NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.gov

REVISED AGENDA
Naugatuck Valley Council of Governments
and
Central Naugatuck Valley MPO
Hybrid Meeting
49 Leavenworth Street, 3rd Floor
Waterbury, CT 06702
10 a.m., Friday, March 17, 2023

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 CNVMPO Resolution 2023-09, TIP Amendments – Project Numbers 0170-3667, 0170-3668, 0170-3682, 0170-3684, 0171-0496, 0174-0442, 0151-0341, and 0130-0193 *(Kevin Ellis, attachment, motion)*
    b. Approval of CNVMPO Resolution 2023-10 - Endorsement of the Bridgeport-Stamford Urban Area Congestion Management Process *(Rich Donovan, attachment, motion)*
    c. Air Quality Conformity Determination Presentation and Public Comment *(Rich Donovan)*
    d. Approval of CNVMPO Resolutions 2023-12, 2023-13, and 2023-14 - Endorsement of CTDOT Air Quality Conformity Determination *(Rich Donovan, attachment, motion)*
    e. NVision50 Presentation and Public Comment *(Rich Donovan)*
    f. Approval of CNVMPO Resolution 2023-15 - Adoption of NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley COG and Central Naugatuck Valley MPO *(Rich Donovan, attachment, motion)*
    g. Approval of CNVMPO Resolution 2023-11 – Annual Urban Self Certification *(Rich Donovan, attachment, motion)*

3. NVCOG Administrative Items
    a. Approval of the Minutes of the February 17, 2023 CNVMPO and NVCOG meeting *(attachment, motion)*
    b. Approval of NVCOG Resolution 2023-15 - FTA Capital Program Certifications and Assurances FY 23 *(Mark Nielsen, attachment, motion)*
    c. Approval of Agency Financial Reports and Summaries for the period ending 2/28/23 (*Michael Szpryngel, attachment, motion)*
    d. Review of FY 2022 Audit Report *(Michael Szpryngel, attachment)*
    e. Approval of FY 2023 Mid-year Budget Adjustments (*Michael Szpryngel, attachment, motion)*
    f. Approval of FY 2024 Preliminary Budget Estimates *(Michael Szpryngel, attachment motion)*
    g. Approval of NVCOG Resolution 2023-18, Endorsement of RPIP Grant Application for Ansonia/Derby Senior Center *(Drew Baklik, attachment, motion)*
    h. Approval of NVCOG Resolution 2023-19, Endorsement of RPIP Grant Application for Lower Valley Emergency Drone Fleet *(Drew Baklik, attachment, motion)*
    i. Director's Report
        - Legislative Update *(Drew Baklik)*

4. Emergency Management *(Joanna Rogalski and John Field)*
    a. Regional Emergency Planning Team Update
    b. Community Emergency Response Team Update

5. NVCOG Planning/Transportation
    a. Approval of NVCOG Resolution 2023-21 – Amendment to the MOU between Valley Transit District and NVCOG (*Mark Nielsen, attachment, motion)*
    b. Safe Streets for All (SS4A) Project Application Debrief (*Mark Nielsen, attachment*)
    c. LOTCIP
        i. Approval of NVCOG Resolution 2023-16, New Project – Oxford, Chestnut Tree Hill Road *(Kevin Ellis, attachment, motion)*
        ii. Approval of NVCOG Resolution 2023-17, New Engineering On-Call List *(Karen Svetz, attachment, motion)*

6. Environmental Planning
    a. Household Hazardous Waste Collection, April 22 (*Christine O'Neill*)
    b. MSW & Recycling Update *(Christine O'Neill)*
    c. Approval of NVCOG Resolution 2023-20, Endorsement of Regional Waste Authority Study Grant Application *(Aaron Budris, attachment, motion)*

7. Other

8. Adjournment

Called by
Neil O'Leary, Chairman

Any member of the public wishing to address the board at a CNVMPO/NVCOG virtual and hybrid meeting should fill out the public comment form on the website or 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 dias hóbiles 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

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-735-8688

March 17, 2023

MEMORANDUM: 20230317-TIP Amendments for Projects 0170-3667, 0170-3668, 0170-3682, 0170-3684, 0171-0496, 0173-0510, 0151-0341, 0130-0193

To: Central Naugatuck Valley MPO Board Members and Alternates
From: Elliot Wareham, Transportation Planner
Subject: Amendments to the 2021-2024 Transportation Improvement Program

The CT DOT is requesting several changes to the CNV MPO 2021-24 TIP, including the addition of several new projects.

Project No. 0170-3667 – Statewide Transportation Demand Management (TDM) - CT
Project 0170-3667 provides funds for the Statewide Transportation Demand Management (TDM) project (Greater CT moderate portion) for the period 7/1/2023 - 6/30/2024. CTDOT will market, educate, and provide outreach to employers and individuals in support of CTDOT's statewide TDM program in the Greater Hartford and New London area under the brand name CTrides. This program will reduce the number of employee work trips, decreasing traffic congestion, energy consumption, and air pollution.

The project's total cost is $1,623,000. Federal share is $1,298,000, and state share is $325,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
CMAQ	OTH	2023	1,623	1,298	325	0	New project

Project No. 0170-3668 – Statewide Transportation Demand Management (TDM) - NY-NJ-CT
Project 0170-3668 provides funds for statewide Transportation Demand Management project (NY-NJ-CT moderate portion) for the period 7/1/2023 - 6/30/2024 in the Southwest CT, Danbury, Bridgeport, Greater New Haven, and Waterbury areas of the state.

The project's total cost is $2,539,000. Federal share is $2,031,000, and state share is $508,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
CMAQ	OTH	2023	2,539	2,031	508	0	New project

Project No. 0170-3682 – NEVI Program Phase 1 Administration

Project 0170-3682 provides funds for administration and program development of the National Electric Vehicle Infrastructure (NEVI) Program Phase 1. Phase 1 of NEVI includes installation of electric vehicle fast chargers along Alternative Fuel Corridors at up to 11 sites.

The project's total cost is $1,000,000. Federal share is $800,000, and state share is $200,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
EVFP	PL	2023	1,000	800	200	0	New project

Project No. 0170-3684 – Resiliency Improvement Plan and Vulnerability Assessment
Project 0170-3684 is a statewide project to create a Resilience Improvement Plan and vulnerability assessment, under the Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation (PROTECT) Formula Program of the Bipartisan Infrastructure Law (BIL).

The project's total cost is $750,000. Federal share is $600,000, and state share is $150,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
PRPL	PL	2023	750	600	150	0	New project

Project No. 0171-0496 – Replace, Remove, or Rehab Retaining Walls Pod 1A
Project 0171-0496 will inspect retaining walls for replacement, rehabilitation, or elimination deficient structures in various locations. The project's total cost is $10,454,150. Federal share is $8,364,000, and state share is $2,090,150. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
STPA	PD	2023	$1,184	$947	$237	0	New project
STPA	FD	2024	$497	$398	$99	0	New project
STPA	ROW	2024	$100	$80	$20	0	New project
STPA	CON	FYI	$8,674	$6,939	$1,735	0	New project

Project No. 0173-0510 – Replace Traffic Control Signals
Project 0173-0510 will replace traffic control signals at various locations in District 3. The project's total cost is $5,700,000. Federal share is $4,560,000, and state share is $1,140,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
STPA	CON	2023	5,700	4,560	1,140	0	New project

Project No. 0151-0341 – Widen I-84 Eastbound in Waterbury
Project 0151-0341 will widen I-84 Eastbound in Waterbury to extend the existing truck climbing lane in the vicinity of Exit 17 and continue it as an auxiliary lane to the Exit 18 off-ramp. It will also reconstruct Exit 17 on-ramp to provide a standard acceleration lane.

The project's total cost is $19,850,000. Federal share is $17,865,000, and state share is $1,985,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
FHPP	PD	2023	1,000	900	100	0	New project
FHPP	FD	FYI	1,000	900	100	0	New project
FHPP	ROW	FYI	50	45	5	0	New project
FHPP	CON	FYI	17,800	16,020	1,780	0	New project

Project No. 0130-0193 – I-84 Pavement Rehabilitation
Project 0130-0193 will rehabilitate approximately 7.7 miles of I-84 in Southbury and Middlebury, restoring it to a condition that is consistent with FHWA pavement guidelines. The project's total cost is $53,100,000. Federal share is $47,790,000, and state share is $5,310,000. There is no local share.

Funding Code	Phase	Year	Total ($000)	Federal ($000)	State ($000)	Local ($000)	Comments
NHPP	PD	2023	2,000	1,800	200	0	New project
NHPP	FD	2024	1,000	900	100	0	New project
NHPP	CON	2024	22,222	20,000	2,222	0	New project
NHPP	CON	FYI	27,878	25,090	2,788	0	New project

Recommendation:
MOTION: To adopt **CNVMPO resolution 2023-09 approving the TIP amendments listed above.**

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
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RESOLUTION 2023-09

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 within the Waterbury Urbanized Area and is required to maintain a fiscally constrained program of priority projects; and

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)***; and

WHEREAS, the Connecticut Department of Transportation is requesting amendment of the FFY 2021-2024 TIP as shown in the attached page; and

WHEREAS, the proposed projects do not necessitate a new Air Quality Conformity Determination; and

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 Pan for the Central Naugatuck Valley planning region;

BE IT RESOLVED that Central Naugatuck Valley MPO approves the amendment of the FFY 2021-2024 TIP.

This resolution shall become effective as of March 17, 2023.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

	March 17, 2023
N. Warren Hess, III, Secretary	Date

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
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RESOLUTION 2023-10
ENDORSEMENT OF THE BRIDGEPORT-STAMFORD URBAN AREA CONGESTION MANAGEMENT PROCESS

WHEREAS, The Central Naugatuck Valley MPO is designated by the US Department of Transportation as the transportation planning agency for the Central Naugatuck Valley Planning Region, and conducts the transportation planning process in accordance with Section 450 of Title 23 of the Code of Federal Regulations, as amended by the Fixing America's Surface Transportation Act (FAST Act), authorized by the Infrastructure Investment and Jobs Act (IIJA), and related US Department of Transportation planning regulations; and,

WHEREAS, Transportation Management Areas (TMA) are designated urban areas with populations of greater than 200,000 residents; and,

WHEREAS, TMAs are required to develop and maintain a Congestion Management Process that identifies a CMP network, utilizes data to identify problem areas, and includes a listing of strategies to improve key performance measures; and,

WHEREAS, The CNVMPO includes several towns within the Bridgeport-Stamford TMA, including Beacon Falls, Oxford, Southbury, and Woodbury as of the 2020 US Census Bureau designation of Urban Areas; and,

WHEREAS, NVCOG staff worked in partnership with the Connecticut Metropolitan Council of Governments (MetroCOG) and the Western Connecticut Council of Governments (WestCOG) to develop a TMA-wide CMP;

NOW THEREFORE BE IT RESOLVED, that the Central Naugatuck Valley MPO, after reviewing the final draft of the Bridgeport-Stamford Transportation Management Area Congestion Management Process, included as Appendix B on NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley COG & Central Naugatuck Valley MPO, endorses the CMP as the congestion management strategy for the part of the MPO covered by the urban area.

This resolution shall become effective as of March 17, 2023.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

	March 17, 2023
N. Warren Hess, III, Secretary	Date

Ozone and $PM_{2.5}$ Air Quality Conformity Determination

of the 2023-2050 Metropolitan Transportation Plans

and the 2021-2024 Transportation Improvement Programs, As Amended

Connecticut Department of Transportation

February 2023

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1. Executive Summary

This report documents the air quality conformity analysis of the 2023-2050 Metropolitan Transportation Plans (MTPs) and the 2021-2024 Transportation Improvement Programs (TIPs), as amended carried out under the regulations contained in the United States Environmental Protection Agency's (EPA) final rule, published in the November 24, 1993 Federal Register, with subsequent amendments and additional federal guidance published by EPA, the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The process involved consultation with affected agencies such as EPA, FHWA, FTA, the Connecticut Department of Energy and Environmental Protection (CTDEEP) and the Metropolitan Planning Organizations (MPOs) within the State of Connecticut. The air quality emissions analysis is a responsibility of the Connecticut Department of Transportation (CTDOT), acting as the MPO for this task.

"Conformity" is a requirement of the Federal Clean Air Act Amendments (CAAA) Section 176(c) (42 U.S.C.7506(c)) and EPA conformity regulations (40 CFR 93 Subpart A). These regulations require that each new MTP and TIP be demonstrated to conform to the State Implementation Plan (SIP) before the MTP and TIPs are approved by the MPO or accepted by the United States Department of Transportation (USDOT). This ensures that the MTP and TIPs are consistent with air quality goals and that progress is being made towards achieving and maintaining Federal air quality standards. A conformity determination is undertaken to estimate emissions that will result from an area's transportation system. The analysis must demonstrate that those emissions are within limits outlined in state air quality implementation plans.

Under the transportation conformity regulation, the principal criteria for a determination of conformity for transportation plans and programs are:

- The TIP and MTP must pass an emissions budget test using a motor vehicle emissions budget (MVEB) that has been found to be adequate by EPA for transportation conformity purposes, or an interim emission test;
- The latest planning assumptions and emission models specified for use in conformity determinations must be employed;
- The TIP and MTP must provide for the timely implementation of transportation control measures (TCMs) specified in the applicable air quality implementation plans; and
- Interagency and public consultation.

As the federal air quality districts for ozone and PM2.5 include several counties and various planning regions, the emission analysis must be coordinated to include the TIPs and MTPs of several regions.

The CTDOT performs this coordination role. Each region submits its draft TIP and MTP to the CTDOT and the CTDOT in turn combines the TIPs and MTPs for all appropriate regions and conducts the analysis on each pollutant's impact for each air quality district in relation to the established MVEBs.

For the 2023-2050 MTP and the 2021-2024 TIPs, as amended, summer day emission estimates for ozone precursors, volatile organic compounds (VOC) and nitrogen oxides (NOx), and annual emission estimates for particulate matter 2.5 microns or smaller (PM2.5) and NOx as a precursor were developed for years 2023, 2025, 2035, 2045, and 2050 forecast years. These emission estimates were calculated using EPA's Motor Vehicle Emission Simulator (MOVES3).

The results of this analysis, in Tables 1 and 2 below show that the 2023-2050 MTP and the 2021-2024 TIPs, as amended, mobile emissions are within the MVEBs for all forecast years per pollutant. This analysis

provides a basis for a determination of conformity for the 2023-2050 MTP and the 2021-2024 TIP, as amended.

Table 1: Ozone Conformity - NOx and VOC Emissions Budget Test Results for Both 2008 and 2015 Ozone NAAQS

Year	Ozone Area	Tons per day					
		Cube Series 2		Budgets		Difference	
		VOC	NOx	VOC	NOx	VOC	NOx
2023	CT Portion of NY-NJ-LI Area	15.28	18.56	17.6	24.6	-2.32	-6.04
	Greater CT Area	13.58	16.30	15.9	22.2	-2.32	-5.90
2025	CT Portion of NY-NJ-LI Area	13.89	15.54	17.6	24.6	-3.71	-9.06
	Greater CT Area	12.42	13.67	15.9	22.2	-3.48	-8.53
2035	CT Portion of NY-NJ-LI Area	8.66	8.36	17.6	24.6	-8.94	-16.24
	Greater CT Area	7.78	7.47	15.9	22.2	-8.12	-14.73
2045	CT Portion of NY-NJ-LI Area	7.47	7.65	17.6	24.6	-10.13	-16.95
	Greater CT Area	6.74	6.82	15.9	22.2	-9.16	-15.38
2050	CT Portion of NY-NJ-LI Area	7.03	7.61	17.6	24.6	-10.57	-16.99
	Greater CT Area	6.35	6.80	15.9	22.2	-9.55	-15.40

Table 2: PM2.5 Conformity - Direct PM2.5 and NOx Emission Budget Test Results

Year	PM2.5 Area	Tons per year					
		Cube Series 2		Budgets		Difference	
		Direct $PM_{2.5}$	NOx	Direct $PM_{2.5}$	NOx	Direct $PM_{2.5}$	NOx
2023	CT Portion of NY-NJ-LI Area	205.36	5954.80	575.80	12,791.80	-370.44	-6837.00
2025	CT Portion of NY-NJ-LI Area	192.15	5003.72	516.0	9,728.10	-323.85	-4724.38
2035	CT Portion of NY-NJ-LI Area	143.73	2792.78	516.0	9,728.10	-372.27	-6935.32
2045	CT Portion of NY-NJ-LI Area	125.72	2530.02	516.0	9,728.10	-390.28	-7198.08
2050	CT Portion of NY-NJ-LI Area	127.35	2531.04	516.0	9,728.10	-388.65	-7197.06

2. What is Transportation Conformity?

Transportation conformity is a planning process required by the CAA Section 176(c), which establishes the framework for improving air quality to protect public health and the environment. The goal of transportation conformity is to ensure that FHWA and FTA funding and approvals are given to highway and public transportation activities that are consistent with air quality goals.

The CAA requires that metropolitan transportation plans, TIPs, and Federal projects conform to the purpose of the SIP. Conformity to a SIP means that such activities will not cause or contribute to any new violations of the National Ambient Air Quality Standards (NAAQS); increase the frequency or severity of NAAQS violations; or delay timely attainment of the NAAQS or any required interim milestone. Conformity requirements apply in areas that either do not meet or previously have not met air quality standards for ozone, carbon monoxide, particulate matter, or nitrogen dioxide. These areas are known as "nonattainment areas" or "maintenance areas", respectively.

Connecticut contains nonattainment areas for ozone (O3) and maintenance areas for carbon monoxide (CO) and PM2.5.

For MTP and TIP conformity, the determination shows that the total emissions from on-road travel on an area's transportation system are consistent with the MVEBs and goals for air quality found in the state's SIP. A conformity determination demonstrates that implementation of the MTP or TIP will not cause any new violations of the air quality standard, increase the frequency or severity of violations of the standard, or delay timely attainment of the standard or any interim milestone.

This document was developed by the CTDOT to demonstrate that the MTP comply with the MVEBs for the nonattainment and maintenance areas that fall within the state's planning boundary. In accordance with EPA regulation 40 CFR 93 Subpart A, this conformity determination is being issued in response to the adoption of new MTPs.

In addition, the conformity determination demonstrates compliance with the congestion management process in transportation management areas (23 CFR §450.322), development and content of the MTP (23 CFR §450.324), and fiscal constraints for MTPs and TIPs (40 CFR §93.108-119).

3. Nonattainment and Maintenance Areas in Connecticut

a. Ozone Nonattainment Areas

Ozone is an extremely reactive, colorless gas comprised of three atoms of oxygen. Ozone exists naturally in a layer of the earth's upper atmosphere known as the stratosphere, where it shields the earth from the sun's harmful ultraviolet rays. However, ozone found close to the earth's surface, called ground-level ozone, is a component of smog and a harmful pollutant. Ground-level ozone is produced by a complex chemical reaction between VOCs and NOx in the presence of sunlight.

Mobile source NOx emissions form when nitrogen and oxygen atoms chemically react inside the high pressure and temperature conditions in an engine. VOC emissions are a product of partial fuel combustion, fuel evaporation and refueling losses caused by spillage and vapor leakage.

Exposure to ozone has been linked to a number of respiratory health effects, including significant decreases in lung function, inflammation of airways, and increased symptoms such as cough and pain when breathing deeply. High concentrations of ozone can also contribute to reductions in agricultural crop production and forest yields, as well as increased susceptibility of plants to disease, pests and other environmental stresses

such as harsh weather. This pollutant alone contributes to the majority of unhealthy air quality days in Connecticut, as measured by the Air Quality Index (AQI).

EPA revised the ozone NAAQS in 2008 and again in 2015. The 2008 ozone NAAQS was established at 75 ppb and the 2015 ozone NAAQS revised the standard to 70 ppb. States and portions of states are then subsequently classified as attainment (meeting the standard) or one of the following classifications of nonattainment: marginal, moderate, serious, severe and extreme. The classifications indicate the severity of the exceedance are defined in rules that proceed a newly promulgated NAAQS. Connecticut is nonattainment for both standards and as such must contend with the subsequent nonattainment requirements for both standards. Under the 2008 standard the southwest portion of the state, known as the New York-Northern New Jersey-Long Island (NY-NJ-CT) ozone nonattainment area, is designated as Severe and the rest of the state, known as the Greater Connecticut ozone non-attainment area, is designated as Serious. Under the 2015 standard Connecticut's two nonattainment areas are designated as Moderate.[1]

Under the 2008 standard, the Connecticut ozone nonattainment areas were subsequently reclassified to moderate. EPA determined that 11 of the original marginal areas did not attain the 2008 ozone standards by the July 20, 2015 attainment date and that they must be reclassified as moderate. Both the Greater Connecticut and the Connecticut portion of the NY-NJ-LI nonattainment areas were two of the eleven areas.[2] The "bump- up" designation to moderate was effective on June 3, 2016.

In this action, the EPA also established a due date of January 1, 2017, by which states with newly reclassified moderate areas must submit SIP revisions to address moderate nonattainment area requirements for those areas. The reclassified areas must attain the 2008 ozone standards by the July 20, 2018 moderate attainment deadline. Neither of Connecticut's nonattainment areas measured compliance by the deadline. As such, on September 23, 2019, EPA reclassified both areas as serious under the 2008 standard.

On March 20, 2017, EPA notified CTDEEP that EPA had determined the 2017 MVEBs for the Greater Connecticut ozone nonattainment area, submitted as a SIP revision by CTDEEP to EPA on January 17, 2017, to be adequate for transportation conformity purposes. On May 31, 2017, EPA published its adequacy finding in the Federal Register (82 FR 24859) and the MVEBs became effective on June 15, 2017 for transportation conformity purposes.

On June 4, 2018, EPA published a final rule that designated new nonattainment areas for the 2015 Ozone NAAQS (83 FR 25776). These designations were effective on August 3, 2018. The Greater Connecticut non-attainment area is designated as marginal for the 2015 NAAQS while the Connecticut portion of the NY-NJ-LI nonattainment areas is designated as moderate. This analysis demonstrates conformity to the new 2015 Ozone NAAQS for both Connecticut non-attainment areas.

On October 1, 2018, EPA published a final rule approving certain SIP revisions relating to the 2008 8-hour Ozone NAAQS (83 FR 49297), including approval of the MVEB as shown in Table 3.

[1] 83 FR 25776
[2] 81 FR 26697

Table 3: Approved Motor Vehicle Emissions Budgets - Ozone

Year	Area	VOC (tons/summer day)	NOx (tons/summer day)
2017	Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-LI Ozone Area	17.6	24.6
2017	Greater Connecticut Ozone Area	15.9	22.2

b. PM2.5 Maintenance Area

Fine particulate matter, also called PM2.5, is a mixture of microscopic solids and liquid droplets suspended in air, where the size of the particles is equal to or less than 2.5 micrometers (about one-thirtieth the diameter of a human hair). Fine particles can be emitted directly (such as smoke from a fire, or as a component of automobile exhaust) or be formed indirectly in the air from power plant, industrial and mobile source emissions of gases such as sulfur dioxide and nitrogen oxides.

The health effects associated with exposure to fine particles are serious. Scientific studies have shown significant associations between elevated fine particle levels and premature death. Effects associated with fine particle exposure include aggravation of respiratory and cardiovascular disease (as indicated by increased hospital admissions, emergency room visits, absences from school or work, and restricted activity days), lung disease, decreased lung function, asthma attacks, and certain cardiovascular problems such as heart attacks and cardiac arrhythmia. While fine particles are unhealthy for anyone to breathe, people with heart or lung disease, asthmatics, older adults, and children are especially at risk.

In December of 2004, EPA signed the final rulemaking notice to designate attainment and nonattainment areas with respect to the PM2.5 NAAQS, becoming effective April 5, 2005. In Connecticut, Fairfield and New Haven Counties were included in the New York-Northern New Jersey-Long Island, NY-NJ-CT PM2.5 nonattainment area. On June 20, 2007, PM2.5 budgets were found to be adequate for the early progress SIP. CTDEEP submitted a re-designation request and maintenance plan for the Connecticut portion of the NY-NJ-CT area on June 22, 2012. The plan demonstrated that Connecticut's air quality met both the 1997 annual and the 2006 24-hour PM2.5 NAAQS due to a combination of national, regional and local control measures implemented to reduce emissions and presented a maintenance plan that ensures continued attainment through the year 2025. The end of the maintenance period was established as 2025, consistent with the CAA section 175A (a) requirement that the plan provide for maintenance of the NAAQS for at least 10 years after EPA formally approves the re-designation request.

EPA subsequently determined that the 2017 and 2025 MVEBs in the maintenance plan were adequate for transportation conformity purposes and effective as of February 20, 2013. On September 24, 2013, EPA published its approval of the PM2.5 re-designation request, establishing October 24, 2013 as the effective date of re-designation to attainment/maintenance for Connecticut's portion of the NY-NJ-CT area for both the 1997 annual and 24-hours PM2.5 NAAQS. Table 4 summarizes Connecticut's current PM2.5 MVEBs.

Table 4: Approved Motor Vehicle Emissions Budgets – PM2.5

Year	Area	Direct $PM_{2.5}$ (tons/year)	NOx (tons/year)
2017	Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-LI $PM_{2.5}$ Area	575.8	12,791.8
2025	Connecticut portion of the New York-Northern New Jersey-Long Island, NY-NJ-LI $PM_{2.5}$ Area	516.0	9,728.1

c. Carbon Monoxide Attainment Areas

Carbon monoxide is produced by the incomplete burning of carbon in fuels, including gasoline. High concentrations of CO occur along roadsides in heavy traffic, particularly at major intersections and in enclosed areas such as garages and poorly ventilated tunnels. Peak concentrations occur during the colder months of the year when CO vehicular emissions are greater and meteorological inversion conditions occur more frequently, trapping pollutants near the ground.

There were formerly three CO nonattainment areas in the state. These were the Southwestern portion of the state, the New Haven-Meriden-Waterbury area, and the Hartford-New Britain-Middletown area. The remainder of the state was in attainment for CO. Attainment was demonstrated in each of the nonattainment areas and, subsequently, they were designated as full maintenance areas. On September 13, 2004, EPA approved a CTDEEP submittal for a SIP revision for re-designation of these areas to limited maintenance plan status, thus eliminating the need for budget testing. Effective January 2, 2016, the Hartford-New Britain-Middletown area was in full attainment status. The New Haven-Meriden-Waterbury area completed the maintenance period effective December 4, 2018 while the Southwestern Connecticut area was effective May 10, 2019. In the future, “hot-spot” carbon monoxide analyses will not be performed to satisfy “project level” conformity determinations as the whole State of Connecticut is in attainment for CO.

d. PM10 Attainment Area – Limited Maintenance

EPA previously designated the City of New Haven as nonattainment with respect to the NAAQS for particulate matter with a nominal diameter of ten microns or less (PM10). The PM10 nonattainment status in New Haven was a local problem stemming from activities of several businesses located in the Stiles Street section of the city. Numerous violations in the late 1980’s and early 1990’s of Section 22a-174-18 (Fugitive Dust) of CTDEEP regulations in that section of the city led to a nonattainment designation (CTDEEP, 1994: Narrative Connecticut Department of Energy and Environmental Protection, State Implementation Plan Revision, For PM10, March 1994). Corrective actions were subsequently identified in the SIP and implemented, with no violations of the PM10 NAAQS since the mid-1990s.

On October 13, 2005, EPA published in the Federal Register (70 FR 59690), approval of a request by CTDEEP for a limited maintenance plan and re-designation of the New Haven nonattainment area to attainment for the PM10 NAAQS. This direct final rule became effective on December 12, 2005.

All construction activities undertaken in the City of New Haven are required to be performed in compliance with Section 22a-174-18 (Control of Particulate "Emissions") of the CTDEEP regulations. All reasonable available control measures must be implemented during construction to mitigate particulate matter

emissions, including wind-blown fugitive dust, mud and dirt carry out, and re-entrained fugitive emission from mobile equipment.

