



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, April 19, 2024

- I. Commencement of Meeting (Call to Order, Pledge of Allegiance, Roll Call)
- II. Public Comment
- III. CNVMPO Meeting (Voting members for these items are limited to the 15 CEOs in the CNVMPO area)
 1. 2025-2028 TIP and Air Quality Conformity Determination Public Comment
 2. February 2024 Air Quality Conformity Determination
Air Quality Conformity Determination Memo – *Attachment III-1*
CNVMPO Resolutions – 2024-08, 2024-09, 2024-10 – Air Quality Conformity – *Attachment III-2*
 3. CNVMPO Planning Program Self Certification
Self-Certification Memo – *Attachment III-3*
CNVMPO Resolution – 2024-11 – *Attachment III-4*
 4. 2025-2028 TIP
2025-2028 TIP Memo – *Attachment III-5*
CNVMPO Resolution – 2024-12 – *Attachment III-6*
 5. TIP Amendments – Kevin Ellis
TIP Amendment Memo and Attachment – *Attachments III-7 and III-7a*
CNVMPO Resolution 2024-13 – *Attachment III-8*
- IV. Minutes for Approval
 1. 03-22-2024 CNVMPO/NVCOG meeting minutes – *Attachment IV-1*
- V. Financial Report – Michael Szpryngel
 1. Financial Report for the Period Ending 3-31-2024
 2. Appointment of Auditor
- VI. Director’s Report – Rick Dunne
 1. Kinneytown Dam
 2. Waste Committee
 3. Upcoming Executive Committee items
 - i. 2025 Budget
 - ii. By-Laws Revisions
 - iii. Personnel Policy
- VII. Environmental Planning
 1. Brownfields Projects Memo – *Attachment VII-1*
 2. Household Hazardous Waste
 3. Rain Barrel & Composter Sale

VIII. Transportation Planning – Rich Donovan

1. Grant Opportunities
2. LOTCIP
 - i. Shelton Constitution Blvd Phase III
Memo, NVCOG Resolution 2024-17 – *Attachments VIII-1 and VIII-2*
 - ii. Derby Seymour Ave, Division Street
Memo, NVCOG Resolution 2024-18 – *Attachments VIII-3 and VIII-4*

IX. Municipal Services – Drew Baklik

1. Legislative Update
2. Emergency Management Update
CT DEMHS COG Report - *Attachment IX-1*

X. Community Planning

1. NVCOG Regional Planning Commission Discussion
RPC Memo – *Attachment X-1*
2. Commissioner and Municipal Staff Training Updates
Pizza and Planning – *Attachment X-2*
3. *2025 – 2030 Conservation and Development Policies Plan for Connecticut Regional Meeting*
4. Connecticut Farmers’ Market Nutrition Program Brochure

XI. Adjournment

Called by

N. Warren “Pete” Hess
Chair

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@nvcoqct.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/UCVWq1tjA3T17sPHTk5ETVaQ>

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

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

W przypadku pomocy językowej lub innej pomocy, skontaktuj się z NVCOG co najmniej pięć dni roboczych przed wydarzeniem w info@nvcoqct.gov



April 19, 2024

MEMORANDUM: 04192024 – Air Quality Conformity Determination

To: CNVMPO Board Members and Alternates
From: Rich Donovan, Transportation Planning Director
Subject: Air Quality Conformity Determination – February 2024 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 Transportation Improvement Programs from all of the State’s MPOs, new air quality conformity modeling was completed including all projects identified in the 2021-2024 TIPs, as amended, the 2023-2050 MTPs and the draft 2025-2028 TIPs.

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 2024, 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 the 2025-2028 TIP, beginning on March 1, 2024, and ending on April 19, 2024. An active outreach effort has been made to gather comments from interested advocacy groups, environmental organizations, and the general public. In addition to providing any comments delivered prior to the meeting’s commencement, a final opportunity for public comment will occur at the regularly scheduled April 19, 2024, meeting of the CNVMPO before action is taken on the related resolutions.

Recommended Motion:

To adopt the proposed CNVMPO Resolutions 2024-08, 2024-09, 2024-10, certifying that the Air Quality Conformity Determination demonstrates acceptable impacts to the various Non-Attainment and Attainment/Management areas throughout the CNVMPO region.



RESOLUTION 2024-08

**RESOLUTION ON CONFORMITY WITH THE CLEAN AIR ACT
CONNECTICUT PORTION OF THE NY/NJ/LI PM2.5
ATTAINMENT/MAINTENANCE AREA
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, April 19, 2024, 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 2025-2028 TIP show that the implementation of the projects contained therein will result in emissions of PM 2.5 in each analysis year that are less than 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 2025-2028 TIP 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 2024.

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Edmond V. Mone, Secretary

April 19, 2024

Date



RESOLUTION 2024-09

**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, April 19, 2024, 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 2024); 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 2025-2028 TIP 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 2024.

This resolution shall become effective as of April 19, 2024.

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Edmond V. Mone, Secretary

April 19, 2024
Date



RESOLUTION 2024-10

**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, April 19, 2024, 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 2024); 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 2025-2028 TIP 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 2024.

This resolution shall become effective as of April 19, 2024

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Edmond V. Mone, Secretary

April 19, 2024

Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

MEMORANDUM: 04192024-Self Certification

To: Central Naugatuck Valley MPO Board Members and Alternates
 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 discuss 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.

Recommended Motion:

To adopt the proposed CNVMPO Resolution 2024-11, certifying that the transportation planning process is being conducted in accordance with federal requirements.



RESOLUTION 2024-11

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; and,

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 *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; and,

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; and,

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 *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 April 19, 2024.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

April 19, 2024

Edmond V. Mone, Secretary

Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

MEMORANDUM: 04192024 – Development of the CNVMPO 2025-2028 TIP

To: Central Naugatuck Valley MPO Board Members and Alternates
From: Rich Donovan, Director of Transportation Planning
Subject: Development and adoption of the 2025-2028 CNVMPO Transportation Improvement Program

Authorized by [23 CFR 450](#), the Transportation Improvement Program is a four-year, fiscally constrained listing of all projects using federal money within the MPO boundary. To ensure local support of projects, the CNVMPO board must endorse the TIP and any amendments before federal funds can be expended on a project.

The current TIP, covering federal fiscal years 2021-2024, will end on September 30th of this year, necessitating the development and adoption of the 2025-2028 TIP. This memo provides important dates and activities which were completed prior to the regularly scheduled April 19, 2024 CNVMPO meeting to develop the new TIP in preparation for adoption.

The draft TIP, which includes an evaluation of performance measures and air quality impacts, was completed in late February. To ensure compliance with NVCOG policy and federal Title VI requirements a robust public engagement process took place in the lead up to this meeting. The draft TIP, and all related documents, were posted to the NVCOG website for March 1, 2024, the official start of the public comment period. An information meeting was held both virtually and in-person on March 7th, which included members of the CTDOT's Intergovernmental Affairs and STIP units, to assist in answering questions. Though no members of the public attended this meeting, it was recorded and posted to the NVCOG YouTube page, where it has been viewed 13 times as of April 11, 2024. NVCOG staff hosted open offices hours on April 11, 2024, where staff were available both in-person and virtually for a set period of time to answer questions and hear comments.

Presentations about the TIP were made at the March 17, 2024, meeting of the CNVMPO, at which a dedicated public comment period was offered. The Transportation Technical Advisory Committee similarly held a presentation and dedicated comment period during their regularly scheduled meeting on April 3, 2024, and a final comment opportunity will be provided prior to any action by the CNVMPO board on April 19th. Members of the TTAC, following their review and public comment period, voted unanimously to endorse the adoption of the TIP.

As of April 11, 2024, no comments have been received by email, phone, or mail. Information about the TIP was shared on the NVCOG's various social media platforms, to which one comment was posted.

To access our Ecointeractive Platform and view the 2025-2028 TIP Projects:

1. Go to: <https://nvcog.ecointeractive.com>
2. Click “Plan Revisions” in the upper right-hand corner.
3. Then choose “2025-2028 Transportation Improvement Program” from the dropdown in the upper left-hand corner.
4. Then click on Adoption 1 to view the list of projects.
5. You can comment on any project by clicking on the individual project and clicking on the “Add Comment” button. Comments come directly to us and we generate a report for the CNVMPO Board.

The full draft TIP was provided in the meeting packet for the March 22, 2024, NVCOG meeting, and can be accessed at <https://nvcogct.gov/wp-content/uploads/2024/04/25-28-CNP-TIP-Full-Draft-Report-and-Draft-Project-List.pdf>

Once the TIP is approved, the CTDOT will compile the full Statewide Transportation Improvement Program (STIP) and hold their own public engagement and approvals process. Anticipated approval of the full 2025-2028 STIP is the first week of September, leaving time before the new TIP/STIP begins on October 1, 2024.

Recommended Motion:

To adopt the proposed CNVMPO Resolution 2024-12, adopting the draft FFY 2025-2028 Transportation Improvement Program.



