AGENDA
Naugatuck Valley Council of Governments
and
Central Naugatuck Valley MPO
Hybrid Meeting
10 a.m., Friday, January 14, 2022

Presentation: Prior to the start of the meeting, there will be a presentation on the Bipartisan Infrastructure Law (BIL) by Mark Boughton, Commissioner of DRS and Governor Lamont’s Senior Advisor on Infrastructure.

1. Commencement of Meeting
   a. Pledge of Allegiance
   b. Roll Call
   c. Public Comment

2. Report from the Nominating Committee and Election of 4 NVCOG Officers and 5 At-large Executive Committee Members to serve 1/1/22 – 12/31/23
   a. Report from the Nominating Committee
   b. Election of Officers

3. CNVMPO Meeting (Voting members for these items are limited to the 15 CEOs in the CNVMPO area)
   a. Adoption of CNVMPO Resolution 2022-06 – TIP Amendments for Projects 0080-0132, 0168-0161, and 0174-0442 (Rich Donovan, attachment, motion)

4. NVCOG Administrative Items
   a. Approval of the Minutes of the December 10, 2021 NVCOG & CNVMPO Meeting (attachment, motion)
   b. Approval of Agency Financial Reports and Summaries for the Period Ending 11/30/21 (Michael Szpryngel, attachment, motion)
   c. Audit Report FY2021 – Update (Michael Szpryngel)
   d. Director’s Report (Rick Dunne)
      • Carry Over of Vacation Days to End of Fiscal Year (6/30/22) Due to Covid
      • NVision Update
      • Legislator Meeting, January 26

5. Presentation: Northwest Regional Workforce Investment Board Activities and Benefits (Cathy Awwad, NRWIB)

6. Municipal Shared Services (John DiCarlo)
   a. Regional Composting Opportunities

7. Emergency Management Update (Joanna Rogalski, John Field)
   a. COVID-19 Response Update
      • Long Term Recovery Update
      • Test Kits & PODs
   b. Regional Emergency Planning Team Update
   c. Community Emergency Response Team Update

Continued
8. NVCOG Planning/Transportation
   a. LOTCIP
      i. Financial Plan Update (Mark Nielsen)
      ii. Revised LOTCIP Guidelines (Mark Nielsen, attachment, motion)
      iii. New Project – Todd Road Bridge Replacement (Rich Donovan, attachment, motion)

9. Environmental Planning
   a. SolSmart Update (Christine O’Neill)
   b. Kinneytown Dam Update (Executive Session, if necessary)

10. Other

11. Adjournment

   Called by
   Neil O’Leary, Chairman

Any member of the public wishing to address the board at a CNVMPO/NVCOG hybrid meeting should send an email to 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 pm on the day before the meeting and you will be sent credentials to log-in to 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 meetings.

If you do not plan to address the board, you may instead watch the meeting on the NVCOG YouTube channel: https://www.youtube.com/channel/UCVWg1tjA3T17sPHTk5ETVaQ

For language assistance or other accommodations, contact NVCOG at least five business days prior to the meeting at info@nvcogct.gov

Para asistencia con el idioma y otras adaptaciones, por favor póngase en contacto con NVCOG por lo menos cinco días hábiles antes de la reunión al info@nvcogct.gov

W przypadku pomocy językowej lub innej pomocy, skontaktuj się z NVCOG co najmniej pięć dni roboczych przed wydarzeniem w info@nvcogct.gov
MEMORANDUM: 20220103-TIP Amendments for Projects 0080-0132, 0168-0161, and 0174-0442

To: Central Naugatuck Valley MPO Board Members and Alternates
From: Rich Donovan, Transportation Planner
Subject: Amendment to the 2021-2024 Transportation Improvement Program

The CT DOT is requesting several changes to the CNV MPO 2021-24 TIP. This includes the addition of two (2) new projects as well as the movement of one (1) project from the 2018-2021 TIP to the current 2021-2024 TIP.

**Project No. 0080-0132 – Rehab of Bridge 01164, South Street over I-84, Middlebury**
CT DOT is adding to the TIP the rehabilitation of Bridge 01164, which carries South Street over I-84 in Middlebury. The project was previously planned to use STPA funds and was approved to be moved to the STPO program during the annual CNVMPO/CTDOT Urban Planning Coordination meeting on December 2nd. This project is expected to have a total cost of $5.8 Million, with federal contributions totaling $4,640,000, State contributions of $1,155,000, and no local contribution.

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**Project No. 0168-0161 – Preservation of Bridges 05061, 05062, 05066, and 05067**
CT DOT is adding to the TIP the preservation of several bridges in Woodbury. These include 05061 - Judson Avenue over the Pomperaug River, 05062 - Jacks Bridge Road over Weekeepeemee River, 05066 - Minortown Road Connector over the Nonnewaug River, and 05067 - Pomperaug Road over the Pomperaug River. The project is partially funded through the Federal Local Bridge Replacement Program and partially through STPO. The total project cost is $1,475,000, with no state match and a local match of $295,000. The addition of STPO funds now requires that the project be listed in the TIP.

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Project No. 0174-0442 – Replacement of Traffic Control Signals throughout District 4
Project 0174-0442 is being moved from an FYI phase on the previous 2018-2021 TIP to a construction phase on the current 2021-2024 TIP. Within the CNVMPO, this project includes one location in Thomaston, Route 222 (East Main St.) at Route 8 Southbound Ramps. As part of this project, upgrades may include span poles, mast arms, pedestals, signal heads, span wires, conduits, vehicle detectors, signing and pavement markings and/or will upgrade the pedestrian control features, which may include pedestrian countdown heads, sidewalk ramps and sidewalk extensions, to meet current department standards and will remove existing equipment, as needed, at each intersection. The total project, including all 14 locations, is expected to cost $657,000, with federal funds covering the full cost, and no state or local match.

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Recommendation:
MOTION: To adopt CNVMPO resolution 2022-06 approving the above listed TIP amendments
1. **Commencement of Meeting (Pledge of Allegiance, Roll Call, Public Comment)**
   
   Chairman Neil O’Leary called the meeting to order at 10:05 a.m. Those in attendance recited the Pledge of Allegiance and the roll was called. Mr. O’Leary welcomed Stephen Sordi, the newly elected First Selectman of Bethlehem, and Joe Kilduff, the newly elected Mayor of Bristol.

   **Public Comment:** Ed St. John thanked Mayor O’Leary and Waterbury Police Chief Spagnolo for their efforts in helping Middlebury and other smaller communities get some recognition at the state level concerning juvenile crime. On behalf of Eversource, Hedy Ayers wished everyone a happy holiday season.

2. **CNVMPO Meeting (Voting members for these items are limited to the 15 CEOs in the CNVMPO area)**
   
   a. **Approval of CNVMPO Resolution 2022-03 Endorsing the MOU Regarding Transportation Planning and Funding in the New Haven Urbanized Area** — Mark Nielsen said federal regulations require that if more than one MPO has been designated to serve an urbanized area, there must be a written agreement among the MPOs, the state, and the public transportation operators describing how the metropolitan planning processes will be coordinated. The New Haven UZA includes parts of several planning regions and MPOs, including the South Central Region COG, Capitol Region COG, and Lower Connecticut River COG. The four Councils of Governments cooperatively determined their mutual responsibilities in carrying out the metropolitan planning process and identified their respective responsibilities. The Memorandum of Understanding (MOU) was developed in
consultation with the CTDOT. The other three COGs have endorsed their MOUs. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously VOTED: To adopt CNVMPO Resolution 2022-03 endorsing the MOU regarding transportation planning and funding in the New Haven Urbanized Area and authorizing the Executive Director of the NVCOG to sign and execute said MOU on behalf of the CNVMPO.

b. Approval of CNVMPO Resolution 2022-04 Designating the Bureau Chief of the CTDOT’s Bureau of Policy and Planning as a Non-Voting Member of the CNVMPO – Rick Dunne said there is a recommendation from CTDOT that the CNVMPO appoint a non-voting member from CTDOT to the CNVMPO policy board. He noted that this is a Transportation Management Area (TMA) requirement. The CNVMPO has not been designated as a TMA; that designation occurs if the urban area population served by the MPO is greater than 200,000. Despite this, CTDOT has asked all MPOs in Connecticut to designate a state representative. The Executive Board recommends adoption of the resolution. The Executive Board also wanted the non-voting member from CTDOT to be someone at the management level that could answer questions at meetings substantively. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously VOTED: To adopt CNVMPO Resolution 2022-04 designating the Bureau Chief of the Connecticut Department of Transportation’s Bureau of Policy and Planning as a non-voting member of the Central Naugatuck Valley MPO.

