



REVISED AGENDA

**Naugatuck Valley Council of Governments
and Central Naugatuck Valley MPO**

Hybrid Meeting

49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702

10 a.m., Friday, March 22, 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. TIP Amendments, Project numbers 0174-0464 and 0170-3733 – Kevin Ellis
TIP Amendment Memo and Attachment – Attachment III-1
CNVMPO Resolution 2024-07 – Attachment III-2
 2. 2025-2028 TIP and Air Quality Conformity Presentation – Rich Donovan
Draft 2025-2028 TIP – Attachment III-3
 3. Air Quality Public Comment
 4. 2025 – 2028 TIP Public Comment
- IV. Minutes for Approval
 1. 02-16-2024 CNVMPO/NVCOG meeting minutes – Attachment IV-1
- V. Financial Report – Michael Szpryngel
 1. Financial Report for the Period Ending 2-29-2024 – Attachment V-1
- VI. Director’s Report – Rick Dunne
 1. Kinneytown Dam
- VII. Transportation Planning – Rich Donovan
 1. Safe Streets for All
 2. CTDOT Microgrants – Eytayo Olaleye
Microgrant Memo – Attachment VII-1
 3. Transportation Alternatives Solicitation
- VIII. Municipal Services – Drew Baklik
 1. Legislative Update
 2. Emergency Management Update
CT DEMHS COG Report - Attachment VIII-1

IX. Community Planning

1. Regional Housing Needs Assessment – Pheobe Ploof
2. Accessibility Site Plan Lunch and Learn – Emely Ricci
Lunch and Learn Flyer – Attachment IX-1

X. Environmental Planning

1. Brownfields Update
Brownfields Projects Memo – Attachment X-1
2. Revolving Loan Fund – Chair’s appointments to fill vacancies – Chair Pete Hess
Jeff Caggiano and Paul Pernerewski
3. Climate Resilience Fund Resolution – Aaron Budris
NVCOG Resolution 2024-14 – CRF – Attachment X-2
4. Climate Pollution Reduction Grant Resolutions – Christine O’Neill
CPRG Memo – Attachment X-3
NVCOG Resolution 2024-15 – CPRG Resolution 1 – Attachment X-4
NVCOG Resolution 2024-16 – CRPG Resolution 2 – Attachment X-5
5. Household Hazardous Waste – Steven Perry
6. Composter & Rain Barrel Sale – Steven Perry

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



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

March 15, 2024

MEMORANDUM: 20240315 TIP Amendments for Projects 0174-0464 and 0170-3733

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 a change to the CNV MPO 2021-24 TIP, including the addition of a new project.

Project No. 0174-0464 - UHCP BEAM END REPAIRS ON VARIOUS BRIDGES – District 4

This project will repair steel beam ends on various National Highway System (NHS) and Non-NHS bridges within District 4 using Ultra High Performance Concrete (UHPC) as opposed to traditional steel welding techniques. Beam ends located under leaky expansion joints become corroded over time and require repair. The PE phase includes a PD/FD split.

Project No. 0170-3733 - NVCOG Municipal ADA Program

Pilot project to develop an ADA Transition Plan for the NVCOG to ensure that accessibility barriers on pedestrian facilities in the State right-of-way (ROW) are being systematically removed.

The funding breakdown for these projects are included in the meeting packet.

Recommendation:

MOTION: To adopt CNVMPO resolution 2024-07 approving the TIP amendments listed above.

Project Overview

2 Projects Listed

0170-3733 - NVCOG MUNICIPAL ADA PROGRAM

Lead Agency CTDOT	Project Type Active Transportation	Region -	Town Statewide
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Air Quality Status Project is exempt under 40CFR 93.126	Total Cost \$1,500,000
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Project Description

Pilot project to develop an ADA Transition Plan for the NVCOG to ensure that accessibility barriers on pedestrian facilities in the State Right-of-Way (ROW) are being systematically removed. PODI term project thru 6/30/26; PAED 12/28/29.

PHASE	FUND SOURCE	PRIOR	FY2021	FY2022	FY2023	FY2024	FUTURE	TOTAL
Planning	State	-	-	-	-	\$300,000	-	\$300,000
Planning	STPA	-	-	-	-	\$1,200,000	-	\$1,200,000
Total Planning		-	-	-	-	\$1,500,000	-	\$1,500,000
Total Programmed		-	-	-	-	\$1,500,000	-	\$1,500,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$1,200,000
TOTAL PROJECT COST	Stays the same \$1,500,000

0173-0535 - UHCP BEAM END REPAIRS ON VARIOUS INTERSTATE BRIDGES

Lead Agency	Project Type	Region	Town
CTDOT	Bridge	District 4	-

Air Quality Status	Total Cost
Project is exempt under 40CFR 93.126	\$10,000,000

Project Description
 Repair of steel bridge ends using Ultra High Performance Concrete (UHCP) along I-91 and I-95.