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

RESOLUTION 2024-12

**ADOPTION OF THE FFY 2025-2028 TRANSPORTATION IMPROVEMENT
PROGRAM FOR THE CENTRAL NAUGATUCK VALLEY MPO**

WHEREAS, the Central Naugatuck Valley MPO is authorized by the *Infrastructure Investment and Jobs Act (IIJA)* and related US Department of Transportation regulations to develop and endorse a transportation improvement program for the Central Naugatuck Valley metropolitan planning area; and,

WHEREAS, the Naugatuck Valley Council of Governments is the designated host agency for the Central Naugatuck Valley MPO and has, in consultation with the Connecticut Department of Transportation, prepared the *FFY 2025-2028 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization*; and,

WHEREAS, the *FFY 2025-2028 TIP* lists and describes all transportation improvement projects programmed to receive federal transportation funding assistance from the Federal Highway Administration and the Federal Transit Administration over the next four federal fiscal years beginning October 1, 2024; and,

WHEREAS, the *FFY 2025-2028 TIP* establishes project priorities, indicates project schedules, provides project funding estimates, and identifies federal, state, and local funding sources; and,

WHEREAS, the financial plan for the *FFY 2025-2028 TIP* is included and demonstrates financial constraint to anticipated federal funding resources expected to be allocated and authorized to the State of Connecticut and the various urban areas; and,

WHEREAS, the *FFY 2025-2028 TIP* was made available for public review and comment, and notification of the proposed TIP was consistent with and followed the procedures set forth in the NVCOG's Procedures and Guidelines for Public Meetings, posted June 21, 2022, and the Public Outreach Policy, February 2020, including providing a 45-day review and comment period, holding a public information meeting, posting the draft TIP on the NVCOG website, sharing information about the TIP and meetings on social media platforms, making the projects included within the TIP available via the NVCOG's EcoInteractive Public website, and considering public comments in reviewing the draft TIP; and,

WHEREAS, the proposed *FFY 2025-2028 TIP* has been presented to the CNVMPO at the rescheduled March 17, 2024, meeting, and reviewed and discussed at the regularly scheduled April 19, 2024 CNVMPO meeting; and,

WHEREAS, the proposed program of projects included in the *FFY 2025-2028 TIP* were assessed for their impact on air quality and the State's ability to attain the National Ambient Air Quality Standards for the Ozone and PM_{2.5} pollutants and the regional emissions assessments demonstrate that the proposed projects will not have an adverse impact on air quality nor prevent the State from attaining the air quality standards, as required;

NOW, THEREFORE BE IT RESOLVED Central Naugatuck Valley MPO endorses the *FFY 2025-2028 Transportation Improvement Program for the Central Naugatuck Valley Metropolitan Planning Organization* presented and discussed here today. The endorsement of the FFY 2025-2028 TIP covers a four-year period from October 1, 2024 through September 30, 2028.

This resolution shall become effective as of April 19, 2024.

I do hereby certify that the resolution adopted by the CNVMPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

April 19, 2024

Edmond V. Mone, Secretary

Date



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

April 19, 2024

MEMORANDUM: 20240419

TIP Amendments for Projects 0170-3731, and 0170-3732

To: Central Naugatuck Valley MPO Board Members and Alternates
From: Kevin Ellis, P.E., Transportation Engineer
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. 0170-3731 - STATEWIDE TDM: GREATER CT MODERATE

This project's purpose is to continue to provide funding for CTRides. CTRides is a statewide program that encourages the use of carpooling and transit around the state with several informational campaigns.

The funding breakdown for the project is included in the meeting packet.

Project No. 0170-3732 - STATEWIDE TDM: NY-NJ-CT MODERATE

This project's purpose is to continue to provide funding for CTRides. CTRides is a statewide program that encourages the use of carpooling and transit around the state with several informational campaigns.

The funding breakdown for the project is included in the meeting packet.

Recommended Motion:

To adopt CNVMPO resolution 2024-13 approving the TIP amendments for Projects 0170-3731, and 0170-3732.

Project Overview

2 Projects Listed

0170-3731 - STATEWIDE TDM: GREATER CT MODERATE

Lead Agency

CTDOT

Project Type

Roadway

Region

Statewide, Greater CT Non-Attainment Area

Town

Statewide

Air Quality Status

Project is exempt under 40CFR 93.126

Total Cost

\$1,671,000

Project Description

Continuation of the CTrides program.

PHASE	FUND SOURCE	PRIOR	FY2021	FY2022	FY2023	FY2024	FUTURE	TOTAL
Other Activity	CMAQ	-	-	-	-	\$1,337,000	-	\$1,337,000
Other Activity	State	-	-	-	-	\$334,000	-	\$334,000
Total Other Activity		-	-	-	-	\$1,671,000	-	\$1,671,000
Total Programmed		-	-	-	-	\$1,671,000	-	\$1,671,000

CURRENT CHANGE REASON

New Project

FEDERAL PROJECT COST

Stays the same \$1,337,000

TOTAL PROJECT COST

Stays the same \$1,671,000

0170-3732 - STATEWIDE TDM: NY-NJ-CT MODERATE

Lead Agency

CTDOT

Project Type

Roadway

Region

Statewide, NY-CT-NJ Non-Attainment Area

Town

Statewide

Air Quality Status

Project is exempt under 40CFR 93.126

Total Cost

\$2,615,000

Project Description

Continuation of the CTrides program.

PHASE	FUND SOURCE	PRIOR	FY2021	FY2022	FY2023	FY2024	FUTURE	TOTAL
Other Activity	CMAQ	-	-	-	-	\$2,092,000	-	\$2,092,000
Other Activity	State	-	-	-	-	\$523,000	-	\$523,000
Total Other Activity		-	-	-	-	\$2,615,000	-	\$2,615,000
Total Programmed		-	-	-	-	\$2,615,000	-	\$2,615,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$2,092,000
TOTAL PROJECT COST	Stays the same \$2,615,000



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

RESOLUTION 2024-13

AMENDMENT

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

WHEREAS, the Central Naugatuck Valley MPO is authorized by the *Infrastructure Investment and Jobs Act (IIJA)* 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 Plan 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 April 19, 2024.

I do hereby certify that the resolution was adopted by the Central Naugatuck Valley MPO at a public meeting held on April 19, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

Edmond V. Mone, Secretary

April 19, 2024
Date



MINUTES

Naugatuck Valley Council of Governments and Central Naugatuck Valley MPO March 22, 2024

I. Commencement of Meeting

Chairman Pete Hess called the meeting to order at 10:05 a.m. Those in attendance recited the Pledge of Allegiance and the roll was called.

NVCOG CEOs/Reps:

In person: Jeff Caggiano, Mayor, Bristol; Andrew Martelli, Alternate, Cheshire; Pete Hess, Mayor, Naugatuck; George Temple, First Selectman, Oxford; Joe Kilduff, Mayor, Plymouth; Mark Lauretti, Mayor, Shelton; Jeff Manville, First Selectman, Southbury; Paul Pernerewski, Mayor, Waterbury; Tom Dunn, Mayor, Wolcott.

Remote: David Cassetti, Mayor, Ansonia; Michael Krenesky, Alternate, Beacon Falls; Ed St. John, First Selectman, Middlebury; Bob Chatfield, Mayor, Prospect; Annmarie Drugonis, First Selectwoman, Seymour; Mark Raimo, Town Manager, Watertown; Barbara Perkinson, First Selectwoman, Woodbury.

Guests: Jane Dunbar, CT DOT; Ellen Graham (Sen. Blumenthal), John Wardzala, The Kennedy Collective; Tommy Hyde, NVDC; Barbara Kolesky (CT Transit).

NVCOG Staff: Drew Baklik, Trish Bauer, Desira Blanchard, Patricia Bruder, Aaron Budris, Heidy Coronel, Richard Crowther, Christian Damiana, Jack DeOliveira, Richard Donovan, Thomas Dougherty, Rick Dunne, Kevin Ellis, Molly Johnson, Tayo Olaleye, Christine O'Neill, Steven Perry, Phoebe Ploof, Glenda Prentiss, Emely Ricci, Ricardo Rodriguez, Karen Svez, Michael Szpryngel.

II. Public Comment

There were no members of the public that wished to speak.

III. CNVMPO Meeting

1. **Adoption of CNVMPO Resolution 2024-07 - TIP Amendments – Projects 0174-0467 and 0170-3733**

Kevin Ellis reported, Project 0174-0467 is the repair of various bridges in District 4. The total cost is \$9 million - \$7.2 is the federal share and \$1.8 is the state.

Project 0170-3733 is the NVCOG Municipal ADA Program. Rich Donovan explained, the DOT conducted a statewide survey on the state of ADA Transition Plans in each town. The plans identify barriers to mobility and buildings for people with disabilities and each town's plan to address those barriers. Many of the respondents requested additional resources to assist in preparing their plan. In response, the DOT is hiring a consultant to work with each town to update or develop these plans. The NVCOG region will be the first to receive this assistance. We highly recommend every town participate in this free resource from the DOT. We anticipate the final product will be both a practical and useful document, as well as meeting the requirement that the town maintains the

plan. The Department is in the process of putting the RFQ together. By adding it to the TIP it authorizes the release of federal funds to pay for the project. We hope to have more information for you over the summer.

Jeff Caggiano MOVED to adopt CNVMPO Resolution 2024-07 – Amendments to the FFY2021-2024 TIP; SECONDED by Joe Kilduff. Motion carried unanimously.

2. 2025-2028 TIP and Air Quality Conformity Presentation

Rich Donovan explained, we are in the process of developing the new 2025-28 Transportation Improvement Program (TIP) and the associated statewide STIP (Statewide Transportation Improvement Program).

The first piece is determining air quality conformity. An air quality conformity determination was released and adopted last year. The new TIP looks at the four-year period and requires a new air quality conformity determination. The new report shows a steady decline in the release of both the components that lead to ground level ozone, and in 2.5 or smaller particulate matter. We will vote to endorse the air quality conformity determination at the next meeting.

3. Air Quality Public Comment

Today we are providing an opportunity for public engagement and to share additional information, in conformance with the TIP and STIP development process and their alignment with Federal Title XI and the NVCOGs public participation process.

Pete Hess opened the public comment portion for Air Quality. There being no requests received to make public comment, he declared the public comment portion closed.

4. 2025-2028 TIP Public Comment

Rich Donovan recapped the development of the new TIP and its importance to the region. This full, new, four-year TIP is one of the ways the MPO is empowered to control the spending of federal money within our area. This document must be fiscally constrained to only the federal funds that are available and all projects that use any federal funding must be included within the TIP. The new TIP and STIP go into effect on October 1st.

We now have a full draft of both the TIP and the STIP and are in the public engagement period. All relevant documents can be viewed on a project page on the NVCOG website. If you click on the 2025-2028 TIP and related documents, you'll see not only the CNVMPOs TIP, but the Statewide TIP, related bridge and safety reports, and the air quality conformity determination. The public can also provide comments on this page. Any comments will be provided to the Board prior to action on the TIP at the next MPO meeting.