c. Approval of CNVMPO Resolution 2022-05 TIP Amendment RAISE Grant Funds for the Derby-Shelton Multimodal Transportation Center – Richard Donovan said CTDOT is adding projects to the TIP related to the recently awarded RAISE Grant for enhancements to the Derby-Shelton Multimodal Transportation Center. The project totals $24.5 million and does not anticipate a local match. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously VOTED: To adopt CNVMPO Resolution 2022-05 regarding Project No. 0304-XXXX, RAISE Discretionary Derby-Shelton Multimodal Transportation Center.

d. Infrastructure Investment and Jobs Act Discussion – Mark Nielsen said he would be focusing on the transportation aspects of this bill. The Infrastructure Investment and Jobs Act reauthorizes the FAST Act for five years, provides $567 billion in guaranteed funding, authorizes $93.5 billion subject to congressional action, retains core FHWA and FTA programs, creates two new formula programs, and authorizes new discretionary and pilot programs. Mr. Nielsen displayed a slide and reviewed increased funding percentages for core highway programs. He displayed additional slides showing several program policy changes that will be instituted. Mr. Dunne said CTDOT had given a briefing and will be meeting individually with each MPO. In addition, he said that the money that comes to the MPOs to run the operations and do the work has increased by almost 30% under the new bill, however, CTDOT’s interpretation is not to release the money until 2024. Negotiations with CTDOT will continue.
3. **NVCOG Administrative Items**

   a. **Approval of the Minutes of the October 8, 2021 NVCOG & CNVMPO Meeting** – On a motion by Pete Hess, seconded by Rich Dziekan, with Joe Kilduff abstaining, it was

      VOTED: To approve the minutes of the October 8, 2021 NVCOG and CNVMPO meeting.

   b. **Approval of Agency Financial Reports and Summaries for the Period Ending 10/31/21** – Michal Szpryngel said NVCOG is 33% through the fiscal year with a net balance of $194,000. There have been no unexpected funding cuts, and things are performing on track. On Monday, OPM gave approval to submit invoices for RSG. The first and second quarter payments are expected in January. On a motion by Pete Hess, seconded by Rich Dziekan, it was unanimously

      VOTED: To approve the NVCOG financial reports and summaries as presented.

      For informational purposes, Mr. Szpryngel also presented a half-year budget status. A deficit of $103,000 had been projected. After reevaluation, he now projects a surplus of approximately $10,000. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously

      VOTED: To approve the NVCOG half-year budget status.

   c. **Approval of NVCOG Meeting Schedule for 2022** – On a motion by Pete Hess, seconded by Rich Dziekan, it was unanimously

      VOTED: To adopt, as presented, the 2022 NVCOG and CNVMPO holiday schedule.

   3. **NVCOG Holiday Schedule for 2022** – On a motion by Pete Hess, seconded by Tom Dunn, it was unanimously

      VOTED: To adopt, as presented, the 2022 NVCOG and CNVMPO holiday schedule.

3. **Director’s Report** – Rick Dunne reported the following:

   - The Regional Brownfield Partnership annual meeting has been rescheduled to 1/13/22 at the Mattatuck Museum.
   - Mask and Vaccination Policy – The Executive Committee recommends that NVCOG hold in-person meetings with a hybrid option until further notice. Anyone who is not vaccinated should wear a mask. The meetings are again open to the public to enter the building.
   - CNVMPO Bylaws Discussion – When the COGs merged, NVCOG became a member of two MPOs. It was thought that the four lower valley towns would become part of the CNVMPO, but this did not transpire and is not expected to happen. Due to this, specific bylaws for the CNVMPO were drafted but not adopted. These bylaws will now be revised and presented to CNVMPO members for adoption in early 2022.
   - CT Brownfields Land Bank Bylaws – NVCOG agreed to a cooperative agreement with the CT Brownfields Land Bank so that its statutory powers could be added to NVCOG’s brownfields program toolkit. The NVCOG board will have a majority control of that non-profit. NVCOG has a MOU with the CT Brownfields Land Bank under
which COG staff provides all services and then charges the Land Bank. NVCOG has worked with an attorney on the bylaws, and they will be sent to the existing board of the Land Bank for adoption. The bylaws will change the membership from nine to eleven members and NVCOG will nominate six of the eleven members.

- LOTCIP Third Party Review Contract Awards – On January 13, 2017 the NVCOG board had decided to require board approval to award the engineering review contracts under the LOTCIP program. These are known as third party reviews. NVCOG maintains a short list of pre-qualified firms. As LOTCIP projects are ready for review, the firms submit price proposals. After receipt, the proposals have been brought to the board to be awarded. Unfortunately, this process has the unwanted side effect of slowing down projects. The Executive Committee recommends repealing the board action of January 13, 2017 which requires the board to award LOTCIP third party review contracts. On a motion by Ed St. John, seconded by Rich Dziekan, it was unanimously

VOTED: To authorize Executive Director Rick Dunne to approve and sign LOTCIP third party review contract awards.

4. **Appointment of a Three Member Nominating Committee to Recommend a Slate of Four Officers and Five At-Large Members of the Executive Committee**

Rick Dunne said the nominating committee would present its recommendation for officers and at-large members at the January 2022 meeting. The term of service will be 2022-2024. The Executive Committee’s recommendation was for the nominating committee to consist of Mayor Tom Dunn, First Selectman Ed St. John, and Mayor Pete Hess. On a motion by Rich Dziekan, seconded by Stephen Sordi, it was unanimously

VOTED: To accept the Executive Committee’s recommendation that the three-member nominating committee will consist of Tom Dunn, Ed St. John, and Pete Hess, and that the nominating committee will recommend a slate of four officer and five at-large members at the January 2022 meeting.

5. **Approval of NVCOG Resolution 2022-09, Authorization for NVCOG Executive Director Rick Dunne to Execute and Deliver the OPM Notice of Grant Award for FY 22 Regional Services Grant**

Mr. Dunne said this authorization is passed by the board annually. On a motion by Pete Hess, seconded by Rich Dziekan, it was unanimously

VOTED: To adopt NVCOG Resolution 2022-09, Authorization for NVCOG Executive Director Rick Dunne to Execute and Deliver the OPM Notice of Grant Award for FY 22 Regional Services Grant.

6. **Municipal Shared Services**

a. **Municipal Solid Waste Update, including DEEP Sustainable Materials Management Grant Program** – John DiCarlo said the Municipal Solid Waste and Recycling Working Group agreed to a two-tier approach to the solid waste and recycling crisis. One tier is to engage in statewide advocacy, as this issue is not limited to one region or group of towns that contract with a single disposal vendor. To date, no coordination has been accomplished with CCM on this issue. The other tier is to evaluate regional solutions to address reducing waste streams and costs. Towards this end, seven NVCOG member municipalities submitted Letters of
Interest for funds available through the new state Department of Energy and Environmental Protection (DEEP) Solid Waste Materials Management grant program. NVCOG also submitted an application to provide benefits regionally. A virtual meeting was held with DEEP staff on December 2. The meeting outlined application availability, timelines for approval and funding distribution. DEEP and consultant Kristen Brown of Waste Zero will conduct technical assistance meetings with municipal and regional staff. Applications must be submitted to DEEP by late-winter 2022. DEEP will evaluate applications, and awards of funds will most likely coincide with the start of FY 23.

Additionally, on December 14, a demonstration/open house will be held at a regional composting facility in West Haven. This facility could serve as a model for additional regional composting operations. All NVCOG municipalities are encouraged to send a representative to this demonstration.

b. **Regional ARPA Opportunities** – NVCOG wants to ensure that no opportunities are lost for regional ARPA collaborations or cost savings. Towards this end, each CEO will be receiving an email asking that a contact be designated who will keep NVCOG staff updated on what ARPA projects the municipality is considering and moving forward with. Economies of scale may be achieved, and any potential collaborations will be identified.

c. **NVCOG Household Hazardous Waste Events Update** – Mr. DiCarlo said collection dates for 2022 will be April 16 in Ansonia, July 16 in Bethlehem, and September 24 in Prospect. NVCOG staff member Christine O’Neill will be facilitating this program going forward.