PHASE	FUND SOURCE	PRIOR	FY2021	FY2022	FY2023	FY2024	FUTURE	TOTAL
Construction	BRFP	-	-	-	-	\$9,000,000	-	\$9,000,000
Construction	State	-	-	-	-	\$1,000,000	-	\$1,000,000
Total Construction		-	-	-	-	\$10,000,000	-	\$10,000,000
Total Programmed		-	-	-	-	\$10,000,000	-	\$10,000,000

CURRENT CHANGE REASON	New Project
FEDERAL PROJECT COST	Stays the same \$9,000,000
TOTAL PROJECT COST	Stays the same \$10,000,000



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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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 "Pete" Hess, Chairman

March 22, 2024

Date



Central Naugatuck Valley Metropolitan Planning Organization

FFY 2025-2028 Transportation Improvement Program

DRAFT

Prepared by:
Naugatuck Valley Council of Governments
in cooperation with the Connecticut Department of Transportation

Endorsed: XXXX x, 2024

Central Naugatuck Valley Metropolitan Planning Organization Chief Elected Officials:

Municipality	Chief Elected Official	Title
Town of Beacon Falls	Gerard Smith	First Selectman
Town of Bethlehem	Stephen Sordi	First Selectman
City of Bristol	Jeffrey Caggiano	Mayor
Town of Cheshire	Sean M. Kimball	Town Manager
Town of Middlebury	Edward B. St. John	First Selectman
Borough of Naugatuck	N. Warren "Pete" Hess	Mayor
Town of Oxford	George R. Temple	First Selectman
Town of Plymouth	Joseph Kilduff	Mayor
Town of Prospect	Robert J. Chatfield	Mayor
Town of Southbury	Jeffrey Manville	First Selectman
Town of Thomaston	Edmond V. Mone	First Selectman
City of Waterbury	Paul Pernerewski	Mayor
Town of Watertown	Mark A. Raimo	Town Council Chair
Town of Wolcott	Thomas G. Dunn	Mayor
Town of Woodbury	Barbara Perkinson	First Selectman

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Abstract

The FFY 2025-2028 TIP contains a listing of all proposed transportation improvement projects programmed to receive federal financial assistance from the US Department of Transportation (USDOT) over the next four years. The TIP includes information about the organization of the MPO, the TIP development process, the performance-based programming process, project selection procedures, and the results of the regional air quality impact assessment. The TIP is organized by federal aid transportation programs administered by Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The public was provided an opportunity to review the TIP and offer comments. Efforts were made to ensure low-income and minority groups were notified about the draft TIP and afforded an opportunity to participate in the process.

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Public Comment

To ensure meaningful public input, NVCOG staff have created the below schedule for public involvement in the CNVMPO TIP Process:

March 1, 2024 – The new TIP for the CNVMPO will be published to the NVCOG website, along with supporting documents including the STIP, marking the official beginning of the public comment period.

March 7, 2024 – NVCOG staff will host a public meeting regarding the TIP for the CNVMPO. This hybrid meeting, held jointly in the NVCOG office and via Zoom, will provide a short presentation on the contents of the new TIP, Air Quality Conformity, and how to interpret the technical aspects of the documents. This meeting will be recorded and made available on the NVCOG YouTube Channel.

March 22, 2024 – A separate public comment period will be held during the regularly scheduled CNVMPO meeting to provide comments directly to the chief elected officials of the towns that make up the CNVMPO board.

April 3, 2024 – Another dedicated public comment period will be held during the regularly scheduled meeting of the NVCOG Transportation Technical Advisory Committee (TTAC). The TTAC, made up of City Engineers, Public Works Directors, and other Transportation Professionals, will then discuss the draft TIP and make a recommendation to the CNVMPO board regarding its approval.

April 11, 2024 – NVCOG staff will host an in-person and virtual open office hours, providing the public an opportunity to ask questions regarding the TIP and associated planning processes.

April 19, 2024 – A final dedicated public comment opportunity is scheduled for the beginning of the regularly scheduled April meeting of the CNVMPO. At this meeting, the members of the CNVMPO board will be asked to consider the TIP and vote regarding its adoption.

