project sponsors.

**WHEREAS**, the NVCOG solicited requests for proposals and bids from the consultants on the approved on-call list to conduct the professional design review for the final design plans for the Beach Road Reconstruction Project in the Town of Wolcott.

**WHEREAS**, the lowest qualified bid received, at a cost not-to-exceed \$4,300 was submitted by AI Engineers.

**BE IT RESOLVED**, that the NVCOG endorses the selection of AI Engineers from the NVCOG on-call consultant list to conduct the professional design review for the Beach Road Reconstruction Project and authorizes the Executive Director to execute any and all agreements with AI Engineers related to the professional design review of the Beach Road Reconstruction Project.

Dated at Waterbury, Connecticut, on November 13, 2020

Agency: Naugatuck Valley Council of Governments

Signed \_\_\_\_\_  
Ed Mone, Secretary



November 13, 2020

## **MEMORANDUM: 20201113-LOTICIP-NSMain**

To: NVCOG Members and Alternates  
From: Christian Meyer, Supervising Transportation Planner  
Subject: **Local Transportation Capital Improvement Program (LOTICIP) Project Proposal**

The state legislature created the Local Transportation Capital Improvement Program (LOTICIP) to provide state funds to planning regions to solicit project proposals from their member municipalities, review applications, and support project design. In addition, each RPO is responsible for developing its own guidelines for implementing and operating the program.

The proposed project to reconstruct portions of North Main, South Main and Bank Streets in the vicinity of Exchange Place has been split off from the previously endorsed Exchange Place Street Revitalization project. The remaining items from the Exchange Place Street Revitalization project have been grouped into a discreet road rehabilitation and pedestrian improvements project along east Main Street that will be advanced before this project.

NVCOG staff and CTDTO Staff have reviewed the revised scope for this new project and will continue to work with the project design team to ensure the project meets regional and CTDOT eligibility requirements under LOTICIP.

### **Project Description**

#### **Waterbury – North Main, South Main, and Bank Streets Reconstruction**

Under this project, ongoing improvements to downtown utilities and sewer are being coordinated with the reconstruction of deteriorated roadway and pedestrian improvements. The Waterbury downtown is seeing expanded growth and investment in its employment centers, many of the pedestrian improvements and complete streets elements are meant to better accommodate the expanded pedestrian traffic between these employment locations and associated parking facilities.

The current construction cost is estimated at \$4,373,375 million. Proposed LOTICIP funding dedicated to this project will be \$5,248,050. The municipality is responsible for all associated design costs.

Estimated Construction Cost	\$4,373,375.00
Estimated Rights-of-Way	\$ 0.00
Estimated Utilities	\$ 0.00
10% Contingencies	\$ 437,337.50
10% Incidentals	\$ 437,337.50
<b>Estimated Total LOTCIP Grant Amount</b>	<b>\$5,248,050.00</b>

### **Staff Recommendation**

NVCOG staff recommends endorsement by the NVCOG Board.

### **Motion**

To endorse Resolution 2021-11, committing regionally apportioned LOTCIP funds to the above described roadway reconstruction project in the City of Waterbury.



**NAUGATUCK VALLEY  
COUNCIL of GOVERNMENTS**

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**RESOLUTION 2021-11**

**LOTICIP**

**ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR NORTH MAIN,  
SOUTH MAIN AND BANK STREET  
RECONSTRUCTION PROJECT, WATERBURY**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on November 13, 2020, in Waterbury, Connecticut, at which a quorum was present.

**WHEREAS**, The NVCOG is responsible for selecting and distributing funds to member municipalities under the Local Transportation Capital Improvement Program ("Program").

**BE IT RESOLVED**, that the NVCOG approves the allocation of \$5,248,050 in Program funds attributable to the Naugatuck Valley planning region to fully fund the North Main, South Main and Bank Street Reconstruction project as described and modified in Memorandum 20201113-LOTICIP-NSMain.