7. **Emergency Management Update**
   a. **COVID-19 Response Update**
      • Long Term Recovery Update – Joanna Rogalski gave an update on the FEMA Region 1 project solicitation: 348 projects were submitted to FEMA across the state, 75 of those were from the NVCOG region. FEMA is meeting with distressed communities in relation to these projects and is also gathering project clarification. CT DECD will be assisting FEMA in prioritizing these projects. It is expected that on January 15, 2022, the Connecticut DEMHS regions will start to validate the project prioritizations. There is an increased need for housing, especially with the expiration of the eviction moratorium. COVID cases are experiencing a surge, with the Delta variant being predominant. Ms. Rogalski also noted there is a global worker shortage.

      John Field said that from a reimbursement perspective, under public assistance through FEMA, the state currently has over $264 million that has been allocated to it. $14.2 million is to municipalities and just under $250 million is to non-municipal entities. Region 5 has received over $6 million, with $1 million for municipal, and just under $5 million for non-municipal organizations. COVID warehouses for PPE are still being run by DEMHS, with assistance from the National Guard, but it is expected this will be turned over to the Department of Public Health. He also said there are over 400 vaccine sites in the state and just under 400 testing sites.

      Mr. Field said DEMHS is still working on reimbursement through FEMA for Tropical Storm Isaias. DEMHS is also working with FEMA on preliminary damage assessments
Mr. Field asked the CEOs to mention to their school systems that safety and security school plans need to be submitted to DEMHS.

b. **Regional Emergency Planning Team Update** – Ms. Rogalski said a critical facilities inventory map was created for REPT Region 5.

c. **Community Emergency Response Team Update** – Ms. Rogalski said the next Region 5 CERT meeting will take place on December 14, 2021. The next statewide meeting is on December 16, 2021.

d. **Approval of NVCOG Resolution 2022-07, Hazard Mitigation Plan** – Aaron Budris reported that with funding from FEMA, NVCOG staff and its consultant SLR completed work on a multi-jurisdictional Regional Natural Hazard Mitigation Plan (NHMP) for the NVCOG region. Input from municipal officials, stakeholders, and the public were all incorporated into a final multi-jurisdictional HMP and 19 municipal annexes that were submitted to FEMA in August. FEMA approved the plan and annexes in October, pending local adoptions. The project team has been working with each municipality to get the item on local governing boards for adoption. The plan will not be considered active until all 19 municipalities formally adopt the plan. With an active HMP, municipalities will be eligible for federal hazard mitigation funding through several programs. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously VOTED: To adopt NVCOG Resolution 2022-07 endorsing the Naugatuck Valley Council of Governments Hazard Mitigation Plan, 2021-2026.

8. **NVCOG Planning/Transportation**
   a. **LOTCIP**
      i. Status and Financial Plan – Mark Nielsen displayed a graph showing the amount of revenue expected and the amount of obligations for LOTCIP projects. Another seven projects are expected to be awarded construction dollars in July 2022. In 2023, a slight deficit might be run for a short time period. This will be watched. Mr. Nielsen said some projects in the schedule may be delayed to the following year. He said the graph demonstrates that NVCOG has been aggressive in soliciting projects, getting them designed, and getting them ready for construction. Rick Dunne explained that NVCOG wants to be over-programmed in LOTCIP by out to two years, as projects fall back or are taken off the list. He also noted that the COGs and the state effectively do a swap between the state and COG control of federal highway funds. NVCOG gives the federal highway funds and programs them for state projects, and the state in return gives the COGs money. There is a difference between what the state gives the COGs and what the COGs would be getting under the federal program. NVCOG will continue conversations with CTDOT about this.
      
      ii. Approval of NVCOG Resolution 2022-04 – Third Party Review for LOTCIP Project L006-0001, Beacon Valley Road Reconstruction in Beacon Falls – With the repeal of
the requirement that LOTCIP third party reviews be approved by the NVCOG board, this item became moot and there was no need to act upon it.

iii. Approval of NVCOG Resolution 2022-05 – Addition of the Proposed Wolcott Street Project in Bristol to LOTCIP – Rich Donovan reported that the City of Bristol has submitted a pre-application for this project along Wolcott Street. The project is estimated to be approximately $2.4 million and will reconstruct failed pavement structure, provide new roadway drainage, and improve roadway geometry and roadside safety. Additionally, an existing cross culvert under Wolcott Street will be repaired. The project was reviewed and approved by TTAC. On a motion by Pete Hess, seconded by Sheila O’Malley, it was unanimously

VOTED: To adopt NVCOG Resolution 2022-05, committing regionally apportioned LOTCIP funds to the Wolcott Street project in Bristol.

iv. Approval of NVCOG Resolution 2022-06, Amendment of NVCOG LOTCIP Policy Guidelines – Mark Nielsen recommended this item be tabled until January or later. On Tuesday, NVCOG received revised guidelines from CTDOT and staff is still reviewing them. Staff will be comparing the state guidelines to NVCOG’s LOTCIP policy guidelines.

v. Return of Unexpended LOTCIP Funds Discussion – Mr. Nielsen spoke about the required recordkeeping for LOTCIP projects. LOTCIP funds must not be commingled with general municipal funds, towns must fully document all project expenditures, and state single audits are required that include LOTCIP project expenditures. CTDOT will perform project/grant closeouts subsequent to project completion and will notify towns of any unexpended LOTCIP funds that need to be returned.

9. Environmental Planning
   a. Acceptance of Karen Spargo’s Resignation from the Regional Brownfields Partnership (RBP), Potential Appointment to Fill Vacancy – Rick Dunne explained that the RBP functions as a committee that NVCOG hosts. It is the advisory panel that governs NVCOG’s brownfields activities. Every town has an appointee, and NVCOG itself has a seat on its board, which has been filled since 1996 by the Director of the Naugatuck Valley Health District. Mr. Dunne does not have a recommendation for a nominee to fill the position because the health districts are tied up in COVID activities. He would like to find someone in the health district that has an interest in brownfields. He recommended the position remain vacant for now, and he will report back.

   b. Adoption of NVCOG Resolution 2022-08, Authorizing the Filing of an Application with CT DEEP, under Section 319 of the Federal Clean Water Act, to Create a Watershed Based Plan for Hop Brook Watershed – Christine O’Neill said the watershed falls within the municipalities of Watertown, Waterbury, Middlebury, Naugatuck, and a small corner of Woodbury. If awarded, funds would be used to hire a consultant to develop a watershed-based plan, which would reduce nonpoint source water pollution and improve water quality. On a motion by Pete Hess, seconded by Ed St. John, it was unanimously
VOTED: To adopt NVCOG Resolution 2022-08 authorizing NVCOG Executive Director Rick Dunne to submit a Section 319 grant application for Hop Brook Watershed to the CT Department of Energy and Environmental Protection, and to sign any documents associated with administering the grant, if awarded.

c. Kinneytown Dam Update – Aaron Budris said the dam’s current owner, Hydroland, submitted a letter to FERC on October 5, placing the blame for non-compliance on the previous owners of the facility. Hydroland also proposed a schedule of actions that they claimed would restore fish passage at the dam. On October 22, U.S. Fish and Wildlife Service submitted a letter contesting Hydroland’s proposal and presented a much more detailed schedule of actions to bring the dam into compliance with its permit exemption. On September 30, the Kinneytown Coalition (NVCOG, Save the Sound, and the Naugatuck River Revival Group) had filed a legal complaint against Hydroland, seeking to revoke its license exemption. Hydroland has asked FERC to moot the complaint and proposed a similar schedule of actions to those in their October 5 letter. The Coalition responded on November 4 explaining that Hydroland’s proposed schedule would not fix fish passage. The Coalition also expressed concerns about Hydroland’s financial means and technical expertise required to make meaningful efforts towards compliance. The federal delegation and DEEP both submitted letters to the docket supporting the September 30 complaint. On December 1, Mr. Budris and Kevin Zak visited the facility and documented the failure of Hydroland to comply with deadlines set by FERC, the resource agencies, and even those deadlines Hydroland had imposed on itself. The Coalition submitted that documentation on December 8. DEEP has also been monitoring compliance and has come to the same conclusion that no meaningful efforts have been made. DEEP submitted a letter to FERC on December 3 that pointed out the missed deadlines. Next steps would be for FERC to schedule some items on its docket. A meeting with FERC in Washington, D.C. remains a possibility.