At any time during this period, comments and questions will be accepted via the following means:

- Email – Send your thoughts to the NVCOG via email at contactus@nvcogct.gov.
- Telephone – You can call our offices Monday-Friday between 8:30 AM and 4:30 PM. Let us know that you have a comment or question regarding the TIP and you'll be connected with a member of our transportation planning staff who will be happy to talk with you. Call us at (203) 757-0535. Language assistance is available.
- EcoInteractive – The NVCOG has recently adopted the EcoInteractive Platform as the public facing repository of TIP information. Please ensure you're viewing the 2025-2028 TIP cycle, and then you can make comments directly on individual projects.

- Mail – Write out your comments and send them to us directly. You can mail comments to the NVCOG, C/O Rich Donovan, at:
49 Leavenworth Street
3rd Floor
Waterbury, CT 06702

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Adopted Resolutions

CNVMPO TIP Adoption

CNVMPO Self Certification

Air Quality Conformity – Greater CT Ozone

Air Quality Conformity – NJ-NY-CT Ozone

Air Quality Conformity – CT PM 2.5

DRAFT

Overview

The Central Naugatuck Valley Metropolitan Planning Organization (CNVMPO) maintains the Transportation Improvement Program (TIP), which outlines highway and transit improvement and maintenance projects within the Central Naugatuck Valley planning region. These projects are slated to receive federal assistance over the next four federal fiscal years (FFY), spanning from October 1, 2024 (FFY 2025) to September 30, 2029 (FFY 2028). The TIP is a vital aspect of regional transportation planning integrated at the state-level into the State Transportation Improvement Program (STIP), known collectively as the TIP/STIP.

The CNVMPO is authorized by federal regulations and designated by the Governor to oversee regional transportation planning and endorses the TIP/STIP for portions of the Bridgeport-Stamford, Hartford, New Haven, and Waterbury Urbanized Areas within the Central Naugatuck Valley planning region. Federal transportation planning regulations stipulate which entity selects projects under the various funding categories.

Federal regulations mandate that the TIP/STIP be financially constrained, ensuring a reasonable expectation of federal financial support for endorsed projects and the identification of funding sources for each project. The MPO endorsed the FFY 2025-2028 TIP on [INSERT DATE] to advance priority projects while maintaining financial constraints.

The FFY 2025-2028 TIP is structured according to federal funding categories and fiscal years. Each project is accompanied by descriptions, cost estimates, and schedules. Annual financial plans are devised to estimate total funding requirements and anticipate federal funds.

The TIP Includes:

- MPO organization and TIP requirements;
- Summary of Transportation Planning Process Memoranda of Understanding (MOUs);
- TIP development, project selection and development process;
- Air quality assessment and regional air quality emission analysis results of TIP;
- Air quality conformity determination (Ozone and PM2.5);
- Performance-Based Planning and Programming;
- Public involvement activities and public comments;
- Project descriptions, cost estimates and programming schedule by FHWA and FTA funding category; and
- Financial assessment.

Section 1: MPO Organization

Membership of the CNVMPO includes the Chief Elected Officials of the fifteen municipalities of the Central Naugatuck Valley planning region. The 15 MPO municipalities are:

- Town of Beacon Falls
- Town of Bethlehem
- City of Bristol
- Town of Cheshire
- Town of Middlebury
- Borough of Naugatuck
- Town of Oxford
- Town of Plymouth
- Town of Prospect
- Town of Southbury
- Town of Thomaston
- City of Waterbury
- Town of Watertown
- Town of Wolcott
- Town of Woodbury

Representatives of the FHWA, FTA, CTDOT, and the CT DEEP are included as "Ex Officio" members. The NVCOG serves as the transportation planning agency of the MPO and conducts the transportation planning process for the planning region in accordance with the federal planning requirements.

Memoranda of Understanding

The transportation planning process in the implicated urbanized areas is carried out through cooperative relationships between area municipalities, regional planning organizations, regional transit operators, state transportation agency, state air agency, and federal transportation. Agreements have been made between participants to define roles and responsibilities and formalize actions. The following are the Memoranda of Understanding that guide transportation planning in the CNVMPO planning region:

Project Movement within the Adopted TIP

The CTDOT and MPO established an agreement to expedite the movement of projects within the endorsed State and MPO TIPs (STIP/TIP). The MOU established an administrative process for endorsing these types of changes and provides flexibility in adjusting the STIP/TIP without the need for a formal amendment.