EcoInteractive provides a much more interactive way for people to be able to see what these projects are, what the finances look like, as well as to provide comment. Anyone who visits the

projects on the EcoInteractive page – www.nvcog.ecointeractive.com – will see in the top right corner an “add comment” button. Any comment added there is sent directly to our staff.

Rick Dunne encouraged the CEOs to have their lead transportation person log onto the EcoInteractive site and look at the projects that are on the schedule for each community.

Pete Hess opened the public comment portion for the 2025-2028 Draft TIP. There being no requests received to make public comment, he declared the public comment portion closed.

IV. Minutes for Approval

Mark Laretti MOVED to approve the 02-16-2024 CNVMPO/NVCOG meeting minutes; SECONDED by Jeff Caggiano. Motion carried unanimously.

V. Financial Report

Mike Szpryngel reviewed the report for the period ending February 29th. We are 8 months through the fiscal year and our net position is just under \$117,000. Our cash balance is \$837,000 and general fund balance of \$1,037,000. There haven't been any unanticipated funding cuts or expenses. We are anticipating the potential for a 1 percent reduction in our UPWP pending the decisions in Congress today. If it does go through it will impact the 2026-27 UPWP cycle.

Tom Dunn MOVED to accept the financial report for the period ending February 29, 2024; SECONDED by George Temple. Motion carried unanimously.

VI. Director's Report

1. Kinneytown Dam

Rick Dunne reported, I've heard from many of you about this. I first want to apologize to any of the CEOs and to my Staff that may have gotten any blowback on this. We're a good agency; we choose to be optimists here. This project has presented some challenges – not unexpected, but some were surprising.

Big plan – we are acquiring the Kinneytown Dam on behalf of the Connecticut Brownfields Land Bank. They will possess it. We're spending the money to assess it and design the restoration of the river.

As we were going through our due diligence, last August Aaron discovered that what was listed on all records as a 60-foot concrete spillway in Ansonia was actually a 3,000-foot berm made of sand. I'm not an engineer, but it's like a paper bag filled with water – it's probably not going to leak in the short-term - but when it goes, it's going to go. I'm not comfortable, the attorneys are not comfortable, in letting the Land Bank take on that kind of liability. We take on environmental liability every day, but we don't take on risk to human life. The situation there is clear from the engineering report.

I made statements that said the state had emergency powers to deal with this – that's not quite the way the state sees it. We don't agree on the reading of the Statute. They have to go

through a process if the owner doesn't perform. My understanding is that the State is in touch with the owner and working on remedial activities. We think, according to our engineers, that lowering the water level in Coe Pond will mitigate the problem in the short term and then we can move forward with our acquisition and our project.

In August when Aaron made that discovery, we convened meetings with all the relevant agencies. They all sent people and went to the site. CTDOT in fact filed comments with FERC back in October concerning Metro North and the risk of imminent danger. It's a 40-acre pond, 15 feet deep. Down below it, below the sand wall (that holds back the pond), are the Metro North Railroad tracks. Below the railroad tracks is the main channel of the river.

On the Friday before we released everything to the 19 of you, we sent it to all of our State and Federal partners and let everyone know what was going to be released on Monday publicly so that everyone had a chance to digest that and ask questions. Everyone has a copy of it – it's on our website. Aaron has put everything together.

I have a high degree of confidence that this project will go through and we'll be able to complete it. I'm sure DEEP is working very diligently to get the owner to perform. We found out that the federal government really doesn't have any police powers, even though it's a federally regulated facility. They can't enter the site; they can't take action.

We'll get through this and figure it out. The good news is that our partners at Save the Sound are out for design engineers for the main project. We've already selected and are in negotiations with the design engineer to replace a sewer siphon across the river for the Town of Seymour before we can take down the dam.

We had a field walk yesterday with about 10 firms looking at the project. We felt better about having released the report based upon what a bunch of engineers traipsing over the site thought.

Bob Chatfield asked if it was there in 1955. Rick replied, the portion we're talking about was not impacted in '55. The dam in the main river channel partially collapsed in '55. This is a pond fed by a diversion canal from behind the dam. It was built between 1842 and 1845 by American Brass. It's a pile of sand, slag, and brick.

Pete Hess encouraged everyone to look at the pictures in the report with trees growing right out of the sides of it. It's logical and the engineering report makes a lot of sense to release some of the water from up above – there's a plan to do it – and that will eliminate the risk. I think the engineers did a fantastic job in the report and I encourage everyone to read it. I would say you don't have to be an engineer to understand it – it's pretty simple.

Rick Dunne continued, if you go out there and walk up on the berm, your feet sink in 4-6 inches.

George Temple asked, ultimately we're going to take these dams down – there are two of them – why are we going to put money in to correct a weakness in the dam when in fact we're going to take the dam down anyway? Rick Dunne replied, we're not putting any money into this repair. The owner has the obligation to mitigate the risk before we can close. FERC has ordered him to do it. If he fails to perform, we can't close. The police power lies with the State.

The State has an obligation to go after the owner to perform first, which I believe they are doing in conjunction with the FERC. We can't spend any of the money that we have for these remedial activities. We won't close if this risk remains in place.

Rick Dunne continued, there are neighborhoods in Ansonia that abut Coe Pond. We will have community opposition. There are people that live at the northern end who have a very nice view from their houses – it looks like a placid pond. The people at the southern end have what's basically the back end of a sewer. It's the back end of a canal that doesn't flow, filled with garbage and mosquitoes. It's not fair to those people.

It's a balance of interests here – the plan will open up access to the river and all of whatever water features or water courses are redesigned into this that will be more natural – we don't know any of that at this point. The community will get access, legal access to the river. I know that in Ansonia there has been a lot of concern, and rightfully so, as this particular issue is in Ansonia.

As to the overall project, there are specific river and environmental interest groups that have been trying to deal with the lack of fish passage and other issues for years. The CEOs of the communities that are directly impacted by the Naugatuck River hold it as a high priority to open it up. Environmentally, it will restore 22 miles of main river and an additional 48 miles of tributaries for spawning grounds for the Atlantic Fishery. We got involved when the money became available to remove barriers to fish passage, through the Commerce Department, and NOAA. We're doing this with a plan. The agreement to purchase the asset does not involve NVCOG, but the Connecticut Brownfield Land Bank.

(NOTE: See additional comments under Item: "Other – Kinneytown Dam" on Page 13 at the end of these minutes)

2. By-Laws and Personnel Policy Revisions

As a result of the last Executive Board meeting – we have some By-Laws revisions and Personnel Policy changes to deal with. I will be drafting new language to present to the Executive Board and eventually to the full Board for adoption in May or June.

3. Naugatuck Valley Waste Committee

Pete Hess stated, in the past we've had an NVCOG Municipal Solid Waste and Recycling workshop and group. They last met in 2021. We want to restructure and reactivate it, set up a group and start meeting to talk about the big issues. The majority of the members present expressed interest in this committee.

Rick Dunne stated when Commissioner Dykes was here she announced that we are receiving a Regional Waste Authority Grant. Whether we form a Regional Waste Authority is something the Board will decide in the future. This Committee would be a jumpstart to getting to that. We are prepared to staff it – Environmental Planning would be in charge and Christine would probably be the program lead on this. Members should expect an invite to the first meeting – meetings will be held separately from the full Board meetings.

VII. Transportation Planning

1. Safe Streets for All

Rich Donovan announced the Safe Streets and Roads for All discretionary grant program is currently open. We applied and received a planning grant to update the Regional Safety Action Plan and Vision Zero Action Plan. Because these meet the requirements of the federal government, it allows applicants to apply for planning or implementation funding in this current round with a really significant portion of this to go into planning. There are three filing deadlines for Planning grants – one is nearly upon us, the second is in mid-May and the third is in late August. Contact us for assistance in applying.

If applying for implementation which is much more competitive, contact us as soon as possible. About one in five applications have been awarded in the past two years. This is round three of five rounds. Implementation applications have to be submitted by May 16th. April 25th is the date CONDOT would like to receive information about those projects if you want support or feedback from the Department.

2. CTDOT Microgrants

Tayo Olaleye explained the Active Transportation Microgrant Program from CONDOT. The program seeks to make funds available to put in infrastructure, training, or anything encouraging active transportation. Eligible entities include schools, school districts, municipalities and 501c3 non-profits. Activities eligible include the purchase of bicycle helmets and locks, bicycle maintenance training and materials, bicycle fleets including adaptive bikes, sponsoring of league cycling instructors training, sponsoring of program, events and materials for bicycles and pedestrian safety, as well as the purchase of safety vests. The Program has \$500,000 in funding. Applications are being received through open solicitation. CONDOT plans to disburse through the COGS to the recipients every quarter. The maximum award to any entity is \$5,000. Please encourage your eligible entities to apply for these funds. Applications are being received by Richard Donovan. Reach out if you need help.

3. Transportation Alternatives Solicitation

Rich Donovan explained that there is more money available. The Transportation Alternatives set aside must be used for active transportation items. This is for construction and maintenance of multi-use trails. Application materials will be sent out this week according to which urban area your town falls within. If you have project ideas, we would like to talk about them. We will be ranking these projects amongst the individual urban areas.

VIII. Municipal Services

1. Legislative Update

Drew Baklik highlighted the following bills:

SB191 – food scraps diversion. It passed out of the Environment Committee and was pushed forward. Opponents like the bill overall but are not in favor of municipal mandates of separation by 2028. They feel the timeline is aggressive. We are way ahead of the curve as a COG and DEEP may be looking for input from us.

HB5226 - EPR batteries. This has been pushed out of Committee and looks like it has legs – it will make the EPR batteries mandatory in 2026. Part of that is that they have exempted car batteries from that.

In the Labor Committee – SB328 An Act concerning permanent partial disability benefits and pension offsets. This bill is designed to prohibit municipal or special taxing district pension systems from diminishing or eliminating certain retirement rights and benefits due to the receipt of permanent or partial disability benefits. Opponents argue that it undercuts local collective bargaining for both municipalities and unions.

SB332 – Portal-to-portal coverage for Public Works Department employees. This would mandate insurance coverage for State and municipal Public Works employees. The bill has traction but will likely see some amended language that will limit it to employees who are actually called in to work for an emergency. As of right now, it would extend coverage to anyone who was even on call.