10. Other
As the CCM appointed chair to the opioid allocation subcommittee, Mayor Neil O’Leary provided an update on opioid settlement allocations. Cities and towns must sign up and register for the allocations, but not all have done so. For the state to get the maximum allocation, 95% of municipalities must sign up. He asked that every CEO at the meeting double check to make sure their city or town has registered. His office is available to assist.

11. Adjournment
At 11:49 a.m., on a motion by Pete Hess, seconded by Ed St. John, it was unanimously

VOTED: To adjourn the meeting

Respectfully submitted by
Lauren Rizzo
Administrative Services Coordinator
for
Ed Mone, Secretary
RESOLUTION 2022-03

APPROVAL OF
MEMORANDUM OF UNDERSTANDING REGARDING TRANSPORTATION PLANNING AND FUNDING IN THE NEW HAVEN URBANIZED AREA

WHEREAS, a portion of the Central Naugatuck Metropolitan Planning Organization is located in the New Haven Urbanized Area.

WHEREAS, the Naugatuck Valley Council of Governments conducts the federal transportation planning process in accordance to US DOT guidelines and regulations, and 23 CFR 450.314(a) for the Central Naugatuck Valley MPO.

WHEREAS, federal regulations require the MPO, the State, and the providers of public transportation to cooperatively determine their mutual responsibilities in carrying out the metropolitan planning process and 23 CFR 450.314 (e) states that if more than one MPO has been designated to serve an urbanized area, there shall be a written agreement among the MPOs, the State, and the public transportation operator(s) describing how the metropolitan planning processes will be coordinated.

WHEREAS, the New Haven Transportation Management (TMA) is comprised of four Councils of Governments (COG) New Haven Urbanized Area.

WHEREAS, the COGs in the New Haven TMA include the South Central Regional Council of Governments (SCRCOG), the Naugatuck Valley Council of Governments (NVCOG), the Capitol Regional Council of Governments and the Lower Connecticut River Council of Governments (RiverCOG).

WHEREAS, the purpose of this MOU is:
1. To define the method for distributing metropolitan planning funds received by the CTDOT from the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA) for transportation planning within the New Haven Urbanized Area;
2. To define the method for the development of financial plans for the Metropolitan Transportation Plan (MTP), the Transportation Improvement Program (TIP) and the list of obligated projects along with the coordination involved in Air Quality Conformity and Congestion management;
3. To define the method for distributing and administering FHWA Surface Transportation Block Grant Program (STBG) suballocated funds, Transportation Alternatives Set-Aside suballocated funds, FTA Section 5307 funds, and FTA Section 5310 funds earmarked for, or attributable to, the New Haven Urbanized Area; and
4. To define the responsibilities of each COG for carrying out its own transportation planning program and for coordinating with the other COGs in the New Haven Urbanized Area.

WHEREAS, the proposed MOU has been prepared in consultation and coordination among the COGs, public transportation operators and the Connecticut Department of Transportation (CTDOT).

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley Metropolitan Planning Organization endorses the attached Memorandum of Understanding Regarding Transportation Planning and Funding in the New Haven Urbanized Area and authorizes the Executive Director of the CNVMPO to sign and execute said MOU.

This resolution shall become effective as of December 10, 2021.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on December 10, 2021, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

[Signature]
Neil O'Leary, Chairman

December 10, 2021
Date
RESOLUTION 2022-04

DESIGNATION OF
BUREAU CHIEF OF CTDOT’S BUREAU OF POLICY AND PLANNING AS A
NON-VOTING MEMBER OF THE CENTRAL NAUGATUCK VALLEY MPO

WHEREAS, the Central Naugatuck Valley Metropolitan Planning Organization is the federally
designated metropolitan planning organization for the Waterbury Urbanized Area and is comprised
of fifteen cities and towns of the Naugatuck Valley planning region.

WHEREAS, the voting membership of the CNVMPO is vested in the chief elected official of
each member municipality.

WHEREAS, the designation or selection of officials or representatives of the MPO shall be
determined by the MPO according to the bylaws or enabling statute of the organization.

WHEREAS, federal regulations, as specified in 23 CFR 450.310 (d), require MPOs designated
as a Transportation Management Area, as determined by the population of the urbanized area
under its jurisdiction being over 200,000, to include an appropriate state official on the Policy
Board. This designated state official may be a non-voting member.

WHEREAS, the CNVMPO is not designated as a TMA but the Connecticut Department of
Transportation has requested that all MPOs in the state appoint an appropriate state official.

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley Metropolitan
Planning Organization designates the Bureau Chief of the Connecticut Department of
Transportation’s Bureau of Policy and Planning as the appropriate state official in accordance
with federal regulation.

BE IT FURTHER RESOLVED that the Bureau Chief of the Bureau of Policy and Planning shall
be a non-voting member of the CNVMPO.

This resolution shall become effective as of December 10, 2021.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public
meeting held on December 10, 2021, at which a quorum was present and that the same is a correct
and true transcript from the original thereof.

[Signature]
Neil O'Leary, Chairman

[Date]
RESOLUTION 2022-05
AMENDMENT
FFY 2021-2024 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 2021-2024 Transportation Improvement Program for the Central Naugatuck Valley Planning Region (TIP) at its October 9, 2020, meeting; and the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) have approved the State FFY 2021-2024 Transportation Improvement Program (STIP).

WHEREAS, the Connecticut Department of Transportation is requesting amendment of the FFY 2021-2024 TIP to allocate the recently awarded discretionary RAISE Grant funding to the Derby-Shelton Multimodal Transportation Center through project 0304-XXXX.

WHEREAS, the new project will require a regional transportation air quality conformity analysis to be completed before additional phases of this project can be added to the TIP.

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 2021-2024 TIP to allocate RAISE Grant funds as listed and described in the attachment to this resolution.

This resolution shall become effective as of December 10, 2021.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on December 10, 2021, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

[Signature]
Neil O’Leary, Chairman

December 10, 2021
Date
RESOLUTION 2022-05

LOT CIP
ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE WOLCOTT STREET RECONSTRUCTION PROJECT, BRISTOL

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on December 10, 2021, in Waterbury, Connecticut, at which a quorum was present.

WHEREAS, the Naugatuck Valley Council of Governments is responsible for selecting projects and distributing funds under the Local Transportation Capital Improvement Program (“Program”).

WHEREAS, the city of Bristol has submitted a pre-application for LOTCIP funds to implement various improvements along the nearly one (1) mile section of Wolcott Street between CT Route 69 and the intersection of Witches Rock Road, Allentown Road, and Fall Mountain Road.

WHEREAS, the preliminary cost estimate for this project is $2,402,802.17

WHEREAS, future LOTCIP funds will be available to support this project

WHEREAS, the NVCOG Transportation Technical Advisory Committee (TTAC) has reviewed the project and voted to recommend project approval by the NVCOG Board

BE IT RESOLVED, that the NVCOG Board approves adding the Wolcott Street Reconstruction project in Bristol to the NVCOG LOTCIP Program and allocating $2,402,802.17 in LOTCIP Program funds attributable to the Naugatuck Valley planning region to the Project.

Dated at __________, Connecticut, on __________, 2021

Agency: Naugatuck Valley Council of Governments

Signed ____________________________
Neil O'Leary, Chairman
RESOLUTION 2022-07

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
HAZARD MITIGATION PLAN 2021-2029 ENDORSEMENT

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on December 10, 2021 in Waterbury, Connecticut, at which a quorum was present.

WHEREAS, the Naugatuck Valley Council of Governments received federal funding from FEMA to develop a multijurisdictional Hazard Mitigation Plan for all 19 NVCOG municipalities.