Air Quality Planning and Conformity Efforts

The MPO and the Connecticut Department of Energy and Environmental Protection (DEEP) developed a letter of understanding to define roles and responsibilities for air quality planning, particularly as it pertains to the development of transportation control measures (TCMs) and the State Implementation Plan for Air Quality (SIP).

Transportation Planning and Funding in the Hartford Urbanized Areas

This MOU was developed by the MPOs designated in the Hartford urban area to guide how funds allocated under the STP urban program would be divided among the MPOs. The CNVMPO includes municipalities included in the Hartford urbanized areas. Distribution is based primarily on the total population in each urban planning region relative to its share of the combined population of all urban planning regions. The transportation funds from the FHWA (PL) and FTA (Section 5303) are passed through the CTDOT based on the fair share population formula to the urban regional planning organizations of the urbanized area. Each year, CTDOT will determine the federal funding available to the Hartford urbanized area and calculate regional fair share apportionments based on the method described above.

NVCOG approved this MOU at its April 13, 2018 council meeting. It has been fully executed by all parties.

Transportation Planning and Funding in the Bridgeport/Stamford Urbanized Areas

This MOU was developed by the MPOs designated in the Bridgeport-Stamford urban area to guide how funds allocated under the STP urban program would be divided among the MPOs. The CNVMPO includes municipalities included in the Bridgeport-Stamford urbanized area. Distribution is based primarily on the total population in each urban planning region relative to its share of the combine population of all urban planning regions. The transportation funds from the FHWA (PL) and FTA (Section 5303) are passed through the CTDOT based on the fair share population formula to the urban regional planning organizations of the urbanized area. Each year, CTDOT will determine the federal funding available to the Bridgeport-Stamford urbanized area and calculate regional fair share apportionments based on the method described above.

NVCOG approved this MOU at its May 8, 2020 meeting. The MOU is currently awaiting the approval of several other signatories.

Coordination of Transportation Planning Activities in the Multi-State Metropolitan Region

The NVCOG is a party to a multi-state MOU with the New York Metropolitan Transportation Council (NYMTC) and the Orange County Transportation Council (OCTC) in the State of New York, the North Jersey Transportation Planning Authority (NJTPA) in the State of New Jersey, the Western Connecticut Council of Governments (WestCOG), Connecticut Metropolitan Council of Governments (MetroCOG), Naugatuck Valley Council of Governments (NVCOG), South Central Regional Council of Governments (SCRCOG), and Lower Connecticut River Valley Council of Governments (RiverCOG) in the State of Connecticut, Capitol Region Council of Governments (CRCOG) and the Lehigh Valley Planning Commission (LVPC) in the State of Pennsylvania to perform in good faith the activities of voluntary coordination, cooperation and consultation amongst themselves. The intent of the MOU is to cooperate in efforts toward achieving, wherever possible, general consistency of planning products, analyses and tools through informal communication and document exchange.

Section 2: TIP Development Process

The TIP is prepared by the NVCOG in collaboration with CTDOT. The MPO selects highway projects for the attributable portion of FHWA's Surface Transportation Block Grant Program (STPH, STPBS, STPNH and STP Anywhere), as well as, local transit projects under the FTA's Section 5307 capital formula grant program. The CTDOT submits a list of proposed projects allocated to the other federal-aid programs. The MPO evaluates the draft State TIP (STIP) and incorporates its program into the MPO TIP.

Many of the projects within the TIP are from the Capital Plan, which are five year plans for statewide projects, with the current plan from 2023 to 2027. The Capital Plan are reviewed by the MPOs and the MPOs also provide projects to be included in the Capital Plan. Through this process, many MPO endorsed projects end up within the Capital Plan, and thus the TIP.

Projects proposed for federal-aid funding under the STP are required to follow a prescribed scoping, evaluation, and development process. Project proposals must complete all aspects of the process before they can be initiated and included in the TIP.

To set priorities for locally initiated projects, the CNVMPO established a regional vision and associated goals and objectives in its Metropolitan Transportation Plan (MTP) that reflect the goals propagated under The Infrastructure Investment and Jobs Act (IIJA).

Regional Vision

To advance the goal of Vision Zero, acknowledging that even one fatality or serious injury on our transportation system is too many. The commitment to Vision Zero is a commitment to the value of those traveling within the region, and by utilizing a multi-disciplinary approach crashes resulting in fatalities and serious injuries can be avoided.

To invest in and maximize the utilization of existing infrastructure, ensuring that facilities of all kinds, including roads, highways, sidewalks, and rail, are maintained in a state of good repair, and used in the most effective way.