The Finance Revenue and Bonding Committee General Obligation Bonding Subcommittee met on Monday, and there is bipartisan support expected for the Bonding Bill, as was the case last session.

DECD, the Capitol Region Development Authority, the Department of Labor, DEEP and others made presentations to the Committee this week and notably, DECD discussed that Brownfields remediation is on track to use the full \$35 million allotment that they got.

The Community Investment Fund – only 15 percent of the applications through CIP were either fully or partially funded. DECD is asking that they take the Small Business Loan Program out from under that umbrella.

On Wednesday the Environment Committee met and put about two dozen bills on the consent calendar, so there's a lot of agreement on things coming out of Environment. There were a few bills that were healthily debated. One to keep an eye on from the municipal standpoint is SB294 which strengthens the language around existing statute which requires municipalities to designate alternate open space when they use existing open space for development or any other purpose.

Yesterday the Labor and Public Employees Committee met and discussed three separate bills that addressed paid sick days - SB7, SB12, HB5005. One came from the House, one from the Senate and another from the Governor. They all call for mandatory paid sick days in one way or another.

Municipal service is discussing this today, which is relevant because just this week NVCOG was retained by the Town of Oxford to write and assist with the up-front work required for the State-mandated affordable housing plan. If you need help with this or any other plans such as the Plan of Conservation and Development, don't hesitate to reach out to me or anybody from SN's Community Planning Team.

In light of the new Legislation coming down the pike that will streamline certain processes in Economic Development, specifically Transit oriented development, I will be reaching out directly to your respective economic development directors and staff in the coming weeks. I already know most of them and already work with them to reintroduce myself in person and hear specific projects happening in your town. We are happy to supply staff to sit on committees, if you're trying to vet developers or specific development projects. We would love to be able to pass along relevant grant information directly to your staff.

Between COST, CCM, CT Main Street and the various area Chambers of Commerce, there's a lot of resources within the State. As a COG, we're uniquely positioned to make sure your staff is provided with all that information.

Rick Dunne asked that Drew and/or Jack get a hotlist of bills out to the CEOs as things change.

2. Emergency Management Update

John Field's CT DEMHS COG Report was in today's meeting packet.

Drew thanked Tom Eighmie from Seymour who retired after many years of service to the Emergency Management community. Spring has been a very busy time for Statewide Emergency Management. On April 23rd there is a CCM-sponsored Statewide Emergency Management event in Niantic which will include practical breakout sessions. On Thursday, April 25th there will be a migrant exercise – details to follow.

IX. Community Planning

Rick Dunne shared Savannah-Nicole's St. Patrick's Day greeting with the Board.

Christine O'Neill explained that the reason SN couldn't be here today is because she has been selected to receive the Rising Star Planner Award from the Connecticut Chapter of the American Planners Association for her outstanding early career accomplishments and contributions to the planning profession.

She continued, Aaron Budris will also be honored with the CCAPA Media Award in recognition of his Kinneytown Dam story map as an engaging and important resource to explain this complicated project. These two NVCOG Directors have received statewide recognition for their hard work, once again putting the Naugatuck Valley on the map as a leader among COGs.

1. Regional Housing Needs Assessment

Pheobe Ploof reported that NVCOG recently began work on our first Regional Housing Needs Assessment. This is a housing analysis intended to help planners, CEOs, land use commissions and interested organizations better understand our region's housing needs. It will include information on housing stock availability, cost burden residents, and housing needs accessibility for those experiencing homelessness and housing insecurity in our region,

We use State and Federal data sources to better understand our region's housing stock and how residents are managing in our market. Our Regional Housing Needs Assessment can help our municipalities to plan for better housing production and affordable housing implementation by identifying gaps in affordability and availability for certain income levels. Municipalities can better understand housing preservation in our region through our analysis of affordable protections such as set aside agreements on deed restrictions. Housing preservation information will also provide data about the physical condition of our aging housing stock and the costs that might be affiliated with preservation and adaptive reuse of these structures.

Finally, the NVCOG Regional Housing Needs Assessment can help our member municipalities to understand the need for deeply affordable units for the population of the homeless and housing-insecure. Those interested in seeing what a municipal assessment would look like can request an example that we can send to your offices. We have completed Housing Needs Assessments for Thomaston, Naugatuck and Watertown.

Rick Dunne explained that this is a needs assessment for housing - this is an assessment of need based on income as one matter, but we need more units to house a workforce in Connecticut. The State mandated that you need Affordable Housing Plans. We want to take a more regional approach – how many housing units does the Naugatuck Valley market need over some period.

The Board members discussed the exclusion of mobile home parks as affordable housing units because the land is not deed restricted. Pheobe explained that our assessment looks at income levels of the residents as well as the price of units, so it will include things like naturally occurring affordable housing such as mobile homes and smaller units. This assessment doesn't focus only on 8-30g appeals affordable housing.

2. Accessibility Site Plan Lunch and Learn

Emely Ricci reported that NVCOG will host an Accessibility Site Plan Lunch & Learn from 10 am to 12:30 pm Friday, April 5, here at NVCOG. The event is tailored for planners and engineers with Bill Volker speaking on how to incorporate accessibility in the site plan review. This event will be eligible for 1.5 CM credits from APA CT Chapter.

X. Environmental Planning

1. Brownfields Update

NVCOG has three active pending applications to EPA. The first one is a \$500,000 assessment application. The second one is a \$5 million supplemental RLF application – and RLF funding can be used for cleaning up sites. The third one involves EPA strongly encouraging NVCOG to apply to be a Revolving Loan Fund Technical Assistance Provider. We hope to hear back from EPA on all three of those applications in late spring. As soon as we know, we'll share the news with everyone.

The meeting packet contains an updated list of all of the Brownfields projects we're currently working on.

Rick Dunne explained, if we're offered the Technical Assistance Grant from EPA, we filed it as a Coalition Grant between us and the Brownfields Land Bank. We will be providing technical assistance to RLF recipients around the country for EPA. We will be their technical assistance provider to the national program. We feel like we can handle it, particularly working with the Land Bank as the implementing agency for this. I want to make sure the Board understands it. If we're offered it, we will talk about it again before we accept it to make sure everyone's comfortable with that. We know more about the program, and how to successfully run it. We were asked to present at the national conference, and we had over 300 people show up for our session. I want to make sure the Board is comfortable with us taking on that role.

2. Revolving Loan Fund – Chair's appointments to fill Vacancies

Mayor Hess announced the appointments of Jeff Caggiano and Paul Pernerewski to Revolving Loan Fund Committee.

3. CT DEEP Climate Resilience Fund

Aaron Budris reported that in November 2022 we applied for a new DEEP program called the Climate Resilience Fund for a project to advance culvert and drainage projects in nine of our communities. The project would develop preliminary engineering plans for flood resilience projects that were previously identified by municipalities and also provide grant writing assistance to help pursue implementation funding from various sources. At the time we worked with municipal officials and staff to identify and include projects in Ansonia, Middlebury, Naugatuck, Oxford, Seymour, Shelton, Thomaston, Waterbury, and Wolcott. Last summer we were awarded \$689,181 for the project. We're now nearing the end of the DEEP contracting process. I'm asking the Board to adopt Resolution 2024-14 to authorizing NVCOG to enter into an agreement with DEEP to receive the grant funds and to authorize Rick Dunne to execute and deliver documents necessary to carry out the terms of that agreement.

George Temple MOVED to adopt NVCOG Resolution 2024-14, to accept funds from CT DEEP for regional flood resilience projects under the Climate Resilience Fund; SECONDED by Tom Dunn. Motion carried unanimously.

4. Climate Pollution Reduction Grant

Christine O'Neill reported that Naugatuck Valley municipalities are split among four planning areas for the purpose of this program. All four have submitted their priority climate action plans to the EPA earlier this month. State, regional and local government entities are eligible to apply for over \$4 billion in implementation funding from the EPA. The grants are extremely competitive. The CT COGs have formed a coalition and plan to submit applications on two separate projects.

The first project is called Solar Energy on Affordable Housing Properties and involves removing aging roofs to solar adoption for housing authority properties. The second is Climate Friendly Local Regulations and Processes. Expert consultants will provide technical assistance to interested municipal staff and commissions wishing to incorporate climate friendly practices into zoning regulations, ordinances and administrative processes. We recommend that the Board adopt both resolutions.

Tom Dunn MOVED to adopt NVCOG Resolutions 2024-15 and 2024-16, to support two Climate Pollution Reduction Grant implementation applications, as part of a multi-COG coalition; SECONDED by Paul Pernerewski. Motion carried unanimously.

Household Hazardous Waste

Steven Perry reported that the next Household Hazardous Waste collection will take place from 8 am to 2 pm Saturday, April 27, 2024 at Ansonia's Public Works facility at One North Division Street. This will be followed by events in July and September.

This program allows 15 participating municipalities (Ansonia, Beacon Falls, Bethlehem, Derby, Middlebury, Naugatuck, Oxford, Prospect, Seymour, Southbury, Thomaston, Waterbury, Watertown, Wolcott and Woodbury) to safely dispose of hazardous and toxic materials that could pose a danger to human health if they're not properly disposed of. We have on our website and all of our promotional materials a specific list of accepted and unaccepted materials. Each participating municipality is required to send one Public Works employee to help staff the event.

Composter & Rain Barrel Sale

Steven Perry reported that our annual Composter and Rain Barrel sales are up and running. Since 2001 the event has distributed 248 composters and 206 rain barrels. Residents can pre-order reduced-cost composters, rain barrels and related accessories online through Thursday, May 2 - [Composter and Rain Barrel Sale – NVCOG CT – Naugatuck Valley Council of Governments](#) Pick up will be held May 4th from 10 am to 1 pm at the Seymour Community Center. Thanks to First Selectwoman Drugonis and Seymour for hosting this event for the second time.