As with limited maintenance plans for other pollutants, emissions budgets are considered to satisfy transportation conformity's "budget test". However, future "project level" conformity determination may require "hot spot" PM10 analyses for new transportation projects with significant diesel traffic in accordance with EPA's Final Rule for "PM2.5 and PM10 Hot-Spot Analyses in Project-level Transportation Conformity Rule PM2.5 and PM10 Amendments; Final Rule (75 FR 4260, March 24, 2010) which became effective on April 23, 2010.

e. State of Connecticut Nonattainment/Attainment Maps

Figure 1: Connecticut Ozone Nonattainment Areas

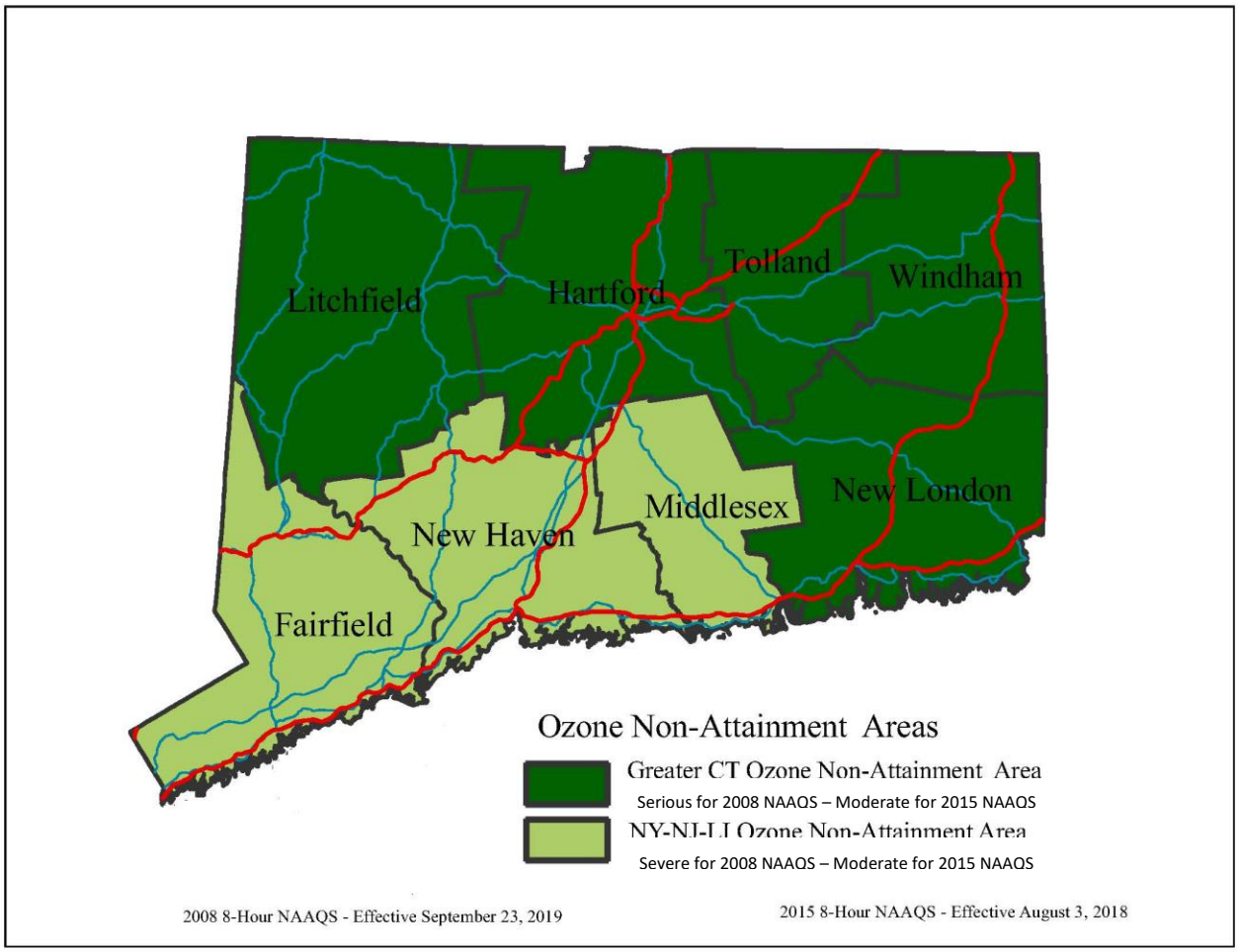


Figure 2: Connecticut PM2.5 Attainment/Maintenance Area

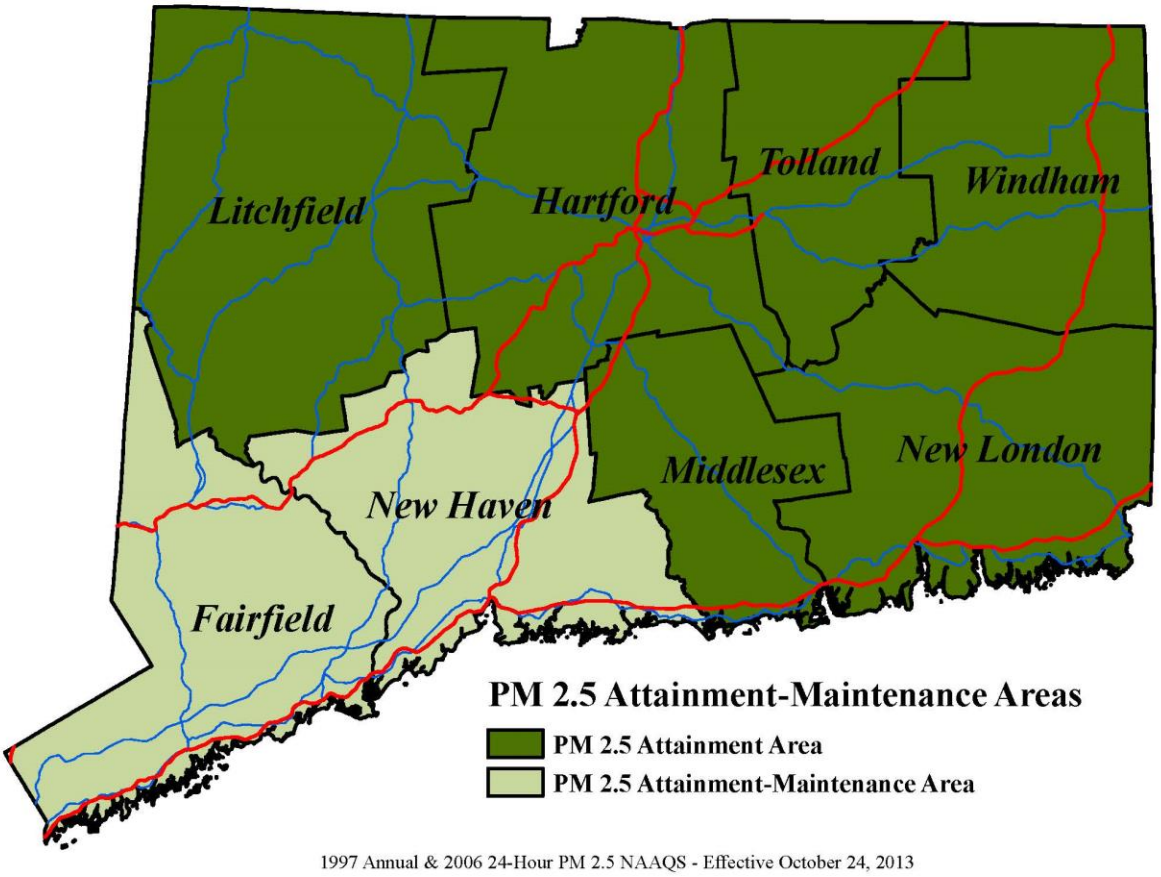
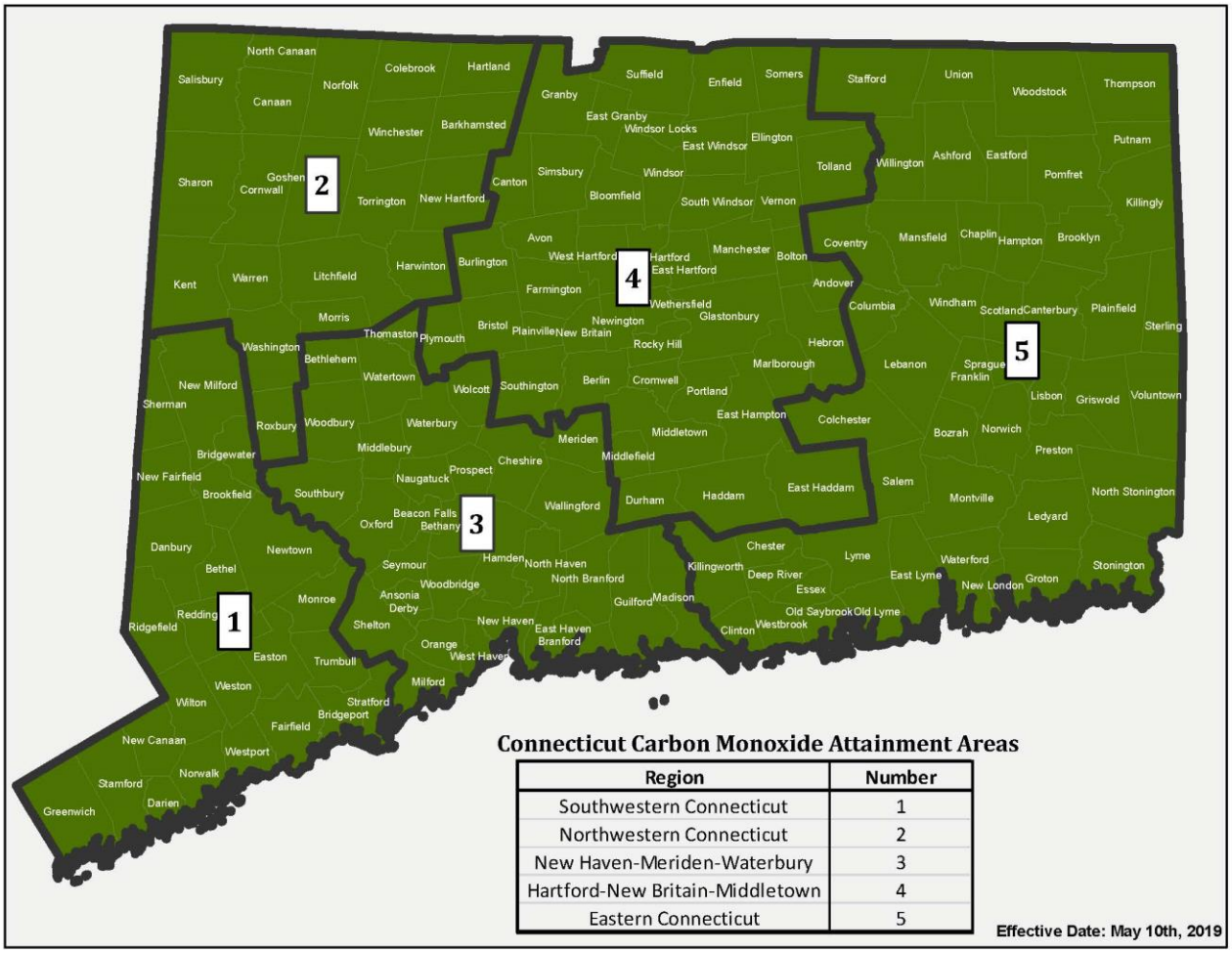


Figure 3: Connecticut Carbon Monoxide Attainment Areas



Region	Number
Southwestern Connecticut	1
Northwestern Connecticut	2
New Haven-Meriden-Waterbury	3
Hartford-New Britain-Middletown	4
Eastern Connecticut	5

4. How Does Connecticut Demonstrate Conformity?

a. Transportation Planning Work Program

CTDOT's FY 2023-2024 Transportation Planning Work Program contains a description of all planning efforts, including those related to air quality, to be sponsored or undertaken with federal assistance during FY 2023 and 2024. Included with this program are several tasks directly related to CTDOT's responsibilities under Connecticut's air quality SIP. Additional functions, such as those supporting the preparation of project level conformity analysis, are funded under project related tasks. This work program is available at CTDOT for review.

b. Interagency Consultation

The conformity rule requires that Federal, State, and local transportation and air quality agencies establish formal procedures to ensure interagency coordination on critical issues. Interagency consultation is a collaborative process between organizations on key elements of the transportation and air quality planning and provides a forum for effective state and local planning and decision-making.

Key organizations included in the interagency consultation are FHWA, FTA, EPA, CTDOT, CTDEEP and the MPOs.

Some goals of interagency consultation are to:

- Ensure all agencies meet regularly and share information;
- Identify key issues early in the process;
- Enable well-coordinated schedules for TIP/MTP conformity determinations and SIP development; and
- Allow collaborative decision on methodologies, assumptions, and conformity test selections.

A list of attendees and call-in participants of the Interagency Consultation Meeting is included in Appendix C along with a copy of the minutes from the meeting.

c. Public Consultation

The transportation conformity process must also include public consultation on the emissions analysis and conformity determination. This includes posting of relevant documentation and analysis on a "clearinghouse" webpage maintained through the interagency consultation process. All MPOs in the affected nonattainment or maintenance areas must provide thirty-day public comment periods and address any comments received. For this transportation conformity determination, all Connecticut MPOs will hold a thirty-day public comment period. If any public comments were received, they will be attached and can be found in Appendix E.

d. Scenario Years

The "Action Scenario" is the future transportation system that will result from full implementation of the MTP.

VOC/NOx emission analysis was conducted for ozone season summer day conditions for the following years:

- 2023 (Attainment year and near-term analysis year for both the Greater CT and CT portion of NY-NJ-LI Serious nonattainment areas under the 2008 and 2015 Ozone NAAQS)
- 2025 (Interim modeling year)
- 2035 (Interim modeling year)
- 2045 (Interim modeling year)
- 2050 (Metropolitan Transportation Plan horizon year)

PM2.5 emission analysis was conducted for the following years but for annual average conditions:

- 2023 (Attainment year and near-term analysis year)
- 2025 (Interim modeling year)
- 2035 (Interim modeling year)
- 2045 (interim modeling year)
- 2050 (Metropolitan Transportation Plan horizon year)

e. Other Planning Documents

The enacting of Section 81 of Connecticut Public Act 13-277 repealed Section 13b-15 of the Connecticut General Statutes, no longer mandating a biennial Master Transportation Plan effective July 1, 2013. The Department's Capital Plan has been expanded to include much of the project information that was formerly included in the Master Transportation Plan.

5. Latest Planning Assumptions and Emissions Model

a. VMT

Vehicle miles of travel (VMT) estimates were developed from CTDOT's statewide network-based travel demand model, Cube Series 2. The 2019 travel model network, to the extent practical, represents all state highways and major connecting non-state streets and roads, as well as the rail, local bus, and express bus systems that currently exist. Future highway networks for 2023, 2025, 2026, 2028, 2030, 2035, and 2045 and transit networks for 2023, 2025, 2028, 2030, and 2040 were built by adding MPOs TIP projects (programmed for opening after 2019) to the 2019 network year. These networks were used to run travel demand models and conduct emissions analyses for the years 2023, 2025, 2035, 2045 and 2050. Projects for each model analysis year for which network changes were required are listed in Appendix B.

It should be noted that the MPOs TIP projects, which have negligible impact on trip distribution and/or highway capacity, have not been incorporated into the network. These include, but are not limited to, geometric improvements of existing interchanges, short sections of climbing lanes, intersection improvements, transit projects dealing with equipment for existing facilities and vehicles, and transit operating assistance. Other projects that reduce the number of vehicle trips, VMT or both may not be included. Such projects include ridesharing and telecommuting programs, bicycling facilities, clean fuel vehicle programs or other possible actions. These types of considerations, while not explicitly accounted for in the travel demand model, will continue to reduce the emissions levels in the regions. Essentially, those projects that do not impact the travel demand forecasts are not included in the networks and/or analysis.

The network-based travel model used for this analysis is the model that CTDOT utilizes for transportation planning, programming and design requirements. This travel demand model uses demographic and land use assumptions based on the 2019 Connecticut Department of Public Health Annual Population Estimates and Connecticut Department of Labor 2019 employment estimates. Population and employment projections for the years 2020, 2030, 2040 and 2050 were developed by the Connecticut Department of Transportation, Travel Demand and Air Quality Modeling Unit.

The model uses a capacity constrained multi-class equilibrium approach to allocate trips among links. The model was calibrated using 2019 ground counts and 2019 Highway Performance Monitoring System (HPMS) Vehicle Miles of Travel data.

In addition, the Employer Commute Options (ECO) Program has been made available to all employers and is incorporated in the travel demand model. It is felt that this process is an effective means of achieving Connecticut's clean air targets. Funding of this effort under the Congestion Mitigation and Air Quality Improvement (CMAQ) program is included in the TIP for FY 2021-2024. It is estimated that this program, if fully successful, could reduce VMT and mobile source emissions by 2% in Southwest Connecticut.

Peak hour directional traffic volumes were estimated as a percentage of the Average Daily Traffic (ADT) on a link-by-link basis. Based on automatic traffic recorder data, 9.0 percent, 8.5 percent, 8.0 percent and 7.5

percent of the ADT occurs during the four highest hours of the day. A 55:45 directional split was assumed. Hourly volumes were then converted to Service Flow Levels (SFL) and Volume to Capacity (V/C) ratios calculated as follows:

$$SFL = DHV / PHF * N$$

$$VC = SFL / C$$

where: DHV = Directional Hourly Volume
PHF = Peak Hour Factor = 0.9
N = Number of lanes
C = Capacity of lane

Peak period speeds were estimated from the 2000 Highway Capacity Manual based on the design speed, facility class, area type and calculated V/C ratio. On the expressway system, Connecticut- based free flow speed data was available. This data was deemed more appropriate and superseded the capacity manual speed values. The expressway free flow speeds were updated in 2005.

For the off-peak hours, traffic volume is not the controlling factor for vehicle speed. Off-peak link speeds were based on the Highway Capacity Manual free flow speeds as a function of facility class and area type. As before, Connecticut-based speed data was substituted for expressway travel, where available, and was updated in 2005.

ShoreLine East, Hartford Rail Line, New Haven Rail Line, and its branch line schedules were updated in 2019 to reflect new headways and routes. Rail station boardings were then calibrated to a mixture of 2018 and 2019 actual counts for A.M. peak period, Midday off-peak, and Daily boardings along all Connecticut rail lines.

Two special cases exist in the travel demand modeling process. These are centroid connectors and intrazonal trips:

- Centroid connectors represent the local roads used to gain access to the model network from centers of activity in each traffic analysis zone (TAZ). A speed of 25 mph is utilized for these links; and
- Intrazonal trips are trips that are too short to get on to the model network. VMT for intrazonal trips is calculated based on the size of each individual TAZ. A speed of 20 to 24 mph is utilized for peak period and 25 to 29 mph for off-peak.

The Daily Vehicle Miles of Travel (DVMT) is calculated using a methodology based on disaggregate speed and summarized by inventory area, functional classification, and speed. The annual VMT and speed profiles developed by this process are then combined with the emission factors from the MOVES3 model to produce emission estimates for each scenario and time frame.

b. Emissions Model

For this transportation conformity analysis, the MOVES model, specifically MOVES3, was used to estimate on-road vehicle emissions for the action scenarios. MOVES is a state-of-the-science emission modeling system, developed by EPA, that estimates emissions for mobile sources at the national, county, and project level for criteria air pollutants, greenhouse gases, and air toxics.

MOVES estimates exhaust and evaporative emissions as well as brake and tire wear emissions from all types of on-road vehicles. It also uses a vehicle classification system based on the way vehicles are classified in the FHWA's Highway Performance Monitoring System (HPMS). Other parameters include VMT by vehicle and

road type, vehicle hours traveled (VHT) by vehicle and road type, the number of each type of vehicle in the fleet, vehicle age distribution, model year, travel speed, roadway type, fuel information, meteorological data, such as ambient temperature and humidity, and applicable control measures such as reformulated gasoline (RFG) and inspection and maintenance (I/M) programs. Local inputs were cooperatively developed by CTDEEP and CTDOT, where applicable, using EPA recommended methods.

The HPMS Vehicle Mix file was updated to reflect the average vehicle mix for the 2015-2017 timeframe. A Three-year average was determined to be a more accurate representation of actual vehicle mix than the previous one-year counts as the CTDOT rotates traffic and vehicle counts on a three-year basis.

CTDEEP used local data from 2020 Connecticut registration data for 11 Motorcycle, 43 School Bus, and 54 Motor Home source types. Data from an EPA sponsored decode of 2017 state vehicle registration data was used for 21 Passenger Car, 31 Passenger Truck, 32 Light Commercial Truck, 51 Refuse Truck, 52 Single Unit Short-haul Truck, 53 Single Unit Long-haul truck source types. Local data from analyses of 2011 Connecticut registration data was used for 41 Intercity bus, 42 Transit Bus, 61 Combination Short-haul Truck and 62-Combination Long-haul Truck source types. These data sets were scaled to the project base year using the growth in MOVES Default VMT for the relevant time periods.

In November 2012, EPA confirmed by telephone to CTDEEP that future conformity determinations utilizing newer versions of MOVES can be made by comparing emission results to the existing budgets based on older versions of MOVES. As new MVEBs are determined by EPA to be adequate for each area, they will be used to make conformity determinations.

For the ozone analysis, MOVES was only run to obtain VOC and NOx emissions on a typical summer weekday to compare to the ton per summer day ozone MVEBs. For the PM2.5 analyses, an annual emissions run was conducted for PM2.5 and NOx to compare to the ton per year PM2.5 MVEBs. All runs also included the National Low Emission Vehicle (NLEV) program in 2020 and all future years.

6. Conformity Tests and Air Quality Emissions Results

For the NY-NJ-LI ozone nonattainment area, VOC and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is 2017 or later.

For the Greater Connecticut ozone nonattainment area, VOC and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is 2017 or later.

For the NY-NJ-LI PM2.5 maintenance area, PM2.5 and NOx transportation emissions from the Action Scenarios must be less than the 2017 transportation emission budgets if analysis year is between 2017 and 2024.

For the NY-NJ-LI PM2.5 maintenance area, PM2.5 and NOx transportation emissions from the Action Scenarios must be less than the 2025 transportation emission budgets if analysis year is 2025 or later.

No tests for CO are required because the CO areas have completed their Limited Maintenance Plans.

The following tables show the MOVES3 modeled emissions for both ozone and PM2.5 areas compared to the applicable MVEBs for each pollutant. In all cases, the MPOs TIPs meets the required conformity tests.

Table 5: Ozone Conformity - NOx and VOC Emissions Budget Test Results for Both 2008 and 2015 Ozone NAAQS

Year	Ozone Area	Tons per day					
		Cube Series 2		Budgets		Difference	
		VOC	NOx	VOC	NOx	VOC	NOx
2023	CT Portion of NY-NJ-LI Area	15.28	18.56	17.6	24.6	-2.32	-6.04
	Greater CT Area	13.58	16.30	15.9	22.2	-2.32	-5.90
2025	CT Portion of NY-NJ-LI Area	13.89	15.54	17.6	24.6	-3.71	-9.06
	Greater CT Area	12.42	13.67	15.9	22.2	-3.48	-8.53
2035	CT Portion of NY-NJ-LI Area	8.66	8.36	17.6	24.6	-8.94	-16.24
	Greater CT Area	7.78	7.47	15.9	22.2	-8.12	-14.73
2045	CT Portion of NY-NJ-LI Area	7.47	7.65	17.6	24.6	-10.13	-16.95
	Greater CT Area	6.74	6.82	15.9	22.2	-9.16	-15.38
2050	CT Portion of NY-NJ-LI Area	7.03	7.61	17.6	24.6	-10.57	-16.99
	Greater CT Area	6.35	6.80	15.9	22.2	-9.55	-15.40

Table 6: PM2.5 Conformity - Direct PM2.5 and NOx Emission Budget Test Results

Year	PM2.5 Area	Tons per year					
		Cube Series 2		Budgets		Difference	
		Direct $PM_{2.5}$	NOx	Direct $PM_{2.5}$	NOx	Direct $PM_{2.5}$	NOx
2023	CT Portion of NY-NJ-LI Area	205.36	5954.80	575.80	12,791.80	-370.44	-6837.00
2025	CT Portion of NY-NJ-LI Area	192.15	5003.72	516.0	9,728.10	-323.85	-4724.38
2035	CT Portion of NY-NJ-LI Area	143.73	2792.78	516.0	9,728.10	-372.27	-6935.32
2045	CT Portion of NY-NJ-LI Area	125.72	2530.02	516.0	9,728.10	-390.28	-7198.08
2050	CT Portion of NY-NJ-LI Area	127.35	2531.04	516.0	9,728.10	-388.65	-7197.06

Emission Summary Tables are posted in Appendix D.

This analysis in no way reflects the full benefit in air quality from the MPOs TIPs. The network-based modeling process is capable of assessing the impact of major new highway or transit service. It does not reflect the impact from the many projects, which are categorically excluded from the requirement of conformity. These projects include numerous improvements to intersections, which will allow traffic to flow more efficiently, thus reducing delay, fuel usage and emissions. Included in the MPOs TIPs, but not reflected in this analysis, are many projects to maintain existing rail and bus systems. Without these projects, those systems could not offer the high level of service they do. With them, the mass transit systems function more efficiently, improve safety, and provide a more dependable and aesthetically appealing service. These advantages will retain existing patrons and attract additional riders to the system. The technology to quantify the air quality benefits from these programs is not currently available.

Changes in the transportation system will not produce significant emissions reductions because of the massive existing rail, bus, highway systems, and land development already in place. Change in these aspects is always at the margin, producing very small impacts.

As shown in this analysis, transportation emissions are declining dramatically and will continue to do so. This is primarily due to programs such as federal heavy-duty vehicle standards, reformulated fuels, enhanced inspection and maintenance programs, and Connecticut's low emissions vehicle (LEV) program.

7. Conclusions

CTDOT has assessed its compliance with the applicable conformity criteria requirements of the 1990 CAAA. Based upon this analysis, it is concluded that all elements of Metropolitan Transportation Plans conform to applicable SIP and 1990 CAAA Conformity Guidance criteria and the approved transportation conformity budgets.

8. Contact Information

Please direct any questions you may have on the air quality emission analysis to:

Connecticut Department of Transportation
Bureau of Policy and Planning
Division of Program Development and Forecasting
Travel Demand / Air Quality Modeling Unit
2800 Berlin Turnpike
Newington, CT. 06111
Email: DOT.AQUnit@ct.gov

All MOVES modeling files and run streams are available for review upon request. The files will remain available during the 30-day public review period.

9. Appendices

In addition to the information required for a conformity determination, the following is attached:

Appendix A:	Acronyms
Appendix B:	List of Projects Included in Conformity Analysis by Network Year
Appendix C:	Interagency Consultation Meeting
Appendix D:	Emissions Summary Tables
Appendix E:	Comments Received During Public Review Period

Appendix A

Acronyms

Acronym	Meaning
ADT	Average Daily Traffic
AQI	Air Quality Index
CAAA	Clean Air Act Amendments (1990)
CO	Carbon Monoxide
CFR	Code of Federal Regulations
CTDEEP	Connecticut Department of Energy and Environmental Protection
CTDOT	Connecticut Department of Transportation
CMAQ	Congestion Mitigation and Air Quality Improvement Program
DHV	Design Hourly Volume
DVMT	Daily Vehicle Miles of Travel
ECO	Employee Commute Option
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FTP	File Transfer Protocol
FR	Federal Register
HPMS	Highway Performance Monitoring System
I/M	Inspection Maintenance Program
MTP	Metropolitan Transportation Plan
MOVES	Mobile Vehicle Emission Simulator
MPO	Metropolitan Planning Organization
MVEB	Motor Vehicle Emission Budget
NAAQS	National Ambient Air Quality Standards
NLEV	National Low Emission Vehicle
NOx	Nitrogen Oxides
PHF	Peak Hour Factor
$PM_{2.5}$	Fine Particulate Matter less than 2.5 micrometers
PM_{10}	Fine Particulate Matter less than 10 micrometers
SFL	Service Flow Levels
SIP	State Implementation Plan
STIP	Statewide Transportation Improvement Program
TAZ	Traffic Analysis Zone
TCM	Transportation Control Measure
TIP	Transportation Improvement Program
U.S.C.	United States Code
U.S. DOT	U.S. Department of Transportation
V/C	Volume to Capacity
VHT	Vehicle Hours Traveled
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound

Appendix B

List of Projects Included in Conformity Analysis by Network Year

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
GBVMPO	0036-0179	Derby	RTE 8	Reconstruct interchanges 16 & 17; extend Pershing Drive & construct local roads. Preliminary design completed	2023
GBVMPO	0036-0184	Derby	RTE 34	Reconstruct and widen Main Street from Bridge St. to Ausonio Dr. to 4 travel lanes	2023
	0304-XXXX	Various	NHL	WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA	2023
CNVMPO	TBD	Waterbury	Cttransit Waterbury	Add Route	2025
CNVMPO	TBD	Various	WBL	Expand Service	2025
CNVMPO	TBD	CT Transit-Bristol	Various	Realign Service	2025
CRCOG	320-0005PE (Station) / 320-0008PE (Track)	Newington (HL)		320-0013CN - The Hartford Line Newington Station	2025
CRCOG	320-0005PE (Station) / 320-0008PE (Track)	West Hartford (HL)		320-0014CN - The Hartford Line West Hartford Station	2025
CRCOG	320-0005PE (Station) / 320-0008PE (Track)	Windsor (HL)		320-0015CN - The Hartford Line Windsor Station	2025
CRCOG	320-0005PE (Station) / 320-0008PE (Track)	Enfield (HL)		320-0017CN - The Hartford Line Enfield Station	2025
CRCOG	320-0005PE (Station) / 320-0008PE (Track)	Enfield (HL)		320-0024CN - The Hartford Line Enfield Station - Short High Level	2025
CRCOG	TBD	Hartford	Albany Ave/Blue Hills Ave	Transit Priority Treatments	2025
CRCOG	TBD	Hartford/West Hartford	Farmington Ave	Transit Priority Treatments	2025
CRCOG	TBD	Hartford	Franklin Ave	Transit Priority Treatments	2025
CRCOG	TBD	Hartford	Main Street	Transit Priority Treatments	2025
CRCOG	TBD	Hartford	Park Street	Transit Priority Treatments	2025
CRCOG	TBD	East Hartford	Burnside Ave/Main Street	Transit Priority Treatments	2025
GBVMPO	0015-0368	Bridgeport	Route 700	Improvement	2025
GBVMPO		Various	WBL	Operation Expansions	2025
GBVMPO		Seymour	WBL	Seymour Station Relocation	2025

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
GBVMPO		Fairfield	Route 58 - Black Rock Turnpike, Moritz Place and Whitewood Drive	Improvement	2025
GBVMPO		Monroe	Route 25 at Pond View Plaza/Judd Road/Purdy Hill Road	Improvement at Pond View Plaza/Judd Road/Purdy Hill Road intersection	2025
GBVMPO		Fairfield	Route 58 - Fairfield Woods Road to Brookside Drive	Improvement	2025
GBVMPO		Fairfield	Route 58	Improvement	2025
GBVMPO		Seymour	New Road	Route 42 & Route 67 Connector	2025
RiverCOG	0082-0316	MIDDLETOWN	RT 9 / RT 17	Rt. 9 / Rt. 17 Operational & Safety Improvements at Ramp (Reconfigure Rt 17 On-ramp to Rt 9 NB)	2025
RiverCOG		RiverCOG		581 alignment	2025
RiverCOG		RiverCOG		582 alignment	2025
RiverCOG		RiverCOG		583 alignment	2025
RiverCOG		RiverCOG		584 alignment	2025
RiverCOG		RiverCOG		585 alignment	2025
RiverCOG		RiverCOG		586 alignment	2025
RiverCOG		RiverCOG		587 new	2025
RiverCOG		RiverCOG		590 alignment	2025
RiverCOG		RiverCOG		640 new	2025
RiverCOG		RiverCOG		641 algnment	2025
RiverCOG		RiverCOG		642 alignment	2025
RiverCOG		RiverCOG		643 alignment	2025
RiverCOG		RiverCOG		644 alignment	2025
RiverCOG		RiverCOG		645 alignment	2025
RiverCOG		MTD		Add a second Meriden to Middletown run to provide 30 minute service vs. 60 minute	2025
RiverCOG		ETD		Bradley Airport Service – Semi-express service to Bradley from Old Saybrook with stops at park and ride lots and the Middletown bus terminal	2025
RiverCOG		MTD		Express bus service from Middletown to CT Fastrack in New Britain	2025
RiverCOG		ETD		RT 80 Service – Old Saybrook to North Branford service through Ivoryton, Winthrop, Killingworth, Madison, and Guilford with CT transit New Haven connection	2025
RiverCOG		RiverCOG		Service frequency changes	2025