Dated at Waterbury, Connecticut, on November 13, 2020

Agency: Naugatuck Valley Council of Governments

Signed \_\_\_\_\_  
Ed Mone, Secretary



November 13, 2020

## MEMORANDUM: 20201113-ALT MODES

To: NVCOG Board  
From: Mark C. Nielsen, Regional Transportation Engineer  
Subject: **Route 8 and Waterbury Rail Line Corridors Alternative Transportation Modes and TOD Assessment**

The NVCOG is conducting an alternate transit modes assessment for the Route 8 and Waterbury branch rail line corridors. As part of the study, opportunities to develop station area TOD concepts are being investigated. AECOM and CDM Smith are principle consulting firms working on the project.

The primary goal of the project is to determine improvements to the existing commuter rail line and identify the preferred option for transit services within and along Route 8 between the city of Derby and city of Bridgeport. TOD overlay zones are being assessed to identify potential development patterns and land uses to support enhanced transit operations and encourage the use of transit. Detailed build-out scenarios (land use type, intensity, and distribution) are being completed for each TOD zone. The preferred alternate transit alignments are being modeled using a travel demand model to determine their relative impacts on the community and estimate potential ridership levels and diversion from private vehicle use. Based upon projections for growth that will result from new development and potential redevelopment options, a traffic impact and public transit ridership analysis is being conducted to identify strategies for increasing transit ridership.

The project is nearing completion; target date for completion is end of December 2020. Stakeholder and public meetings will be scheduled for the early part of 2021.

Accomplishments to date include:

1. Project website – [rt8corridor.com](http://rt8corridor.com) – was developed and updated. Status: On-going
2. Project deliverables/reports:
  - a. Waterbury Branch Line On-Board Passenger Count and Ridership Survey, December 2017. This task involved a on-board count of passengers on all trains operating on the WRL. Passengers were provided survey asking their opinions on existing services and what improvements they feel are needed. Status: Completed
  - b. Existing Conditions Report, October 2018. This report documents the existing operating and infrastructure conditions within the corridors; includes traffic

volume and operating data along Route 8 and operating parameters on the WRL. Status: Completed

- c. Transit Oriented Development (TOD) Scenarios Report, February 2019. This document assessed the feasibility of Transit-Oriented Developments (TOD) in vicinity of the Waterbury rail line stations. To guide the assessment, the study team conducted a series of workshops in each community along the rail line and developed a Visual Preference Survey that allowed residents to describe how they would like to see their downtowns in the future. From these preference surveys, model TOD blocks were created. Status: Completed
  - d. Bus Rapid Transit Assessment, April 2019. While the primary objective of the study is to improve and enhance service on the Waterbury line, other transit actions were also explored. Regular fixed-route bus services operate in the corridor, but they do not provide travel time efficiencies that commuters find attractive. A BRT operation blends the positive features of rail with the flexibility of bus transit, to make riding the bus a higher-end service alternative. The study team explored the merits of enhancing bus service between Derby and Bridgeport, identifying five possible alternatives. This document describes the elements of a BRT and identifies the long term vision for the corridor. Status: Completed
  - e. Alternative Transit Implementation Plan, December 2020. This report will document and present the final recommendations for short-term, mid-term and long-term actions to enhance and improve transit services in the corridor. It will focus on a capital and operations improvement plan for the Waterbury Rail Line and a long-term vision for developing a Bus Rapid Transit system along Route 8 between Derby and Bridgeport. Status: Underway; Rough Draft
- 3. Initiated the development of a visualization of recommended services. As part of this work the following activities are being completed:
    - a. Flights were completed using the NVCOG's drone to obtain aerial photography of key sites along the corridor. The footage will be used in the visualization.
    - b. Developed a story board for the visualization.
    - c. Drafted a script for the narration to be used in the visualization.
  - 4. CDM Smith will be meeting with municipal representatives to promote TOD land uses. They are developing a TOD Tool that will allow municipalities to determine the results of different TOD scenarios.
  - 5. Held a WRL Summit with the NVCOG's mayors and first selectmen and its state legislative delegation to support funding for needed short-term Waterbury rail line improvements.
  - 6. Negotiated and authorized the scope for extra work:
    - a. Develop a more detailed concept plan for a transfer station at Devon wye.



- b. Assess traffic impacts along Route 8 due to the enhancement of Waterbury branch rail line and implementing a BRT system along Bridgeport Avenue.
- c. Estimate the potential ridership on the Waterbury branch line after improvements and service enhancements and the BRT system.