WHEREAS, NVCOG staff and their consultant SLR worked with municipal officials, stakeholders and the public to review previous plans and identify natural hazards and risks, existing capabilities, and activities that can be undertaken by a community to prevent loss of life and reduce property damages associated with the identified hazards.

WHEREAS, SLR prepared a Multijurisdictional Hazard Mitigation Plan and 19 individual Municipal Annexes consistent with FEMA requirements.

WHEREAS, FEMA approved the Multijurisdictional Hazard Mitigation Plan and 19 Municipal Annexes pending local adoption.

BE IT RESOLVED, that the NVCOG endorses the Naugatuck Valley Council of Governments Hazard Mitigation Plan, 2021-2029

Dated at Waterbury, Connecticut, on December 10, 2021

Agency: Naugatuck Valley Council of Governments

Signed Neil O'Leary, Chairman
NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS (NVCOG)

RESOLUTION #2022-08

Resolution authorizing the filing of an application to create a Watershed Based Plan for Hop Brook Watershed with the Connecticut Department of Energy and Environmental Protection in response to its Request for Proposals for Grants under Section 319 of the Federal Clean Water Act.

Whereas, the Department of Energy and Environmental Protection (DEEP) has requested applications for funding nonpoint source water pollution management efforts;

Whereas, Hop Brook Watershed is an ecologically and recreationally valuable area within the Naugatuck Valley region that DEEP has identified as a Priority for Action Plan Development.

Whereas, representatives from all municipalities within Hop Brook Watershed and the U.S. Army Corps of Engineers have expressed their support for such an application, with formal letters of endorsement forthcoming.

Whereas, the Naugatuck Valley Council of Governments and its member municipalities wish to restore and preserve the environmental integrity of water resources within the region.

Now Therefore Be It Resolved, that NVCOG strongly supports and endorses the application to create a Watershed Based Plan for Hop Brook Watershed to be submitted in response to the Request for Proposals for Grants under Section 319 of the Federal Clean Water Act.

Be Further Resolved, that Naugatuck Valley Council of Governments authorizes Rick Dunne, Executive Director of the NVCOG, or his successor, to sign the grant application and to sign any other documents associated with administering the grant, if awarded, including any amendments thereto.

Certification

The undersigned duly qualified officer, acting on behalf of the Naugatuck Valley Council of Governments, certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of the Naugatuck Valley Council of Governments Board of Directors.

Dated at Waterbury, Connecticut, this 10th day of December, 2021.

[Signature]
Neil O’Leary, Chairman
SECRETARY'S CERTIFICATE/RESOLUTION

I, Neil O'Leary, Chairman of Naugatuck Valley Council of Governments, an organization (the "Organization") existing under the laws of the State of Connecticut, certify that the following are true and complete resolutions which were adopted at a duly called and held meeting of the governing body of Naugatuck Valley Council of Governments on 12/10/2021, and that such resolutions have not been amended or modified and continue to be in full force and effect:

RESOLVED, that the Organization execute and deliver to the State of Connecticut a Notice of Grant Award (the "Agreement") in the amount of $490,641.84 for the 2022 Regional Services Grant.

RESOLVED, that Richard T. Dunne, as Executive Director of the Organization, is directed to execute and deliver the Agreement on behalf of the Organization and to do all things necessary or appropriate to carry out the terms of the Agreement, including executing and delivering all agreements and documents contemplated by the Agreement.

I further certify that Richard T. Dunne now holds the office of Executive Director and that he/she has held that office since 1/1/2015.

I am signing this certificate on 12/10/2021.

[Signature]

Chairman

SEAL
MEMORANDUM: 1142022-FIN-01

January 14, 2022

To: NVCOG Board Members  
From: Michael P. Szpryngel, Director of Finance  
Subject: Financial Report for Period Ending November 30, 2021

Financial Statements

NVCOG  
Balance Sheet  
For Period Ending November 30, 2021

<table>
<thead>
<tr>
<th>Assets</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking Account [1]</td>
<td>1,006,603</td>
</tr>
<tr>
<td>Accounts Receivable</td>
<td>1,031,160</td>
</tr>
<tr>
<td>Other Assets</td>
<td>725,199</td>
</tr>
<tr>
<td><strong>Total Assets</strong></td>
<td>2,762,961</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Liabilities &amp; Equity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Liabilities</td>
<td></td>
</tr>
<tr>
<td>Accounts Payable</td>
<td>65,323</td>
</tr>
<tr>
<td>Accruals</td>
<td>158,468</td>
</tr>
<tr>
<td>Deferred Revenue</td>
<td>1,035,106</td>
</tr>
<tr>
<td>Other Current Liabilities</td>
<td>694,969</td>
</tr>
<tr>
<td><strong>Total Liabilities</strong></td>
<td>1,953,866</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Equity</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>General Fund - Unrestricted</td>
<td>629,743</td>
</tr>
<tr>
<td><strong>Total Equity</strong></td>
<td>809,095</td>
</tr>
</tbody>
</table>

**Total Liabilities & Equity** 2,762,961
## NVCOG
### Bank Balances
For Period Ending November 30, 2021

<table>
<thead>
<tr>
<th>Bank Account</th>
<th>Beginning Balance</th>
<th>Increase (Decrease)</th>
<th>Ending Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Checking</td>
<td>50,538</td>
<td>52,316</td>
<td>102,855</td>
</tr>
<tr>
<td>Money Market</td>
<td>519,431</td>
<td>(324,636)</td>
<td>194,795</td>
</tr>
<tr>
<td>RLF</td>
<td>665,887</td>
<td>10,117</td>
<td>676,004</td>
</tr>
<tr>
<td>RLF Other</td>
<td>43,497</td>
<td>(15)</td>
<td>43,482</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,279,353</strong></td>
<td><strong>(262,217)</strong></td>
<td><strong>1,017,136</strong></td>
</tr>
</tbody>
</table>

## NVCOG
### Deferred Revenue
For Period Ending November 30, 2021

<table>
<thead>
<tr>
<th>Fund</th>
<th>Beginning Bal FY 2021</th>
<th>Decrease</th>
<th>Increase</th>
<th>Ending Bal Nov 30, 2021</th>
</tr>
</thead>
<tbody>
<tr>
<td>RLF Program Income</td>
<td>628,089</td>
<td>(54,089)</td>
<td>50,587</td>
<td>624,587</td>
</tr>
<tr>
<td>PL Carry Over Funds</td>
<td>15,890</td>
<td>-</td>
<td>-</td>
<td>15,890</td>
</tr>
<tr>
<td>Transportation Projects</td>
<td>144,476</td>
<td>(12,130)</td>
<td>-</td>
<td>132,346</td>
</tr>
<tr>
<td>EPA</td>
<td>(3,020)</td>
<td>-</td>
<td>15,550</td>
<td>12,530</td>
</tr>
<tr>
<td>LOTCP-NVCOG</td>
<td>196,558</td>
<td>(52,482)</td>
<td>-</td>
<td>144,077</td>
</tr>
<tr>
<td>DECID Projects</td>
<td>1,891</td>
<td>-</td>
<td>-</td>
<td>1,891</td>
</tr>
<tr>
<td>DEMHS/Homeland Sec</td>
<td>26,884</td>
<td>(4,569)</td>
<td>6,900</td>
<td>29,215</td>
</tr>
<tr>
<td>CERT Citiz Emerg Resp</td>
<td>5,467</td>
<td>(707)</td>
<td>-</td>
<td>4,760</td>
</tr>
<tr>
<td>FEMA</td>
<td>34,203</td>
<td>(22,523)</td>
<td>-</td>
<td>11,679</td>
</tr>
<tr>
<td>Reg Incentive Gt Programs</td>
<td>6,734</td>
<td>-</td>
<td>-</td>
<td>6,734</td>
</tr>
<tr>
<td>OPM/RSG 2022</td>
<td>-</td>
<td>(246,059)</td>
<td>245,321</td>
<td>(738)</td>
</tr>
<tr>
<td>DEEP Greenway</td>
<td>10,919</td>
<td>(5,471)</td>
<td>-</td>
<td>5,447</td>
</tr>
<tr>
<td>LOCAL Projects</td>
<td>47</td>
<td>-</td>
<td>-</td>
<td>47</td>
</tr>
<tr>
<td>SHEL-GIS</td>
<td>6,630</td>
<td>-</td>
<td>-</td>
<td>6,630</td>
</tr>
<tr>
<td>Hazardous Waste</td>
<td>10,271</td>
<td>(8,581)</td>
<td>15,001</td>
<td>16,690</td>
</tr>
<tr>
<td>Regional Planner Town Split</td>
<td>6,593</td>
<td>(25,631)</td>
<td>37,444</td>
<td>18,406</td>
</tr>
<tr>
<td>General Fund Total</td>
<td>4,913</td>
<td>-</td>
<td>-</td>
<td>4,913</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>1,096,545</strong></td>
<td>(432,242)</td>
<td><strong>370,803</strong></td>
<td><strong>1,035,105</strong></td>
</tr>
</tbody>
</table>
### NVCOG