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
RiverCOG		RiverCOG		Service frequency changes	2025
RiverCOG		RiverCOG		Service frequency changes	2025
RiverCOG		RiverCOG		Service span changes	2025
RiverCOG		RiverCOG		Shuttles new	2025
RiverCOG		RiverCOG		Systemwide changes	2025
RiverCOG		RiverCOG		Systemwide changes	2025
RiverCOG		RiverCOG		Systemwide changes	2025
RiverCOG		RiverCOG		Xtra mile new	2025
RiverCOG		RiverCOG		Xtra mile new	2025
RiverCOG		RiverCOG		Xtra mile new	2025
SCCOG	0085-0146/0120-0094	VARIOUS	RT 85	Rt. 85 Improvements	2025
SCCOG		COLCHESTER	Route 2	Interchange improvements at Exit 17, add eastbound on-ramp, westbound off-ramp	2025
SCRCOG	0079-0240	MERIDEN	I-91 / I-691 / RT 15	WAS: I-91 / I-691 / Rt. 15 Operational Improvements NOW: Added lines for 2 other projects and corrected cost	2025
SCRCOG	0079-0245	MERIDEN	I-91 / I-691 / RT 15	I-91 / I-691 / Rt. 15 - Interchange Improvs - EB to NB (B/O from 79-240) - (Design-Build)	2025
SCRCOG	0079-0246	MERIDEN	I-91 / I-691 / RT 15	I-91 / I-691 / Rt. 15 - Interchange Improvements - NB & NB to WB (B/O from 79-240)	2025
SCRCOG	0106-0108	ORANGE	RT 1	Operational Lane from Milford to CT 114	2025
SCRCOG	320-0005PE (Station) / 320-0008PE (Track)	North Haven (HL)		320-0012CN - The Hartford Line North Haven Station	2025
	0053-0189	GLASTONBURY	CT 17		2025
CNVMPO	PP0151-014	Waterbury	I-84	Elimination of I-84 Eastbound Exit 21?	2028
CNVMPO	TBD	Bristol	Cttransit Bristol/New Britain	Add Route	2028
CRCOG	TBD	Manchester	I-84	Auxiliary lanes between Exits 62 and 63	2028
CRCOG	TBD	Manchester	I-84	Auxiliary lanes between Exits 63 and 64/65	2028
CRCOG	TBD	Windsor Locks	Northern Bradley Connector	Bradley Airport-Northern Bradley Connector	2028
CRCOG	TBD	Bolton	Route 6	Route 6 Corridor Study-Bolton Crossroads – Phase 1: Route 6-Route 44 Connector	2028
MULTIPLE	0084-0114	Oxford/Monroe	Rte 34	Bridge Replacement	2028
RiverCOG	0082-0318	MIDDLETOWN	RT 9	Rt. 9 Removal of Lights in Middletown	2028
SWRMPO	0102-0358	NORWALK	RT 7	Rt. 7 / Rt. 15 Interchange Reconstruction and Reconfiguration	2028

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
	0096-0208	Newtown	I-84	Climbing lane extension & Exit 9 on-ramp reconfiguration	2028
CNVMPO		Naugatuck	Route 8	Interchange 27 Improvements	2030
CNVMPO		Naugatuck	Route 8	Interchange 28/29 Improvements	2030
CNVMPO		Oxford	Route 34	Bridge Relocation	2030
CNVMPO		Waterbury	Huntingdon Avenue	Roadway Improvements	2030
CNVMPO		Waterbury	Route 69	Roadway Improvements	2030
GBVMPO		Bridgeport	Railroad Station	Improvement	2030
GBVMPO		Fairfield	Route 58 - Black Rock Turnpike and Burroughs Drive	Improvement	2030
GBVMPO		Fairfield	Route 58 - Burroughs Drive and Katona Drive	Improvement	2030
GBVMPO		Fairfield	Route 58 - Shoprite to Stillson Road	Improvement	2030
GBVMPO		Fairfield	Route 58 - Old Navy to Fairfield Woods Road	Improvement	2030
GBVMPO		Shelton	Constitution Blvd	Extend Constitution Blvd	2030
GBVMPO		Bridgeport	I-95	Improvement	2030
GBVMPO		Bridgeport	Route 8 and Route 25	Improvement	2030
GBVMPO		Shelton	SR 714	Widening of Bridgeport Avenue to provide a consistent 4-lane cross section with turn lanes from Trumbull town line to Constitution Boulevard; includes advance traffic signal system & access management	2030
HVMPO	TBD	Danbury	Sandpit Rd Corridor Improvements	Sandpit Rd Corridor Improvements	2030
HVMPO	TBD	Danbury	West St Corridor Improvements	West St Corridor Improvements	2030
SCCOG		PRESTON	Route 2A	New Parallel 2-lane Route 2A Bridge (Add Second Span to Mohegan Pequot Bridge, alternative F of the 2005 EIS, estimated at 119M(cost escalated 2%/25 years)	2030
SWRMPO	TBD	Norwalk	Various	Transit Service Connecting Wall Street and SONO	2030
SWRMPO		Stamford	1	Route 1 BRT Implementation	2030
SWRMPO		Sta		Stamford Trolley Bus and Network Upgrades	2030
CRCOG	TBD	Windsor Locks	Bradley Park Road	Bradley Airport-East Granby - Bradley Park Road Improvements	2035

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
CRCOG	TBD	Buckland	Buckland: Redstone Rd Extension	Buckland: Redstone Rd Extension	2035
CRCOG	TBD	Rocky Hill	Elm Street	Elm Street Connector Roadway	2035
GBVMPO		Monroe	Route 25	Improvement	2035
GBVMPO		Stratford	I-95	Improvement	2035
GBVMPO		Trumbull	Route 25; From Route 111 (Trumbull) to the Monroe-Newtown town line.	Improvement	2035
HVMPO	TBD	Danbury, Bethel, Newtown	84	I-84 Strategic Congestion Relief Projects	2035
SWRMPO	TBD	Norwalk	US 1 (Cross Street)	Widening last remaining section of US Route 1 from two lane to four lane cross-section.	2035
SWRMPO	TBD	Stamford		Canal Street MNRR Bridge Replacement and Complete Street Enhancements	2035
SWRMPO	TBD	Stamford		Elm Street MNRR Bridge Replacement and Complete Street Enhancements	2035
SWRMPO	TBD	Stamford		Greenwich Avenue MNRR Bridge Replacement and Complete Street Enhancements	2035
HVMPO	TBD	Danbury	HARTransit	Intermodal Hub	2040
HVMPO	TBD	Various	Danbury Branch Line	Track improvements and extension	2040
SWRMPO	TBD	Norwalk	NTD	Intermodal Hub	2040
CRCOG	TBD	FARMINGTON	Monteith Drive	New Bridge Crossing of the Farmington River	2045
GBVMPO		Trumbull	Route 25	Improvement	2045
GBVMPO		Bridgeport	Route 130	Improvement	2045
GBVMPO		Fairfield	Route 130 from Kings Highway to Shoreham Village Drive	Improvement	2045
GBVMPO		Bridgeport, Fairfield	I-95	Major	2045
GBVMPO		Bridgeport, Fairfield	I-95	Major	2045
GBVMPO		Ansonia	RTE 334	Relocate Route 334 to a new alignment	2045
HVMPO	0034-0349	DANBURY	I-84	WAS: I-84 Widening from Danbury Exit 3 to Exit 8 Ramp Improvements NOW: I-84/Rt 7 Improvements (PEL Recommendations)	2045

MPO	Project Number	Town(s)	Route/Street/Sys	Brief Project Description	Network Year
RiverCOG		RiverCOG/Old Lyme	I 95	Widening from the Baldwin Bridge to the Rocky Neck Connector	2045
RiverCOG		RiverCOG/Cromwell	RT 9 Exit 19 Southbound and RT 372	Roadway improvements	2045
SCCOG		New London	I-95	Close exit 84E to Williams Street	2045
SCRCOG	TBD	Wallingford	Route 5	ADDITIONAL LANE	2045
SCRCOG	TBD	Branford	I95 Exit 53	Interchange reconstruction	2045
SWRMPO	TBD	NORWALK	RT 7	Was: Rt. 7 Reconstruction from Grist Mill Road to Rt. 33 Now: Rt. 7 Improvements from Grist Mill Road to Rt. 33	2045

2021-2024 Transportation Improvement Programs, As Amended

MPO	Project #	Town	Route/Street Number	Project Description	Network Year
SECCOG		Groton	Chicago/Poquonnock/Mitchell/Benham Intersection	Reconfigure the existing 5-way intersection to 4-way by closing Chicago access	2020
CNVCOG	0080-0128	Middlebury	RT63,64 & I-84	Route 63, 64, and I-84 WB Exit 17 Improvements	2023
CNVCOG	DOT0302XXX1	Various	NHL- Waterbury Branch	Waterbury Branch Expanded Service	2023
SECCOG	0044-0156	EAST LYME	I-95	I-95 Interchange 74 @ Rte 161	2025
CRCOG	0053-0189	GLASTONBURY	CT 17	NHS - Remove Brs. 00388 & 00389 & Revise CT 17 SB @ New London Tpk	2025
SECCOG	0057-0121	GRISWOLD	Carroll Road	Bridge Removal #04671	2025
SCRCOG/RiverCOG	0079-0245	MERIDEN/MIDDLETOWN	I-91/I-691/Route 15	Improve I-691 EB/I-91 NB	2025
SCRCOG	0079-0245	Meriden	I-91/I-691/RT15	I-91/I-691/Route 15 Interchange Improvement (Design-Build)	2025
RiverCOG	0082-0316	MIDDLETOWN	Rt 17 & Rt 9	Rt 17 Ramp to Rt 9 North Improvements	2025
RiverCOG	0082-0318	MIDDLETOWN	Rt 9	Traffic Signals Removal Rte 9	2025
RiverCOG	0082-0318	Middletown	RT9	Route 9 Signal Removal and Route 17 On-Ramp	2025
SECCOG	0085-0146	MONTVILLE/SALEM	Rt 85	CT85 Corridor Improvements	2025
WESTCOG	0102-0358	NORWALK	Rt 15 & Rt 7	Norwalk Rt 15/Rt 7 Interchange	2025
SCRCOG	0106-0108	ORANGE/MILFORD	US1	US 1 OPERATIONAL LANE	2025
SCROCG	PP_083_011	MILFORD	I95 exit 38 -SR 796	Lane re-striping & dropping lanes for exits	2025
WESTCOG	PP_096_007/0096-0208	NEWTOWN	I84E exit 9	lane addition before and after exit	2025
SCRCOG		New Haven		New Haven Downtown Crossing Phase 4 – Temple Street Crossing	2025
SECCOG		Norwich	I-395/RT 97	Int Ramp Improvements Exit18 & new arterial road connecting Lawler Lane/Canterbury Tpke/Rt 97	2025
SCRCOG/RiverCOG	0079-0240	MERIDEN	I-91/I-691/Rt15	Reconfig I-91/I-691/Rt15 Inter	2035
SCRCOG	0079-0246	MERIDEN	I-91/I-691/Route 15	Improve I-91 NB/I-691 WB/15 NB	2035
SCRCOG	0092-0689	NEW HAVEN	RT 69	CT-15 INT 59 Improvements	2035
SCRCOG		New Haven		New Haven, Bus Rapid Transit	2035

Appendix C

Interagency Consultation Meeting

Interagency Consultation Meeting
2023 -2050 Metropolitan Transportation Plans
2021-2024 Transportation Improvement Programs, as amended
Connecticut Department of Transportation
October 11, 2022 Virtual Meeting

Attendees:

Name	Organization		Name	Organization
Rob Aloise	CRCOG		Kevin Tedesco	CTDOT
Pete Babich	CTDEEP		Maribeth Wojenski	CTDOT
Paul Farrell	CTDEEP		Grayson Wright	CTDOT
Paul Kritzler	CTDEEP		Ariel Garcia	EPA
Brent McDaniel	CTDEEP		Eric Rackauskas	EPA
Allison Burch	CTDOT		Kurt Salmoiraghi	FHWA
Matthew Cegielski	CTDOT		Eril Shortell	FHWA
Andrew Correia	CTDOT		Meghan Sloan	METROCOG
Graham Curtis	CTDOT		Richard Donovan	NVCOG
Steven Giannitti	CTDOT		Robert Haramut	RIVERCOG
Caroline Kieltyka	CTDOT		Sam Gold	RIVERCOG
Kimberly Lesay	CTDOT		James Rode	SCRCOG
Jennifer Pacacha	CTDOT		Laura Francis	SCRCOG
Marissa Pfaffinger	CTDOT		Rebecca Andreucci	SCRCOG
Sara Radacsi	CTDOT		Kate Rattan	SECCOG
Taylor Reed	CTDOT		Kristin Floberg	WESTCOG
Pamela Sucato	CTDOT		Todd Fontanella	WESTCOG
Zachary Taylor	CTDOT			

The Interagency Consultation Meeting was held to review projects submitted for the MPOs MTPs.

The Conformity Documents will be electronically distributed to the MPOs, FHWA, FTA, EPA and CTDEEP. The MPOs will need to hold a 30-day public review and comment period. At the end of this review period, the MPO will hold a Policy Board meeting to endorse the Air Quality Conformity determination.

There was also a brief discussion on the travel demand model and emissions software planning assumptions employed in the conformity analysis.

The schedule for the Transportation Improvement Programs Conformity Determination Analysis is as follows:

- MPOs transmit signed and dated Concurrence Form to mailto:DOT.AQUnit@ct.gov
- CTDOT Travel Demand Model Unit performs the air quality analysis and sends the Air Quality Conformity Determination Report electronically to all MPOs
- MPOs advertise and hold a 30-day public review and comment period for the Air Quality Conformity
- MPOs hold a Policy Board meeting approving and endorsing the Air Quality Conformity and transmit resolutions to DOT.AQUnit@ct.gov after Policy Board meeting.

It is important that all MPOs follow this schedule to ensure that the MPO TIPs Conformity Determinations can go forward on schedule.

PLANNING ASSUMPTIONS

Ozone and $PM_{2.5}$
2023 -2050 Metropolitan Transportation Plans
2021-2024 Transportation Improvement Programs
October 11, 2022

Planning Assumptions for Review	Frequency of Review*	Responsible Agency	Date of Last Review
Socioeconomic Data	At least every 5 years	CTDOT	2019 ACS Data
DMV Vehicle Registration Data	At least every 5 years	CTDEEP	2020
State Vehicle Inspection and Maintenance Program	Each conformity round	CTDEEP	Same as currently approved I&M SIP
State Low Emission Vehicle Program	Each conformity round following approval into the SIP	CTDEEP	Same as SIP
VMT Mix Data	At least every 5 years	CTDEEP	2018**
Analysis Years – Ozone	Each conformity round	CTDOT/CTDEEP	2023, 2025, 2035, 2045, and 2050
Analysis Years – PM2.5	Each conformity round	CTDOT/CTDEEP	2023, 2025, 2035, 2045, and 2050
Emission Budget – PM2.5	As SIP revised/updated	CTDEEP	2018: PM2.5 575.8 NOx 12,791.8 2025: PM2.5 516.0 NOx 9,728.1
Emission Budget – Ozone	As SIP revised/updated	CTDEEP	NY Area: VOC 17.6 NOx 24.6 Gr. CT: VOC 15.9 NOx 22.2
Temperatures and Humidity	As SIP revised/updated	CTDEEP	X
Control Strategies	Each conformity round	CTDEEP	X
HPMS VMT	Each conformity round	CTDOT	2019

* Review of Planning Assumptions does not necessarily prelude an update or calibration of the travel demand model.
** Local data was developed from an analysis of Connecticut's 2020 motor vehicle registration data and an EPA sponsored analysis of 2017 state registration data for the 2017 NEI.
*** Data available 2018 based on an average of 2015-2017

Appendix D

Emission Summary Tables

Pollutants		2023 Emission Quantities (Tons/Day)										
		NY/NJ/CT Non-Attainment Area				Greater CT Non-Attainment Area						Statewide
ID	Name	Fairfield	Middlesex	New Haven	***Subtotal***	Hartford	Litchfield	New London	Tolland	Windham	***Subtotal***	
1	Hydrocarbons	7.49761	1.58752	6.86757	**15.95269**	7.45335	1.79726	2.42111	1.40483	1.06468	**14.14122**	**30.09392**
3	Nox	8.31101	1.94505	8.30699	**18.56304**	8.59803	1.72408	2.93624	1.86321	1.17385	**16.29541**	**34.85845**
79	NM Hydrocarbons	6.82696	1.43883	6.21601	**14.48180**	6.77893	1.64724	2.20183	1.27069	0.97088	**12.86959**	**27.35139**
87	VOC	7.20293	1.51737	6.55660	**15.27690**	7.15180	1.73919	2.32360	1.34022	1.02563	**13.58044**	**28.85733**

Pollutants		2025 Emission Quantities (Tons/Day)										
		NY/NJ/CT Non-Attainment Area				Greater CT Non-Attainment Area						Statewide
ID	Name	Fairfield	Middlesex	New Haven	***Subtotal***	Hartford	Litchfield	New London	Tolland	Windham	***Subtotal***	
1	Hydrocarbons	6.85249	1.44348	6.27376	**14.56973**	6.86114	1.65164	2.20994	1.28430	0.97609	**12.98311**	**27.55283**
3	Nox	6.96814	1.62375	6.94906	**15.54095**	7.20910	1.45914	2.44405	1.56762	0.99021	**13.67010**	**29.21105**
79	NM Hydrocarbons	6.21431	1.30179	5.64942	**13.16553**	6.21527	1.50889	2.00156	1.15618	0.88627	**11.76818**	**24.93371**
87	VOC	6.55682	1.37299	5.95969	**13.88950**	6.55781	1.59320	2.11234	1.21967	0.93630	**12.41933**	**26.30882**

Pollutants		2035 Emission Quantities (Tons/Day)										
		NY/NJ/CT Non-Attainment Area				Greater CT Non-Attainment Area						Statewide
ID	Name	Fairfield	Middlesex	New Haven	***Subtotal***	Hartford	Litchfield	New London	Tolland	Windham	***Subtotal***	
1	Hydrocarbons	4.31574	0.91653	4.06115	**9.29342**	4.37394	1.06271	1.40833	0.82987	0.63875	**8.31360**	**17.60702**
3	Nox	3.71770	0.85835	3.78811	**8.36416**	3.90376	0.81447	1.31609	0.87087	0.56340	**7.46859**	**15.83275**
79	NM Hydrocarbons	3.83650	0.80709	3.56808	**8.21168**	3.87383	0.95419	1.24911	0.72918	0.56780	**7.37411**	**15.58579**
87	VOC	4.04757	0.85116	3.76359	**8.66231**	4.08528	1.00697	1.31765	0.76901	0.59945	**7.77835**	**16.44067**

Pollutants		2045 Emission Quantities (Tons/Day)										
		NY/NJ/CT Non-Attainment Area				Greater CT Non-Attainment Area						Statewide
ID	Name	Fairfield	Middlesex	New Haven	***Subtotal***	Hartford	Litchfield	New London	Tolland	Windham	***Subtotal***	
1	Hydrocarbons	3.75481	0.80811	3.55420	**8.11712**	3.83215	0.92828	1.22659	0.73588	0.56156	**7.28444**	**15.40156**
3	Nox	3.38181	0.78317	3.48293	**7.64792**	3.56989	0.75050	1.18853	0.80255	0.51192	**6.82339**	**14.47130**
79	NM Hydrocarbons	3.30113	0.70324	3.08079	**7.08515**	3.35468	0.82500	1.07657	0.63899	0.49473	**6.38996**	**13.47511**
87	VOC	3.48315	0.74170	3.24974	**7.47459**	3.53759	0.87053	1.13566	0.67386	0.52228	**6.73992**	**14.21451**

Pollutants		2050 Emission Quantities (Tons/Day)										
		NY/NJ/CT Non-Attainment Area				Greater CT Non-Attainment Area						Statewide
ID	Name	Fairfield	Middlesex	New Haven	***Subtotal***	Hartford	Litchfield	New London	Tolland	Windham	***Subtotal***	
1	Hydrocarbons	3.54954	0.76720	3.37479	**7.69153**	3.64248	0.87579	1.16062	0.69925	0.53603	**6.91417**	**14.60570**
3	Nox	3.36407	0.78128	3.46194	**7.60729**	3.55550	0.74675	1.17904	0.79852	0.51985	**6.79966**	**14.40695**
79	NM Hydrocarbons	3.09742	0.66213	2.90225	**6.66179**	3.16576	0.77296	1.01150	0.60252	0.46782	**6.02056**	**12.68235**
87	VOC	3.26787	0.69825	3.06101	**7.02713**	3.33781	0.81544	1.06687	0.63528	0.49377	**6.34917**	**13.37630**

County	Total Energy Consumption 91 (Joules/Year)	2023 Pollutant Emission Quantities (Tons/Year)				
		NOx	PM 2.5			
		3 Oxides of Nitrogen	110 Engine Exhaust	116 Brakewear	117 Tirewear	**County Total**
Fairfield	4.10E+16	2978.00095	69.95757	23.26821	11.75533	**104.98112**
New Haven	4.18E+16	2976.79827	67.55929	20.89200	11.93136	**100.38265**
Totals	**8.28E+16**	**5954.79922**	**137.51686**	**44.16021**	**23.68670**	**205.36377**

County	Total Energy Consumption 91 (Joules/Year)	2025 Pollutant Emission Quantities (Tons/Year)				
		NOx	PM 2.5			
		3 Oxides of Nitrogen	110 Engine Exhaust	116 Brakewear	117 Tirewear	**County Total**
Fairfield	3.96E+16	2505.49710	62.84222	23.67016	11.87296	**98.38534**
New Haven	4.05E+16	2498.21842	60.37604	21.31198	12.07314	**93.76116**
Totals	**8.01E+16**	**5003.71552**	**123.21826**	**44.98214**	**23.94610**	**192.14650**

County	Total Energy Consumption 91 (Joules/Year)	2035 Pollutant Emission Quantities (Tons/Year)				
		NOx	PM 2.5			
		3 Oxides of Nitrogen	110 Engine Exhaust	116 Brakewear	117 Tirewear	**County Total**
Fairfield	3.53E+16	1384.70658	35.61356	25.05515	12.41077	**73.07947**
New Haven	3.61E+16	1408.07716	34.74381	23.21220	12.69190	**70.64792**
Totals	**7.14E+16**	**2792.78375**	**70.35737**	**48.26735**	**25.10267**	**143.72739**

County	Total Energy Consumption 91 (Joules/Year)	2045 Pollutant Emission Quantities (Tons/Year)				
		NOx	PM 2.5			
		3 Oxides of Nitrogen	110 Engine Exhaust	116 Brakewear	117 Tirewear	**County Total**
Fairfield	3.47E+16	1219.70728	25.28174	23.75982	12.44799	**61.48956**
New Haven	3.59E+16	1310.30994	25.51365	25.35450	13.36136	**64.22951**
Totals	**7.06E+16**	**2530.01722**	**50.79539**	**49.11432**	**25.80936**	**125.71907**

County	Total Energy Consumption 91 (Joules/Year)	2050 Pollutant Emission Quantities (Tons/Year)				
		NOx	PM 2.5			
		3 Oxides of Nitrogen	110 Engine Exhaust	116 Brakewear	117 Tirewear	**County Total**
Fairfield	3.55E+16	1251.89360	22.83946	28.28492	13.35578	**64.48016**
New Haven	3.63E+16	1279.14334	22.81905	26.34851	13.70328	**62.87084**
Totals	**7.18E+16**	**2531.03694**	**45.65850**	**54.63344**	**27.05906**	**127.35100**

Appendix E

Comments Received During Public Review Period

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

March 17, 2023

MEMORANDUM: 03172023 – Air Quality Conformity Determination

To: CNVMPO Board
From: Rich Donovan, Director of Transportation Planning
Subject: Air Quality Conformity Determination – February 2023 Report

Each MPO is required to submit an air quality conformity statement to the Federal Highway Administration and to the US Environmental Protection Agency in accordance with 40 CFR 51 and 93. In Connecticut, the conformity determination process is completed by the Department of Transportation (CTDOT), which reviews each MPO's Metropolitan Transportation Plan (MTP) and Transportation Improvement Program (TIP). CTDOT staff model expected emissions related to the state's three nonattainment areas as detailed below. In response to the preparation and release of new Metropolitan Transportation Plans from all of the State's MPOs, new air quality conformity modeling was completed including all proposed projects for the period of 2023-2050, including both the 2023-2050 MTPs and 2021-2024 TIPs including amendments.

The Naugatuck Valley Planning Region includes municipalities located in the Connecticut portion of the New York-Northern New Jersey-Long Island eight-hour Ozone Moderate Nonattainment Area, Greater Connecticut eight-hour Ozone Moderate Nonattainment Area, and the New York-New Jersey-Connecticut PM2.5 Attainment/Maintenance Area. In areas that do not meet ambient air-quality standards, proposed transportation projects must demonstrate that they will not increase existing levels of non-conformity.

The most recent release of this analysis, in February 2023, shows steadily declining emissions from transportation to well within the federal standards for each nonattainment area. The full report is attached to this packet and offers more in-depth results and the methodology used to obtain these estimates.

The NVCOG has opened a period of public comment to overlap with public comment on NVision50: the Metropolitan Transportation Plan for the Naugatuck Valley COG & Central Naugatuck Valley MPO, beginning on February 6, 2023, and ending on March 17, 2023. In addition, an invitation to comment has been distributed to environmental and health groups within the region. In addition, comments presented prior to vote on the associated resolutions, a final public comment opportunity will occur during the March 17, 2023, CNVMPO meeting. Though three resolutions are required, they can all be addressed in a single action by the Board.

Staff Recommendation: Adoption of CNVMPO Resolutions 2023-12, 2023-13, 2023-14, endorsing the CTDOT determination of Air Quality Conformity.

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-12

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
GREATER CONNECTICUT OZONE NONATTAINMENT ZONE
CENTRAL NAUGATUCK VALLEY MPO

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, March 17, 2023, 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 February 2023**)**; 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 that Central Naugatuck Valley MPO finds that the 2023-2050 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 if 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 February 2023.

This resolution shall become effective as of March 17, 2023.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

	March 17, 2023
N. Warren Hess, III, Secretary	Date

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-13

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
CONNECTICUT PORTION OF THE NY-NJ-CT OZONE NONATTAINMENT ZONE
CENTRAL NAUGATUCK VALLEY MPO

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, March 17, 2023, 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 PM2.5 Air Quality Conformity Determination February 2023); 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 that Central Naugatuck Valley MPO finds that the 2023-2050 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 hereby approves the existing Ozone and PM2.5 Air Quality Conformity Determination dated February 2023.

This resolution shall become effective as of March 17, 2023

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

	March 17, 2023
N. Warren Hess, III, Secretary	Date

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-14

RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
CONNECTICUT PM2.5 NONATTAINMENT ZONE
CENTRAL NAUGATUCK VALLEY MPO

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, March 17, 2023, 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 2023-2050 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 that the emissions of the baseline year; and

NOW, THEREFORE BE IT RESOLVED that Central Naugatuck Valley MPO finds that the 2023-2050 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 if 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 February 2023.

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	March 17, 2023
N Warren Hess, III, Secretary	Date

NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley Planning Region & Central Naugatuck Valley MPO

Draft Executive Summary

February 2023

NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

About the Plan

The Naugatuck Valley Council of Governments (NVCOG) prepared NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley Planning Region & Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) in partnership with the Connecticut Department of Transportation (CTDOT), the municipal members of the NVCOG, and transportation stakeholders throughout the region. Input from the Federal Highway Administration (FHWA), Federal Transit Administration (FTA), and feedback from residents and visitors to the region were crucial to establishing the long-term transportation vision for the region.