OTHER

***Kinneytown Dam**

Rick Dunne reported that he received a status update from CTDEEP during the meeting and wanted to add it to the record: CTDEEP, CTDOT, FERC and Metro North are collaborating on measures to ensure that the rail line is monitored and kept safe. DEEP and FERC are discussing the interim actions that could be conducted to remediate the immediate risk. DEEP anticipates there will be more of an update next week.

VIII. Adjournment

At approximately 11:20 a.m., Jeff Caggiano MOVED to adjourn; SECONDED by Joe Kilduff. The motion carried unanimously.

Respectfully submitted,



Patricia M. Bruder

Executive Administrative Clerk

Attachments:

CNVMPO Resolution 2024-07 – TIP Amendments

NVCOG Resolution 2024-14 – Climate Resilience

NVCOG Resolution 2024-15 – Climate Pollution Reduction Grant - Solar

NVCOG Resolution 2024-16 – Climate Pollution Reduction Grant - Regs-Processes



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

RESOLUTION 2024-07

**AMENDMENT
FFY 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM
CENTRAL NAUGATUCK VALLEY MPO**

WHEREAS, the Central Naugatuck Valley MPO is authorized by the *Infrastructure Investment and Jobs Act (IIJA)* 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 Plan 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 22, 2024.

I do hereby certify that the resolution was adopted by the Central Naugatuck Valley MPO at a public meeting held on March 22, 2024, at which a quorum was present and that the same is a correct and true transcript from the original thereof.



N. Warren Hess, Chairman

March 22, 2024
Date

BLANDFORD • BETHLEHEM • BRISTOL • CHESTER • MIDDLETOWN • NAUGATUCK • OXFORD • PLYMOUTH
ROCKY HILL • SOUTHBRIDGES • THOMASTON • WATERBURY • WATERBURY • WATERBURY • WOODVILLE • WOODVILLE



RESOLUTION 2024-14

AUTHORIZING THE ACCEPTANCE OF GRANT FUNDS FROM CT DEEP'S CLIMATE RESILIENCE FUND

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments (NVCOG) at its hybrid meeting on March 22, 2024, at which a quorum was present.

WHEREAS, NVCOG's Multijurisdictional Natural Hazard Mitigation Plan identifies flooding as the most common impact of climate change in the region, given that "storms are becoming more intense, while aging infrastructure has not been [...] updated in a timely manner to reduce the rising flood risk."

WHEREAS, the Connecticut Department of Energy & Environmental Protection's (CT DEEP) solicited applications for climate resilience planning and design projects through their Climate Resilience Fund in 2022.

WHEREAS, the NVCOG municipalities of Ansonia, Middlebury, Naugatuck, Oxford, Seymour, Shelton, Thomaston, Waterbury, and Wolcott expressed interest in bundling together selected culvert and drainage improvement projects to receive funding through the grant.

WHEREAS, NVCOG staff applied to CT DEEP's Climate Resilience Fund grant program, proposing to hire a consulting firm that will study and design improvements to nine stormwater infrastructure projects throughout the region.

WHEREAS, CT DEEP selected NVCOG's application entitled "NVCOG Region Flood Resilience Project Development" to receive an award in the amount of \$689,181.00.

BE IT RESOLVED, that the NVCOG Board may enter into with and deliver to CT DEEP any and all documents which it deems to be appropriate or necessary for a grant of \$689,181.00 for the "NVCOG Region Flood Resilience Project Development." **BE IT FURTHER RESOLVED** that Executive Director Rick Dunne is authorized and directed to execute and deliver any and all documents on behalf of the NVCOG Board and to do and perform all acts and things which he deems necessary or appropriate to carry out the terms of such documents.

Dated at Waterbury, Connecticut, on March 22, 2024

Agency: Naugatuck Valley Council of Governments

Signed



N. Warren, Chairman



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

49 Larnethworth Street, 3rd Floor, Waterbury, CT 06702 • 203-757-0535 • 203-755-8658 • nvcoag.gov

RESOLUTION 2024-15

**AUTHORIZING A GRANT APPLICATION FOR THE U.S. EPA'S CLIMATE POLLUTION REDUCTION GRANT,
TO FUND SOLAR ON PUBLIC HOUSING**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments (NVCOG) at its hybrid meeting on March 22, 2024, at which a quorum was present.

WHEREAS, the U.S. Environmental Protection Agency (EPA) is soliciting applications for implementation proposals under its Climate Pollution Reduction Grant (CPRG) program.

WHEREAS, NVCOG is eligible to apply for the EPA's CPRG implementation grant under any of the four Priority Climate Action Plans that cover this region.

WHEREAS, a coalition of Councils of Government, led by the Capitol Region COG and including NVCOG, Northwest Hills COG, Connecticut Metropolitan COG, Western Connecticut COG, South Central Regional COG, and Lower Connecticut River Valley COG, intends to apply for implementation funding to lower barriers for solar energy on public housing projects.

WHEREAS, the implementation proposal would fund the removal of barriers like aging roofs or outdated electrical panels on housing authority and municipally owned affordable housing properties suitable for solar installations, to render these properties eligible for the Connecticut Green Bank's solar programs.

BE IT RESOLVED, that the NVCOG Board authorizes Executive Director Rick Dunne to submit a Climate Pollution Reduction Grant application for the proposal described above to the U.S. EPA, and to sign any documents associated with administering the grant, if awarded.

Dated at Waterbury, Connecticut, on March 22, 2024

Agency: Naugatuck Valley Council of Governments

Signed



N. Warren Hess, Chairman



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

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RESOLUTION 2024-16

**AUTHORIZING A GRANT APPLICATION FOR THE U.S. EPA'S CLIMATE POLLUTION REDUCTION GRANT,
TO FUND CLIMATE-FRIENDLY REGULATIONS AND PROCESSES**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments (NVCOG) at its hybrid meeting on March 22, 2024, at which a quorum was present.

WHEREAS, the U.S. Environmental Protection Agency (EPA) is soliciting applications for implementation proposals under its Climate Pollution Reduction Grant (CPRG) program.

WHEREAS, NVCOG is eligible to apply for the EPA's CPRG implementation grant under any of the four Priority Climate Action Plans that cover this region.

WHEREAS, a coalition of Councils of Government, led by the Western Connecticut COG and including NVCOG, Northwest Hills COG, Connecticut Metropolitan COG, Capitol Region COG, South Central Regional COG, and Lower Connecticut River Valley COG, intends to apply for implementation funding to provide technical assistance to local governments to decarbonize local regulations and processes.

WHEREAS, the implementation proposal would fund the hiring of one or more contractors to work with municipal staff and commissions to provide intensive technical assistance to develop, adapt, and implement regulations and processes that yield low-emissions outcomes.

BE IT RESOLVED, that the NVCOG Board authorizes Executive Director Rick Dunne to submit a Climate Pollution Reduction Grant application for the proposal described above to the U.S. EPA, and to sign any documents associated with administering the grant, if awarded.

Dated at Waterbury, Connecticut, on March 22, 2024

Agency: Naugatuck Valley Council of Governments

Signed

N. Warren Hess, Chairman

Brownfields Update:**April 12th, 2024:****NVCOG/CTBLB New Grant Submissions:**

NVCOG and the Connecticut Brownfield Land Bank, Inc. submitted responses to EPA's FY24 Community-Wide Assessment solicitation in the amount of \$500,000 each. Funding notifications are expected in late Spring 2024.

NVCOG - RBP LEP Shortlist:

The Regional Brownfield Partnership Board selected eight out of nineteen Environmental firms. The eight firms are as follows: Freeman Companies, Arcadis, HRP, Down to Earth, SLR, Tighe & Bond, VHB, and Weston & Sampson. Please contact Ricardo for additional information on how to secure LEP services for your project.

RLF Program Update:

NVCOG has submitted a response to EPA's upcoming Supplemental RLF funding round on March 22nd. If NVCOG is successful, funding will become available on October 1st. Staff will provide updates on the status of this request.

EPA has selected NVCOG for supplemental RLF funding in the amount of \$3 million. This award will have a 50% grant to 50% loan split. An official solicitation requesting cleanup projects closed on September 8th, 2023. On October 3rd, the RLF Committee selected five new projects, allocating all remaining funding. The projects are as follows: 835 South Main Street, Waterbury; 272 River Street, Waterbury; and 280/0 Elm Street, Naugatuck for subgrants. Loan agreements are being drafted for 40 West Street, Bristol. An early 2023 RLF meeting resulted in subgrants being awarded to 359 Mill Street Lot #19, 777 South Main Street, 698 South Main Street in Waterbury, 0 Andrew Ave, Naugatuck, and 113,0,93,123 Canal Street, Shelton; loans agreements are being drafted for 281 Canal Street, Shelton and 59 Field Street, Torrington. Only one loan is in the underwriting phase, 501 East Main Street, Ansonia. There currently is no cleanup funding available.

Department of Economic and Community Development

Derby Main Street South Project: Grant in the amount of \$200,000 to conduct assessment activities in the Derby Main Street South project area. Environmental assessment activities will support the construction of local roads in the area and target parcels most ready for development. This assessment project is critical to the success of the City of Derby's \$5 million Urban Act grant, which will directly fund the construction of local roads and infrastructure. To date, sites assessed under this grant are as follows: 23 Factory Street, 2 Factory Street, 90 Main Street, and 0 Water Street. The remaining funding under this grant will be allocated to additional testing within the funding area.

300 Broad Street, Bristol: NVCOG has secured a \$3.7 million award from DECD's Round 17 competition to abate and remediate four existing buildings on the 23-acre site. Upon completion, the developers will rehabilitate interior spaces for modern manufacturing, industrial, and warehousing use. A Financial Assistance Plan has been executed and the Assistance Agreement is currently under review. The SHPO determination letter has been provided and approved. Cleanup activities have commenced April 2024.

NVCOG EPA FY 20 Assessment Award:

NVCOG staff has conducted an audit to determine around \$8k is available for additional projects.

EPA Revolving Loan Fund:

130 Freight Street, Waterbury: The Revolving Loan Fund Committee of the NVCOG awarded the Waterbury Development Corporation a \$200,000 sub-grant for cleanup planning activities at 130 Freight Street & 00 West Main Street, Waterbury. Funds at the former Anaconda American Brass factory would be applied for cleanup planning and environmental professional services.