**Profit & Loss | Budget vs. Actual**

**For July 1, 2021 – November 30, 2021**

<table>
<thead>
<tr>
<th>Funding</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>PL Funding</td>
<td>995,110</td>
<td>402,088</td>
<td>40%</td>
<td>995,110</td>
<td>391,868</td>
<td>39%</td>
<td>-</td>
<td>10,219</td>
<td>100%</td>
</tr>
<tr>
<td>PL Carry Over</td>
<td>163,117</td>
<td>65,706</td>
<td>40%</td>
<td>27,706</td>
<td>10,019</td>
<td>36%</td>
<td>135,411</td>
<td>55,688</td>
<td>41%</td>
</tr>
<tr>
<td>Transportation Projects</td>
<td>465,576</td>
<td>181,191</td>
<td>40%</td>
<td>65,576</td>
<td>24,665</td>
<td>38%</td>
<td>400,000</td>
<td>161,726</td>
<td>40%</td>
</tr>
<tr>
<td>EPA - RLF 2020</td>
<td>448,376</td>
<td>25,894</td>
<td>6%</td>
<td>48,376</td>
<td>18,842</td>
<td>39%</td>
<td>400,000</td>
<td>7,052</td>
<td>2%</td>
</tr>
<tr>
<td>EPA - Program Income</td>
<td>329,014</td>
<td>54,089</td>
<td>16%</td>
<td>29,014</td>
<td>13,171</td>
<td>45%</td>
<td>300,000</td>
<td>40,918</td>
<td>14%</td>
</tr>
<tr>
<td>EPA - Assessment</td>
<td>68,000</td>
<td>32,397</td>
<td>48%</td>
<td>18,000</td>
<td>3,237</td>
<td>18%</td>
<td>50,000</td>
<td>29,160</td>
<td>58%</td>
</tr>
<tr>
<td>FTA</td>
<td>809,985</td>
<td>50,268</td>
<td>6%</td>
<td>209,985</td>
<td>45,884</td>
<td>22%</td>
<td>600,000</td>
<td>4,384</td>
<td>1%</td>
</tr>
<tr>
<td>LOTCIP</td>
<td>168,073</td>
<td>52,482</td>
<td>31%</td>
<td>148,073</td>
<td>45,464</td>
<td>31%</td>
<td>20,000</td>
<td>7,018</td>
<td>35%</td>
</tr>
<tr>
<td>DEHMS</td>
<td>26,387</td>
<td>4,569</td>
<td>17%</td>
<td>26,387</td>
<td>4,569</td>
<td>17%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>CERT</td>
<td>4,000</td>
<td>707</td>
<td>18%</td>
<td>4,000</td>
<td>707</td>
<td>18%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>FEMA Pre-Disaster Mitigation</td>
<td>103,289</td>
<td>74,607</td>
<td>72%</td>
<td>3,289</td>
<td>391</td>
<td>12%</td>
<td>100,000</td>
<td>74,217</td>
<td>74%</td>
</tr>
<tr>
<td>FEMA - Local Match</td>
<td>29,706</td>
<td>22,523</td>
<td>76%</td>
<td>29,706</td>
<td>22,523</td>
<td>76%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>RSG [1]</td>
<td>474,369</td>
<td>246,059</td>
<td>52%</td>
<td>473,754</td>
<td>243,638</td>
<td>51%</td>
<td>615</td>
<td>2,420</td>
<td>394%</td>
</tr>
<tr>
<td>DEEP</td>
<td>12,960</td>
<td>5,471</td>
<td>42%</td>
<td>8,960</td>
<td>5,383</td>
<td>60%</td>
<td>4,000</td>
<td>88</td>
<td>2%</td>
</tr>
<tr>
<td>Regional Incentives</td>
<td>200,000</td>
<td>20,753</td>
<td>10%</td>
<td>-</td>
<td>8,553</td>
<td>100%</td>
<td>200,000</td>
<td>12,200</td>
<td>6%</td>
</tr>
<tr>
<td>Regional Election Monitor</td>
<td>2,000</td>
<td>-</td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>2,000</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Regional Municipal Services</td>
<td>75,889</td>
<td>26,929</td>
<td>35%</td>
<td>74,889</td>
<td>25,631</td>
<td>34%</td>
<td>1,000</td>
<td>1,298</td>
<td>130%</td>
</tr>
<tr>
<td>Fish &amp; Wild Life</td>
<td>66,723</td>
<td>6,129</td>
<td>9%</td>
<td>6,723</td>
<td>1,098</td>
<td>16%</td>
<td>60,000</td>
<td>5,022</td>
<td>8%</td>
</tr>
<tr>
<td>Landbank</td>
<td>24,398</td>
<td>12,545</td>
<td>51%</td>
<td>24,398</td>
<td>12,545</td>
<td>51%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>COVID Funding</td>
<td>59,641</td>
<td>12,794</td>
<td>21%</td>
<td>58,896</td>
<td>1,469</td>
<td>2%</td>
<td>745</td>
<td>11,325</td>
<td>152%</td>
</tr>
<tr>
<td>Sheltan GIS</td>
<td>3,000</td>
<td>-</td>
<td>0%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>3,000</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Household Hazardous Waste</td>
<td>121,549</td>
<td>71,827</td>
<td>59%</td>
<td>21,549</td>
<td>7,276</td>
<td>34%</td>
<td>100,000</td>
<td>64,581</td>
<td>65%</td>
</tr>
<tr>
<td>Municipal Dues</td>
<td>229,847</td>
<td>229,847</td>
<td>100%</td>
<td>220,596</td>
<td>222,424</td>
<td>101%</td>
<td>8,341</td>
<td>7,423</td>
<td>79%</td>
</tr>
<tr>
<td>Brownfield Dues</td>
<td>25,000</td>
<td>26,000</td>
<td>104%</td>
<td>25,000</td>
<td>25,936</td>
<td>104%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Capital Purchasing Program</td>
<td>7,000</td>
<td>6,000</td>
<td>86%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
<td>7,000</td>
<td>6,000</td>
<td>86%</td>
</tr>
<tr>
<td>Non-Recurring Funds [2]</td>
<td>10,000</td>
<td>1,166</td>
<td>12%</td>
<td>10,000</td>
<td>1,166</td>
<td>12%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td>Interest</td>
<td>1,000</td>
<td>181</td>
<td>18%</td>
<td>1,000</td>
<td>181</td>
<td>18%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total Funding</strong></td>
<td><strong>4,924,019</strong></td>
<td><strong>1,637,418</strong></td>
<td><strong>33%</strong></td>
<td><strong>2,330,907</strong></td>
<td><strong>1,136,642</strong></td>
<td><strong>45%</strong></td>
<td><strong>2,393,112</strong></td>
<td><strong>500,774</strong></td>
<td><strong>21%</strong></td>
</tr>
</tbody>
</table>