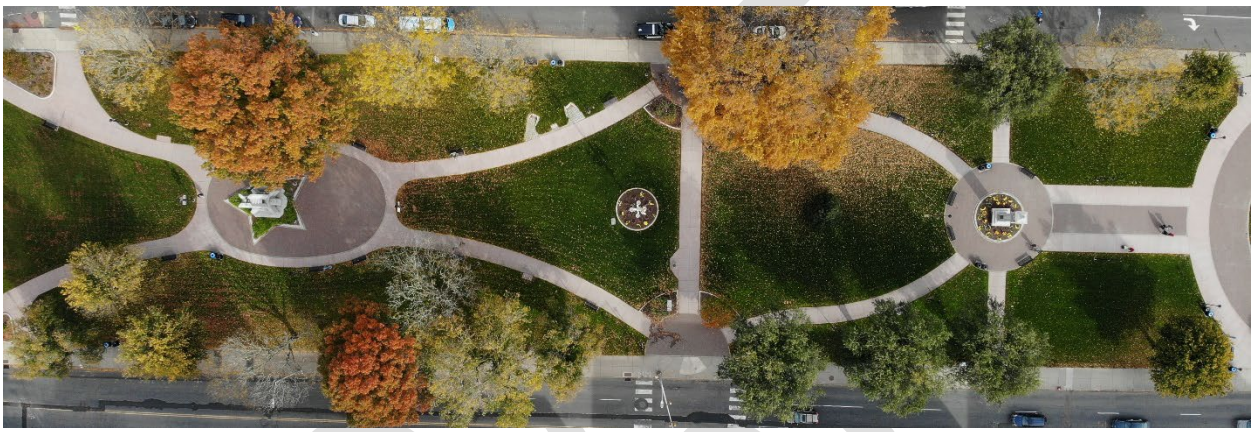

Figure 1 The Waterbury Green from Above

NVision50 sets the priorities, goals, and long-term vision for the multi-modal transportation system in the Naugatuck Valley Region. Through funding priorities, the plan aims to:

- Reduce and ultimately eliminate traffic fatalities and serious injuries
- Improve air quality and address noise and light pollution caused by the transportation system
- Provide more ways to travel by foot, mobility aid, bike, and micromobility devices
- Expand access to bus and rail, improving speed, reliability, and reducing wait times
- Establish a strong footing for future changes in transportation technology

The planning process for NVision50 emphasized projects that:

- Are multimodal, supporting the full range of ways people and goods get around our region
- Provide a regional benefit, rather than project that focus their benefits on one town or local development
- Are spread broadly throughout the region, ensuring that projects of importance aren't concentrated in any one town
- Align with the goals of the NVCOG's Transportation Technical Advisory Committee, Policy Board, and those of the Connecticut Department of Transportation

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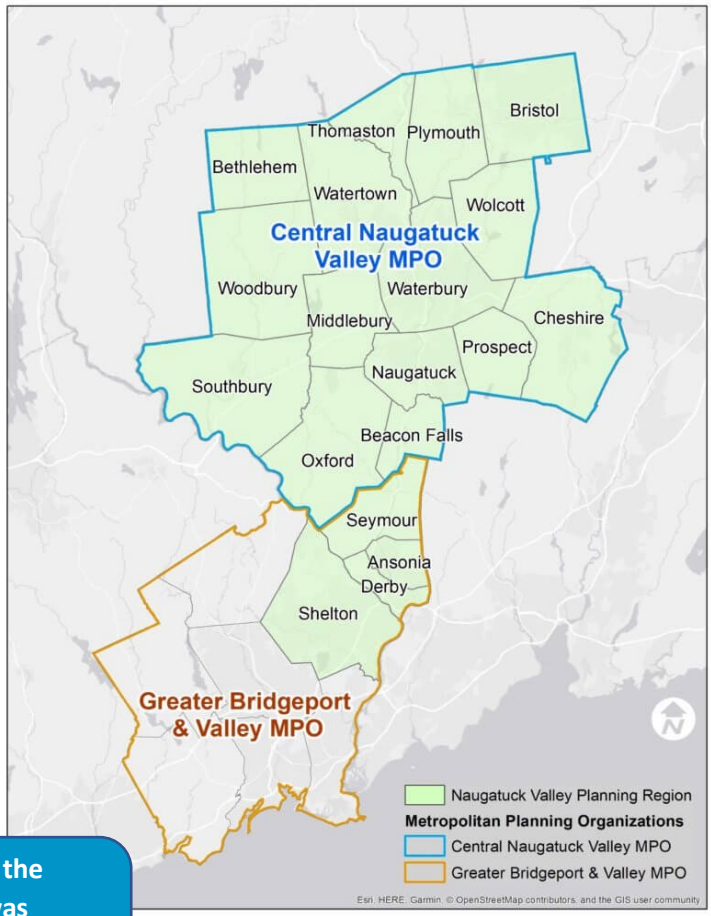
The Region

The Naugatuck Valley Council of Governments represents the 19 town Naugatuck Valley Planning region, a diverse mix of economies, cultures, and geographies that makes up west-central Connecticut. Because the boundaries of Metropolitan Planning Organizations (MPOs) and Councils of Governments (COGs) don't align in Western Connecticut, this plan plays a dual role of representing priorities and goals for the broader Naugatuck Valley Planning Region while limiting fiscal analysis and identification of projects to the CNVMPO area. Projects for the 4 Greater Bridgeport and Valley towns are identified in the MTP of the GBVMPO, created by the Connecticut Metropolitan Council of Governments with support from NVCOG Staff.



As of the 2020 Census, the region's population was 450,400. This is slight growth from 2010's 448,700

Like most of the country, the Naugatuck Valley Planning Region is growing more diverse. Racial and ethnic minorities now make up nearly 30% of the region's population, with Waterbury remaining a majority-minority city.

Plan Development & Engagement Highlights

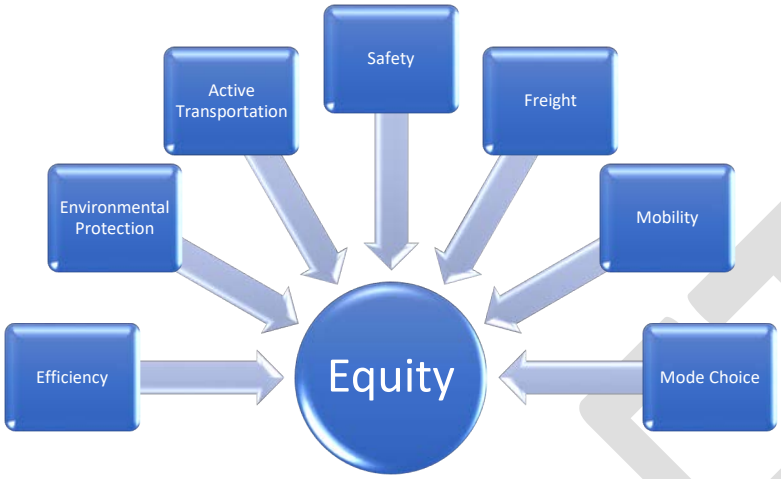
The creation of NVision50 was a collaborative effort across levels of government and greatly dependent on public input. The multi-year planning process began with NVCOG staff in November of 2020 and will culminate in the adoption of the plan by the NVCOG Board in February of 2023. Once accepted by the US DOT, this plan will guide transportation planning and development in the region until the next update in 2027. The goals and priorities identified in this plan represent the collective vision of stakeholders, staff, visitors, and residents of the region.

2 festivals with hundreds of conversations about priorities

687 responses to a multi-region survey

Input from stakeholders including rail, freight, and transit operators

Transportation Planning Priorities



The NVCOG defines Mobility Equity as:

- Mobility for all ages
- Mobility for all incomes
- Mobility for all abilities
- Mobility from anywhere to everywhere

In all planning activities in the region, including NVision50, equity is at the center. This plan aims to provide benefit greater than the burdens of the transportation system to all users and residents, regardless of location, age, ability, or income.

The Current System

The Naugatuck Valley Planning Region has a complex and aging infrastructure that includes an extensive network of highways and streets, a rail system that has been in place since the mid-19th century, a growing number of multi-use paths, and a general aviation airport. Within the current system, two concerns are consistently identified as the primary areas of concern: age of infrastructure and congestion on the road network.

Rail

The region's rail network was almost entirely built or upgraded to its current state by the New Haven Railroad in the early 20th century. The Waterbury Line, operated by the Metropolitan Transportation Authority's Metro North Railroad, is the only passenger service in the region. Freight is moved by rail on the Waterbury Line, as well as the Waterbury Secondary, the Central CT Line, and the Maybrook Line, which is maintained as active but currently does not have customers within our region.

Passenger rail service is limited and facilities are inadequate for modern standards. In addition to an expansion onto parts of the system only served by freight currently, upgrades are required to equipment, stations, and track. A recent project completed by the CTDOT included significant work to the Waterbury Line, an important start to bringing the desired frequency as well as a significant safety improvement.

Roads and Highways

The region's 2,865 miles of roads include Interstates 84 and 691, as well as CT Route 8, as the core of the system. This core is then supplemented by a series of arterial state routes, and an extensive system of local roads.

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Congestion along the freeway system is a recurring issue, especially within the GBVMPO portion of Route 8 and at the interchange between Route 8 and Interstate 84, known as the MixMaster. The region's auto-centric development outside of historic city centers has also lead to congestion along major state routes, with frequent signals and driveways to large commercial centers.

Safety is a significant issue on the region's roads. In line with trends across Connecticut, 2022 continued the trend of increasing fatalities and serious injuries, especially for pedestrians and vulnerable users.

Figure 2 The Waterbury Line and Route 8 run alongside the Naugatuck River under the Prospect Street Bridge, Naugatuck

Being an older region, developed early in American history, much of the region's infrastructure is also old. In addition to the need to bring older roads and bridges to a state of good repair, there is also a concern for utilities buried within those streets, particularly in the urban core. Projects within the region often require additional time and planning as water infrastructure, old or disused electrical and gas lines, and rail for trolleys can often be found.

Transit

Within the region, five separate operators provide a fragmented and limited bus service. Within the core of the region, the Waterbury Division of CTtransit operates at long headways with limited service outside of Waterbury. The northeast corner of the region is served by the CTtransit Hartford Division's New Britain/Bristol service. CTtransit New Haven operates one route through Cheshire and Waterbury, and another that serves Derby, Seymour, and Ansonia. Finally, Greater Bridgeport Transit provides limited service into the southern portion of the region, entirely within the GBVMPO area. The Valley Transit District provides ADA and Dial-A-Ride services to the lower valley towns.

Aviation

The Naugatuck Valley Planning Region has a single general aviation airport, the Waterbury-Oxford Airport (OXC). This airport, under the control of the Connecticut Airport Authority, has recently seen improvements to its runway, the building of a Customs and Border Patrol facility, as well as significant completed and planned investments by private operators. Though limited in its traffic, the airport serves as an important economic driver within the region and a notable asset for growth.

Most residents fly commercially through one of the surrounding airports, including Bradley (BDL), located in Windsor Locks service Hartford and Springfield, MA, Tweed-New Haven (HVN), located in New Haven with limited but growing commercial flights to east coast destinations, or one of the Southern New York Airports including JFK International (JFK), La Guardia (LGA), or Westchester (HPN). Newark Liberty International (EWR) also serves the New York City area and provides service to residents of the NVCOG region.

Regional Transportation Needs

Based on the analysis of the current state of the system, clear trends and requirements emerged.

Figure 3 Waterbury Line Train at the platform of the Waterbury Station

- Integration of a Safe Systems approach to roadway design is critical to save lives and prevent serious injuries
- Protected and comfortable bike lanes and sidewalks are required to support users of a truly multi-modal system
- Bus routes and governance need to be rationalized across the region, providing shorter headways, reliable service, and better connections between parts of the region
- Congestion on the freeway network must be addressed through a series of state-of-good-repair projects, minor improvements where appropriate, and travel demand management efforts

CURIOUS ABOUT WHAT IS BEING BUILT RIGHT NOW? FOLLOW THIS LINK TO SEE PROJECTS ON THE CURRENT TRANSPORTATION IMPROVEMENT PROGRAM

https://nvcogct.gov/what-we-do/transportation-planning-2/transportation-improvement-programs/

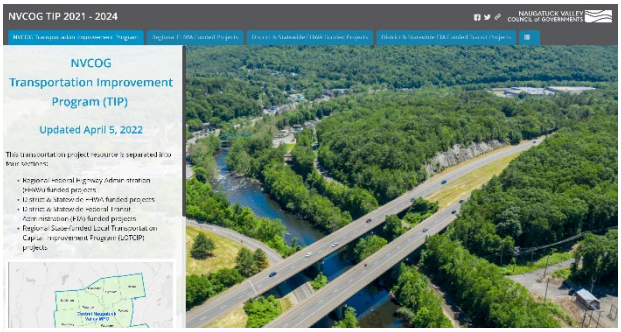
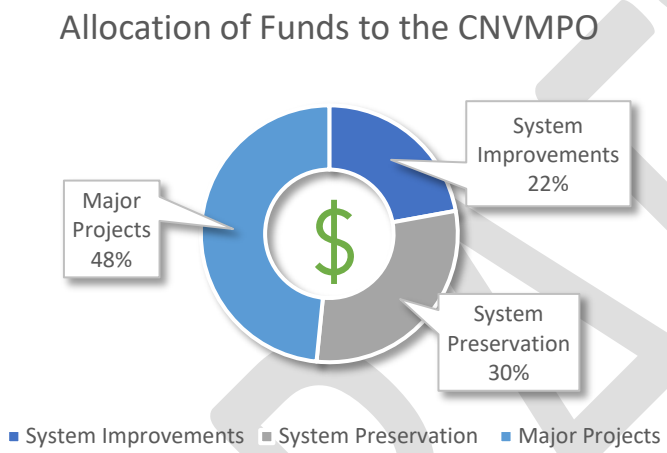


Figure 4 NVCOG TIP Project Map

Funding and Projects

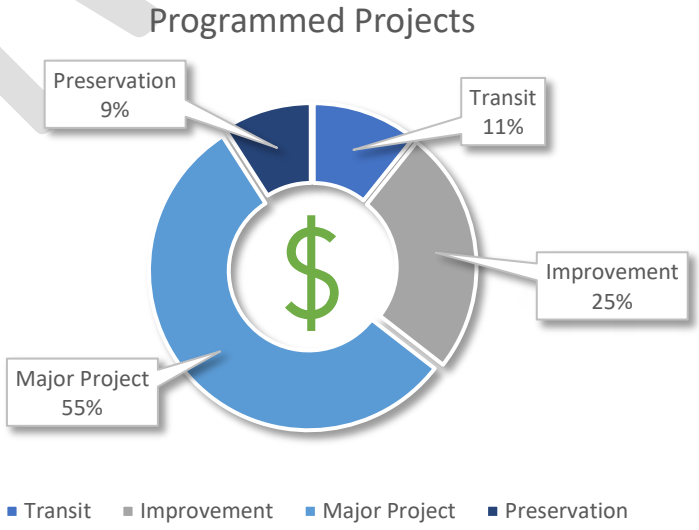
NVision50 contains the goals and vision for the CNVMPO that can be implemented by 2050 based on reasonably expected funding levels. These revenue estimates, provided by the CTDOT, provide for three types of projects; Major Projects of Statewide Importance, or projects controlled by the CTDOT that are vital for the highest levels of the transportation system, Improvements, which are projects that redesign infrastructure to address functional or safety issues, and Preservation, which rebuild existing infrastructure in place to reach and maintain a state of good repair. Though there are concepts and ideas for the region that would require expenditures beyond current funding expectations, these projects are included in out years of the plan as vision projects, though are not on the full project listing page to maintain fiscal constraint.



Within the expected funding limits of the MTP period, projects were identified and programmed into all major areas of the transportation system that fall under the purview of the NVCOG. Because the CAA operates airports with separate funding sources, no aviation projects were included.

Within the reasonable funding estimates for the region, four major categories received funding:

- Improvements: $1,410,205,000
- Major Projects: $3,154,250,000
- System Preservation: $516,389,000
- Transit: $610,831,000



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Outcomes of NVision50

NVision50 will result in improvements in the key focus areas of the NVCOG Region's Planning Priorities. At the center of it all, these projects aim to better distribute the benefits and burdens of the transportation system across the region.

Active Transportation

NVision50 supports the completion of the Naugatuck River Greenway and its connecting trails, along with improvements to sidewalks and cycling infrastructure along the region's roads.

Safety

Improvements to roads and vulnerable user spaces will help the region achieve the goal of zero fatalities by 2060

Efficiency

Improvements to the region's roads, bridges, rail, and trails will bring the condition of the transportation system back to a state of good repair

Mobility Equity

Build out of all projects in NVision50 offers additional travel options in all towns and for all people, advancing mobility equity

Mode Choice

Transit improvements, from infrastructure to service, will provide more options and ensure that everyone can get to where they are going

Environmental Protection

NVision50 supports a healthier environment through reduced congestion, implementation of reduced emission vehicles, and promoting mode shift to public transit, walking/rolling, and cycling

Freight

Reduction in congestion and improvements to the regional rail network will support the safe and efficient movement of freight into and out of the region

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CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

MEMORANDUM: 03172023-Endorsement of NVision50

To: Central Naugatuck Valley MPO Board Members
From: Rich Donovan, Director of Transportation Planning
Subject: NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley COG and Central Naugatuck Valley MPO

The Central Naugatuck Valley MPO is designated by the US Department of Transportation as the transportation planning agency for the Central Naugatuck Valley Planning Region, and conducts the transportation planning process in accordance with federal planning regulations. For this reason, the region must maintain a long-range transportation plan, known as a Metropolitan Transportation Plan, for a minimum of a 20 year period. Every four years, this document must be updated, and the last MTP for the CNVMPO was adopted in April of 2019. To comply with the update schedule, NVision50 was developed as the 2023-2050 update to this document.

NVision50 is the result of significant collaboration between the NVCOG, the public, and critical stakeholders including the CT Department of Transportation, Federal Highway Administration, and Federal Transit Administration. This document lays out transportation priorities for the region, identifies critical projects and funding sources, and establishes goals that future projects will work toward.

The process of preparing NVision50 involved significant public engagement and outreach. In conjunction with the Greater Bridgeport and Valley MPO, staff prepared and released a mobility survey, gathering feedback from the combined 25 town region that was used to help establish strategies and goals within the plan. Concurrently, staff attended Waterbury's Harry Potter Day, Bristol's Mum Festival, and Shelton Day to inform the public about the survey and gather real time feedback.

Following completion of the draft of NVision50, a 39 day public engagement period began on February 6th that will end at the CNVMPO meeting on March 17th. During this time, the summary of the document was sent to stakeholder groups, municipal staff, community groups, and transportation stakeholders. A public information meeting was held on February 16th, the public was invited to comment at the March 1st TTAC meeting, and the public has been invited to the presentation and comment period at the CNVMPO meeting on March 17th. Additionally, NVCOG staff held an open listening session on March 9th, hosting a four hour open session during which the public could ask questions, provide comment, or express concerns about the plan.

All comments received from this period will be included in Appendix C of the final report. Comments will additionally be presented to the CNVMPO board prior to action on this document.

The appendix to NVision50 also includes the air quality conformity analysis performed by the CTDOT based on the project lists provided by the eight MPOs in Connecticut, a listing of

projects and funding sources included within the MTP, a summary of the survey responses received during the survey period, and the Bridgeport-Stamford Congestion Management Process.

The executive summary of NVision50 is included along with this memo in the meeting packet. This document remains unchanged since the last two meetings at which they were distributed.

Recommendation

MOTION: To adopt the proposed CNVMPO Resolution 2023-15, endorsing NVision50: the Metropolitan Transportation Plan for the Naugatuck Valley COG & Central Naugatuck Valley MPO as the Metropolitan Transportation Plan for the Central Naugatuck Valley.

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-15
ENDORSEMENT OF NVision50: THE METROPOLITAN TRANSPORTATION PLAN FOR THE NAUGATUCK VALLEY COG & CENTRAL NAUGATUCK VALLEY MPO

WHEREAS, The Central Naugatuck Valley MPO is designated by the US Department of Transportation as the transportation planning agency for the Central Naugatuck Valley Planning Region, and conducts the transportation planning process in accordance with Section 450 of Title 23 of the Code of Federal Regulations, as amended by the Fixing America's Surface Transportation Act (FAST Act), authorized by the Infrastructure Investment and Jobs Act (IIJA), and related US Department of Transportation planning regulations; and,

WHEREAS, The Metropolitan Transportation Plan: 2019-2045 for the Naugatuck Valley Planning Region & Central Naugatuck Valley Metropolitan Planning Area was prepared and endorsed by the CNVMPO on April 12, 2019; and

WHEREAS, The IIJA and other related acts requires MPOs to prepare and develop long range Metropolitan Transportation Plans every four years that reflect at least a 20-year planning horizon, are partially financially constrained, comply with federal planning guidelines, consider all modes of transportation, address ten planning factors, consider six livability principles, and conform to the Clean Air Act Amendments of 1990 and Connecticut's State Implementation Plan for Air Quality, as revised; and,

WHEREAS, The CNVMPO prepared and completed a new long range Metropolitan Transportation Plan with the timeframe of 2023 to 2050 through the transportation planning process and in conformity with FAST Act and IIJA planning guidelines; and,

WHEREAS, The CNVMPO conducted a proactive public involvement process that followed the procedures set forth in the MPOs Public Participation Program handbook, as revised, including soliciting input and guidance from transportation stakeholders, an online survey to gather feedback from the public, making the draft plan available to the public electronically for a period exceeding 30 days, preparing a summary of the draft plan and posting it on the NVCOG website, notifying the public of the new plan, soliciting review comments on the posted draft from stakeholders and pertinent organizations, holding a hybrid public information meeting on February 16, 2023, both virtually and at the NVCOG office, hosting a virtual listening session on March 9, 2023, inviting public comment to the March 1, 2023 meeting of the NVCOG Transportation Technical Advisory Committee, recording comments from the public, and considering and responding to comments; and,

WHEREAS, the proposed program of projects recommended in the CNVMPO's Metropolitan Transportation Plan was assessed for its impact on air quality and the State's ability to attain the Ozone and PM2.5 National Ambient Air Quality Standards; and,

WHEREAS, the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality;

NOW THEREFORE BE IT RESOLVED, that the Central Naugatuck Valley MPO, after reviewing the final draft NVision50: The Metropolitan Transportation Plan for the Naugatuck Valley COG & Central Naugatuck Valley MPO, finds the MTP to conform to air quality requirements of the U.S. Environmental Protection Agency (40 CFR 21 and 93), related U.S. Department of Transportation guidelines (23 CFR 450) and with Title 42, Section 7506 (3) (A) and endorses it as the official long range Metropolitan Transportation Plan for the Central Naugatuck Valley metropolitan planning area.

This resolution shall become effective as of March 17, 2023.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

	March 17, 2023
N. Warren Hess, III, Secretary	Date

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

MEMORANDUM: 03172023-Certification

To: Central Naugatuck Valley MPO Board Members
From: Rich Donovan, Director of Transportation Planning
Subject: Transportation Planning Self Certification

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. The requirements are contained in the following legislation and regulations:

1. 23 U.S.C. 134, 49 U.S.C. 5303, The Metropolitan Planning Rules

   These laws and regulations provide the legal framework for conducting the transportation planning process in Metropolitan Planning Areas. They direct the process for developing transportation plans, programs and activities and promote the safe and efficient management, operation and development of multimodal transportation systems through a continuing, cooperative, and comprehensive planning process.
2. The Clean Air Act (42 U.S.C.7504, 7506(c) and (d), 23 U.S.C. 134, 40 CFR 93

   In non-attainment and maintenance areas, these laws and regulations discusses the planning and development of an air quality State Implementation Plan and require an air quality conformity analysis to demonstrate that the transportation plans and programs are consistent with the objectives of the State Implementation Plan.
3. Title VI of the Civil Rights Act of 1964

   Title VI of the Civil Rights Act of 1964 prohibits discrimination based on race, color, or national origin in all federally assisted programs. Subsequent laws and Presidential Executive Orders have added handicap, sex, age, and income status to the criteria for which discrimination is prohibited. Furthermore, recipients of federal funding must make environmental justice a part of their agency mission and ensure that individuals are not denied benefits or the opportunity to participate in the public discourse because they have limited English language communication skills.
4. 49 U.S.C. 5332

   This section states a person may not be excluded from participating in, denied a benefit of, or discriminated against under, a project, program, or activity receiving financial assistance under this chapter because of their race, color, religion, national origin, sex, disability, or age.
5. Section 1101(b) of the FAST Act –LU (Pub. L. 114-357) and 49 CFR part 26

   These sections provide the legal and regulatory framework regarding the involvement of disadvantaged business enterprises in USDOT funded projects.

6. 23 CFR part 230

   This section provides regulatory standards for the implementation of an equal employment opportunity program on federal and federal-aid highway construction contracts.

7. The American Disabilities Act (ADA) of 1990 (42 U.S.C. 12101 et seq)

   This Act, along with the Department of Transportation (DOT) regulations "Transportation for Individuals with disabilities" (49 CFR Part 27, 37, and 38), prohibit discrimination against people with disabilities in employment, transportation, public accommodation, communications, governmental activities, and at commercial facilities.

8. The Older Americans Act, as amended (42 U.S.C 6101)

   This Act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance.

9. Section 324 of title 23 U.S.C.

   This section prohibits discrimination based on gender.

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794), 49 CFR part 27

    This section prohibits discrimination against individuals with disabilities.

The NVCOG, as the host agency for the CNVMPO, conducts the federal transportation planning program and process in accordance with these regulations by maintaining and preparing the Metropolitan Transportation Plan (MTP), compiling and updating the metropolitan Transportation Improvement Program (TIP), ensuring its plans, programs and projects adhere and conform to federal air quality regulations and do not cause a violation of the National Ambient Air Quality Standards, and implementing a proactive public involvement process.

Recommendation

MOTION: To adopt the proposed CNVMPO Resolution 2023-11, certifying that the transportation planning process is being conducted in accordance with federal requirements.

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-11

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), Infrastructure Investment and Jobs Act (IIJA)*** 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 to the Federal Highway Administration and Federal Transit Administration as part of the STIP and MTP 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 and authorized by IIJA***, 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 ***CNVMPO*** 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 Valley metropolitan planning area and the Waterbury urban 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 IIJA*** 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 March 17, 2023.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on March 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Respectfully submitted,

	March 17, 2023
N. Warren Hess, III, Secretary	Date

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
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MINUTES
Naugatuck Valley Council of Governments
Hybrid Meeting
NVCOG Conference Room
49 Leavenworth Street, 3rd Floor
Waterbury, CT 06702
10 a.m., Friday, February 17, 2023

NVCOG Representatives: Gerry Smith, First Selectman, Michael Krenesky, Alternate, Beacon Falls (both virtual); Stephen Sordi, First Selectman, Bethlehem (virtual); Jeff Caggiano, Mayor, Bristol (in-person); Rich Dziekan, Mayor, Derby (in-person); Ed St. John, First Selectman, Middlebury (in-person); Pete Hess, Mayor, Naugatuck (in-person); George Temple, First Selectman, Oxford (in-person); Joe Kilduff, Mayor, Plymouth (in-person); Bob Chatfield, Mayor, Prospect (virtual); Mark Lauretti, Mayor, Shelton (in-person); Ed Mone, First Selectman, Thomaston (in-person); Neil O'Leary, Mayor, Waterbury (in-person); Mark Raimo, Town Manager, Watertown (in-person); Barbara Perkinson, First Selectwoman, Woodbury (virtual).

Guests/Other: Jerry Lukowski, Director of Public Works, Watertown (in-person); Jessica LeClair, Sustainable CT (virtual); David Lukens, OPM (virtual); Jennine Lupo, Office of Rep. Jahana Hayes (virtual); Kevin Tedesco, CTDOT (in-person); Ellen Graham, Office of Senator Richard Blumenthal (virtual); Tommy Hyde, NVRDC (virtual); John Field, DEMHS Region 5 (in-person); Daniel Davis, Eversource (in-person); Antonietta Cotton, Avangrid (virtual); Meg Hafner, The Kennedy Collective (virtual); Betty Bajak, GWTD (virtual); Mackenzie Smillie, Eversource (in-person); Attorney Chris Antonacci, USA Recycling (virtual); Ed Spinella, USA Recycling (virtual); Kevin Pisacich, CT DEEP (virtual); Niki Dykstra, CT Dept. of Labor (in-person); John Wardzala, The Kennedy Collective (in-person).

Staff: Mark Nielsen (in-person); Aaron Budris (virtual); Joanna Rogalski (in-person); Lauren Rizzo (in-person); Richard Crowther, Jr. (in-person); Ricardo Rodriguez (in-person); Josh Lecar (in-person); Richard Donovan (virtual); Desira Blanchard (in-person); Steven Perry (in-person); Elliot Wareham (virtual); Savannah-Nicole Villalba (in-person); Drew Baklik (in-person); Eyitayo Olaleye (in-person).

Prior to the start of the meeting there was a presentation by Jessica LeClair of Sustainable CT concerning Sustainable CT's services and certification levels. Also prior to the start of the meeting there was a talk by Attorney Chris Antonacci and Ed Spinella of USA Recycling voicing opposition to Governor's Bill HB 6664 concerning managing waste and creating a waste authority. Additionally, First Selectman George Temple introduced Niki Dykstra from the CT Dept. of Labor. Ms. Dykstra explained that she works in veterans' employment services. The services provided are free and she invited those in attendance to contact her directly for additional information.

1. **Commencement of Meeting**
   Chairman Neil O'Leary called the meeting to order at 10:02 a.m. Those in attendance recited the Pledge of Allegiance and the roll was called. There was no public comment. Chairman O'Leary recognized Daniel Davis of Eversource. Mr. Davis introduced himself as the new rep for community relations in the Waterbury area.

2. **CNVMPO Meeting**
   a. *Approval of CNVMPO Resolution 2023-08, TIP Amendments – Project No. 0153-0125, Project No. 0017-0195, Project No. 0170-3649, Project No. 0170-3650, Project No. 0170-3651, and Project No. 0170-3652* – Mark Nielsen said most of the TIP amendments cover three main projects. The first is to add funding to the Steele Brook Greenway multi-use trail in Watertown, the second is a project to modernize traffic signals at six intersections along North Main Street, South Street, and Route 72 in downtown Bristol,

and the third set of amendments adds funding related to statewide pavement markings. One additional TIP amendment adds a project to realign the I-84 Exit 14 westbound off-ramp in Southbury, reconstruct CT Route 72 in the vicinity of the interchange, and improve the Route 72/Main Street South intersection. On a motion by Bob Chatfield, seconded by Pete Hess, it was unanimously

VOTED: To adopt CNVMPO Resolution 2023-08.