To ensure accessible and safe mobility for all, regardless of mode choice. The NVCOG defines mobility equity as "mobility for all ages, mobility for all abilities, mobility for all incomes, and mobility from anywhere to everywhere."

To facilitate economic growth and revitalization through the efficient movement of freight into and throughout the region.

Regional Goals

1. Achieve Vision Zero by 2060
2. Advance Transportation and Mobility Equity within the NVCOG region
3. Reduce Vehicle-Miles-Traveled
4. Preserve and Maximize Value of the Existing Highway System
5. Continue pursuing Congestion Management
6. Ensure Transportation System Security

7. Evaluate and Utilize Advanced Technology
8. Preserve and Enhance Public Transportation Services
9. Expand Multi-Modal Opportunities
10. Enhance the Efficient Movement of Freight and Goods
11. Enhance Bicycle and Pedestrian Facilities
12. Enhance and expand Environmental Protection
13. Ensure Sustainability goals are consistent with other Regional Goals
14. Promote Economic Development and Revitalization
15. Address Environmental Justice issues within the region
16. Ensure Transparency and Proactive Public Involvement

In 2013, the Connecticut state legislature created the Local Transportation Capital Improvement Program or LOTCIP. The new program provides state funds to urbanized planning areas to implement various local transportation improvement projects within the jurisdiction of the Council of Governments. Municipal sponsors are required to fund design activities entirely with the LOTCIP-provided funds covering the acquisition of rights-of-way and construction. Project eligibilities are the same as the federal STBG program. The CTDOT implemented the program and developed guidelines and procedures for selecting projects. While the LOTCIP provides an alternate funding source for local transportation projects, federal guidelines still require the CNVMPO and CTDOT to collaborate on project selection and evaluation under the STBG.

Projects included in the TIP must address the issues and be consistent with the objectives contained in the CNVMPO MTP, the CTDOT's capital plan, as well as the CTDOT's long range transportation plan. Project selection is based on a thorough evaluation of project purpose and need. The availability of federal financial assistance, the cost of the proposed improvement, and the ability of the project sponsor to finance and complete its share of the project are also considered in setting regional priorities. A financial plan and activity schedule is established for each federal fiscal year. This financial plan establishes the priorities for each funding category.

All projects contained in the TIP are consistent with the MTP for the Central Naugatuck Valley planning region and the state-wide long range transportation plan.

Section 3: Air Quality Conformity Process

The Clean Air Act Amendments (CAAA) of 1990 and federal transportation regulations and legislation recognized the major contributions of transportation sources to the overall air quality problem evidenced throughout the country. To effectuate a reduction in transportation-related emissions and a corresponding improvement in air quality, areas designated as non-attainment or maintenance for a criterion pollutant were required to demonstrate that their transportation plans, programs, and projects contributed to the attainment of National Ambient Air Quality Standards (NAAQS) and would not cause a new violation or delay attainment of the NAAQS. This process is referred to as Air Quality Conformity.

Portions of Connecticut are currently classified as nonattainment or maintenance for Ozone (O3) and fine particulate matter (PM2.5).

Ozone

Connecticut is divided into two non-attainment areas for which there are currently two standards in force under the ozone NAAQS. Fairfield, New Haven, and Middlesex counties are included as part of the New York-Northern New Jersey-Long Island (NY-NJ-LI) non-attainment area. The remainder of the state is designated as the Greater Connecticut non-attainment area. The two standards currently in force are the 2008 ozone NAAQS and the revised 2015 ozone NAAQS.

Under the 2008 standard, both the NY-NJ-LI and the Greater CT non-attainment areas are classified as *Serious* non-attainment areas.

In 2015 the EPA revised the Ozone NAAQS to be more stringent, reducing the accepted level of ozone from 75 ppb to 70 ppb. Under the 2015 Standards, the New York-Northern New Jersey-Long Island non-attainment area is designated as *moderate* and the Greater Connecticut area is designated as *marginal*.

PM2.5

The US Environmental Protection Agency (EPA) promulgated national ambient air quality standards (NAAQS) for fine particulate matter in 1997. Fine particulate matter is referred to as PM2.5 and is a mixture of microscopic solids and suspended liquid solids in the air. It is formed directly as a by-product of combustion, such as smoke or automobile exhaust, or indirectly from chemical reactions in the atmosphere. Fairfield and New Haven Counties are included in the New York-Northern New Jersey-Long Island (NY-NJ-LI) PM2.5 non-attainment area.