### Expenses

<table>
<thead>
<tr>
<th>Expenses</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Salaries</td>
<td>1,590,097</td>
<td>547,092</td>
<td>34%</td>
<td>1,590,097</td>
<td>547,092</td>
<td>34%</td>
</tr>
<tr>
<td>Payroll Taxes</td>
<td>116,890</td>
<td>46,339</td>
<td>40%</td>
<td>116,890</td>
<td>46,339</td>
<td>40%</td>
</tr>
<tr>
<td>Pension</td>
<td>97,826</td>
<td>51,305</td>
<td>52%</td>
<td>97,826</td>
<td>51,305</td>
<td>52%</td>
</tr>
<tr>
<td>Medical/Life/Disability</td>
<td>467,587</td>
<td>169,793</td>
<td>36%</td>
<td>467,587</td>
<td>169,793</td>
<td>36%</td>
</tr>
<tr>
<td>G&amp;A - Schedule 1</td>
<td>545,256</td>
<td>169,228</td>
<td>31%</td>
<td>337,038</td>
<td>142,762</td>
<td>42%</td>
</tr>
<tr>
<td>Direct Pass Through - Schedule 1</td>
<td>2,209,894</td>
<td>474,308</td>
<td>21%</td>
<td>-</td>
<td>-</td>
<td>0%</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td><strong>5,027,551</strong></td>
<td><strong>1,458,065</strong></td>
<td><strong>29%</strong></td>
<td><strong>2,609,439</strong></td>
<td><strong>957,290</strong></td>
<td><strong>37%</strong></td>
</tr>
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</table>

**Fund Balance Surplus (Appropriation)**

<table>
<thead>
<tr>
<th>Fund Balance Surplus (Appropriation)</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>(103,532)</td>
<td>(78,532)</td>
<td>(25,000)</td>
<td>-</td>
</tr>
</tbody>
</table>
# NVCOG

**Profit & Loss | Schedule 1 G&A**

*For July 1, 2021 – November 30, 2021*

<table>
<thead>
<tr>
<th>Expenses</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td><strong>Operating [Indirect]</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td><strong>Direct</strong></td>
<td></td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>FY 2022 Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Total</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

### Expenses Table

- **Advertised**
  - FY 2022 Adopted Budget: 7,327
  - Actual: 4,524
  - Variance: 62%

- **Capital Equipment**
  - FY 2022 Adopted Budget: 8,926
  - Actual: -
  - Variance: 0%

- **IT Equipment**
  - FY 2022 Adopted Budget: 4,000
  - Actual: -
  - Variance: 0%

- **Office Equipment**
  - FY 2022 Adopted Budget: 3,000
  - Actual: 3,536
  - Variance: 118%

- **Computer Software & Maintenance**
  - FY 2022 Adopted Budget: 174,320
  - Actual: 14,046
  - Variance: 8%

- **Software & Service**
  - FY 2022 Adopted Budget: 32,556
  - Actual: 12,128
  - Variance: 37%

- **Contractors / Subcontractors**
  - FY 2022 Adopted Budget: -
  - Actual: -
  - Variance: 0%

- **Professional Services & Subscriptions**
  - FY 2022 Adopted Budget: 3,000
  - Actual: 2,851
  - Variance: 95%

- **Insurance**
  - FY 2022 Adopted Budget: 14,000
  - Actual: 2,274
  - Variance: 16%

- **Business / Office**
  - FY 2022 Adopted Budget: 3,000
  - Actual: 1,248
  - Variance: 42%

- **Lease Expense**
  - FY 2022 Adopted Budget: 1,000
  - Actual: -
  - Variance: 0%

- **Accounting**
  - FY 2022 Adopted Budget: 23,550
  - Actual: 17,950
  - Variance: 76%

- **Professional Services [2]**
  - FY 2022 Adopted Budget: 69,000
  - Actual: 48,805
  - Variance: 71%

- **Printing**
  - FY 2022 Adopted Budget: 4,000
  - Actual: 878
  - Variance: 22%

- **Office Supplies**
  - FY 2022 Adopted Budget: 23,000
  - Actual: 7,690
  - Variance: 33%

- **Rent**
  - FY 2022 Adopted Budget: 84,315
  - Actual: 35,209
  - Variance: 42%

- **Repairs / Renovations**
  - FY 2022 Adopted Budget: 4,000
  - Actual: -
  - Variance: 0%

- **Telephone/Internet Service**
  - FY 2022 Adopted Budget: 14,000
  - Actual: 5,963
  - Variance: 43%

- **Training / Professional Development [3]**
  - FY 2022 Adopted Budget: 10,000
  - Actual: 1,610
  - Variance: 16%

- **Travel / Meetings / Conferences**
  - FY 2022 Adopted Budget: 38,162
  - Actual: 4,006
  - Variance: 10%

- **Utilities**
  - FY 2022 Adopted Budget: 13,000
  - Actual: 6,734
  - Variance: 52%

- **Derby Train Station [4]**
  - FY 2022 Adopted Budget: 8,000
  - Actual: 2,005
  - Variance: 25%

- **Website**
  - FY 2022 Adopted Budget: 5,000
  - Actual: 436
  - Variance: 9%

- **Bank Fees**
  - FY 2022 Adopted Budget: 100
  - Actual: 86
  - Variance: 86%

- **Miscellaneous**
  - FY 2022 Adopted Budget: -
  - Actual: -
  - Variance: 0%

- **Contingency**
  - FY 2022 Adopted Budget: 1,000
  - Actual: 100
  - Variance: 10%

### Total Expenses Table

- **Total**
  - FY 2022 Adopted Budget: 545,256
  - Actual: 169,228
  - Variance: 31%

- **Direct Expenses <Contractors/Subs>**
  - FY 2022 Adopted Budget: 2,209,894
  - Actual: 474,308
  - Variance: 21%

- **Total Expenses**
  - FY 2022 Adopted Budget: 2,755,150
  - Actual: 643,536
  - Variance: 23%
Finance Report

NVCOG is 5 month through Fiscal Year 2022 – 42%

- **Bottom Line: $179k**
  - **Revenue**
    - High because of Dues Collection at the beginning of the year
    - Spending on Target for our main funding sources
  - **Expenses**
    - Pension - High due to Front loading Executive Director’s contribution
    - Salaries – Slightly under due to needing to hire 1 more employee

**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.

**Budget to Actual**


[2] A Consolidation of Funds that were suppose to be completed in FY 2021, but NVCOG received a brief no-cost extension.

**Schedule 1 G&A**


[3] Includes Staff Tuition Reimbursement

[4] 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.
MEMORANDUM:  20220107 – MSW&R

To:        NVCOG Members and Alternates  
From:      John DiCarlo, Municipal Shared Services Director  
Subject:   Regional Composting Opportunities

As noted during last month’s NVCOG meeting, an event showcasing a new regional composting facility located in West Haven, CT took place on December 14, 2021. The facility is designed to help reduce solid waste costs for the host City of West Haven and additional South Central Region Council of Governments (SCRCOG) members and is expected to begin receiving materials from multiple municipalities in 2022.

Representatives from five NVCOG municipalities attended the event, which demonstrated an aerated static pile model that can be replicated to serve other regions. Diverting organics (food and/or yard waste) from the waste stream brings the potential for key reductions in disposal costs.

The composting system employed is composed of high-density polyethylene plastic pipes attached to a machine that blows hot air into the bottom of the pile to accelerate the decomposing process. The presentation addressed numerous issues typically raised regarding composting operations, such as odors and attracting wildlife. The model, which requires approximately 2 acres for siting, can manage up to 6,000 tons of compostable waste per year.

The City of West Haven provides the host location as one means of reducing its solid waste disposal costs. In addition to allowing for disposal of its own residents’ organics materials on the site, the model also allows host municipalities to receive a percentage of tip fees from materials disposed of there, as well as revenue generated by the sale of topsoil produced. The West Haven facility is operated by Atlas Organics of Spartanburg, SC.

We welcome the opportunity to discuss regional composting opportunities with our municipalities that would like to learn more about hosting a similar facility. While any municipal property, particularly those located adjacent to existing transfer stations, represents an ideal location, there may be numerous additional sites in our region where this model could be applied.