3. **NVCOG Administrative Items**
   a. *Approval of the Minutes of the January 13, 2023 CNVMPO and NVCOG Meeting* – On a motion by Ed Mone, seconded by Pete Hess, with Bob Chatfield abstaining, it was

      VOTED: To approve the minutes of the January 13, 2023 CNVMPO and NVCOG meeting.

   b. *Approval of Agency Financial Reports and Summaries for the Period Ending 1/31/23* – Mark Nielsen reviewed the financial report. NVCOG is still operating on-track with a balanced budget expected by the end of the fiscal year. The net position is $143,762. There have been no unexpected funding cuts or significant expenses. Reimbursement for Kinneytown Dam legal expenses is expected to come from a NOAA grant. On a motion by Joe Kilduff, seconded by Jeff Caggiano, it was unanimously

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

   c. *Review of FY 2022 Audit Report* – In the absence of the NVCOG financial director, this item was tabled.

   d. *Approval of FY 2023 Mid-Year Budget Adjustments* – In the absence of the financial director, this item was tabled.

   e. *Approval of FY 2024 Preliminary Budget Estimates* – In the absence of the financial director, this item was tabled.

   f. *Director's Report*
      - Legislative Update – Drew Baklik said public hearings and committee meetings are being watched. He is working with CCM and COST on behalf of the NVCOG municipalities and tracking legislation. If any CEO has an interest in tracking a particular bill, they should contact him. Mr. Baklik was asked to keep an eye on the CMERS mandate bill and a bill concerning firefighters and cancer presumption.

        In addition, Mark Nielsen provided an update on Executive Director Rick Dunne's recovery from a surgical procedure. Mr. Nielsen also introduced new NVCOG transportation planner Tayo Olaleye.

4. **Emergency Management**
   a. *Regional Emergency Planning Team Update* – Joanna Rogalski said CCM is having an emergency management conference as a one-day statewide municipal event.

b. *Community Emergency Response Team Update* – Ms. Rogalski said the Waterbury Dept of Health is considering a CERT that will be affiliated with the city. CERT training sessions will be held in March and October. The next quarterly statewide meeting is on April 20.

John Field said there is a new local emergency operations template for emergency management. Completion of the template is due by January 1, 2024 and will garner each municipality $5,000. He also said migrant planning is taking place among a variety of agencies. Planning activities will include a tabletop exercise. REPT legal questions are being worked on by attorneys. He noted that Eversource has a number of new liaisons who will be reaching out to the municipalities. A regional strategic training plan is being created.

5. **NVCOG Planning/Transportation**

a. *Presentation by David Lukens of OPM regarding Statewide Broadband* – Mr. Lukens said he is the broadband mapping coordination at OPM in the GIS office, and his department has been tasked with data collection and mapping of broadband. He introduced Kevin Pisacich from CT DEEP. Mr. Lukens said OPM has completed two rounds of ISP data collection and has published availability and adoption data. OPM estimates approximately 361 out of some 167,000 locations in the NVCOG region are underserved. The region is served by Altice, Charter, Comcast, GoNetSpeed, and Frontier in various locations. Like most of the state, the NVCOG region has remote locations with no availability, but suffers more from a lack of adoption than a lack of availability. Approximately 350 locations in the region lack access to broadband service, but over 30,000 locations lack a broadband subscription, satellite and fixed wireless not included. In some instances, this may mean that a higher speed level in not needed or desired, but when it has to do with education, Mr. Lukens said this should be managed between the state and the localities. Affordability is also a key component, and he noted the Affordable Connectivity program is available. Details about this program can be found on the OPM website. He also said that OPM's data on broadband does not "square" with data from the FCC and he would appreciate help in reporting problem areas, locations with unreliable service, and locations not accurately represented on the FCC map.

b. *MTP Update* – Rich Donovan said the MTP will be placed on the agenda for adoption at the March CNVMPO/NVCOG meeting which aligns with the end of the public comment period. The first public information meeting for the Metropolitan Transportation Plan was held on February 16. A series of other events are also planned and may be viewed on the NVCOG website. The entire draft MTP is also available on the NVCOG website. Mr. Donovan said NVCOG welcomes any comments from residents or other interested parties and asked for the assistance of the CEOs in helping to publicize this.

6. **Environmental Planning**

a. *Brownfields Project Update* – Ricardo Rodriguez said the RLF committee has provided supplemental funding for 359 Mill Street, Waterbury, and 0 Andrew Avenue, Naugatuck. The 70 North/59 Field Street, Torrington project and the 501 East Main Street, Ansonia project are in the underwriting phase. DECD has release a new funding round, it is a municipal grant program for remediation with limited assessment. In addition, the targeted brownfields development loan program from DECD offers a maximum of $4

million per loan per project. NVCOG is available to assist the towns with grants and loans. EPA has also released a funding round. A meeting of the RLF board will be called to award the pending sites that were discussed in the last RLF meeting.

b. *MSW Update* – Aaron Budris said the trash reduction pilot programs in Woodbury, Ansonia, and Seymour are now underway. NVCOG staff has been assisting the municipalities with outreach to residents. Planning for a 2023 composter and rain barrel sale is underway. Mr. Budris said CT DEEP has announced a grant program to help municipalities and regional organizations evaluate interest in expanding existing or creating new regional waste authorities. There is $1.5 million statewide available. NVCOG staff has begun putting together an application that would fund a study to investigate the region's needs and how a new or expanded regional waste authority could help support municipal efforts. The deadline is March 30. Mr. Budris said NVCOG would be happy to help Mayor O'Leary set up a forum on MSW to include discussion of a regional waste authority.

c. *DEEP Recreational Trails Update* – The deadline for this funding round is March 1. NVCOG has been assisting members with applications for projects in Ansonia, Beacon Falls, Bethlehem, Bristol, Derby, Naugatuck, Oxford, Seymour, Thomaston, Waterbury, Watertown, and Wolcott.

d. *Kinneytown Dam Update* – Mr. Budris said NOAA has announced that NVCOG will be receiving a grant for the removal of the dam. The scope has been negotiated with NOAA and all required paperwork has been submitted. A funding agreement is expected to be in place in March, with a project start date of April 1. Following the advice of the board, NVCOG has also filed for reimbursement of legal fees going back to September 1, which would allow NVCOG to recoup approximately $60,000. Executive Director Rick Dunne signed a term sheet last month on behalf of the brownfield land bank that outlines terms of the proposed purchase of the Kinneytown Dam from Kinneytown Hydro. This was a non-binding agreement and NVCOG's attorneys are now drafting a binding asset purchase agreement that will be executed as soon as possible. Mr. Budris does not expect the closing to take place before April, but design and engineering work will be able to start regardless of who holds the title.

Mayor Joe Kilduff thanked Mr. Budris for his prompt response in obtaining aerial photos of a private dam in Plymouth that had sprung a leak.

7. **Other**
   a. *NVCOG Year in Review* – In the absence of the executive director, this item was tabled.

8. **Adjournment**
   At 11:52 a.m., on a motion by Mark Lauretti, seconded by Pete Hess, it was unanimously

   VOTED: To adjourn the meeting.

Respectfully submitted by
Lauren Rizzo, Administrative Assistant
For
Pete Hess, Secretary

CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688

RESOLUTION 2023-08

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 within the Waterbury Urbanized Area and is required to maintain a fiscally constrained program of priority projects; and

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)***; and

WHEREAS, the Connecticut Department of Transportation is requesting amendment of the FFY 2021-2024 TIP as shown in the attached page; and

WHEREAS, the proposed projects do not necessitate a new Air Quality Conformity Determination; and

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 Pan for the Central Naugatuck Valley planning region;

BE IT RESOLVED that Central Naugatuck Valley MPO approves the amendment of the FFY 2021-2024 TIP.

This resolution shall become effective as of February 17, 2023.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on February 17, 2023, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

N. Warren Hess, III, Secretary

February 17, 2023
Date

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.gov

March 17, 2023

To Whom it May Concern:

Attached please find a copy of Fiscal Year 2023 Certifications and Assurances for FTA Grants and Cooperative Programs (the "FTA Certifications").

As Executive Director of the Naugatuck Valley Council of Governments ("NVCOG"), I have the authority, on behalf of NVCOG, to complete the certifications and assurances on pages 1-2 of the FTA Certifications form and bind NVCOG's compliance. To the best of my knowledge, NVCOG is in compliance with all certifications and assurances in Categories 1 – 15, 17, 18 and 21.

Furthermore, I have the authority to obligate NVCOG to comply with all federal laws, regulations, requirements, and guidance applicable to each FTA program to which NVCOG has applied. We do not have any contractual or legal restrictions that would serve to prevent NVCOG's execution of the FTA Certifications in good faith. Finally, I am aware of any litigation that may be pending or imminent which would affect NVCOG's ability to perform its FTA assisted awards.

Sincerely,

Rick Dunne
Executive Director

FEDERAL FISCAL YEAR 2023 CERTIFICATIONS AND ASSURANCES FOR FTA ASSISTANCE PROGRAMS

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: Naugatuck Valley Council of Governments (NVCOG)

The Applicant certifies to the applicable provisions of all categories: (*check here*) _____.

Or,

The Applicant certifies to the applicable provisions of the categories it has selected:

Category		**Certification**
01	Certifications and Assurances Required of Every Applicant	x
02	Public Transportation Agency Safety Plans	x
03	Tax Liability and Felony Convictions	x
04	Lobbying	x
05	Private Sector Protections	x
06	Transit Asset Management Plan	x
07	Rolling Stock Buy America Reviews and Bus Testing	x
08	Urbanized Area Formula Grants Program	x
09	Formula Grants for Rural Areas	x
10	Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	x
11	Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	x

12	Enhanced Mobility of Seniors and Individuals with Disabilities Programs	X
13	State of Good Repair Grants	X
14	Infrastructure Finance Programs	X
15	Alcohol and Controlled Substances Testing	X
16	Rail Safety Training and Oversight	
17	Demand Responsive Service	X
18	Interest and Financing Costs	X
19	Cybersecurity Certification for Rail Rolling Stock and Operations	
20	Tribal Transit Programs	
21	Emergency Relief Program	X

CERTIFICATIONS AND ASSURANCES SIGNATURE PAGE

AFFIRMATION OF APPLICANT

Name of the Applicant: Naugatuck Valley Council of Governments (NVCOG)

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in the federal fiscal year, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

The Certifications and Assurances the Applicant selects apply to each Award for which it now seeks, or may later seek federal assistance to be awarded by FTA during the federal fiscal year.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq*., and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature_____ Date: 3-17-23

Name Richard T. Dunne Authorized Representative of Applicant

AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): Naugatuck Valley Council of Governments (NVCOG)

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature_____ Date: _____

Name Gary B. O'Connor Attorney for Applicant

Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.

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RESOLUTION 2023-15

FTA ASSISTANCE – CERTIFICATIONS & ASSURANCES FY 2023

WHEREAS, the **NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS** (hereinafter "NVCOG"), has sought assistance from the **FEDERAL TRANSIT ADMINISTRATION** (hereinafter "FTA") pursuant to certain Assistance Agreements; and

WHEREAS, the FTA requires that each Applicant which seeks FTA assistance provide various certifications and assurances.

NOW, THEREFORE, BE IT RESOLVED that NVCOG makes the certifications and assurances as described in Categories 1 – 15, 17, 18 and 21 of the Federal Fiscal Year 2023 Certifications and Assurances for FTA Assistance Programs (hereinafter the "FTA Certifications and Assurances") and agrees that it has complied as of this date and that it will continue to comply with all the applicable requirements of Categories 1 – 15, 17, 18 and 20.

BE IT FURTHER RESOLVED that NVCOG shall comply with all applicable federal laws, regulations, requirements and guidance applicable to the FTA programs for which the Applicant has sought assistance.

BE IT FURTHER RESOLVED that the Executive Director is duly authorized to make and execute the foregoing FTA Certifications and Assurances and the Affirmation of Applicant contained therein.

Dated at Waterbury, Connecticut on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed: _____
N. Warren Hess, III, Secretary

Naugatuck Valley Council of Governments

Annual Financial Statements

For the Year Ended June 30, 2022

Naugatuck Valley Council of Governments
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June 30, 2022

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INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of
Naugatuck Valley Council of Governments

Report on the Financial Statements

Opinions

We have audited the accompanying financial statements of the governmental activities, and each major fund of the Naugatuck Valley Council of Governments (the "Council"), as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the governmental activities, and each major fund of the Council, as of June 30, 2022, and the respective changes in financial position for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Basis for Opinions

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Council and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Council's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

Auditor's Responsibilities for the Audit of the Financial Statements

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with generally accepted auditing standards and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with generally accepted auditing standards and Government Auditing Standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Council's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis on pages 4-8 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the

information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Supplementary Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Council's basic financial statements. The accompanying Statement of Connecticut Department of Transportation Project Expenditures is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the Statement of Connecticut Department of Transportation Project Expenditures is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by *Government Auditing Standards*

In accordance with *Government Auditing Standards*, we have also issued our report dated December 22, 2022, on our consideration of the Council's internal control over financial reporting and or tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on internal control over financial reporting or compliance. That report is an integral part of an audit preformed in accordance with *Government Auditing Standards* in considering the Council's internal control over financial reporting and compliance.

King, King & Associates

King, King & Associates, CPAs
Winsted, CT
December 22, 2022

As management of the Naugatuck Valley Council of Governments (the Council), we offer readers of the Council's financial statements this narrative overview and analysis of the financial activities of the Council for the fiscal year ended June 30, 2022.

Financial Highlights

- The assets of the Council exceeded its liabilities at the close of the most recent fiscal year by $576,307 (*net position*). Of this amount, $710,600 (*unrestricted net position*) may be used to meet the government's ongoing obligations to citizens and creditors.

- The government's total net position decreased by $83,624. The decrease is attributable in part to timing of project completions.

- As of the close of the current fiscal year, the NVCOG governmental funds reported combined ending fund balances of $878,722.

Overview of the Financial Statements

This discussion and analysis is intended to serve as an introduction to the Council's basic financial statements. The Council's basic financial statements comprise three components: 1) government-wide financial statements, 2) fund financial statements, and 3) notes to the financial statements. This report also contains other supplementary information in addition to the basic financial statements themselves.

Government-wide financial statements. The government-wide financial statements are designed to provide readers with a broad overview of the Council's finances, in a manner similar to a private-sector business.

The statement of net position presents information on all of the Council's assets and liabilities, with the difference between the two reported as net position. Over time, increases or decreases in net position may serve as a useful indicator whether the financial position of the Council is improving or deteriorating.

The statement of activities presents information showing how the government's net position has changed during the most recent fiscal year. All changes in net position are reported as soon as the underlying event giving rise to the change occurs, regardless of the timing of related cash flows. Thus, revenues and expenses are reported in this statement for some items that will only result in cash flows in future periods (e.g., earned but unused vacation leave).

Both of the government-wide financial statements present functions of the Council that are principally supported by intergovernmental revenues (governmental activities).

The governmental activities of the Council include regional planning, highway planning and administration of various regional programs, e.g. EPA and FTA. The government-wide financial statements can be found on pages 9-10 of this report.

Fund financial statements. A fund is a grouping of related accounts that is used to maintain control over resources that have been segregated for specific activities or objectives. The Council, like other state and local governments, uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements. All of the funds of the Council can be divided into two categories: governmental funds and fiduciary funds.

Governmental funds. Governmental funds are used to account for essentially the same functions reported as governmental activities in the government-wide financial statements. However, unlike the government-wide financial statements, governmental fund financial statements focus on near-term inflows and outflows of spendable resources, as well as on balances of spendable resources available at the end of the fiscal year. Such information may be useful in evaluating a government's near-term financing requirements.

Because the focus of governmental funds is narrower than that of the government-wide financial statements, it is useful to compare the information presented for governmental funds with similar information presented for governmental activities in the government-wide financial statements. By doing so, readers may better understand the long-term impact of the government's near-term financing decisions. Both the governmental fund balance sheet and the governmental fund statement of revenues, expenditures, and changes in fund balances provide a reconciliation to facilitate this comparison between governmental funds and governmental activities.

The Council maintains eighteen individual governmental funds. Information is presented separately in the governmental fund balance sheet and in the governmental fund statement of revenues, expenditures, and changes in fund balances for the General Fund, Planning UPWP Fund, Highway Projects Fund, FTA Fund, and the OPM Fund, which are considered to be major funds. The remaining eleven funds are combined into a single aggregated presentation in the financial statements. Individual fund data for each of these nonmajor funds is reported as supplementary information to the financial statements.

The Council adopts an annual appropriated budget for its general fund. A budgetary comparison statement has been provided for the general fund to demonstrate compliance with this budget.

The basic governmental fund financial statements can be found on pages 11-14 of this report.

Fiduciary Funds. Fiduciary funds are used to account for resources held for the benefit of parties outside the government. Fiduciary funds are not reflected in the government-wide financial statements because the resources of those funds are not available to provide services to the Council. The Council maintains one pension trust fund.

The basic fiduciary fund financial statements can be found on pages 15-16 of this report.

Notes to the financial statements. The notes provide additional information that is essential to a full understanding of the data provided in the government-wide and fund financial statements. The notes to the financial statements can be found on pages 17-25 of this report.

Government-wide Financial Analysis

As noted earlier, net position may serve over time as a useful indicator of a government's financial position. In the case of the Council, assets exceeded liabilities by $576,307 at the close of the most recent fiscal year.

Net Position

	2022	2021
Current and other assets	$ 2,074,385	$ 2,376,555
Capital Assets	703,182	787,385
Total Assets	$ 2,777,567	$ 3,163,940
Deferred Outflows of Resources	-	-
Long-Term Liabilities	$ 802,546	$ 870,460
Other Liabilities	1,398,804	1,633,550
Total Liabilities	2,201,350	2,504,010
Deferred Inflows of Resources	-	-
Net Position:		
Invested in capital assets, net of related debt	(134,293)	(83,076)
Unrestricted	710,600	743,007
Total Net Position	$ 576,307	$ 659,931

Unrestricted net position may be used to meet the government's ongoing obligations to citizen and creditors.

At the end of the current fiscal year, the Council is reporting a positive balance in unrestricted net position, for the government as a whole, as well as for its separate governmental activities. For the prior fiscal year, all activities had a positive balance.

The government's net position decreased by $83,624 during this fiscal year.

Governmental activities. Governmental activities decreased the Council net position by $83,624. Key elements of this decrease are as follows:

- Timing of project completions.
- Actual revenues in PL Carry Over, FTA, and FEMA were lower than what was expected.

Change in Net Position

	2022	2021
Revenues		
Program Revenues:		
Operating grants and contributions	$ 3,432,936	$ 4,564,264
General Revenues:		
Municipal Assessments	266,532	266,532
Miscellaneous	800	200
Interest Income	308	690
Total Revenues	3,700,576	4,831,686
Expenses		
Regional Planning	2,073,706	3,040,387
Highway Planning	1,659,164	1,893,081
Interest on Long-term Debt	51,330	-
Total Expenses	3,784,200	4,933,468
Change in net position	(83,624)	(101,782)
Beginning Net position, as restated	659,931	761,713
Ending Net position	$ 576,307	$ 659,931

Financial Analysis of the Government's Funds

As noted earlier, the Council uses fund accounting to ensure and demonstrate compliance with finance-related legal requirements.

Governmental Funds. The focus of the Council governmental funds is to provide information on near-term inflows, outflows, and balances of spendable resources. Such information is useful in assessing the Council financing requirements. In particular, unreserved fund balance may serve as a useful measure of a government's net resources available for spending at the end of the fiscal year.

As of the end of the current fiscal year, the Council governmental fund reported ending fund balance of $878,722, an increase of $30,749 in comparison with the prior year. 100% of this total amount constitutes unassigned fund balance, which is available for spending at the government's discretion.

The general fund is the chief operating fund of the Council. At the end of the current fiscal year, total fund balance of the general fund was $878,722.

The fund balance of the Council's general fund increased by $30,749 during the current fiscal year. A key factor in this increase is:

- Current year grant activity.

General Fund Budgetary Highlights

Actual results produced a budget surplus of $30,749 compared to a budget deficit of $117,746 in the prior year. The budget was approved with a budgeted revenues of $4,924,019 and expenditures each totaling $5,027,550. In addition:

- Actual revenues for PL Carry Over, FEMA, and FTA were lower than what was budgeted.

- Unanticipated project completion.

Capital Assets and Debt Administration

Capital Assets. The Council's investment in capital assets for its governmental activities as of June 30, 2022, amounts to $703,182 (net of accumulated depreciation). The investment in capital assets includes computers, office furniture and equipment, and vehicles.

Captial Assets

	2022	2021
Office Equipment	$ 90,722	$ 90,722
Computer Equipment	223,665	221,363
Leasehold Improvements	205,646	205,646
Website	38,385	38,385
Right of Use Building	981,337	981,337
Total Assets to be Depreciated	1,539,755	1,537,453
Total Accumulated Depreciation	(836,573)	(750,068)
Total	$ 703,182	$ 787,385

Additional information on the Council's fixed assets can be found in Note 2 on Page 22 of this report.

Long-term Liabilities. At the end of the current fiscal year, the long-term liabilities the Council has are leases payable and compensated absences outstanding.

	2022	2021
Lease Payable	$ 837,475	$ 870,460
Compensated Absences	168,122	104,967
Total	$ 1,005,597	$ 975,427

Economic Factors and Next Year's Budgets and Rates

- Government uncertainty surrounding existing funding sources.
- Uncertainty in direct funding sources.

Request for Information

This financial report is designed to provide a general overview of the Council finances for all those with an interest in the government's finances. Questions concerning any of the information provided in this report or requests for additional financial information should be addressed to the Executive Director, Naugatuck Valley Council of Governments, 49 Leavenworth St., 3rd Floor, Waterbury, CT 06702.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Net Position
June 30, 2022

	Primary Government	
	Governmental Activities	
Assets		
Current Assets:		
Cash and Cash Equivalents	$	939,573
Accounts Receivable		1,066,286
Prepaid Expenses		68,526
Total Current Assets		2,074,385
Noncurrent Assets:		
Capital Assets, Net of Depreciation		703,182
Total Noncurrent Assets		703,182
Total Assets	$	2,777,567
Deferred Outflows of Resources		-
Liabilities		
Current Liabilities:		
Accounts Payable	$	355,254
Grant Prepayments		840,409
Accrued Expenses		168,122
Lease Payable - Current Portion		35,019
Total Current Liabilities		1,398,804
Noncurrent Liabilities:		
Lease Payable - Long-term Portion		802,456
Total Long-term Liabilities		802,456
Deferred Inflows of Resources		-
Net Position		
Net Investment in Capital Assets		(134,293)
Unrestricted		710,600
Total Net Position	$	576,307

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Activities
For the Year Ended June 30, 2022

Functions/Programs	Expenses	Program Revenues: Charges for Services	Program Revenues: Operating Grants and Contributions	Program Revenues: Capital Grants and Contributions	Net (Expense) Revenue and Change in Net Position – Primary Government: Total
Primary Government:					
Governmental Activities:					
Regional Planning	$ 2,073,706	$ -	$ 1,773,772	$ -	$ (299,934)
Highway Planning	1,659,164	-	1,659,164	-	-
Interest on Long-term Debt	51,330	-	-	-	(51,330)
Total Governmental Activities	3,784,200	-	3,432,936	-	(351,264)
Total Primary Government	**$ 3,784,200**	**$ -**	**$ 3,432,936**	**$ -**	**$ (351,264)**

General Revenues:	
Municipal assessments	266,532
Miscellaneous	800
Interest Income	308
Total general revenues	267,640
Change in net position	(83,624)
Beginning Net Position, as restated	659,931
Ending Net Position	$ 576,307

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS

Governmental Funds Balance Sheet

June 30, 2022

	General Fund	Planning UPWP Fund	Highway Projects Fund	FTA Fund	OPM Fund	Nonmajor Funds	Total Governmental Funds
ASSETS							
Cash and Cash Equivalents	$ 939,573	$ -	$ -	$ -	$ -	$ -	$ 939,573
Accounts Receivable	45,523	321,949	160,038	-	-	538,776	1,066,286
Due From Other Funds	659,986	-	137,621	582,140	6,091	96,298	1,482,136
Prepaid Expenses	68,526	-	-	-	-	-	68,526
Total Assets	**$ 1,713,608**	**$ 321,949**	**$ 297,659**	**$ 582,140**	**$ 6,091**	**$ 635,074**	**$ 3,556,521**
LIABILITIES							
Accounts Payable	$ 22,971	$ 210	$ 129,477	$ -	$ 6,091	$ 196,505	$ 355,254
Grant Prepayments	595,259	15,044	124,330	-	-	105,776	840,409
Due To Other Funds	216,656	306,695	43,852	582,140	-	332,793	1,482,136
Total Liabilities	**834,886**	**321,949**	**297,659**	**582,140**	**6,091**	**635,074**	**2,677,799**
FUND BALANCES/NET POSITION							
Fund Balances:							
Unassigned	878,722	-	-	-	-	-	878,722
Total Fund Balances	**878,722**	**-**	**-**	**-**	**-**	**-**	**878,722**
Total Liabilities and Fund Balance	**$ 1,713,608**	**$ 321,949**	**$ 297,659**	**$ 582,140**	**$ 6,091**	**$ 635,074**	**$ 3,556,521**

Amounts reported for governmental activities in the statement of net position are different because:	
Capital assets used in governmental activities are not financial resources and, therefore, are not reported in the funds (See Note 2)	703,182
Long-term liabilities, including compensated absences, are not due or payable in the current period and therefore are not reported in the funds	(1,005,597)
Net Position of governmental activities	$ 576,307

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Revenues, Expenditures, and Changes in Fund Balance
All Governmental Fund Types
For the Year Ended June 30, 2022

	General Fund	Planning UPWP Fund	Highway Projects Fund	FTA Fund	OPM Fund	Nonmajor Funds	Total Governmental Funds
REVENUES							
Federal Grants	$ 174,944	$ 995,849	$ 342,209	$ 142,247	$ -	$ 571,850	$ 2,227,099
State Grants	2,207	123,914	4,109	30,029	490,642	262,401	913,302
Other Governmental Agencies	367,209	846	19,961	-	-	171,051	559,067
Miscellaneous	1,108	-	-	-	-	-	1,108
Total Revenue	**545,468**	**1,120,609**	**366,279**	**172,276**	**490,642**	**1,005,302**	**3,700,576**
EXPENDITURES							
Direct Costs:							
Salaries	8,433	568,896	17,802	57,241	222,960	188,964	1,064,296
Contractors/Subcontractors	144,590	68,567	328,996	45,369	16,800	607,980	1,212,302
Contingency	632	-	-	-	-	-	632
Other	8,869	13,445	920	9,978	18,344	19,764	71,320
Indirect Costs:	220,236	593,274	18,561	59,688	232,470	197,048	1,321,277
Total Expenditures	**382,760**	**1,244,182**	**366,279**	**172,276**	**490,574**	**1,013,756**	**3,669,827**
Excess (Deficiency) of Revenue Over Expenses	162,708	(123,573)	-	-	68	(8,454)	30,749
OTHER FINANCING SOURCES (USES)							
Transfers In	-	123,573	-	-	-	8,454	132,027
Transfers Out	(131,959)	-	-	-	(68)	-	(132,027)
Total Other Financing Sources (Uses)	**(131,959)**	**123,573**	**-**	**-**	**(68)**	**8,454**	**-**
Revenues over/(under) Expenditures	**30,749**	**-**	**-**	**-**	**-**	**-**	**30,749**
Beginning of Year Fund Balance, As Restated	847,973	-	-	-	-	-	847,973
End of Year Fund Balance	**$ 878,722**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 878,722**

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS

Reconciliation of the Statement of Revenues, Expenditures, and Changes in Fund Balance of Governmental Funds to the Statement of Activities

For the Year Ended June 30, 2022

Net change in fund balances-total governmental funds	$ 30,749
Amounts reported for governmental activities in the statement of activities are different because:	
Governmental funds report capital outlays as expenditures. However, in the statement of activities, the cost of those assets is allocated over their estimated useful lives as depreciation expense.	
Capital Outlay	2,302
Depreciation Expense	(86,505)
Changes in accrued compensated absences payable are not reflected in the governmental funds, but affect the expenses reported in the statement of activities.	(63,155)
Debt proceeds provide current financial resources to governmental funds, but issuing debt increases long-term liabilities in the statement of net position. Repayment of debt principal is an expenditure in the governmental funds, but the repayment reduces long-term liabilities in the Statement of Net Position.	
Principal payments on long-term debt - leases payable	32,985
Change in net position of governmental activities	**$ (83,624)**

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
General Fund
Budgetary Comparison Statement
For the Year Ended June 30, 2022

	Original Budget	Final Budget	Actual	Over/ (Under)
REVENUES				
PL Carry Over	$ 1,244,022	$ 1,158,227	$ 1,120,609	$ (37,618)
Transportation Projects	468,440	465,576	385,825	(79,751)
EPA	248,826	845,390	319,089	(526,301)
FTA	729,920	809,985	172,276	(637,709)
LOTCIP	156,192	168,073	151,825	(16,248)
DECD	-	-	660	660
DEHMS	13,216	26,387	11,160	(15,227)
CERT	6,272	4,000	2,418	(1,582)
FEMA	120,160	-	148,867	148,867
RSG	490,642	474,369	490,642	16,273
Resilient CT	-	-	2,207	2,207
DEEP	12,960	12,960	9,212	(3,748)
Regional Incentives	200,000	-	109,916	109,916
Regional Election Monitor	2,000	2,000	-	(2,000)
Regional Municipal Services	87,888	75,889	82,998	7,109
Fish & Wildlife	66,600	66,723	-	(66,723)
Landbank	26,880	24,398	-	(24,398)
Shelton GIS	3,000	3,000	-	(3,000)
Household Hazardous Waste	119,264	121,549	109,013	(12,536)
Municipal Dues	229,847	229,847	229,847	-
Brownfield Dues	25,000	25,000	25,000	-
Brownfield RLF	-	-	155,398	155,398
Capital Purchasing Program	7,000	7,000	6,500	(500)
CTB Land Bank	-	-	23,228	23,228
COVID Relief	80,745	-	130,905	130,905
HRR Hous. River Rest-O'Sullivan	-	-	11,873	11,873
Non-Recurring Funds	-	402,646	800	(401,846)
Interest	1,500	1,000	308	(692)
Total Revenues	4,340,374	4,924,019	3,700,576	(1,223,443)
EXPENDITURES				
Salaries	1,531,894	1,590,097	1,229,203	(360,894)
Payroll Taxes	117,190	116,890	114,031	(2,859)
Pension	104,374	97,826	99,325	1,499
Benefits	490,589	467,587	633,910	166,323
Contractors	1,689,894	2,209,894	1,212,302	(997,592)
Advertising	7,327	7,327	10,479	3,152
Capital Equipment	13,925	12,926	2,570	(10,356)
Computer Software & Maintenance	92,766	206,876	53,585	(153,291)
Dues/Professional/Conferences	3,000	3,000	-	(3,000)
Insurance	18,000	17,000	11,305	(5,695)
Lease Expense	1,000	1,000	-	(1,000)
Professional Services	65,000	92,550	117,007	24,457
Printing	4,000	4,000	2,914	(1,086)
Office Supplies	24,000	23,000	20,099	(2,901)
Rent	84,315	84,315	84,315	-
Repairs/Renovations	8,000	4,000	-	(4,000)
Telephone/Internet Service	14,000	14,000	15,440	1,440
Training/Professional Development	3,000	10,000	16,447	6,447
Travel/Meetings	41,000	38,162	19,513	(18,649)
Utilities	21,000	21,000	23,733	2,733
Website	5,000	5,000	2,784	(2,216)
Bank Fees	100	100	124	24
Miscellaneous	-	-	741	741
Contingency	1,000	1,000	-	(1,000)
Total Expenditures	4,340,374	5,027,550	3,669,827	(1,357,723)
Revenues and Other Financing Sources over/(under) Expenditures and Other Financing Uses	$ -	$ (103,531)	$ 30,749	$ 30,749

The accompanying notes are an integral part of the financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Fiduciary Net Position
Fiduciary Funds
For the Year Ended June 30, 2022

	Pension Trust Fund
Assets	
Investments - Mutual Funds	$ 1,241,679
Total Assets	$ 1,241,679
Deferred Outflows of Resources	-
Liabilities	$ -
Deferred Inflows of Resources	-
Net Position	
Restricted for Pension Benefits	$ 1,241,679

The accompanying notes are an integral part of these financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Changes in Fiduciary Net Position
Fiduciary Funds
For the Year Ended June 30, 2022

	Pension Trust Fund
Additions	
Contributions	$ 86,814
Investment Income	(273,187)
Total Additions	(186,373)
Deductions	$ -
Change in Net Position	(186,373)
Net Position - Beginning	1,428,052
Net Position - Ending	$ 1,241,679

The accompanying notes are an integral part of these financial statements.

