



**Minutes  
NVCOG Transportation Technical Advisory Committee  
Wednesday, August 7, 2024**

**Meeting Commencement**

The meeting was called to order at 9 am by Chairman Raymond Rogozinski. The Pledge of Allegiance was recited, and the roll was called.

**Roll Call**

**TTAC Members:** Raymond Rogozinski, Chair, Bristol; Marek Kement, Cheshire; James Stewart, Naugatuck; Bryan Nesteriak, Seymour; Matthew Tarnowski, Southbury; Roy Cavanaugh, Waterbury; Paul Bunevich, Watertown; Edward Belval, Wolcott.

**Guests:** Kevin Tedesco, DOT; Meg Haffner and Michael D’Elia, the Kennedy Collective; Travis Gendron, CT Transportation Institute.

**NVCOG Staff:** Drew Baklik, Desira Blanchard, Patricia Bruder, Richard Crowther, Jack DeOliveira, Rich Donovan, Tom Dougherty, Kevin Ellis, Mark Nielsen, Christine O’Neill, Tayo Olaleye, Freddy Rios, Karen Svetz.

**Public Comment** – none.

**Approval of Minutes**

**Paul Bunevich MOVED to approve the minutes of June 5, 2024; SECONDED by Edward Belval. Motion carried unanimously.**

**TRANSPORTATION PLANNING**

**LOTICIP Prioritization Process**

Rich Donovan explained, as we have discussed, we are approaching the point of being fully obligated within LOTICIP. We have developed a process to determine which projects move forward if there is a time when multiple projects are ready at the same time and funding isn’t available to move them.

The remainder of the entire FY25 allocation which was released to us on July 1<sup>st</sup> will be requested at the upcoming bond commission meeting. That will be available as cash to us as projects become ready to move, so we won’t have any delays related to that.

We have developed a prioritization process and discussed that at the last TTAC meeting. We’ve written updated LOTICIP Guidelines that include those prioritization elements. TTAC will think about and determine which ones they think should move first. The actual decision will be in the hands of this body and that will be based on additional information staff will provide when those decisions come up. That includes a kind of “fair share” look at the program. We are not

setting any guidelines that towns “have” to spend or are restricted to a fair share allocation, but will share which towns have taken more advantage of the program, to ensure the program is evenly available throughout the region to all 19 towns. We’ll show the percentage of a town’s population compared to the COG as a whole, as well as the amount of LOTCIP funding they’ve expended so far compared to the whole.

We will score projects based on the new Safety Review Committee that we’ll be establishing. That committee will oversee the development of the Vision Zero Action Plan. That body will score LOTCIP projects as well as review TIP projects. At the staff level, we’ll score projects as to low-impact development and the way that other environmental elements are brought in and considered for long-term impact.

Staff will provide additional information about each project when the time comes for TTAC to decide which project is prioritized over another.

We ask that you endorse that and recommend adoption of those updated LOTCIP Guidelines to the full NVCOG Board who we will ask to address these items at their October meeting.

**Paul Bunevich MOVED to endorse and recommend to the full NVCOG Board the adoption of the updated LOTCIP guidelines; SECONDED by Edward Belval. Motion carried unanimously.**

In response to questions, Rich Donovan explained that LOTCIP allocates just under \$10 million per year to NVCOG. It tracks the STBG Urban funds. It’s been difficult for the department to ask for additional LOTCIP funds because so much was unused in the past. Now that we have fully allocated all of the money for our region, the Capitol Region has done so as well and other regions are catching up, it will be easier for the department to argue in front of the Legislature that additional funds are needed because the program is very successful.

He continued, NVCOG is allowed to take up to 3 percent per year to administer the program, but has yet to take 3 percent in a year. The admin fees cover staff time and the third-party reviews. We are now allowed to use some of that 3 percent to help towns with some of the pre-application work. Earlier this year we helped with the hydraulic analysis in advance of a project application. That is also an option available to towns, coming out of that same 3 percent.

In response to a question from Roy Cavanaugh, Rich Donovan explained that at the request of the City and of Senator Hartley’s office, due to the recent two-vehicle, four-fatality crash on Thomaston Avenue, NVCOG is looking at some traffic calming elements and ways to improve safety there. Staff looked at the entire segment of that road, walked the portion of the corridor that was safe to walk, and took photos and notes. We met to put the ideas, data and feedback together. We will send our ideas to Roy and his department, see what they like and see what they want to ask for. Then we’ll put together a final report with concept drawings to send to Senator Hartley and the Department to request they make those changes or improvements. We will give the project development unit within the department everything they need to get started.

## **NVCOG Equity Explorer**

Desira Blanchard introduced the Equity Explorer – a visual dashboard designed to provide insights into equity across the region. We hope it will be a useful tool for municipal staff as they plan in our communities. This tool can be used to centralize and integrate data from multiple sources. It draws on data sets from several federal and state agencies. In addition to seeing equity emphasis areas that we did the analysis for, you'll be able to investigate data based on the municipality. Richard Crowther provided a demonstration of the Equity Explorer, which can be found on our website, [NVCOG Equity Explorer – NVCOG CT – Naugatuck Valley Council of Governments](#)

## **Legislative Update**

Jack DeOliveira explained that during special session the Legislature looked at the property/motor vehicle tax. Instead of it being a fixed depreciation schedule, they decided it will be more of a depreciating schedule based on your municipality and will begin with 85% of MSRP and depreciating by 5% yearly on the collection. The goal is that some vehicles will only pay around 50% of their MSRP value rather than being charged the 70% that they are now. This will give the municipalities more discretion on how they apply the tax – they could stick with the fixed schedule or allow the depreciation of 5% per year. They will have to balance it out through the finance boards, but it is something to consider.

## **ENVIRONMENTAL PLANNING**

### **CT DOT NEVI Grant Opportunity**

Christine O'Neill reported on a funding opportunity for EV infrastructure. It applies to Cheshire, Middlebury, Southbury and Waterbury. Proposed projects need to be located within one drivable mile of any exit or intersection along the I-84 corridor. They need to include the installation of at least four combined charging ports capable of simultaneously charging four EVs. The charging facility must be publicly available 24/7 and maintained for a minimum of five years. Municipalities may charge customers for use of the charging station, if they clearly communicate the price. It will be a great way to build out our EV charging network. NVCOG is happy to work with you, write a letter of support, and help with the application needs.

Bristol is looking for a vendor to process payments for EV charging stations. Twice the companies they contacted went out of business.

## **Adjournment**

**Roy Cavanaugh MOVED to adjourn; SECONDED by Paul Bunevich. Motion carried unanimously.**

*Next meeting (provisional): October 2, 2024*