Should there be sufficient interest from municipalities regarding hosting, NVCOG will pursue regional funding revenue for implementation. Please contact me at: jdicarlo@nvcogct.gov or 203-489-0363 by the close of business on Friday, January 28 if your city or town would like to schedule a call to learn more about this opportunity.
MEMORANDUM: 01142022-LOTcip

To: NVCOG Board
From: Mark C. Nielsen, Assistant Director/Director of Planning
Subject: LOTCIP Guidelines

The state legislature created the Local Transportation Capital Improvement Program (LOTCIP) 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 NVCOG maintains a rolling solicitation for projects and works with municipal sponsors in developing project concepts that meet the purpose and needs of the LOTCIP program. Since inception of the program, the NVCOG has practiced a very flexible principle with regards to project eligibility. However, we conduct a thorough review of the applications to ensure acceptable design standards are adhered to and safety concerns are addressed. Many proposed projects include various “streetscape” elements to enhance the street environment and provide amenities beyond the curb line of the road. Examples include brick/concrete pavers, granite curbing, decorative lighting, thermoplastic crosswalks, benches, etc. Because these items are not necessarily considered transportation improvements, the CTDOT does not routinely approve streetscape elements as participating. The CTDOT generally accepts these items if located in a well-defined downtown area, but not if located outside the downtown. On a few prior projects, NVCOG has worked with municipalities and CTDOT to get these items approved and funded under LOTCIP. However, in some cases they have been denied as CTDOT approves these on a case-by-case basis.

To better indicate the NVCOG’s acceptance of streetscape elements as participating items, amendments of the COG’s LOTCIP guidelines are being proposed. These amendments explicitly indicate the NVCOG’s support for including streetscape amenities and features in local road improvement projects. In addition, the guidelines are being revised to clarify the need to conduct pavement structure condition analyses as part of the application phase to better determine needs.

The following amendments are being proposed:

1.2 Generally, LOTCIP funds are intended to construct improvements on local roads classified as a collector street, minor arterial, or principal arterial. Pedestrian facilities, multiuse trails, and streetscape elements are also eligible items. As a policy guideline, allocation of LOTCIP funds for resurfacing projects will be limited to not more than 15% of program funds.
The NVCOG Board has determined that streetscape features are vital elements of a road improvement project and support these elements in a project regardless of location.

3.3 An important goal of the Program is to ensure a pavement structure life of 20 years. To demonstrate that this will be achieved, project sponsors are required to conduct pavement design analysis and subsurface analysis, including conducting test borings, as part of the application process. Results of these analyses must be submitted with the application and support the type of pavement treatment being proposed.

3.6 A LOTCIP Program financial plan is maintained that shows the anticipated project schedules and available program funds. Initial project schedules are determined by a first-in, first-out analysis. When project applications are received, the NVCOG will provide the sponsor with an estimate of when funds will be available to implement the project. However, the financial plan will be continually adjusted as needed to reflect actual progress in initiating and designing projects. It is the policy of the NVCOG to over-program projects by about 25%.

6.2 The NVCOG will conduct a Request for Qualifications for On-Call engineers, who will be eligible to conduct the third-party design reviews, and perform a Qualifications Based Selection process to determine the engineers to comprise the On-Call list. Once selected, these engineering firms will be eligible to conduct third-party reviews and perform design services to municipal sponsors, at their discretion, without any further selection process. The NVCOG will conduct a new solicitation every three years.

6.3 The NVCOG will prepare a scope of work for a third-party review based on the specific project to be reviewed and send a Request for Proposals to all engineers on the On-Call. Third-party review consultant bids will be reviewed by the NVCOG and will be based compliance with the scope of work. When feasible, the lowest bid will be selected by the NVCOG before being presented to the Board for endorsement.

These amendments were presented to and reviewed by the TTAC and were accepted.

RECOMMENDATION: Approve Resolution 2022-06 to accept the proposed amendments to the NVCOG’s LOTCIP Guidelines.
RESOLUTION 2022-06

LOT CIP

AMENDMENT OF THE NVCOG LOTCIP GUIDELINES

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on December 10, 2021 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 (LOT CIP) to administer the program and conduct professional review of design plans and specifications prepared by local project sponsors.

WHEREAS, the NVCOG has prepared and adopted supplemental policy guidelines for the conduct of the LOT CIP program.

WHEREAS, the NVCOG TTAC has proposed amendment to the NVCOG LOT CIP Guidelines to support streetscape elements as participating elements and clarify the need to conduct a pavement condition assessment as part of the application phase.

WHEREAS, the TTAC recommends the acceptance of these amendments by the NVCOG Board.

BE IT RESOLVED, that the NVCOG accepts the proposed amendments to the LOT CIP Guidelines and approves the update of the Guidelines to include the amendments.

Dated at Waterbury, Connecticut, on January 14, 2022
Agency: Naugatuck Valley Council of Governments

Signed __________________________

Neil O’Leary, Chairman
January 06, 2022

MEMORANDUM: 20220106-LOTCP

To: NVCOG Members and Alternates
From: Rich Donovan, Transportation Planner
Subject: Local Transportation Capital Improvement Program (LOTCP) Project Proposal - Wolcott

The state legislature created the Local Transportation Capital Improvement Program (LOTCP) 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 NVCOG maintains a rolling solicitation for projects. The following project description meets CTDOT eligibility requirements for this program.

The project application has been reviewed by staff and was previously endorsed by the NVCOG Board as part of a broader project. Once a project is endorsed by the NVCOG Board, the project application is then forwarded to CTDOT for approval.

Project Description

Wolcott – Replacement of Todd Road Bridge (Bridge No. 166006) over Lily Brook

This project will fully replace bridge 166006 that carries Todd Road over Lily Brook. It is expected that the existing culvert will be replaced by a 24-foot bridge, ensuring that there is sufficient capacity to carry the brook during heavy rainfall as well as allowing for some realignment of the watercourse. On the surface, the new bridge will include new parapet walls and modern approach guiderails.

The Replacement of Todd Road Bridge was previously approved by the Board and was part of the now completed Todd Road Reconstruction project. During design, however, the culvert was separated from the rest of the project to ensure timely construction. This new project complements the previous project with the replacement of the existing bridge, which has a structural rating of “fair/worse” condition by the 2017 CTDOT Screening Report due to significant concrete deterioration of both abutments. Todd Road serves as a major collector in Wolcott, and has two schools, the Wolcott Volunteer Ambulance Association, and the Wolcott Department of Public Works in close proximity to the bridge.

The project will be designed in accordance with AASHTO, MUTCD, and CTDOT design guidelines and be compliant with ADA state and federal regulations.
**Estimated Project Budget**

<table>
<thead>
<tr>
<th>Description</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Estimated Construction Cost</td>
<td>$980,000</td>
</tr>
<tr>
<td>Estimated Rights-of-Way Cost</td>
<td>$20,000</td>
</tr>
<tr>
<td>Estimated Utilities Cost</td>
<td>$0</td>
</tr>
<tr>
<td>10% Contingencies</td>
<td>$98,000</td>
</tr>
<tr>
<td>10% Incidentals</td>
<td>$98,000</td>
</tr>
<tr>
<td><strong>Estimated Total LOTCIP Grant Amount</strong></td>
<td><strong>$1,196,000</strong></td>
</tr>
</tbody>
</table>

**Staff Recommendation**

Despite the changes in the NVCOG’s LOTCIP program eligibility, the reconstruction of the bridge completes the previous project and provides a necessary enhancement of a vital route through the town of Wolcott. Therefore, NVCOG staff recommends the inclusion of this project into the LOTCIP Program.

**Motion**

To endorse Resolution 2022-10, committing regionally apportioned LOTCIP funds to the Replacement of Todd Road Bridge over Lily Brook in Wolcott.
RESOLUTION 2022-10

ADD REPLACEMENT OF TODD ROAD BRIDGE (Bridge No. 166006) OVER LILY BROOK TO THE NVCOG LOTCIP PROGRAM

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its virtual meeting on January 14, 2022, 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, the town of Wolcott has submitted a pre-application for LOTCIP funds to reconstruct the bridge that carries Todd Road over Lily Brook to meet future hydrological demands

WHEREAS, the preliminary cost estimate is about $1,200,000.

WHEREAS, future LOTCIP funds are available in the NVCOG LOTCIP Financial Plan to support the project.

BE IT RESOLVED, that the NVCOG Board approves adding the Todd Road Bridge Replacement to the NVCOG LOTCIP Program and allocating $1,200,000 in LOTCIP Program funds attributable to the Naugatuck Valley planning region to the Project.

Dated at Waterbury, Connecticut, on January 14, 2022

Agency: Naugatuck Valley Council of Governments

Signed

Ed Mone, Secretary