NOTE 1 – Summary of Significant Accounting Policies

The accounting policies of the Naugatuck Valley Council of Governments (the Council) conform to generally accepted accounting principles as applicable to governmental units. The Council prepares its basic financial statements in conformity with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board (GASB) and other authoritative sources identified in the Statement on Auditing Standards No. 69 of the American Institute of Certified Public Accountants and it complies with the requirements of contracts and grants of agencies from which it receives funds. The following is a summary of the more significant policies:

Governmental Reporting Entity
The Council is a non-taxable association of the municipalities of Ansonia, Beacon Falls, Bethlehem, Bristol, Cheshire, Derby, Middlebury, Naugatuck, Oxford, Plymouth, Prospect, Seymour, Shelton, Southbury, Thomaston, Waterbury, Watertown, Wolcott, and Woodbury. The Council's primary responsibility is to provide planning services for the region's land use management, and transportation planning under Connecticut State Statute Chapter 127 section 3-31 through 8-37B and Federal Transportation Legislation. There are no component units included with the reporting entity.

Government-Wide and Fund Financial Statements
The Statement of Net Position and the Statement of Activities are Government-Wide financial statements. They report information on all of the Council's non-fiduciary activities. Governmental activities include programs supported primarily by grants and local contributions. The effect of interfund activity has been removed from these statements.

The statement of activities demonstrates the degree to which the direct expenses of a given function or segment are offset by program revenues. Direct expenses are those that are clearly identifiable with a specific function or segment. Program revenues include 1) charges to customers or applicants who purchase, use, or directly benefit from goods, services, or privileges provided by a given function or segment and 2) grants and contributions that are restricted to meeting the operational or capital requirements of a particular function or segment.

Separate financial statements are provided for governmental funds and fiduciary funds, even though the latter is excluded from the government-wide financial statements. Major individual governmental funds are reported as separate columns in the fund financial statements.

The various funds included in the financial statements are described below:

Governmental Funds are those through which most governmental functions typically are financed. The major governmental funds are as follows:

> The General Fund is the primary operating fund of the Council. It accounts for all financial resources of the Council, except those not accounted for and reported in another fund.
>
> Planning UPWP Fund is used to account for revenues and expenditures incurred in providing comprehensive urban and rural transportation planning for its member municipalities.
>
> Highway Project Fund is used to account for revenues and expenditures incurred in the development of contract plans, specifications and estimates for highway projects.

FTA Projects Fund is used to account for revenues and expenditures incurred in providing comprehensive urban and rural transportation planning for its member municipalities.

The OPM Fund is used to account for revenues and expenditures incurred in for planning purposes and to achieve efficiencies in the delivery of municipal services by regionalizing such services, including, but not limited to, region-wide consolidation of such services.

Measurement focus, basis of accounting, and financial statements presentation
The government-wide financial statements are reported using the economic resources measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as soon as all eligibility requirements imposed by the provider have been met.

Governmental fund financial statements are reported using the current financial resources measurement focus and the modified accrual basis of accounting. The modified accrual basis of accounting recognizes revenues in the accounting period in which they become both measurable and available. Available means collectable within the current period or soon enough thereafter to be used to pay liabilities of the current period. For this purpose, the Council considers revenues to be available if collected within 60 days of the end of the current fiscal period. Exceptions to this general rule include: voluntary non-exchange transactions when all eligibility requirements have been met. Expenditures are generally recorded when a liability is incurred. Exceptions to this general rule include: compensated absences, debt service, and claims and judgements that are recorded only when payment is due. All other revenue items are considered to be measurable and available only when cash is received by the government, or specifically identified.

Revenues from local sources consist primarily of local dues. Local dues and revenues received from the state are recognized under the susceptible-to-accrual concept.

Investments – In general, State of Connecticut Statutes allow the Council to invest in obligations of the United States of America or United States government sponsored corporations, in shares or other interests in any custodial arrangement, pool, or no-load, open-end management type investment company or investment trust, in obligations of any state or political subdivision rated within the top two rating categories of any nationally recognized rating service, or in obligations of the State of Connecticut or political subdivision rated within the top three rating categories of any nationally recognized rating service. The Statutes (Sections 3-24f and 3-27f) also provide for investment in shares of the Connecticut Short-Term Investment Fund. Trust funds are able to invest in a wider range of investments. Investments are stated at fair value, based on quoted market prices. Certificates of Deposit are reported at cost.

Fair Value of Financial Instruments – In accordance with GASB Statement No. 72, the Council is required to measure the fair value of its assets and liabilities under a three-level hierarchy, as follows:

Level 1: Quoted market prices for identical assets or liabilities to which an entity has access to at the measurement date.

Level 2: Inputs and information other than quoted market indices included in Level 1 that are observable for the asset or liability, either directly or indirectly. Level 2 inputs include:

a. Quoted prices for similar assets or liabilities in active markets.
b. Quoted prices for identical or similar assets in markets that are not active;
c. Observable inputs other than quoted prices for the assets or liability;
d. Inputs derived principally from, or corroborated by, observable market data by correlation or by other means.

Level 3: Unobservable inputs for the asset or liability. Unobservable inputs should be used to measure the fair value to the extent that observable inputs are not available.

Observable inputs reflect the assumptions market participants would use in pricing the asset or liability developed from sources independent of the reporting entity; and unobservable inputs reflect the reporting entity's own assumptions about the assumptions market participants would use in pricing the asset or liability developed based on the best information available in the circumstances.

Investments carried at fair value are presented in Note 2.

Budgetary Data

The Naugatuck Valley Council of Governments budget is in conformity with Generally Accepted Accounting Principles (GAAP). The Council operates under a management budget that is approved by the Council prior to the beginning of the fiscal year. The Board may amend the budget during the year. Encumbrance accounting is not used.

The Statement of General Fund Revenues and Expenditures – Budget (Non-GAAP Budgetary Basis) and Actual presents comparisons of the legally adopted budget with actual data on a budgetary basis.

Capital Assets

Capital assets, which include a vehicle, leasehold improvements, furniture and equipment are reported in the applicable governmental activities column in the Council-wide financial statements. Capital assets are defined by the Council as assets with an initial, individual cost of more than $1,000 or a related group of assets whose cost exceed the threshold and an estimated useful life in excess of three years. Such assets are recorded at historical cost or estimated historical cost if purchased or constructed. Donated capital assets are recorded at estimated fair value at the date of donation.

The costs of normal maintenance and repairs that do not add to the value of the asset or materially extend assets lives are not capitalized.

Major outlays for capital assets and improvements are capitalized as projects are constructed.

Property, plant, and equipment is depreciated using the straight-line method over the following estimated useful lives:

Assets	Years
Computer Equipment	3
Leasehold Improvements	3
Office Equipment	5

Right of Use Lease Asset – The Council has recorded right of use lease assets as a result of implementing GASB 87, Leases. The right of use assets are initially measured at an amount equal to the initial measurement of the related lease liability plus any lease payments made prior to the lease term, less lease incentives and plus ancillary charges necessary to place the lease into service. The right of use assets are amortized on a straight-line basis over the life of the related lease.

Liability for Compensated Absences

Employees may accrue vacation earned until termination of their employment, at which time they are paid for accumulated vacation. All employees can accrue up to 175 hours. Compensated absences are accrued when incurred in the government-wide financial statements. There are seven current employees grandfathered in from the agency merger in 2015 who are able to accrue up to 210 hours.

Use of Estimates

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Accordingly, actual results could differ from those estimates.

Net Position and Fund Balance

In the government-wide financial statements, net position is classified in the following categories:

> *Net Investment in Capital Assets* – This category groups all capital assets, including infrastructure, into one component of net position. Accumulated depreciation and the outstanding balances of debt that are attributable to the acquisition, construction or improvement of these assets reduces this category.
>
> *Restricted Net Position* – This category presents external restrictions imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.
>
> *Unrestricted Net Position* – This category represents the net position of the Council, which is not restricted for any project or other purpose.

When both restricted and unrestricted net position are available, the Council first applies restricted resources when an expense is incurred.

In the fund financial statements, fund balances of governmental funds are classified in the following five separate categories:

> *Nonspendable Fund Balance* – Indicates amounts that cannot be spent because they are either not in spendable form, or are legally or contractually required to be maintained intact. Examples are items that are not expected to be converted to cash including prepaid expenditures and permanent fund principal.
>
> *Restricted Fund Balance* – Indicates amounts that are restricted to specific purposes. The spending constraints placed on the use of fund balance amounts are externally

imposed by creditors, grantors, contributors or laws or regulations of other governments and restrictions imposed by law through constitutional provisions or enabling legislation.

Committed Fund Balance – Indicates amounts that can be used only for specific purposes pursuant to constraints imposed by formal budgetary action of the Board of Directors in accordance with provisions of the Connecticut General Statutes.

Assigned Fund Balance – Indicates amounts that are constrained by the Council's intent to be used for specific purposes but are neither restricted nor committed. Intent is expressed by formal action of the Board of Directors.

Unassigned Fund Balance – Represents the remaining fund balance after amounts are set aside for all other classifications.

The Council has not established a formal policy for its use of restricted and unrestricted (committed, assigned, unassigned) fund balance; however, the Council generally used restricted fund balance first if the expenditure meets the restricted purpose, followed by committed, assigned and unassigned amounts.

The Council has not formally enacted legislation or Board policies requiring it to maintain a minimum fund balance.

NOTE 2 – Assets, Liabilities, and Fund Equity

Cash

Custodial Credit Risk – Custodial credit risk is the risk that in the event of a bank failure, the government's deposits may not be returned to it. The Council does not have a deposit policy for custodial credit risk. At year-end, the Council's carrying amount of deposits was $939,570, and the bank balance was $862,833, of which the Federal Depository Insurance Corporation covered $250,000. As of June 30, 2022, $612,833 of the Council's bank balance of $862,833 was exposed to custodial credit risk as follows:

Uninsured and Uncollateralized	$	551,550
Uninsured and Collateral held by pledging bank's Trust department not in the Council's name		61,283
	$	612,833

Credit Risk – The Council has no investment policy that limits the investment choices further than the State Statutes.

Investments
The following is a summary of investments at June 30, 2022:

Mutual Funds	$ 1,241,679

Custodial Credit Risk – Investments – This is the risk that, in the event of the failure of the counterparty, the government will not be able to recover the value of its investments or collateral

securities that are in possession of an outside party. The Council's does not have a policy for custodial credit risk. The Pension Trust Fund investments consist of Mutual Funds and are not exposed to custodial credit risk because they are direct contractual investments and are not securities.

Credit Risk – The Council does not have an investment policy that limits investment choices further than the Connecticut General Statutes. Generally, credit risk is defined as the risk that an issuer of a debt type investment will not fulfill its obligation to the holder. This is measured by assignment of a rating by a nationally recognized rating organization.

Concentrations of Credit Risk – The Council has no policy limiting an investment in any one issuer that is in excess of 5% of the Council's total investments.

Interest Rate Risk – The Council does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates.

The following is a schedule of assets measured at Fair Value:

		Fair Value Measurements Using		
Description	June 30, 2022	Quoted Prices in Active Markets for Indentical Assets (Level 1)	Significant Other Observable Inputs (Level 2)	Significant Unobservable Inputs (Level 3)
Mutual Funds	$ 1,241,679	$ 1,241,679	$ -	$ -

Capital Assets

Capital Asset activity for the year ended June 30, 2022 is as follows:

	Beginning Balance	Increases	Decreases	Ending Balance
Governmental Activities				
Capital Assets being Depreciated:				
Office Equipment	$ 90,722	$ -	$ -	$ 90,722
Computer Equipment	221,363	2,302	-	223,665
Leasehold Improvements	205,646	-	-	205,646
Website	38,385	-	-	38,385
Right of Use Building	981,337	-	-	981,337
Total Capital Assets being Depreciaed:	$ 1,537,453	$ 2,302	$ -	$ 1,539,755
Less Accumulated Depreciation for:				
Office Equipment	$ 86,134	$ 1,818	$ -	$ 87,952
Computer Equipment	154,074	26,784	-	180,858
Leasehold Improvements	199,785	1,159	-	200,944
Website	15,674	7,677	-	23,351
Right of Use Building	294,401	49,067	-	343,468
Total Accumulated Depreciation	$ 750,068	$ 86,505	$ -	$ 836,573
Total Capital Assets, being Depreciated, Net	$ 787,385	$ (84,203)	$ -	$ 703,182

Depreciation expense for June 30, 2022 is $86,505.

NOTE 3 – Interfund Receivables and Payables

Interfund receivable and payable balances at June 30, 2022 were as follows:

Receivable Fund	Payable Fund	Amount
Governmental Funds		
General Fund	Planning UPWP Fund	$ 306,695
General Fund	Highway Projects Fund	43,852
General Fund	FTA Fund	582,140
General Fund	Nonmajor Funds	332,793
Total due from/to other funds		$ 1,265,480

The above balances resulted from the time lag between the dates that transactions are recorded in the accounting system and payments between funds are made.

Interfund transfers at June 30, 2022 were as follows:

Transfers In	Transfers Out	Amount
Governmental Funds		
Planning UPWP Fund	General Fund	$ 123,573
Non-major Funds	General Fund	8,454
General Fund	OPM Fund	68
		$ 132,095

NOTE 4 – Risk Management

The Council is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets, errors and omissions, and natural disasters for which the government carries commercial insurance. There has been no significant reduction in insurance coverage from the prior year.

NOTE 5 – Lease Agreement

The Council has entered into an agreement to lease office space. The lease qualifies as other than short-term leases under GASB 87 and, therefore, have been recorded at the present value of the future minimum lease payments as of their inception.

The agreement was entered into in December 2015, to lease office space in Waterbury, Connecticut and requires monthly payments that change per annum. The Council has two options to renew the lease each for a term of five years. In 2020 the Council renewed the lease for another five year term. The lease liability is measured at a discount rate of 6%, which is the available rate determined by the Council if they were to finance office space. As a result of the lease, the Council has recorded a right of use asset with a net book value of $637,869 at June 30, 2022.

The annual debt service requirements of the Council's lease payable is as follows:

Year(s)	Principal	Interest	Total
2023	$ 35,019	$ 49,296	$ 84,315
2024	37,179	47,136	84,315
2025	39,472	44,843	84,315
2026	50,574	42,173	92,747
2027	53,693	39,053	92,746
2028-2035	621,538	166,807	788,345
	$ 837,475	$ 389,308	$ 1,226,783

Interest paid and expensed on the lease payable for the year ended June 30, 2022, totaled $51,330.

Long-term liability activity for the year ended June 30, 2022 was as follows:

	Restated Beginning Balance	Additions	Reductions	Ending Balance	Due Within One Year
Leases Payable	$ 870,460	$ -	$ 32,985	$ 837,475	$ 35,019
Total Long-Term Liabilities	$ 870,460	$ -	$ 32,985	$ 837,475	$ 35,019

NOTE 6 - Pension Plan

Council Employees
The Council adopted and administers a defined contribution pension plan (NVCOG Employees Retirement Plan) to provide benefits at retirement to employees of the Council. All employees age 20½ that are normally scheduled to work 29 or more hours per week are eligible to participate in the plan on the first of July nearest the completion of twenty-four months of service.

An eligible employee is one who has worked a minimum of 1,000 hours during the plan year, and who is actively employed as of the annual plan valuation date.

NVCOG makes discretionary contributions that are allocated across employees based on W-2 compensations excluding post-severance compensation. Separate discretionary contributions may be made to individual participants.
Vesting percentages, based on years of services, are as follows:

Years of Service	Vesting %
1	20%
2	40%
3	60%
4	80%
5 or more	100%

The Council contributions were $86,814, net of an employee forfeiture of $6,792.

At June 30, 2022, membership in the Plan consisted of:

Current employees:	
Fully or partially vested:	
Active	23
Non-Active	4
Total	27

Contributions are placed into individual participant accounts, where the funds are invested in mutual funds at the employees' discretion. Each participant has ownership of his or her respective accounts. Plan provisions and contribution requirements are established and may be amended by the Council.

Significant Accounting Policies
Basis of Accounting. Financial statements are prepared using the accrual basis of accounting. Employer and plan member contributions are recognized in the period that the contributions are due.

Method Used to Value Investments. Plan investments are reported at fair value. Short-term investments are reported at cost, which approximates fair value. Securities traded on national exchanges are valued at the last reported sales price. Investments that do not have an established market are reported at estimated fair values.

NOTE 7 – Restatement of Net Position

As a result of the implementation of GASB No. 87, Leases, as of July 1, 2021, the Council made the following reporting change: leases payable were added to long-term liabilities and lease assets are now reported under capital assets as right of use building. The beginning net position and fund balance of NVCOG was restated as of July 1, 2021 as follows:

	Net Position
Net Position/Fund Balance as previously reported at June 30, 2021	$ 843,455
Adoption of GASB 87:	
Capital Assets	686,936
Long-term Liabilities	(870,460)
Net Position/Fund Balance as Restated at July 1, 2021	$ 659,931

NOTE 8 – Additional Information

Based on the final audited indirect cost rate the Naugatuck Valley Council of Governments anticipates receiving $20,504 in additional funds from the Connecticut Department of Transportation in the subsequent year.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2022

	DEMHS Homeland Security	Citizen Emergency Response	EPA Fund	FEMA Pre-Disaster Mitigation	DEEP Greenway	HRR Hous. Rvr Rest-Osull	DECD Fund
Assets							
Cash and Cash Equivalents	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Accounts Receivable	3,900	-	205,542	204,114	9,230	26,804	19,995
Due From General Fund	18,724	4,799	-	-	-	-	7,740
Total Assets	$ 22,624	$ 4,799	$ 205,542	$ 204,114	$ 9,230	$ 26,804	$ 27,735
Deferred Outflows of Resources	-	-	-	-	-	-	-
Liabilities							
Accounts Payable	$ -	$ -	$ 115,684	$ 55,300	$ -	$ 1,590	$ -
Grant Prepayments	22,624	3,049	11,030	-	1,707	-	1,891
Due To General Fund	-	1,750	78,828	148,814	7,523	25,214	25,844
Total Liabilities	$ 22,624	$ 4,799	$ 205,542	$ 204,114	$ 9,230	$ 26,804	$ 27,735
Deferred Inflows of Resources	-	-	-	-	-	-	-
Fund Balance							
Unassigned	-	-	-	-	-	-	-
Total Fund Balance	-	-	-	-	-	-	-
Total Liabilities and Fund Balance	$ 22,624	$ 4,799	$ 205,542	$ 204,114	$ 9,230	$ 26,804	$ 27,735

The accompanying notes are an integral part of these financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Combining Balance Sheet
Nonmajor Governmental Funds
June 30, 2022

	LOTCIP Fund	COVID Relief	GIS Shelton	Hazardous Waste	Regional Incentive Grant Program	CTB Land Bank	Total Nonmajor Governmental Funds
Assets							
Cash and Cash Equivalents	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Accounts Receivable	-	54,973	3,000	175	-	11,043	538,776
Due From General Fund	44,799	-	3,630	14,269	2,337	-	96,298
Total Assets	$ 44,799	$ 54,973	$ 6,630	$ 14,444	$ 2,337	$ 11,043	$ 635,074
Deferred Outflows of Resources	-	-	-	-	-	-	-
Liabilities							
Accounts Payable	$ 66	$ 23,533	$ -	$ 332	$ -	$ -	$ 196,505
Grant Prepayments	44,733	-	6,630	14,112	-	-	105,776
Due To General Fund	-	31,440	-	-	2,337	11,043	332,793
Total Liabilities	$ 44,799	$ 54,973	$ 6,630	$ 14,444	$ 2,337	$ 11,043	$ 635,074
Deferred Inflows of Resources	-	-	-	-	-	-	-
Fund Balance							
Unassigned	-	-	-	-	-	-	-
Total Fund Balance	-	-	-	-	-	-	-
Total Liabilities and Fund Balance	$ 44,799	$ 54,973	$ 6,630	$ 14,444	$ 2,337	$ 11,043	$ 635,074

The accompanying notes are an integral part of these financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2022

	DEMHS Homeland Security	Citizen Emergency Response	EPA Fund	FEMA Pre-Disaster Mitigation	DEEP Greenway	HRR Hous. Rvr Rest-Osull	DECD Fund
Revenues							
Federal Grants	$ 11,160	$ 2,418	$ 319,089	$ 96,405	$ -	$ 11,873	$ -
State Grants	-	-	-	-	-	-	660
Other Governmental Agencies	-	-	-	52,462	9,212	-	-
Total Revenues	11,160	2,418	319,089	148,867	9,212	11,873	660
Expenditures							
Direct Costs:							
Salaries and Fringe Benefits	5,015	1,183	45,574	12,540	4,443	2,037	-
Contractors/Subcontractors	-	-	211,983	129,516	-	9,770	660
Other	914	1	14,011	37	137	22	-
Indirect Costs	5,231	1,234	47,521	13,082	4,632	2,123	-
Total Exependitures	11,160	2,418	319,089	155,175	9,212	13,952	660
Excess/(Deficiency) of Revenues Over Expenditures	-	-	-	(6,308)	-	(2,079)	-
OTHER FINANCING SOURCES (USES)							
Transfers In	-	-	-	6,308	-	2,079	-
Transfers Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	6,308	-	2,079	-
Net Change in Fund Balances	-	-	-	-	-	-	-
Fund Balance - Beginning	-	-	-	-	-	-	-
Fund Balance - Ending	$ -	$ -	$ -	$ -	$ -	$ -	$ -

The accompanying notes are an integral part of these financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Combining Statement of Revenues, Expenditures, and Changes in Fund Balances
Nonmajor Governmental Funds
For the Year Ended June 30, 2022

	LOTCIP Fund	COVID Relief	GIS Shelton	Hazardous Waste	Regional Incentive Grant Program Fund	CTB Land Bank	Total Nonmajor Governmental Funds
Revenues							
Federal Grants	$ -	$ 130,905	$ -	$ -	$ -	$ -	$ 571,850
State Grants	151,825	-	-	-	109,916	-	262,401
Other Governmental Agencies	-	-	-	109,013	-	364	171,051
Total Revenues	151,825	130,905	-	109,013	109,916	364	1,005,302
Expenditures							
Direct Costs:							
Salaries and Fringe Benefits	60,905	34,016	-	7,113	15,960	178	188,964
Contractors/Subcontractors	27,280	61,414	-	90,057	77,300	-	607,980
Other	138	-	-	4,425	79	-	19,764
Indirect Costs	63,502	35,475	-	7,418	16,644	186	197,048
Total Exependitures	151,825	130,905	-	109,013	109,983	364	1,013,756
Excess/(Deficiency) of Revenues Over Expenditures	-	-	-	-	(67)	-	(8,454)
OTHER FINANCING SOURCES (USES)							
Transfers In	-	-	-	-	67	-	8,454
Transfers Out	-	-	-	-	-	-	-
Total Other Financing Sources (Uses)	-	-	-	-	67	-	8,454
Net Change in Fund Balances	-	-	-	-	-	-	-
Fund Balance - Beginning	-	-	-	-	-	-	-
Fund Balance - Ending	$ -	$ -	$ -	$ -	$ -	$ -	$ -

The accompanying notes are an integral part of these financial statements.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Statement of Connecticut Department of Transportation Project Expenditures
For the Year Ended June 30, 2022

	COGCNV | FHWA/FTA PL	COGCNV FHWA/FTA PL Carryover funds	VCOG | FHWA/FTA PL	VCOG FHWA/FTA PL Carryover funds	
State Project number	DOT07209996PL	DOT07229996PL	DOT07209996PL	DOT07209997PL	
Federal project number	UR22 (001)	UR22 (001)	UR22 (001)	UR22(001)	
Master Agreement number	5.09-04(17)	5.09-04(17)	5.09-02(17)	5.09-02(17)	
CFDA number	20.505	20.505	20.505	20.505	Total
Maximum Funds Authorized					
FHWA/FTA	$ 1,277,490	$ 349,517	$ 491,594	$ 84,133	$ 2,202,734
ConnDOT - FHWA/FTA	159,686	43,690	61,450	10,517	275,343
Local	159,686	43,690	61,450	10,517	275,343
TOTAL	$ 1,596,862	$ 436,897	$ 614,494	$ 105,167	$ 2,753,420
Audited Expenditures					
Direct Salaries	$ 373,309	$ 16,221	$ 138,993	$ -	$ 528,523
Indirect Costs @ 124.1%	463,650	20,147	172,629	-	656,426
Direct Charges	12,791	68,568	654	-	82,013
TOTAL	$ 849,750	$ 104,936	$ 312,276	$ -	$ 1,266,962
Distribution of Audited Costs					
FHWA/FTA	$ 679,800	$ 83,949	$ 249,821	$ -	$ 1,013,570
ConnDOT - FHWA/FTA	84,975	10,494	31,228	-	126,697
Local	84,975	10,494	31,228	-	126,697
TOTAL	$ 849,750	$ 104,937	$ 312,277	$ -	$ 1,266,964
ConnDOT Responsibility					
FHWA/FTA	$ 679,800	$ 83,949	$ 249,821	$ -	$ 1,013,570
ConnDOT - FHWA/FTA	84,975	10,494	31,228	-	126,697
TOTAL	$ 764,775	$ 94,443	$ 281,049	$ -	$ 1,140,267
Payments Received to June 30, 2022	542,961	76,885	177,968	-	797,814
Payments Received after June 30, 2022	207,332	16,929	97,688	-	321,949
TOTAL PAYMENTS RECEIVED	750,293	93,814	275,656	-	1,119,763
Due From/(To) CONNDOT	$ 14,482	$ 629	$ 5,393	$ -	$ 20,504

See accountant's report

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INDEPENDENT AUDITOR'S REPORT ON THE SCHEDULE OF OVERHEAD EXPENDITURES

To the Board of Directors of
Naugatuck Valley Council of Governments
Waterbury, CT

Opinion

We have audited the accompanying schedule of indirect costs and overhead rate calculation of the Naugatuck Valley Council of Governments as of and for the year ended June 30, 2022, and the related notes to the schedule.

In our opinion, the schedule referred to above presents fairly, in all material respects, the schedule of indirect costs and overhead rate calculation of the Naugatuck Valley Council of Governments as of and for the year ended June 30, 2022 in accordance with the provisions prescribed by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance).

Basis for Opinion

The accompanying schedule of indirect costs and overhead rate calculation includes the allowable fringe, burden and overhead expenses of the Naugatuck Valley Council of Governments (the "Council") and has been prepared in accordance with the provisions prescribed by Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance), which is a basis of accounting other than accounting principles generally accepted in the United States of America.

The information in the schedule excludes certain unallowable costs and, therefore, amounts presented in this schedule may differ from amounts presented in, or used in the preparation of the Council's basic financial statements.

Responsibilities of Management for the Financial Statements

Management is responsible for the preparation and fair presentation of the schedule in accordance with the provisions prescribed by Title 2 *U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Management is also responsible for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of the schedule that is free from material misstatement, whether due to fraud or error.

Auditor's Responsibilities for the Audit of the Indirect Overhead Rate

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and

express an opinion on the Council's schedule based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, Government Auditing Standards, and the State Single Audit will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Focus' compliance with the requirements of each major state program as a whole.

In performing an audit in accordance with GAAS and Government Auditing Standards, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Council's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Restriction on Use

Our report is intended solely for the information and use of the Naugatuck Valley Council of Governments and the State of Connecticut Department of Transportation and is not intended and should not be used by anyone other than these specified parties.