The site is included in the City of Waterbury's Master Plan for the Freight Street District, in which mixed-rate residential units, commercial space, and industrial space have been proposed. Environmental activities have commenced on site. The city has demolished 130 Freight Street and 000 West Main Street, the neighboring building which will be considered a part of this project. Waterbury Development Corporation will incorporate these sites with the 170 Freight Street project. Environmental data on all three parcels are pending.

170 Freight Street, Waterbury: The Revolving Loan Fund Committee of the NVCOG awarded the Waterbury Development Corporation a \$350,000 sub-grant for cleanup activities at 170 Freight St & 000 West Main Street, Waterbury. With demolition of 170 Freight Street complete, environmental activities are anticipated to commence in Spring 2024. Data collected will assist in determining the level of remedial efforts needed.

Brass City Harvest – 359 Mill Street, Waterbury: The Revolving Loan Fund Committee of the NVCOG awarded the Waterbury Development Corporation a subgrant of \$285,000 to assist with LEP oversight and closing data gaps on lot #19 and 777 South Main Street. The Brass City Harvest is a 501(c)(3) non-profit organization that uses urban agriculture to build self-reliance skills, empower residents to modify their dietary behaviors, and increase fresh food access points in the community. WDC has secured an environmental firm to conduct the proposed activities as part of the next steps with environmental activities on-going. The proposed area will be the future home of several greenhouses, allowing the Brass City Harvest to expand its services to the community.

Anamet – 698 South Main Street, Waterbury: The Revolving Loan Fund Committee of NVCOG awarded the Waterbury Development Corporation a supplemental subgrant of \$277,000 for cleanup planning and remedial activities at 698 South Main Street, Waterbury. This large property nestled between the Naugatuck and Mad Rivers was once the campus of the Anamet network of factory buildings. The City of Waterbury’s plan for this site includes repurposing the 200,000-square-foot building back into light industrial and demolishing the remaining dilapidated factories, rebuilding with mixed-use, and incorporating the strip of land alongside the river into the Naugatuck River Greenway. This multi-use trail will provide opportunities for exercise, active transportation, and recreation while raising property values and connecting regional economic corridors. Environmental assessment activities are complete at the high-bay building and remedial activities are on-going throughout the site. The city has wrapped up work on demolishing the remaining three buildings on site. An RFP for a developer will be released within the upcoming months by WDC.

113,0,123,93 Canal Street, Shelton – The Revolving Loan Fund Committee of NVCOG awarded the City of Shelton a \$400,000 subgrant for remedial activities on-site. The project is expected to yield approximately 90+ residential apartment units within Shelton’s downtown district. The subaward agreement has been executed by City officials. A contract between Arcadis and the city has been executed. Environmental activities will be on-going throughout 2024. Phase II of environmental work has commenced.

Risdon Site – 0 Andrew Avenue, Naugatuck: The Borough of Naugatuck was sub-granted supplemental funding in the amount of \$350,000 for remedial activities at the former Risdon Manufacturing site. Environmental data collected from previously funded assessment sampling has helped the Borough of Naugatuck determine redevelopment options for future reuse. The Borough of Naugatuck and SLR has selected a remediation contractor with work continuing throughout the winter and Spring.

67-71 Minerva Street, Derby: The Revolving Loan Fund Committee of NVCOG awarded the City of Derby \$293,612 for remedial oversight. Abatement of the former auto body shop and demolition of the building has been completed. Cedar Village Minerva Square LLC, the developer, has proposed redeveloping the site into 90+ residential units with parking spaces underneath the building. Vertical construction and remedial activities are on-going with 90% of the vertical building constructed. An RFP for the SVE system is going live mid-April.

Nova Dye – 313 Mill Street, Waterbury: The Revolving Loan Fund Committee of NVCOG has awarded the Waterbury Development Corporation a \$200,000 sub-grant to assist with site monitoring. These funds are meant to supplement remedial and construction funds granted to the City of Waterbury from the State of Connecticut. Redevelopment of the site is a baseball Park for the local community. Environmental work is complete, with the park now open to the public as of September 9th. Environmental monitoring is on-going.

Beaton & Corbin – 318 North Main Street, Southington: Remediation of the site is at 99% complete. Activities such as capping and paving are still taking place under the RLF loan. These activities are anticipated to be completed Summer 2024.

501 East Main Street, Ansonia: The applicant is currently within the underwriting phase. The status of this report will determine the project's eligibility.

59 Field Street and 70 North Street, Torrington: The underwriting phase is complete. The RLF Committee has decided to move forward by funding the request. NVCOG's legal teams is drafting the loan agreement.

40 West Street, Bristol: The underwriting phase is complete. The RLF Committee has decided to move forward by funding the request. NVCOG's legal teams is drafting the loan agreement.

281 Canal Street, Shelton: The underwriting phase is complete. The RLF Committee has decided to move forward by funding the request. NVCOG's legal teams is drafting the loan agreement.

280/0 Elm Street, Naugatuck: The Revolving Loan Fund Committee of NVCOG awarded the Borough of Naugatuck \$350,000 for LEP oversight as well as the removal of contaminated soils within the former Lanxess parcel(s). The subaward agreement has been executed. The scope of work is under review.

272 River Street, Waterbury: The Revolving Loan Fund Committee of NVCOG awarded the Waterbury Development Corporation \$100,000 for cleanup planning activities within the parcel. Funding will also cover LEP oversight and remedial efforts. The subaward agreement has been executed. The project is anticipated to commence in Spring 2024.

835 South Main Street, Waterbury: The Revolving Loan Fund Committee of NVCOG awarded the Waterbury Development Corporation \$350,000 for cleanup planning activities within the former Waterbury Button Factory. Funding will cover LEP oversight and remedial activities. The subaward agreement has been executed. The project is anticipated to commence in Spring 2024.



April 24, 2024

MEMORANDUM: 20240424-CONSTITUTION

To: NVCOG Board
From: Kevin Ellis, P.E., Transportation Engineer
Subject: **Local Transportation Capital Improvement Program (LOTICIP) Project Proposals**

The state legislature created the Local Transportation Capital Improvement Program (LOTICIP) to provide state funds to Councils of Governments to construct local transportation improvement projects. The NVCOG maintains an open solicitation process and accepts project proposals from its members throughout the year. Project proposals are reviewed by staff to ensure eligibility and consistency with the purpose and needs of the LOTICIP program and regional goals. Staff will work with municipal staff and project design team to develop a project scope that 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 full application is submitted to the NVCOG for review and then submittal to CTDOT for acceptance into the program.

Project Description

Shelton – Constitution Boulevard West Extension Phase 3

The City of Shelton is working on the design and construction of an extension of Constitution Boulevard from Bridgeport Avenue (SR 714) to Route 108, approximately 2,800 feet in length. The road, referred to as Constitution Boulevard West, will complete a connection between Route 110 and Route 108 and link Constitution Boulevard South to Constitution Boulevard North. The extension of Constitution Boulevard has been part of the City's Plan of Conservation and Development since the 1990's and the construction of this road will support economic growth through business expansion opportunities afforded by the extension of Constitution Boulevard to municipally owned development parcels.

Constitution Boulevard was envisioned to serve as an arterial road that provides access to key areas of Shelton. Constitution Boulevard South is presently open from Route 110 (River Road) to Bridgeport Avenue for a distance of 1.5 miles and provides access to the Shelton Industrial Park as well as access through parts of the South End and Downtown neighborhoods.

The City was awarded state Urban Action Grant funds to initiate the project, design phase 1 and 2 sections, and construct phase 1 which includes a new intersection with Constitution Boulevard South at Bridgeport Avenue. Phase 1 is under construction and will provide access to a city-owned industrial parcel, primarily known as the Mas Property. Phase 2 will extend the road about

1,500 feet from the end of Phase 1 to a cul-de-sac. Phase 3 will continue the new road to Route 108.

The proposal is to allocate LOTCIP funds to continue and complete the construction of the Phase 3 section to connect Route 714 to Route 108. For Constitution Boulevard Phase 2 and Phase 3 to be granted their respective Commitment to Funds, the roadway needs to be classified as a non-local road. With both phases approved, the road will be classified as a minor arterial. However, if only Phase 2 is approved, the roadway will only be classified as a local road and thus will not be eligible for the LOTCIP program. Thus, both applications for Phase 2 and Phase 3 need to be sent to DOT concurrently with Phase 3 being endorsed by the Board.

The current project construction cost is estimated at \$6.0 million.

Estimated Construction Cost			\$ 6,000,000.00
Estimated Rights-of-Way			\$100,000.00
10% Contingencies			\$ 600,000.00
10% Incidentals			\$ 600,000.00
Estimated Amount	LOTICIP	Grant	\$ 7,300,000.00

Staff Recommendation

NVCOG staff recommends endorsement by the NVCOG Board.

Motion

To endorse Resolution 2024-17, committing regionally apportioned LOTCIP funds to the above-described roadway reconstruction project in the City of Shelton.



NVCOG RESOLUTION 2024-17

LOTICIP

**ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE
CONSTITUTION BOULEVARD PHASE 3, SHELTON**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on April 19, 2024, 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 \$7.3 million in Program funds attributable to the Naugatuck Valley planning region to construct the Constitution Boulevard Phase 3 project as described and modified in Memorandum 20240419-CONSTITUTION.

Dated at Waterbury, Connecticut, on April 19, 2024

Agency: Naugatuck Valley Council of Governments

Signed _____
Edmond V. Mone, Secretary



April 19, 2024

MEMORANDUM: 20240419-DIVISION STREET AND SEYMOUR AVENUE

To: NVCOG Board
 From: Kevin Ellis, P.E., Transportation Engineer
 Subject: **Local Transportation Capital Improvement Program (LOTICIP) Project Proposals**

The state legislature created the Local Transportation Capital Improvement Program (LOTICIP) to provide state funds to Councils of Governments to construct local transportation improvement projects. The NVCOG maintains an open solicitation process and accepts project proposals from its members throughout the year. Project proposals are reviewed by staff to ensure eligibility and consistency with the purpose and needs of the LOTICIP program and regional goals. Staff will work with municipal staff and project design team to develop a project scope that 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 full application is submitted to the NVCOG for review and then submittal to CTDOT for acceptance into the program.