King, King & Associates

King, King & Associates, CPAs
Winsted, Connecticut
December 22, 2022

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Schedule of Overhead Expenditures - General Fund
For the Year Ended June 30, 2022

	ACTUAL
OVERHEAD, BURDEN, AND FRINGE EXPENDITURES:	
Salaries	$ 164,905
Compensated Absences	234,341
Employee Benefits	612,927
Rent	84,315
Professional Fees	86,789
Office Expense	21,615
Insurance	11,305
Printing	8,054
Dues, Books & Subscriptions	4,485
Computer Maintenance	44,859
Utilities	16,092
Telephone, Fax & Internet	15,440
Repairs and Maintenance	-
Training	7,275
Travel	8,875
Total	$ 1,321,277

Overhead	$ 1,321,277
Divided by Direct Labor, excluding paid leave	1,064,296
Actual Overhead Rate	124.1%

See accountant's report.

KING, KING & ASSOCIATES, P.C.
CERTIFIED PUBLIC ACCOUNTANTS

Winsted, CT (860) 379-0215
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INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL STATEMENTS PERFORMED IN ACCORDANCE WITH *GOVERNMENT AUDITING STANDARDS*

Independent Auditor's Report

To the Board of the
Naugatuck Valley Council of Governments

We have audited, in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States the financial statements of the governmental activities, and each major fund and the aggregate remaining fund information of the Naugatuck Valley Council of Governments (the "Council") which comprise the statement of financial position as of June 30, 2022 and the related statements of activities, and cash flows for the year ended, and the related notes to the financial statements, and have issued our report thereon dated December 22, 2022.

Internal Control Over Financial Reporting

In planning and performing our audit of the financial statements, we considered the Council's internal control over financial reporting (internal control) to determine the audit procedures that are appropriate in the circumstances for the purpose of expressing our opinion on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control. Accordingly, we do not express an opinion on the effectiveness of the Council's internal control.

A deficiency *in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected on a timely basis. A significant deficiency is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the preceding paragraph and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies. Given these limitations, during our audit we did not identify any deficiencies in internal control that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

Compliance and Other Matters

As part of obtaining reasonable assurance about whether the Council's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards.*

Purpose of this Report

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the result of that testing, and not to provide an opinion on the effectiveness of the Council's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Council's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

King, King & Associates

King, King & Associates, CPAs
Winsted, CT
December 22, 2022

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR STATE PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF EXPENDITURES OF STATE FINANCIAL ASSISTANCE REQUIRED BY THE STATE SINGLE AUDIT ACT

Independent Auditor's Report

To the Board of the
Naugatuck Valley Council of Governments

Report on Compliance for Each Major State Program
Opinion on Each Major State Program

We have audited the Naugatuck Valley Council of Governments ' (the "Council") compliance with the types of compliance requirements identified as subject to audit in the Office of Policy and Management's Compliance Supplement that could have a direct and material effect on each of the Council's major state programs for the year ended June 30, 2022. The Council's major state programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Council complied, in all material respects, with the compliance requirements referred to above that could have a direct and material effect on each of its major state programs for the year ended June 30, 2022.

Basis for Opinion on each Major State Program

We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America (GAAS); the standards applicable to financial audits contained in Government Auditing Standards issued by the Comptroller General of the United States; and the State Single Audit Act (C.G.S Sections 4-230 to 4-236). Our responsibilities under those standards and the State Single Audit Act are further described in the Auditors' Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Council and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major state program. Our audit does not provide a legal determination of Council's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules and provisions of contracts or grant agreements applicable to the Council's state programs.

Auditors' Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Council's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, Government Auditing Standards, and the State Single Audit will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control.

Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgment made by a reasonable user of the report on compliance about Council's compliance with the requirements of each major state program as a whole.

In performing an audit in accordance with GAAS, Government Auditing Standards, and the State Single Audit Act, we:

- exercise professional judgment and maintain professional skepticism throughout the audit.

- identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding Council's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- obtain an understanding of Council's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the State Single Audit Act, but not for the purpose of expressing an opinion on the effectiveness of Council's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A deficiency in internal control over compliance exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a state program on a timely basis. A material weakness in internal control over

compliance is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance

requirement of a state program will not be prevented, or detected and corrected, on a timely basis. A significant deficiency in internal control over compliance is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a state program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditors' Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the State Single Audit Act. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of State Financial Assistance Required by the State Single Audit Act

We have audited the financial statements of the Council as of and for the year ended June 30, 2022, and have issued our report thereon dated December 22, 2022, which contained an unmodified opinion on those financial statements. Our audit was performed for the purpose of forming an opinion on the financial statements as a whole. The accompanying schedule of expenditures of state financial assistance is presented for purposes of additional analysis as required by the State Single Audit Act and is not a required part of the financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the financial statements or to the financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of state financial assistance is fairly stated in all material respects in relation to the financial statements as a whole.

King, King & Associates, CPAs
Winsted, CT 06098
December 22, 2022

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Schedule of Expenditures of State Financial Assistance
June 30, 2022

State Grantor/Pass-Through Grantor/ Program Title	STATE GRANT PROGRAM CORE-CT NUMBER	EXPENDITURES
Department of Economic and Community Development		
Brownfield Remediation Program	12052-ECD46260-43403	$ 660
Department of Energy and Environmental Protection		
Responsible Growth Study - Greenway	12052-DEP43153-43130	9,212
Department of Transportation		
Regional Transportation Planning	12062-DOT57551-22108	128,023
FTA Capital Grants	12062-DOT57191-22108	30,028
Local Transportation Planning Improvement Program - VCOG	13033-DOT57000-43584	151,825
Office of Policy and Management		
Regional Service Grant	12060-OPM20600-35457	490,642
Regional Performance Incentive Program	12060-OPM20600-35457	109,916
	Total State Financial Assistance	**$ 920,306**

See Notes to Schedule

The accompanying schedule of expenditures of state financial assistance includes state grant activity of the Naugatuck Valley Council of Governments under programs of the State of Connecticut for the fiscal year ended June 30, 2022. Various departments and agencies of the State of Connecticut have provided financial assistance through grants and other authorizations in accordance with the General Statutes of the State of Connecticut. These financial assistance programs fund several programs including the transportation, US Fish and Wildlife, and DECD – Main Street.

1. SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Naugatuck Valley Council of Governments conform to accounting principles generally accepted in the United States of America as applicable to Governments.

The information in the Schedule of Expenditures of State Financial Assistance is presented based upon regulations established by the State of Connecticut, Office of Policy and Management.

Basis of Accounting

The fund financial statements contained in the Naugatuck Valley Council of Governments' annual report are prepared on the modified accrual basis of accounting. Under this basis of accounting, revenues are recognized when they become both measurable and available while expenditures are recognized in the accounting period in which the fund liability is incurred.

The government-wide financial statements are prepared on the accrual basis of accounting. Under this basis of accounting, revenues are recorded when earned and expenses are recorded when a liability is incurred.

The expenditures reported on the Schedule of Expenditures of State Financial Assistance are reported on the modified accrual basis of accounting. In accordance with Section 4-236-22 of the Regulations to the State Single Audit Act, certain grants are not dependent on expenditure activity, and accordingly, are considered to be expended in the fiscal year of receipt. These grant program receipts are reflected in the expenditure's column of the Schedule of Expenditure of State Financial Assistance.

I. SUMMARY OF AUDITOR'S RESULTS

Financial Statements

We audited the basic financial statements of the Naugatuck Valley Council of Governments as of and for the year ended June 30, 2022 and issued our unmodified report thereon dated December 22, 2022.

Internal control over financial reporting:

- Material weakness(es) identified? ____ Yes __X__ No
- Significant deficiency(ies) identified? ____ Yes __X__ None Reported

Noncompliance material to financial statements noted? ____Yes __X__ No

State Financial Assistance

Internal control over major programs:

- Material weakness(es) identified? _____Yes __X__ No
- Significant deficiency(ies) identified? _____Yes __X__ None Reported

We have issued an unmodified opinion relating to compliance for major State programs.

Any audit findings disclosed that are required to be reported in accordance with Section 4-236-24 of the Regulations to the State Single Audit Act? _____Yes __X__ No

The following schedule reflects the major programs included in the audit:

State Grantor and Program	State Core - CT Number	Expenditures
Office of Policy and Management		
Regional Services Grant	12060-OPM20600-35457	$ 490,642
Department of Transportation		
FTA Capital Grant	12062-DOT57191-22108	$ 30,028

- Dollar threshold used to distinguish between type A and type B programs $ 100,000

II. FINANCIAL STATEMENT FINDINGS

- We issued reports, dated December 22, 2022, on internal control over financial reporting and on compliance and other matters based on our audit of financial statements performed in accordance with *Government Auditing Standards*.

- Our report on compliance indicated no reportable instances of noncompliance.

- Our report on internal control over financial reporting indicated no significant deficiencies.

III. STATE FINANCIAL ASSISTANCE FINDINGS AND QUESTIONED COSTS

- No findings or questioned costs are reported related to State Financial Assistance Programs.

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INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH MAJOR FEDERAL PROGRAM; REPORT ON INTERNAL CONTROL OVER COMPLIANCE; AND REPORT ON THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS REQUIRED BY UNIFORM GUIDANCE

To the Board of the
Naugatuck Valley Council of Governments
Waterbury, Connecticut

Report on Compliance for Each Major Federal Program

Opinion on Each Major Federal Program

We have audited the Naugatuck Valley Council of Governments ("Council") compliance with the types of compliance requirements described in the *OMB Compliance Supplement* that could have a direct and material effect on each of Council's major federal programs for the year ended June 30, 2022. The Council's major federal programs are identified in the summary of auditors' results section of the accompanying schedule of findings and questioned costs.

In our opinion, the Council, complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2022.

Basis for Opinion on Each Major Federal Program

We conducted our audit of compliance in accordance with the auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. Code of *Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements* for Federal Awards (Uniform Guidance). Our responsibilities under those standards and the Uniform Guidance are further described in the Auditor's Responsibilities for the Audit of Compliance section of our report.

We are required to be independent of the Council and to meet our other ethical responsibilities, in accordance with relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our opinion on compliance for each major federal program. Our audit does not provide a legal determination of the Council's compliance with the compliance requirements referred to above.

Responsibilities of Management for Compliance

Management is responsible for compliance with the requirements referred to above and for the design, implementation, and maintenance of effective internal control over compliance with the requirements of laws, statutes, regulations, rules, and provisions of contracts or grant agreements applicable to the Council's federal programs.

Auditor's Responsibilities for the Audit of Compliance

Our objectives are to obtain reasonable assurance about whether material noncompliance with the compliance requirements referred to above occurred, whether due to fraud or error, and express an opinion on the Council's compliance based on our audit. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with GAAS, *Government Auditing Standards*, and the Uniform Guidance will always detect material noncompliance when it exists. The risk of not detecting material noncompliance resulting from fraud is higher than for that resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Noncompliance with the compliance requirements referred to above is considered material if there is a substantial likelihood that, individually or in the aggregate, it would influence the judgement made by a reasonable user of the report on the compliance about the Council's compliance with the requirements of each major federal program as a whole.

In performing an audit in accordance with generally accepted auditing standards, *Government Auditing Standards*, and the Uniform Guidance, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.

- Identify and assess the risks of material noncompliance, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the Council's compliance with the compliance requirements referred to above and performing such other procedures as we considered necessary in the circumstances.

- Obtain an understanding of the Council's internal control over compliance relevant to the audit in order to design audit procedures that are appropriate in the circumstances and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of the Council's internal control over compliance. Accordingly, no such opinion is expressed.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit and any significant deficiencies and material weaknesses in internal control over compliance that we identified during the audit.

Report on Internal Control over Compliance

A *deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

Our consideration of internal control over compliance was for the limited purpose described in the Auditor's Responsibilities for the Audit of Compliance section above and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies in internal control over compliance. Given these limitations, during our audit we did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses, as defined above. However, material weaknesses or significant deficiencies in internal control over compliance may exist that were not identified.

Our audit was not designed for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, no such opinion is expressed.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

Report on Schedule of Expenditures of Federal Awards Required by Uniform Guidance

We have audited the financial statements of the governmental activities, each major fund, and the aggregate remaining fund information of the Council as of and for the year ended June 30, 2022, and the related notes to the financial statements, which collectively comprise the Council's basic financial statements. We have issued our report thereon dated December 22, 2022, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Council's basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

King, King & Associates

King, King & Associates, CPAs
Winsted, CT
December 22, 2022

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
Schedule of Expenditures of Federal Awards
June 30, 2022

Federal Grantor/Pass-Through Grantor/ Program or Cluster Title	Federal CFDA Number	Passed Through to Subrecipients	Federal Grant Expenditures
Department of Environmental Protection			
Revolving Loan Fund	66.818		155,398
Brownfields Assessment and Cleanup	66.818		319,089
Department of Commerce			
Passed Through Shelton EDA			
EDA-Cares	11.307		130,905
Department of Transportation:			
Passed Through the Connecticut Department of Transportation			
Highway Planning and Construction Cluster			
Transportation Planning UPWP	20.205		995,849
Transportation Projects	20.205		342,209
			1,338,058
FTA Projects	20.507		142,248
Department of Homeland Security:			
Passed Through CT Department of Emergency Management and Homeland Security			
Pre-Disaster Mitigation	97.047		96,406
Homeland Security Regional Collaboration Program	97.067		11,160
Citizen Corps/CERT	97.053		2,418
Department of Housing and Urban Development			
CDBG-DR	14.269		2,207
Department of Interior			
Natural Resource Damage Assessment and Resoration	15.658		11,873
		Total Financial Assistance	**$ 2,209,762**

See Notes to Schedule

Basis of Presentation

The accompanying schedule of expenditures of federal awards includes the federal grant activity of the Council under programs of the federal government for the year ended June 30, 2022. The information in the Schedule is presented in accordance with the requirements of Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards (Uniform Guidance).

Because the Schedule presents only a selected portion of the operations of the Council, it is not intended to and does not present the financial position, changes in net assets, or cash flows of the Council.

Summary of Significant Accounting Policies

Expenditures reported on the Schedule are reported on the modified accrual basis of accounting. Such expenditures are recognized following the cost principles contained in Uniform Guidance, wherein certain types of expenditures are not allowable or are limited as to reimbursement. Therefore, some amounts presented in this schedule may differ from amounts presented in, or used in the preparation of, the basic financial statements included in the Council's annual audit report.

The Council did not elect to use the 10% de minimis indirect cost rate.

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Naugatuck Valley Council of Governments
Schedule of Findings and Questioned Costs
Federal Awards
For the Year Ended June 30, 2022

I. SUMMARY OF AUDITOR'S RESULTS

Financial Statements

We audited the basic financial statements of Naugatuck Valley Council of Governments (the Council) as of and for the year ended June 30, 2022 and issued our unmodified report thereon dated December 22, 2022.

Internal control over financial reporting:

- Material weakness(es) identified? _____Yes __X__ No
- Significant deficiency(ies) identified? _____Yes __X__ None Reported

Noncompliance material to financial statements noted? _____Yes __X__ No

Federal Awards

Internal control over major programs:

- Material weakness(es) identified? _____Yes __X__ No
- Significant deficiency(ies) identified? _____Yes __X__ None Reported

We have issued an unmodified opinion relating to compliance for major Federal programs.

Any audit findings disclosed that are required to be reported in accordance with 2 CFR 200.516(a) _____Yes __X__ No

Identification of Major Programs
U.S. Department of Transportation:
20.205 – Highway Planning and Construction

Dollar Threshold
Dollar threshold used to distinguish between type A and type B programs: $750,000.

Low-Risk Auditee
The Naugatuck Valley Council of Governments did qualify as a low-risk auditee.

II. FINANCIAL STATEMENT FINDINGS

- We issued reports, dated December 22, 2022, on internal control over financial reporting and on compliance and other matters based on our audit of financial statements performed in accordance with *Government Auditing Standards*.

- Our report on compliance indicated no reportable instances of noncompliance.

- Our report on internal control over financial reporting indicated no significant deficiencies.

III. FEDERAL AWARD - FINDINGS AND QUESTIONED COSTS

- No findings or questioned costs are reported relating to federal award programs.

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.org

February 17, 2023

MEMORANDUM: 2172023-FIN-02

To: NVCOG Board Members
From: Michael P. Szpryngel, Finance Director
Subject: FY 2023 Budget Adjustments

Naugatuck Valley Council of Governments
Budget Summary
Fiscal Year 2023 Adjustments

	Total Budget			Operating Budget			Direct Pass Through		
Funding	**FY 2023 Adopted Budget 5/13/2022**	**FY 2023 Budget Adjustments**	**Variance**	**FY 2023 Adopted Budget 5/13/2022**	**FY 2023 Budget Adjustments**	**Variance**	**FY 2023 Adopted Budget 5/13/2022**	**FY 2023 Budget Adjustments**	**Variance**
PL Funding	1,469,664	1,617,937	10%	1,353,238	1,501,511	11%	116,426	116,426	0%
Transportation Projects	445,146	442,836	-1%	45,146	42,836	-5%	400,000	400,000	0%
EPA - RLF 2020	469,055	503,950	7%	69,055	103,950	51%	400,000	400,000	0%
EPA - Program Income	361,100	353,708	-2%	61,100	53,708	-12%	300,000	300,000	0%
EPA - Assessment	75,600	93,890	24%	25,600	43,890	71%	50,000	50,000	0%
FTA	780,180	809,776	4%	180,180	209,776	16%	600,000	600,000	0%
LOTCIP	170,000	196,103	15%	150,000	176,103	17%	20,000	20,000	0%
DEHMS	20,790	25,410	22%	20,790	25,410	22%	-	-	0%
CERT	4,000	4,000	0%	4,000	4,000	0%	-	-	0%
RSG	490,642	490,642	0%	490,027	489,142	0%	615	1,500	144%
DEEP	13,600	20,000	47%	9,600	16,000	67%	4,000	4,000	0%
SMM Grant	-	34,558	0%	-	34,558	0%	-	-	0%
Regional Election Monitor	2,000	2,000	0%	-	-	0%	2,000	2,000	0%
Regional Municipal Services	99,645	94,012	-6%	98,645	93,012	-6%	1,000	1,000	0%
Fish & Wild Life	66,000	68,800	4%	6,000	8,800	47%	60,000	60,000	0%
Landbank	41,580	56,962	37%	41,580	56,962	37%	-	-	0%
Shelton GIS	3,000	3,000	0%	-	-	0%	3,000	3,000	0%
Household Hazardous Waste	125,410	130,030	4%	25,410	30,030	18%	100,000	100,000	0%
Municipal Dues [1]	241,339	241,339	0%	231,998	231,998	0%	9,341	9,341	0%
Brownfield Dues	25,000	25,000	0%	25,000	25,000	0%	-	-	0%
Capital Purchasing Program	7,000	7,000	0%	-	-	0%	7,000	7,000	0%
Closed Grants [2]	-	-	0%	-	-	0%	-	-	0%
Interest / Misc.	1,000	1,000	0%	1,000	1,000	0%	-	-	0%
Total Funding	**4,911,751**	**5,221,953**	**6%**	**2,838,370**	**3,147,686**	**11%**	**2,073,382**	**2,074,267**	**0%**
Expenses									
Salaries	1,724,585	2,055,148	19%	1,724,585	2,055,148	19%	-	-	0%
Payroll Taxes	131,931	134,692	2%	131,931	134,692	2%	-	-	0%
Pension	119,539	114,921	-4%	119,539	114,921	-4%	-	-	0%
Medical/Life/Disability	513,877	444,235	-14%	513,877	444,235	-14%	-	-	0%
G&A - Schedule 1	527,777	578,914	10%	348,439	398,691	14%	179,338	180,223	0%
Direct Pass Through - Schedule 1	1,894,044	1,894,044	0%	-	-	0%	1,894,044	1,894,044	0%
Total Expenses	**4,911,752**	**5,221,953**	**6%**	**2,838,370**	**3,147,686**	**11%**	**2,073,382**	**2,074,267**	**0%**
Fund Balance Increase (Decrease)	**-**	**-**		**-**	**-**		**-**	**-**	

Naugatuck Valley Council of Governments
Schedule 1 | G & A
Fiscal Year 2023 Adjustments

	Total			Indirect			Direct		
Expenses	FY 2023 Adopted Budget 5/13/2022	FY 2023 Budget Adjustments	Variance	FY 2023 Adopted Budget 5/13/2022	FY 2023 Budget Adjustments	Variance	FY 2023 Adopted Budget 5/13/2022	FY 2023 Budget Adjustments	Variance
Advertisement	7,327	12,000	64%	5,000	6,000	20%	6,000	6,000	0%
Capital Equipment									
IT Equipment	8,926	36,738	312%	20,000	20,000	0%	16,738	16,738	0%
Office Equipment	4,000	4,000	0%	4,000	4,000	0%	-	-	0%
Computer Software & Maintenance									
Software & Service	174,320	138,000	-21%	56,000	60,000	7%	78,000	78,000	0%
IT Maintenance Contracts	32,556	34,200	5%	24,000	25,200	5%	9,000	9,000	0%
Contractors / Subcontractors	-	-	0%	-	-	0%	-	-	0%
Professional Dues & Subscriptions	3,000	3,000	0%	3,000	3,000	0%	-	-	0%
Insurance									
Business / Office	14,000	14,000	0%	14,000	14,000	0%	-	-	0%
Workers Comp	3,000	4,000	33%	4,000	4,000	0%	-	-	0%
Lease Expense	1,000	1,000	0%	1,000	1,000	0%	-	-	0%
Professional Services									
Accounting	23,550	24,100	2%	24,100	24,100	0%	-	-	0%
Legal	69,000	79,000	14%	10,000	50,000	400%	29,000	29,000	0%
Printing	4,000	8,000	100%	2,000	6,000	200%	2,000	2,000	0%
Office Supplies	23,000	23,976	4%	20,924	20,976	0%	3,000	3,000	0%
Rent	84,315	84,315	0%	84,315	84,315	0%	-	-	0%
Repairs / Renovations	4,000	10,000	150%	8,000	10,000	25%	-	-	0%
Telephone/Internet Service	14,000	14,600	4%	14,000	14,000	0%	600	600	0%
Training / Professional Development	10,000	16,000	60%	16,000	14,000	-13%	2,000	2,000	0%
Travel / Meetings / Conferences	38,162	41,885	10%	15,000	15,000	0%	26,000	26,885	3%
Utilities									
Leavenworth	13,000	15,000	15%	15,000	15,000	0%	-	-	0%
Derby Train Station	8,000	8,000	0%	2,000	2,000	0%	6,000	6,000	0%
Website	5,000	6,000	20%	6,000	6,000	0%	-	-	0%
Bank Fees	100	100	0%	100	100	0%	-	-	0%
Miscellaneous	-	-	0%	-	-	0%	-	-	0%
Contingency	1,000	1,000	0%	-	-	0%	1,000	1,000	0%
Total	**545,256**	**578,914**	**6%**	**348,439**	**398,691**	**14%**	**179,338**	**180,223**	**0%**
Direct Expenses <Contractors/Subs>	2,209,894	1,894,044	-14%	-	-	0%	1,894,044	1,894,044	0%
Total Expenses	**2,755,150**	**2,472,958**	**-10%**	**348,439**	**398,691**	**14%**	**2,073,382**	**2,074,267**	**0%**

Naugatuck Valley Council of Governments
Operating Budgets
Fiscal Year 2023 Adjustments

	Operating Budget		
Funding	**FY 2023 Adopted Budget 5/13/2022**	**FY 2023 Budget Adjustments**	**Variance**
PL Funding	1,353,238	1,501,511	11%
Transportation Projects	45,146	42,836	-5%
EPA - RLF 2020	69,055	103,950	51%
EPA - Program Income	61,100	53,708	-12%
EPA - Assessment	25,600	43,890	71%
FTA	180,180	209,776	16%
LOTCIP	150,000	176,103	17%
DEHMS	20,790	25,410	22%
CERT	4,000	4,000	0%
RSG	490,027	489,142	0%
DEEP	9,600	16,000	67%
SMM Grant	-	34,558	100%
Regional Election Monitor	-	-	0%
Regional Municipal Services	98,645	93,012	-6%
Fish & Wild Life	6,000	8,800	47%
Landbank	41,580	56,962	37%
Shelton GIS	-	-	0%
Household Hazardous Waste	25,410	30,030	18%
Municipal Dues [1]	231,998	231,998	0%
Brownfield Dues	25,000	25,000	0%
Capital Purchasing Program	-	-	0%
Closed Grants [2]	-	-	0%
Interest / Misc.	1,000	1,000	0%
Total Funding	**2,838,370**	**3,147,686**	**11%**
Expenses			
Salaries	1,724,585	2,055,148	19%
Payroll Taxes	131,931	134,692	2%
Pension	119,539	114,921	-4%
Medical/Life/Disability	513,877	444,235	-14%
G&A - Schedule 1	348,439	398,691	14%
Direct Pass Through - Schedule 1	-	-	0%
Total Expenses	**2,838,370**	**3,147,686**	**11%**
Fund Balance Increase (Decrease)	-	-	

	Indirect		
Expenses	**FY 2023 Adopted Budget 5/13/2022**	**FY 2023 Budget Adjustments**	**Variance**
Advertisement	5,000	6,000	20%
Capital Equipment			
IT Equipment	20,000	20,000	0%
Office Equipment	4,000	4,000	0%
Computer Software & Maintenance			
Software & Service	56,000	60,000	7%
IT Maintenance Contracts	24,000	25,200	5%
Contractors / Subcontractors	-	-	0%
Professional Dues & Subscriptions	3,000	3,000	0%
Insurance			
Business / Office	14,000	14,000	0%
Workers Comp	4,000	4,000	0%
Lease Expense	1,000	1,000	0%
Professional Services			
Accounting	24,100	24,100	0%
Legal	10,000	50,000	400%
Printing	2,000	6,000	200%
Office Supplies	20,924	20,976	0%
Rent	84,315	84,315	0%
Repairs / Renovations	8,000	10,000	25%
Telephone/Internet Service	14,000	14,000	0%
Training / Professional Development	16,000	14,000	-13%
Travel / Meetings / Conferences	15,000	15,000	0%
Utilities			
Leavenworth	15,000	15,000	0%
Derby Train Station	2,000	2,000	0%
Website	6,000	6,000	0%
Bank Fees	100	100	0%
Miscellaneous	-	-	0%
Contingency	-	-	0%
Total	**348,439**	**398,691**	**14%**
Direct Expenses <Contractors/Subs>	-	-	0%
Total Expenses	**348,439**	**398,691**	**14%**

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.org

March 17, 2023

MEMORANDUM: 3172023-FIN-02

To: NVCOG Board Members
From: Michael P. Szpryngel, Finance Director
Subject: FY 2024 Preliminary Budget Estimates

Naugatuck Valley Council of Governments
Budget Summary
Fiscal Year 2024 Preliminary Budget Estimates

	Total Budget			Operating Budget			Direct Pass Through		
Funding	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**
PL Funding	1,617,937	1,796,925	11%	1,501,511	1,696,925	13%	116,426	100,000	-14%
IIJA	-	-	0%	-	-	0%	-	-	100%
Transportation Projects	442,836	441,557	0%	42,836	41,557	-3%	400,000	400,000	0%
EPA - RLF 2020	503,950	1,162,765	131%	103,950	162,765	57%	400,000	1,000,000	150%
EPA - Program Income	353,708	249,862	-29%	53,708	49,862	-7%	300,000	200,000	-33%
EPA - Assessment	93,890	20,000	-79%	43,890	-	-100%	50,000	20,000	-60%
FTA	809,776	406,172	-50%	209,776	206,172	-2%	600,000	200,000	-67%
LOTCIP	196,103	195,354	0%	176,103	175,354	0%	20,000	20,000	0%
DEHMS	25,410	16,000	-37%	25,410	16,000	-37%	-	-	0%
CERT	4,000	4,000	0%	4,000	4,000	0%	-	-	0%
RSG	490,642	603,654	23%	489,142	593,654	21%	1,500	10,000	567%
DEEP	20,000	20,000	0%	16,000	16,000	0%	4,000	4,000	0%
SMM Grant	34,558	70,300	103%	34,558	70,300	103%	-	-	0%
Regional Election Monitor	2,000	2,000	0%	-	-	0%	2,000	2,000	0%
Regional Municipal Services	94,012	95,849	2%	93,012	94,849	2%	1,000	1,000	0%
Fish & Wild Life	68,800	204,400	197%	8,800	4,400	-50%	60,000	200,000	233%
Landbank	56,962	34,284	-40%	56,962	34,284	-40%	-	-	0%
Shelton GIS	3,000	3,000	0%	-	-	0%	3,000	3,000	0%
Household Hazardous Waste	130,030	120,000	-8%	30,030	20,000	-33%	100,000	100,000	0%
Municipal Dues [1]	241,339	248,579	3%	231,998	238,579	3%	9,341	10,000	7%
Brownfield Dues	25,000	21,500	-14%	25,000	18,699	-25%	-	2,801	0%
Capital Purchasing Program	7,000	7,500	7%	-	-	0%	7,000	7,500	7%
Closed Grants [2]	-	-	0%	-	-	0%	-	-	0%
Interest / Misc.	1,000	1,000	0%	1,000	1,000	0%	-	-	0%
Total Funding	**5,221,953**	**5,724,701**	**10%**	**3,147,686**	**3,444,400**	**9%**	**2,074,267**	**2,280,301**	**10%**
Expenses									
Salaries	2,055,148	2,044,693	-1%	2,055,148	2,044,693	-1%	-	-	0%
Payroll Taxes	134,692	156,419	16%	134,692	156,419	16%	-	-	0%
Pension	114,921	130,609	14%	114,921	130,609	14%	-	-	0%
Medical/Life/Disability	444,235	607,563	37%	444,235	607,563	37%	-	-	0%
G&A - Schedule 1	578,914	944,600	63%	398,691	505,115	27%	180,223	439,485	144%
Direct Pass Through - Schedule 1	1,894,044	1,840,816	-3%	-	-	0%	1,894,044	1,840,816	-3%
Total Expenses	**5,221,953**	**5,724,701**	**10%**	**3,147,686**	**3,444,400**	**9%**	**2,074,267**	**2,280,301**	**10%**
Fund Balance Increase (Decrease)	**-**	**-**		**-**	**-**		**-**	**-**	

[1] RSG Distribution Formula in Negotiations | Based on $5 Million Disbursement
[2] Proposed 3% FY 2024 Municipal Dues
[3] Consolidation of Non-Recurring Funds Fully Allocated in FY 2022
[4] Medical/Life/Disability - 10% Increase

Naugatuck Valley Council of Governments
Schedule 1 | G & A
Fiscal Year 2024 Preliminary Budget Estimates

	Total			Indirect			Direct		
Expenses	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**
Advertisement	12,000	18,000	50%	6,000	12,000	100%	6,000	6,000	0%
Capital Equipment									
IT Equipment	36,738	10,000	-73%	20,000	6,000	-70%	16,738	4,000	-76%
Office Equipment	4,000	14,000	250%	4,000	14,000	250%	-	-	0%
Computer Software & Maintenance									
Software & Service	138,000	178,000	29%	60,000	100,000	67%	78,000	78,000	0%
IT Maintenance Contracts	34,200	55,800	63%	25,200	46,800	86%	9,000	9,000	0%
Contractors / Subcontractors	-	-	0%	-	-	0%	-	-	0%
Professional Dues & Subscriptions	3,000	4,000	33%	3,000	4,000	33%	-	-	0%
Insurance									
Business / Office	14,000	14,000	0%	14,000	14,000	0%	-	-	0%
Workers Comp	4,000	4,000	0%	4,000	4,000	0%	-	-	0%
Lease Expense	1,000	1,000	0%	1,000	1,000	0%	-	-	0%
Professional Services									
Accounting	24,100	26,000	8%	24,100	26,000	8%	-	-	0%
Legal	79,000	350,000	343%	50,000	50,000	0%	29,000	300,000	934%
Printing	6,000	8,000	33%	4,000	6,000	50%	2,000	2,000	0%
Office Supplies	23,976	27,000	13%	20,976	24,000	14%	3,000	3,000	0%
Rent	84,315	84,315	0%	84,315	84,315	0%	-	-	0%
Repairs / Renovations	12,000	30,000	150%	12,000	30,000	150%	-	-	0%
Telephone/Internet Service	14,600	16,600	14%	14,000	16,000	14%	600	600	0%
Training / Professional Development	16,000	18,000	13%	14,000	16,000	14%	2,000	2,000	0%
Travel / Meetings / Conferences	41,885	42,885	2%	15,000	16,000	7%	26,885	26,885	0%
Utilities									
Leavenworth	15,000	15,000	0%	15,000	15,000	0%	-	-	0%
Derby Train Station	8,000	10,000	25%	2,000	4,000	100%	6,000	6,000	0%
Website	6,000	16,000	167%	6,000	16,000	167%	-	-	0%
Bank Fees	100	-	-100%	100	-	-100%	-	-	0%
Miscellaneous	-	1,000	100%	-	-	0%	-	1,000	100%
Contingency	1,000	1,000	0%	-	-	0%	1,000	1,000	0%
Total	**578,914**	**944,600**	**63%**	**398,691**	**505,115**	**27%**	**180,223**	**439,485**	**144%**
Direct Expenses <Contractors/Subs>	1,894,044	1,840,816	-3%	-	-	0%	1,894,044	1,840,816	-3%
Total Expenses	**2,472,958**	**2,785,416**	**13%**	**398,691**	**505,115**	**27%**	**2,074,267**	**2,280,301**	**10%**

Naugatuck Valley Council of Governments
Operating Budgets
Fiscal Year 2024 Preliminary Budget Estimates

	Operating Budget		
Funding	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**
PL Funding	1,501,511	1,696,925	13%
IIJA	-	-	0%
Transportation Projects	42,836	41,557	-3%
EPA - RLF 2020	103,950	162,765	57%
EPA - Program Income	53,708	49,862	-7%
EPA - Assessment	43,890	-	-100%
FTA	209,776	206,172	-2%
LOTCIP	176,103	175,354	0%
DEHMS	25,410	16,000	-37%
CERT	4,000	4,000	0%
RSG	489,142	593,654	21%
DEEP	16,000	16,000	0%
SMM Grant	34,558	70,300	103%
Regional Election Monitor	-	-	0%
Regional Municipal Services	93,012	94,849	2%
Fish & Wild Life	8,800	4,400	-50%
Landbank	56,962	34,284	-40%
Shelton GIS	-	-	0%
Household Hazardous Waste	30,030	20,000	-33%
Municipal Dues [1]	231,998	238,579	3%
Brownfield Dues	25,000	18,699	-25%
Capital Purchasing Program	-	-	0%
Closed Grants [2]	-	-	0%
Interest / Misc.	1,000	1,000	0%
Total Funding	**3,147,686**	**3,444,400**	**9%**
Expenses			
Salaries	2,055,148	2,044,693	-1%
Payroll Taxes	134,692	156,419	16%
Pension	114,921	130,609	14%
Medical/Life/Disability	444,235	607,563	37%
G&A - Schedule 1	398,691	505,115	27%
Direct Pass Through - Schedule 1	-	-	0%
Total Expenses	**3,147,686**	**3,444,400**	**9%**
Fund Balance Increase (Decrease)	**-**	**-**	

	Indirect		
Expenses	**FY 2023 Adopted Budget**	**FY 2024 Preliminary Budgets**	**Variance**
Advertisement	6,000	12,000	100%
Capital Equipment			
IT Equipment	20,000	6,000	-70%
Office Equipment	4,000	14,000	250%
Computer Software & Maintenance			
Software & Service	60,000	100,000	67%
IT Maintenance Contracts	25,200	46,800	86%
Contractors / Subcontractors	-	-	0%
Professional Dues & Subscriptions	3,000	4,000	33%
Insurance			
Business / Office	14,000	14,000	0%
Workers Comp	4,000	4,000	0%
Lease Expense	1,000	1,000	0%
Professional Services			
Accounting	24,100	26,000	8%
Legal	50,000	50,000	0%
Printing	4,000	6,000	50%
Office Supplies	20,976	24,000	14%
Rent	84,315	84,315	0%
Repairs / Renovations	12,000	30,000	150%
Telephone/Internet Service	14,000	16,000	14%
Training / Professional Development	14,000	16,000	14%
Travel / Meetings / Conferences	15,000	16,000	7%
Utilities			
Leavenworth	15,000	15,000	0%
Derby Train Station	2,000	4,000	100%
Website	6,000	16,000	167%
Bank Fees	100	-	-100%
Miscellaneous	-	-	0%
Contingency	-	-	0%
Total	**398,691**	**505,115**	**27%**
Direct Expenses <Contractors/Subs>	-	-	0%
Total Expenses	**398,691**	**505,115**	**27%**

Naugatuck Valley Council of Governments
Municipal Dues
Fiscal Year 2024 Preliminary Budget Estimates

		FY 2023		FY 2024		
		Adopted Dues		Proposed - 3% Increase		
City / Town	Populations 2020 [#]	Per Capita Rate	Dues [#]	Per Capita Rate	Dues [#]	Increase FY 23 to FY 24
Ansonia	18,918	0.536	10,137.42	0.552	10,442	304
Beacon Falls	6,000	0.536	3,215.17	0.552	3,312	96
Bethlehem	3,385	0.536	1,813.89	0.552	1,868	54
Bristol	60,833	0.536	32,598.03	0.552	33,576	978
Cheshire	28,733	0.536	15,396.89	0.552	15,859	462
Derby	12,325	0.536	6,604.49	0.552	6,803	198
Middlebury	7,574	0.536	4,058.61	0.552	4,180	122
Naugatuck	31,519	0.536	16,889.80	0.552	17,396	507
Oxford	12,706	0.536	6,808.65	0.552	7,013	204
Plymouth	11,671	0.536	6,254.03	0.552	6,442	188
Prospect	9,401	0.536	5,037.63	0.552	5,189	151
Seymour	16,748	0.536	8,974.60	0.552	9,244	269
Shelton	40,869	0.536	21,900.10	0.552	22,557	657
Southbury	19,879	0.536	10,652.38	0.552	10,972	320
Thomaston	7,442	0.536	3,987.88	0.552	4,108	120
Waterbury	114,403	0.536	61,304.10	0.552	63,143	1,839
Watertown	22,105	0.536	11,845.21	0.552	12,201	355
Wolcott	16,142	0.536	8,649.87	0.552	8,909	259
Woodbury	9,723	0.536	5,210.18	0.552	5,366	156
Total	**450,376**		**$ 241,339**		**$ 248,579**	**$ 7,240**

[#] Population Census 2020 is used for FY 2023 Dues

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
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RESOLUTION 2023-18

AUTHORIZING A GRANT APPLICATION FOR THE REGIONAL PERFORMANCE INCENTIVE PROGRAM

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its hybrid meeting on March 17, 2023, at which a quorum was present.

WHEREAS, the Connecticut Office of Policy and Management (OPM) is soliciting applications for the Regional Performance Incentive Program (RPIP).

WHEREAS, the objective of the RPIP is to encourage municipalities to participate in voluntary regional shared services that have the potential to lower tax property burdens, produce measurable economies of scale, provide desired or required public services, and lower the costs and tax burdens associated with the provision of such services.

WHEREAS, the City of Ansonia has constructed a new Senior Center that will provide services to the surrounding lower Naugatuck Valley municipalities and is seeking additional funding to support operations thereof.

WHEREAS, the Naugatuck Valley Council of Governments (NVCOG) acts on behalf of its 19 member municipalities to prepare and submit RPIP grant applications to OPM.

WHEREAS, Ansonia and/or additional participating municipalities are committed to providing twenty-five percent (25%) of the operational costs in the first year and by the fourth year of operation, Ansonia and/or additional municipalities shall fund one hundred percent (100%) of costs associated with the Regional Senior Center.

BE IT RESOLVED, that the NVCOG Board endorses the completion and submission of an application to OPM for RPIP funding to support the operations of a Regional Senior Center located in Ansonia, CT.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed

N. Warren Hess, III, Secretary

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.gov

RESOLUTION 2023-19

AUTHORIZING A GRANT APPLICATION FOR THE REGIONAL PERFORMANCE INCENTIVE PROGRAM

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its hybrid meeting on March 17, 2023, at which a quorum was present.

WHEREAS, the Connecticut Office of Policy and Management (OPM) is soliciting applications for the Regional Performance Incentive Program (RPIP).

WHEREAS, the objective of the RPIP is to encourage municipalities to participate in voluntary regional shared services that have the potential to lower tax property burdens, produce measurable economies of scale, provide desired or required public services, and lower the costs and tax burdens associated with the provision of such services.

WHEREAS, the use of small Unmanned Aircraft Systems (UAS) in emergency services has grown rapidly over the last twenty years and using drones during emergencies improves safety, efficiency and overall capabilities of emergency services.

WHEREAS, the Cities of Ansonia, Derby, Shelton, and the Town of Seymour are seeking funds to support a Shared Regional Emergency Service UAS program spearheaded by their local fire departments.

WHEREAS, the Naugatuck Valley Council of Governments (NVCOG) acts on behalf of its 19 member municipalities to prepare and submit RPIP grant applications to OPM.

WHEREAS, Ansonia, Derby, Shelton and Seymour and/or participating entities therein are committed to providing twenty-five percent (25%) of the costs associated with the Regional UAS program in the first year and by the fourth year of operation, they shall fund one hundred percent (100%) of costs associated with the Regional UAS program.

BE IT RESOLVED, that the NVCOG Board endorses the completion and submission of an application to OPM for RPIP funding to support a new Unmanned Aircraft System program in Ansonia, Derby, Shelton, and Seymour.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed

N. Warren Hess, III, Secretary

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.gov

March 17, 2023

MEMORANDUM: 20230317-VTDMOU

To: NVCOG Members and Alternates
From: Mark Nielsen, Assistant Director
Subject: **Amend NVCOG-VTD MOU**

The NVCOG is the designated, direct recipient for federal funds provided by the Federal Transit Administration (FTA) for the lower Valley portion of the Bridgeport-Stamford urban area. The FTA requires that the NVCOG and the Valley Transit District (VTD) execute a Memorandum of Understanding (MOU) defining roles and responsibilities. The NVCOG and VTD executed an update MOU in December 2020. Due to federal funds being made available under the CARES Act and ARPA to respond to the COVID-19 pandemic, FTA has asked that the revise the MOU to include reference to these funding sources. The MOU is attached to this memo with the additional language is highlighted in RED.

Staff Recommendation
NVCOG staff recommends endorsement by the NVCOG Board.

Motion
To endorse Resolution 2023-21, approving the updated NVCOG-VTD Memorandum of Understanding.

MEMORANDUM OF UNDERSTANDING
BETWEEN THE
NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS
AND
THE VALLEY TRANSIT DISTRICT
OF THE ROLES AND RESPONSIBILITIES
FOR CARRYING OUT PLANNING AND TRANSIT SERVICES

This Memorandum of Understanding (MOU) is made by and between the coordinating agencies of the Naugatuck Valley Council of Governments (COUNCIL) and the Valley Transit District (DISTRICT) to cooperatively provide planning and transit services to the residents of the member municipalities of the DISTRICT and those persons eligible for services through any federal, state, or local programs.

Whereas the COUNCIL provides planning, programmatic, and administrative support and provides oversight as it relates to the 5307 FTA capital program and related Section 5307 CARES Act and ARPA operating assistance and preventive maintenance funds from the Bridgeport-Stamford Urbanized Area for expenses related to COVID-19 to the District to carry out its service operating requirements and provides guidance on, and receives and manages capital funding programs that support the DISTRICT.

Whereas the DISTRICT provides transit services and administrative support to the COUNCIL to carry out program administration and provide guidance on planning activities, and technical programmatic support to carry out its federal, state, and local planning and program initiatives.

Whereas both agencies are eligible to submit and be reimbursed for their time and expenses associated with performing the activities contained in this MOU.

NOW, THEREFORE, the parties agree as follows:

1. Authority: This MOU is entered into by the parties under the authority granted to them under the Connecticut General Statutes and under applicable provisions of the Federal Transit Administration.

2. Scope: This MOU defines the roles and responsibilities of the COUNCIL and the DISTRICT with regard to the deliverables further described herein and the cooperative administrative activities described above.

3. Roles and Responsibilities:
    a. Council – The parties agree that on an ongoing basis the Council shall:
        i. Prepare, Maintain, and Administer the federal, state, and local planning programs associated with planning and programming for the COUNCIL and DISTRICT regions including but not limited to the Metropolitan Transportation Plans (MTP), State Transportation Improvement Program (STIP), the Metropolitan Transportation Improvement Program (TIP) for the Greater-Bridgeport and Valley Metropolitan Planning Organization (GBVMPO), and Unified Planning Work Program (UPWP) for the GBVMPO.

ii. Prepare and Maintain, in consultation with the DISTRICT, the 10-Year Capital Improvement Plan. The 10-Capital Plan shall be updated annually and submitted to the Connecticut Department of Transportation (CTDOT).
iii. As the Designated Recipient, act as the Fiduciary for Federal Transit Administration (FTA) funds, including but not limited to 5307, 5310, and 5339 capital programs, Section 5307 CARES Act and ARPA operating assistance and preventive maintenance funds for expenses related to COVID-19 and the Section 5333 planning program as incorporated into the GVBMPO's Unified Planning Work Program.
iv. Comply with Federal and State Air Quality requests including any requirement to Act on, Submit, and Conduct Air Quality Analyses as required by FTA, the US Environmental Protection Agency (EPA), and the State Department of Energy and Environmental Protection (DEEP).
v. Submit quarterly reporting documents to FTA on Environmental Justice Activities, Americans with Disabilities Act ridership, Title VI, Disadvantage Business Enterprise (DBE), and service capacity constraints as required.
vi. Prepare and Update the FTA-required Title VI plan and policy.
vii. Execute and Maintain the COUNCIL's Certifications and Assurances as required by FTA.
viii. Apply for, provide quarterly reporting and conduct grants management through FTA's TRAMS system.
ix. In consultation with the DISTRICT, develop an annual Section 5307 Capital Program to best meet the needs of the DISTRICT and incorporate the program into the Metropolitan TIP.
x. Amend and modify the FTA Section 5307 Capital Program, as necessary, to advance priority projects and maintain a financially constrained TIP. The COUNCIL will consult with the DISTRICT on any and all proposed amendments and actions.
xi. Provide the DISTRICT the opportunity to review and comment on planning products relating to transit issues within the metropolitan planning region.
xii. Provide the DISTRICT the opportunity to participate in the development of the UPWP and MTP.
xiii. Participate in CTDOT's Transit Asset Management Tier II Group efforts to establish State of Good Repair Performance Measures Targets and present SGR targets to the GBVMPO for endorsement.
xiv. Provide GIS mapping services to the DISTRICT to assist with transit operations and services.
xv. Conduct, Manage, and Participate in planning and programmatic initiatives in the Bridgeport-Stamford Urbanized Area.
xvi. As the Designated Recipient, the COUNCIL shall be the signatory on the annual Bridgeport-Stamford Urbanized Area 5307 Capital Split Agreement.
xvii. Hold title to, and Possession of, all federally funded Capital Items which may, or may not be housed, at the COUNCIL offices and the DISTRICT maintenance and operations facility and center.
xviii. Maintain and Update a list of equipment, vehicles, facilities, and any other items purchased with federal funds. The DISTRICT will provide data required to maintain the list.

xix. Conduct Procurement Activities in accordance with the COUNCIL's Procurement Manual and FTA Regulations.
xx. Assist the DISTRICT in any other manner deemed appropriate by the COUNCIL.

b. DISTRICT – The parties agree that on an ongoing basis the DISTRICT shall:
   i. Collect Ridership Information, including ADA Ridership information, quarterly and annually and Submit in a report format proscribed by FTA and/or the COUNCIL.
   ii. Collect, Report, and Provide Copies of Submitted National Transit Database Reporting.
   iii. Maintain and Update an inventory of all capital equipment, vehicles and rolling stock purchased with federal funds. The inventory shall include the condition of capital equipment, vehicles and rolling stock scheduled maintenance reports, remaining useful life and anticipated replacement date, and Provide inventory to the COUNCIL annually.
   iv. Submit Requests to the COUNCIL to dispose of equipment purchased with FTA funds prior to any disposal for approval and concurrence.
   v. Submit Annual Capital needs for inclusion into the 10-Year Capital Plan.
   vi. Submit Invoices and documentation for reimbursement for staff time spent on eligible administrative activities.
   vii. Provide the COUNCIL with the Direct Billing Rate Schedule and Maintain the schedule.
   viii. Conduct and Participate in planning and programmatic initiatives in the Bridgeport-Stamford Urbanized Area.
   ix. Participate in CTDOT's Transit Asset Management Tier II Group efforts to establish State of Good Repair Performance Measures Targets and report this data to the National Transit Database (NTD).
   x. Prepare FTA Procurement documentation for capital equipment and rolling stock procured for use by the DISTRICT, including but not limited to, Independent Cost Estimate Forms, Reasonable and Fair Estimate Forms, and comparable product pricing forms.
   xi. Comply with all federal, state, and local laws and agreements, covenants and restrictions regarding the use of the equipment and/or vehicles as same is required of the COUNCIL.
   xii. Comply with all rules, laws and requirements of any Agreement to which the COUNCIL is a party and for which the District is being provided assistance in the same manner as if the DISTRICT was a party to said agreement.
   xiii. Maintain all equipment, vehicles, rolling stock and any other federally funded items in a state of good repair, as required by FTA, and provide monthly updates and inspection reports to the COUNCIL.
   xiv. Assist the COUNCIL in any other manner deemed appropriate by the DISTRICT.

4. The parties shall jointly prepare an inventory of all equipment or vehicles of all federally funded capital items. The COUNCIL shall hold title to all such items. By a vote of the COUNCIL, certain vehicles, as determined by the COUNCIL, may be housed on the property and controlled by the DISTRICT provided that the use of all such items shall be insured by the DISTRICT and the COUNCIL shall be listed as an additional insured in an amount and a company acceptable to the

COUNCIL. All operations and use of items shall be governed by the COUNCIL, and representatives of the COUNCIL shall make weekly inspections of all equipment.

5. Amendments of the MOU: This MOU may be modified from time to time and only upon the mutual written consent of the COUNCIL and DISTRICT.

6. Assignment: Unless otherwise specifically provided for, no part of this MOU nor any rights or obligations hereunder, shall be assigned or subcontracted without prior written approval of the parties.

7. Severability: The invalidity or unenforceability of any provision hereof shall in no way affect the validity of enforceability of any provision.

8. Applicable Law: This MOU shall be governed, construed and enforced in accordance with, the laws of the State of Connecticut, without regard to its conflicts of laws and principles.

9. Construction: Section headings herein are for convenience only and shall not affect the construction thereof.

10. This MOU shall terminate at any time upon ninety (90) days written notice by either party to the other, with or without cause.

11. Indemnification: Each party shall indemnify, defend and hold harmless each other, and their officers, directors, employees and agents ("Indemnified Parties") from and against any and all claims made or threatened by any third party and all Damages to the extent such Damages arise out of or relate to a breach of the obligations assumed under this MOU.

IN WITNESS THEREOF, the parties hereto have executed this MOU as of the last written date below.

NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS

_____ _____

Neil O'Leary, Chairman Date

VALLEY TRANSIT DISTRICT

_____ _____

Mark A. Lauretti, Chairman Date

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
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RESOLUTION 2023-21

**UPDATED MEMORANDUM OF UNDERSTANDING BETWEEN
NAUGATUCK VALLEY COUNCIL OF GOVERNMENTS AND VALLEY TRANSIT DISTRICT
REGARDING THE ROLES AND RESPONSIBILITIES
FOR CARRYING OUT PLANNING AND TRANSIT SERVICES**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on March 17, 2023, in Waterbury, Connecticut, at which a quorum was present.

WHEREAS, The NVCOG is the designated recipient of Federal Transit Administration funds for the lower Valley portion of the Bridgeport-Stamford urban area.

WHEREAS, the FTA requires a Memorandum of Understanding between the NVCOG and VTD defining respective roles and responsibilities.

WHEREAS, the MOU was executed in December 2020 but needs to be updated to include reference to funding provided under the CARES Act and ARPA.

BE IT RESOLVED, that the NVCOG approves the updated NVCOG-VTD MOU for carrying out planning and transit service in the lower Valley planning area.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed _____
N. Warren Hess, III, Secretary

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702 · 203-757-0535 · 203-735-8688 · nvcogct.gov

March 17, 2023

MEMORANDUM: 20230317-SS4A

To: NVCOG Members and Alternates
From: Mark Nielsen, Assistant Director
Subject: **Safe Streets for All (SS4A) Program Application – Debrief**

The NVCOG submitted an application under the USDOT Safe Streets for All (SS4A) discretionary grant program. We received notification that the application was not awarded and staff held a subsequent debrief with the USDOT to understand why it was not selected. While the application was "Recommended" for award, because of the number of applications submitted, only proposals ranked as "Highly Recommended" were award. Over 500 applications were submitted for implementation grants and only 37 were awarded.

While the NVCOG application was recommended for funding, the USDOT review noted several areas that need to be strengthen:

1. The proposed actions need to be better aligned with crash history and incidence.
2. The application scored low on sustainability and economic development/competitive section.
3. It was unclear what the expected safety benefits would be on some of the projects.
4. The proposal needed to focus more on anticipated safety benefits; there were too many disconnected actions.

The USDOT anticipates announcing the Notice of Funding Opportunity for the next round of SS4A funds in April. The plan is to revise the previous application to address the deficiencies addressed in the debriefing meeting.

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March 3, 2023

MEMORANDUM: 20230303-CHESTNUT

To: NVCOG Members and Alternates
From: Kevin Ellis P.E., Transportation Engineer
Subject: **Local Transportation Capital Improvement Program (LOTCIP) Project Proposals**

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. NVCOG staff have reviewed a preliminary application and will continue to work the project design team to ensure the project meets regional and CTDOT eligibility requirements for this program.

Once a project is endorsed by the NVCOG Board, the project sponsors must complete the CTDOT-required application. The state application includes a more detailed description of the project, concept drawings, itemized cost estimates and documentation of an initial public involvement. The applications are submitted to the NVCOG for review and submittal to CTDOT.

Project Description

Oxford – Chestnut Tree Hill Road Roadway Improvements

The subject project will reconstruct Chestnut Tree Hill Road from Oxford Road (Rt. 67) at the south to Chestnut Tree Hill Road Extension (Rt. 42) at the north. The length of the project is approximately 6,870 feet. The roadway will require full-depth reconstruction and will widen the roadway to 26 feet. This project will require extensive earthwork to accommodate this widening including several retaining walls. A drainage analysis will be performed during design. It is anticipated that the analysis will recommend a new storm drainage system.

The current project construction cost is estimated at about $6.51 million.

The municipality will be responsible for all associated design costs.

Estimated Construction Cost	$ 5,545,530.00
Estimated Rights-of-Way	$ 0.00
Estimated Utilities	$ 0.00
10% Contingencies	$ 482,220.00
10% Incidentals	$ 482,220.00
Estimated LOTCIP Grant Amount	**$ 6,509,970.00**

Staff Recommendation

NVCOG staff recommends endorsement by the NVCOG Board.

Motion

To endorse Resolution 2023-17, committing regionally apportioned LOTCIP funds to the above described roadway reconstruction project in the Town of Oxford.

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
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RESOLUTION 2023-16

LOTCIP
ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE CHESTNUT TREE HILL ROAD ROADWAY IMPROVEMENTS PROJECT, OXFORD

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on March 17, 2023, 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 $6.51 million in Program funds attributable to the Naugatuck Valley planning region to fully fund the Hillside Avenue reconstruction project as described and modified in Memorandum 20230303-CHESTNUT.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed _____
N. Warren Hess, III, Secretary

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March 3, 2023

MEMORANDUM: 20230306-Engineering On-call List

To: NVCOG Members and Alternates
From: CE On-Call List Selection Committee
Subject: **Endorsement of a Design Services On-Call List**

Local Transportation Capital Improvement Program (LOTCIP) allocates state funds along planning region boundaries. The NVCOG has been assigned the responsibility to select eligible projects and distribute funds to member municipalities to construct transportation improvement projects. As part of the program guidelines, the municipal sponsors are responsible for completing the design process and the NVCOG is required to certify that the project plans and specifications meet design standards established for the program. To facilitate this process, the NVCOG endorsed a consulting engineer (CE) on-call list at its October 11, 2019, meeting that included seven firms. At its November 4, 2022, meeting the NVCOG exercised its option to extend the term of this list by six months. The NVCOG uses this list to solicit proposals for third party engineering reviews and other design services.

A request for qualifications (RFQ) was issued to solicit responses from qualified and experienced engineering firms to perform on-call transportation engineering and program management related to the project design review and other tasks. The RFQ includes engineering design phase assistance for LOTCIP and non-LOTCIP projects for both municipalities and NVCOG. Proposals were accepted between the dates of November 7th and December 16, 2022. There were 18 proposals received.

The Transportation Technical Advisory Committee created a selection committee made up of representatives from three TTAC committee members and two NVCOG staff members. The committee independently scored each qualifications packet based on completeness, clarity, understanding of the LOTCIP, relevant experience, and firm capacity. The committee met on February 8, 2023, to review the 18 packets and the group ranking. Based on this review process the committee recommends the top nine firms to be included on the list. The following list represents the selection committee's formal recommendation for the NVCOG Design Services On-Call List.

NVCOG Engineering On-Call List	
BL Companies	Luchs
Kleinfelder	WMC Consulting Engineers
Fuss & O'Neill	AI Engineers
Tighe & Bond	BETA Group
Freeman Companies	

Staff Recommendation

NVCOG staff recommends endorsement by the NVCOG Board.

Motion

To endorse Resolution 2023-17, endorsing the Engineering On-Call List

NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS
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RESOLUTION 2023-17

LOTCIP
ENDORSEMENT OF DESIGN SERVICES ON-CALL LIST

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on March 17, 2023, in Waterbury, Connecticut, at which a quorum was present.

WHEREAS, the Naugatuck Valley COG Transportation Technical Advisory Committee Selection Committee conducted a qualifications-based consultant selection process to create one on-call consultant lists for municipal design phase and regional design phase review services.

WHEREAS, the Selection Committee unanimously selected nine firms to place on the On-Call List to perform design services at the request of the NVCOG or at the request of project sponsors. The list is attached to this Resolution.

WHEREAS, the term of the on-call list shall extend for three years from the date of endorsement by the NVCOG Board with an NVCOG option to extend the term by one year.

BE IT RESOLVED, that the NVCOG endorses the recommendation of the TTAC Selection Committee to include the selected firms, as presented, on the on-call list.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed _____
N. Warren Hess, III, Secretary

NAUGATUCK VALLEY
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RESOLUTION 2023-20

SUPPORT FOR THE NVCOG TO SUBMIT AN APPLICATION TO CT DEEP'S REGIONAL WASTE AUTHORITY GRANT PROGRAM

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its hybrid meeting on March 17, 2023, at which a quorum was present.

WHEREAS, Connecticut municipalities are struggling with increasing financial and environmental burdens of the waste capacity crisis.

WHEREAS, the NVCOG investigates sustainable waste management solutions in service of its member municipalities.

WHEREAS, the Connecticut Department of Energy and Environmental Protection (CT DEEP) has issued a Request for Applications for its new Regional Waste Authority Grant Program, with $1.5 million in available funds.

WHEREAS, the NVCOG Board has indicated its support for studying the formation of a Regional Waste Authority, to better understand what services it could offer and how it could assist with current challenges facing our municipalities.

BE IT RESOLVED, that the NVCOG Board endorses the completion and submission of an application to CT DEEP's Regional Waste Authority Grant Program, for the purpose of conducting a study regarding the possible formation of an RWA in or around the NVCOG region.

Dated at Waterbury, Connecticut, on March 17, 2023

Agency: Naugatuck Valley Council of Governments

Signed _____
N. Warren Hess, III, Secretary