Project Description

Derby – Division Street and Seymour Avenue Safety Improvements

The City of Derby is working on the design of three locations as part of this project. The first section is Division Street between the intersection of Silver Hill Road and Chatfield Street, to the intersection with Westfield Avenue and the Route 8 off-ramp. This segment of Division Street has an approximate length of 950 feet. The Division Street section of the project will consist of full-depth pavement reconstruction, provide geometric improvements to the Silver Hill Road intersection and minor stormwater drainage improvements. Replacement of existing curbs and sidewalks with new ADA compliant sidewalks, sidewalk ramps and crosswalks would also be included in the new construction.

The second location is Seymour Avenue between Division Street and Spring Street. This segment of Seymour Avenue has an approximate length of 1,200 feet. Work on Seymour Avenue will improve pedestrian safety in the vicinity of Griffin Hospital by installing concrete curbing, ADA compliant sidewalks, sidewalk ramps, stamped concrete crosswalks and pedestrian signage. In addition, two Rectangular Rapid Flashing Beacons (RRFB) will be proposed to enhance pedestrian safety while crossing Seymour Avenue.

The third location is the intersection of Maple Avenue at Division Street. The intersection of this Arterial and Collector Road is located in front of the Griffin Hospital's Emergency Room access

driveway. The intersection is partially Stop Controlled with only northbound Division Street traffic having unrestricted travel through the intersection. This project will investigate alternate intersection configurations and prepare a traffic signal control Warrant Analysis to see if the introduction of a traffic signal is justified. ADA compliant pedestrian upgrades are also proposed for this site including sidewalk ramps and stamped concrete crosswalks.

Estimated Construction Cost	\$ 2,663,000.00
Estimated Rights-of-Way	\$39,000.00
10% Contingencies	\$ 266,300.00
10% Incidentals	\$ 266,300.00
Estimated LOTCIP Grant	
Amount	\$ 3,234,600.00

Staff Recommendation

NVCOG staff recommends endorsement by the NVCOG Board.

Motion

To adopt Resolution 2024-18, committing regionally apportioned LOTCIP funds to the above described roadway reconstruction project in the City of Derby.



NVCOG RESOLUTION 2024-18

LOTICIP

**ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE
DIVISION STREET AND SEYMOUR AVENUE SAFETY IMPROVEMENTS, DERBY**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on April 19, 2024, in Waterbury, Connecticut, at which a quorum was present.

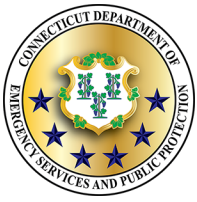
WHEREAS, The NVCOG is responsible for selecting and distributing funds to member municipalities under the Local Transportation Capital Improvement Program (“Program”).

BE IT RESOLVED, that the NVCOG approves the allocation of \$3.2 million in Program funds attributable to the Naugatuck Valley planning region to construct the Division Street and Seymour Avenue Safety Improvements project as described and modified in Memorandum 20240419-DIVISION STREET AND SEYMOUR AVENUE.

Dated at Waterbury, Connecticut, on April 19, 2024

Agency: Naugatuck Valley Council of Governments

Signed _____
Edmond V. Mone, Secretary



STATE OF CONNECTICUT
DEPARTMENT OF EMERGENCY SERVICES & PUBLIC PROTECTION
DIVISION OF EMERGENCY MANAGEMENT & HOMELAND SECURITY
REGION 5 OFFICE - WATERBURY



CT DEMSPP-DEMHS Region 5

ATTACHMENT IX-1 4-19-24

April 2024 Council of Government (COG) Report

Operations

CT Conference of Municipalities/Emergency Management Symposium

On April 23, 2024, CT Conference of Municipalities (CCM), Department of Public Health (DPH), and the Division of Emergency Management and Homeland Security (DEMHS) will be hosting their Annual Emergency Management Symposium. The event will be at Camp Nett in Niantic CT. This is no cost to attendees for this event. A full agenda of educational break out sessions and exhibitors is on the agenda for the day. If interested in attending please go to register at [2024 CT Emergency Management Symposium : CCM \(ccm-ct.org\)](https://www.ccm-ct.org/).

Statewide Elections Security

CT DEMHS and other State agencies, including Secretary of the State's Office, have been working together to assure safe measures are in place for this years election process. As information is compiled we will continue to share with our municipalities. Any questions regarding the election/voting process can be forwarded to the Secretary of the State's Office for referral. <https://portal.ct.gov/sots>

COVID Public Assistance Site Visits

CT DEMHS, and their contractor, Tetra Tech have been performing site visits at specific locations to survey the situation status of COVID Public Assistance funds receiving by the agencies or municipalities. During these visits Tetra Tech will requests specified documentation to validate the reimbursement funds received.

CT Health Care Coalition Conference

CT DEMHS Region 5 personnel had the opportunity to attend the Annual CT Health Care Coalition (HCC) Conference held in Rocky Hill. Very informative presentations were provided by multiple speakers. As well as DEMHS, personnel from State and Local public health officials were in attendance.

Regional Asset Deployment Strategies

CT DEMHS Region 5 is currently working to develop and distribute guidelines for regional resources. These deployment guidelines are provided for Public Safety Answering Points (PSAP) and potential incident commanders in an effort to streamline the process for obtaining regional resources. Working with Emergency Support Function (ESF) chairs we are developing these guidelines. We recently completed deployment guidelines for Region 5 ESF 10 Hazardous Material Response Team.

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Planning

Local Emergency Operations Plans (LEOPs)

In accordance with CT State Statute Title 28, Chapter 517, local emergency operation plans (LEOP) are required to be updated and submitted to the Region 5 Office every two years. All LEOPs are due in 2024. Please remind your emergency management directors of this requirement. Future grant opportunities will be ineligible without this updated LEOP.

Operation Migrant Welcome

CT DEMHS continues to monitor and plan for the increase of migrants who may deploy to our State. We have and will continue to assist municipalities in their planning for the influx of migrants. There have been numerous inquiries regarding potential for his influx but currently we have not experienced any arrivals.

Training/Exercise

Municipal and School Training Opportunities

CT DEMHS Training/Exercise Unit continues to work with local municipalities and school districts, providing training, performing safety and security assessments and performing exercises. If your municipality or school district would like to receive training or performance of an exercise, please contact the Region 5 Office and will work with you to set up the presentation. [ct-demhs-training-and-exercise-bulletin.pdf](#)

2024 Exercise Planning and Preparedness Initiative (EPPI)

Planning has begun for the Governor's Annual Exercise Planning and Preparedness Initiative (EPPI). This year's Exercise will address voter safety and security. The Exercise will be held on June 12th and is intended to assist municipalities in identifying vulnerabilities and address them prior to the 2024 Presidential elections. It is the goal to include the local Registrar of Voters as part of our local command structure. An Introduction Memo was sent on March 18th identifying the date and initiatives associated with the 2024 EPPI. If you did not receive this Memo, please contact the DEMHS Region 5 Office and we will resend.

Federal OSHA 29CFR 1910.156

CT DEMHS in conjunction with Region 5 Emergency Support Function (ESF) 4 Firefighting and the CT Fire Academy, are monitoring the effects possible with the proposed rule change covered under a new Federal OSHA 29CFR 1910.156. We are currently participating in a working group identifying the effects of this proposed standard will have on our local first responders.

Grants

Homeland Security Grant Program (HSGP)

The 2022 HSGP requires cities/towns in Region 5 submit Memorandum of Agreements (MOAs) in order for the COG receive and implement the Homeland Security Grant Program (HSGP) funds

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throughout the Region. If you have did not submit this already, please get your MOAs to the Region 5 Fiduciary, Northwest Hills Council of Government's Sarah Better, as soon as possible.

Emergency Management Performance Grant (EMPG)

Following the deadline (March 31,2024) for submitting 2020, 2021, 2022, and 2023 EMPG applications, DEMHS Grants Unit with then Region 5 staff will work to obtain required documentation to complete the Grant's reimbursement process.

Emergency Management Performance Grant (EMPG) 2020 Supplemental – Applications

Following the successful completion and approval of an updated LEOP, the CEO should have received and applied for the 2020 EMPG. The Region 5 Office will continue to work with the municipal officials to assure required documentation is received and their \$5000 is received as quickly as possible.

Emergency Management Performance Grant (EMPG) Pool Funding

CT DEMHS is now offering municipalities the opportunity to apply for additional funding to upgrade their local Emergency Operations Centers (EOC's) or emergency shelters. A municipality can utilize this grant funding to apply for up to \$25,000.00 to renovate or re-equip their EOC or up to \$15,000.00 to upgrade an emergency shelter. This is a competitive grant which requires that a municipality have an updated Local Emergency Operations Plan (LEOP) to apply. In addition, towns can only submit one application for either an EOC or a shelter. Unlike the regular EMPG funding towns receive, this pool funding is 100% EMPG and does not require a match. Municipalities may also apply \$5,000.00 of their \$25,000.00 grant to professional development (attending conferences or training) for their EMD and Deputy EMD. This grant opportunity continues our goal to provide funding to improve local EOC and shelter capabilities and further professionalize local emergency management programs. Municipalities Must Have Submitted an LEOP by April 1st and Receive a Certification Letter by May 1st to Apply. The deadline for all applications is May 15th, 2024.

Please do not hesitate to contact me at 860-250-2535 of john.field@ct.gov if you should have any questions or requests.

Respectfully Submitted,

John Field
Regional Coordinator Region 5
Division of Emergency Management/Homeland Security
55 West Main St Suite 300
Waterbury, Ct 06702

25 Sigourney Street, 6th floor, Hartford, CT 06106
Phone: 860.256.0800 / Fax: 860.256.0815
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MEMORANDUM: 040124 – NVCOG Regional Planning Commission Reorganization Proposal

To: Rick Dunne, Executive Director

From: Savannah-Nicole Villalba, AICP, AZT, Community Planning Director

Subject: NVCOG Regional Planning Commission Reorganization Proposal

This memorandum serves as a response to the Executive Director’s request for a proposal to examine the effectiveness of the Regional Planning Commission and potential options to better serve Land Use Commissioners, Staff, and the Naugatuck Valley Planning Region. Moreover, staff reviewed your recommendation to dissolve the Regional Planning Commission and agree with your recommendation for the following reasons:

- Regional Planning Commissions are no longer statutorily enabled to carry out regional planning activities.
- The Regional Planning Commission is not a representative or effective model to gather regional input.

Regional Planning Commission History

In 1971, Public Act No. 821 established regional councils of governments and required that the planning duties and responsibilities of a regional council of governments be carried out by a “regional planning commission,” acting on behalf of and as a subdivision of the council [of governments].

In 2000, Public Act No. 00-54 made optional the use of a regional planning commission to carry out the regional council of governments’ planning duties and responsibilities.

In 2013, Public Act No. 13-247 repealed the section of the Connecticut General Statutes that specified regional planning commission’s responsibilities, effective January 1, 2015.

Regional Planning Commission Today

Reference of regional planning commissions can no longer be found in Chapter 127 of the General Statutes, the governing statutes for regional councils of governments.



Reference to regional planning commissions can still be found in Chapter 124, Zoning, and Chapter 126, Municipal Planning Commissions, regarding the regional referral processes. Regional councils of governments *may* designate a regional planning commission to review referrals under Chapter 124 and/or Chapter 126.¹ However, statutory reference to the roles and responsibilities of a regional planning commission is not known to exist anywhere else in the current day statute.

Currently, the Naugatuck Valley Council of Governments staff author referrals under Chapter 124 and 126 of the General Statutes. The referral reports are sent to the Regional Planning Commission for review.

Challenges of the Regional Planning Commission

The NVCOG Regional Planning Commission faces challenges that limit its effectiveness for both Commissioners and NVCOG's purposes. These challenges include, but are not limited to:

- **Achieving a quorum to conduct Commission business.** Since the beginning of 2023, the Regional Planning Commission has had a quorum for every meeting that has not been cancelled. However, the ability to get a quorum has been a significant challenge that the Regional Planning Commission has faced throughout its history.
 - Moreover, the Regional Planning Commission is currently only able to meet its quorum requirements because of the Commission's operating procedures regarding voting privilege. If a member municipality's representative is absent without explanation for three consecutive meetings, that appointment is considered vacant and the member municipality's voting privileges become suspended.² While this policy supports the Commission's ability to conduct its business, it does not align with NVCOG's goal of the Regional Planning Commission being a representative regional body.
- **The Commission's ability to provide comprehensive opinions on regional initiatives.** Since the beginning of the 2024 fiscal year, eleven of the region's nineteen municipalities have not attended a meeting of the Regional Planning Commission. While NVCOG staff commend the Commissioners who show up to every meeting, there are

¹ More information about NVCOG's Referral process can be found here:

<https://nvcogct.gov/project/current-projects/statutory-land-use-referrals/>

² *Regional Planning Commission Operating Procedures, Membership of and Representation to the Commission (B)(3)*. Linked here: <https://nvcogct.gov/wp-content/uploads/2019/02/RPC-Operating-Procedures-1.pdf>



concerns about the Commission's ability to make policy or implementation decisions that represent the region.

- NVCOG staff have previously tried to increase municipal engagement throughout the history of the Regional Planning Commission and have been unable to get attendance that is representative of the region.
- **The composition of the Commission limits NVCOG's ability to ask targeted questions about regional plans, studies, and initiatives.** Currently, there are Land Use Commissioners and Land Use Staff on the Regional Planning Commission. NVCOG staff see Land Use Commissioners as policy leaders whose decisions establish the region's land use policies and framework. NVCOG staff see Land Use Staff as implementors, administrators, and enforcers of local land use policy. Land Use Staff can help validate perceived trends and share information on a municipal and regional scale. The type and level of involvement needed from each group should be targeted to ensure that everyone's time is being used efficiently.
 - Moreover, NVCOG staff have heard from Land Use Staff in the region that the presence of Land Use Commissioners limits what they are willing to discuss. NVCOG staff feel that separating the groups will allow for more beneficial information gathering and programming for each group.

In Conclusion

Removing the enabling language for regional planning commissions in the Connecticut General Statutes gives regional councils of governments an opportunity to reflect on their regional planning commissions' effectiveness.

NVCOG staff recommend that the NVCOG discontinue the use of its Regional Planning Commission. The current form does not meet the NVCOG's goals of being a representative regional body to examine or draft regional policies and initiatives.

However, NVCOG staff see the importance of engaging both Land Use Commissioners and Staff. The proposal below outlines how NVCOG can continue to engage both Land Use Commissioners and Staff alike.



NVCOG Proposal: Moving Beyond the Regional Planning Commission

The following proposal has been drafted with NVCOG's goals for regional planning efforts and the needs of Land Use Commissioners and Land Use Staff in mind. The proposal is organized by suggested engagement for each group.

Regional Planning Commission

- Dissolve by amending the Naugatuck Valley Council of Governments bylaws to repeal Article X, Regional Planning Commission.³
- Consider delegating the following duties to the proposed Land Use Technical Advisory Committee: (1) Oversight of regional plans and studies and (3) the development of recommendations concerning a Regional Plan of Conservation and Development (POCD) as addressed in CGS Sec. 8-35a.
- Consider delegating the following duty to the Transportation Technical Advisory Committee: (4) the development of recommendations concerning a federally mandated Long Range Transportation Plan.
- Consider delegating the following duty to NVCOG staff: (2) addressing referrals concerning land use regulations or other matters. Consider modifying the language to match the NVCOG referrals webpage.

Land Use Commissioners

- Continued Commissioner Education and Training.
 - Two NVCOG sponsored events for Commissioners yearly. This can include Pizza and Planning, Municipal Tours/Highlights, and other ideas as they arise.
 - A full, four-hour Land Use Commissioner Training compliant with CGS Sec. 8-4c every four years.
- Continued attendance at Commission Meetings as requested for specific land use or housing inquiries.
- Continued use of Commissioner Correspondence regarding NVCOG plans, studies, initiatives, and opportunities for engagement.

³ Bylaws of the Naugatuck Valley Council of Governments: <https://nvcogct.gov/wp-content/uploads/2019/04/NVCOG-Bylaws-6-17-16.pdf>



Land Use Staff

- The creation of a Land Use Technical Advisory Committee that functions similarly to the Transportation Technical Advisory Committee.
- Continued opportunities for professional development, including Statutory Program Series (e.g., Aquifer Protection Areas) and Housing and Land Use educational opportunities (e.g., Lunch and Learns, Coffee Hours).
- Continued support as requested for specific land use and/or housing inquiries.

Land Use Planning Community (Commissioners and Staff)

- Continued creation of educational resources, such as the Land Use Brief, Municipal Best Practice Spotlight, quarterly newsletter, resource guides (e.g., the upcoming Accessibility Resource Guide), and legislative summaries.^{4,5}

Should you have any questions or would like to discuss this further, please feel free to reach out to me at snvillalba@nvcogct.gov or (475) 233-2083.

CC:

Naugatuck Valley Council of Governments Board

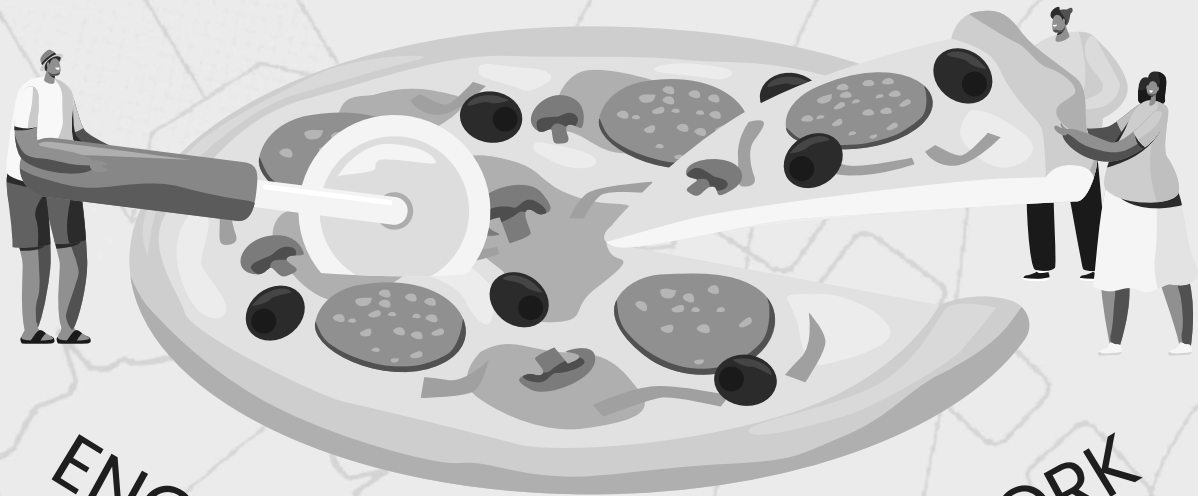
Naugatuck Valley Council of Governments Regional Planning Commission

⁴ Link to Community Planning's Education & Training Page: <https://nvcogct.gov/what-we-do/land-use/education-training/>

⁵ Link to Community Planning's Resource Library: <https://nvcogct.gov/what-we-do/transportation-planning-2/resource-library/>



PIZZA & PLANNING



ENGAGE, LEARN, AND NETWORK

Join the NVCOC and the Town of Cheshire!

Attendees will enjoy networking opportunities, pizza, and a 1-hour CGS Sec. 8-4c eligible training session on site plan review.

Date: Thursday, May 2, 2024

Time: 6:00 PM – 8:00 PM

Location: Council Chambers, Cheshire Town Hall
at 84 South Main Street, Cheshire, CT 06410

Pizza and refreshments will be provided.

Space is limited to 40 registrants! Please register at bit.ly/NVCOGPizza-Planning to secure your spot.