The EPA has determined Connecticut's PM2.5 attainment demonstration SIP to be administratively and technically complete as of January 8, 2009. Effective October 24, 2013, the Connecticut portion of the multi-state PM2.5 non-attainment area was re-designated as "attainment maintenance." EPA's guidance for maintenance plans calls for a demonstration of continued compliance by showing that future emissions during the maintenance period will not exceed the level of emission in the attainment inventory. The end of the maintenance period is 2025.

Assessment

The Connecticut Department of Transportation is responsible for conducting the air quality emissions assessments for the metropolitan planning organizations in Connecticut. The CTDOT uses the statewide travel demand model to estimate vehicle miles of travel for various classes of highways and during various time periods. The future transportation network includes all planned improvement projects and is based on the complete implementation of the transportation improvement program (TIP) and the current draft metropolitan transportation plan (MTP) with a time horizon of 2023 to 2050.

Motor Vehicle Emissions Budgets (MVEB) were developed jointly by CTDOT and CTDEEP and found to be adequate by the EPA. The MOVES2014a model is used to calculate emissions from transportation travel and establish emissions budgets.

The conformity test requires the emissions from the estimated future transportation system to be less than the EPA-approved MVEBs for all analysis years. The VOC/NO_x emissions analysis was conducted for ozone season summer day conditions for the following years:

- 2023 – Attainment year and near-term analysis year for both the Greater CT and CT portions of NY-NJ-LI Serious nonattainment areas under the 2008 and 2015 Ozone NNAQS
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Interim modeling year
- 2050 – Metropolitan transportation plan horizon year

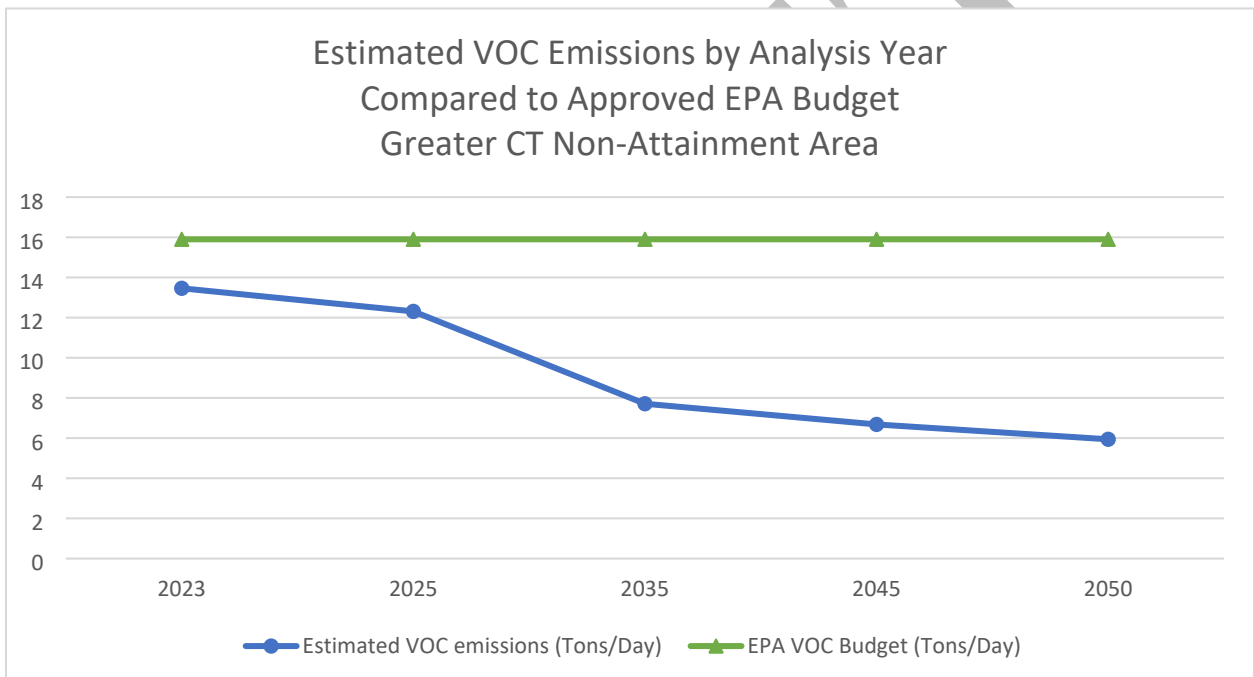
The PM_{2.5} emissions analysis was conducted for the following years for annual average conditions:

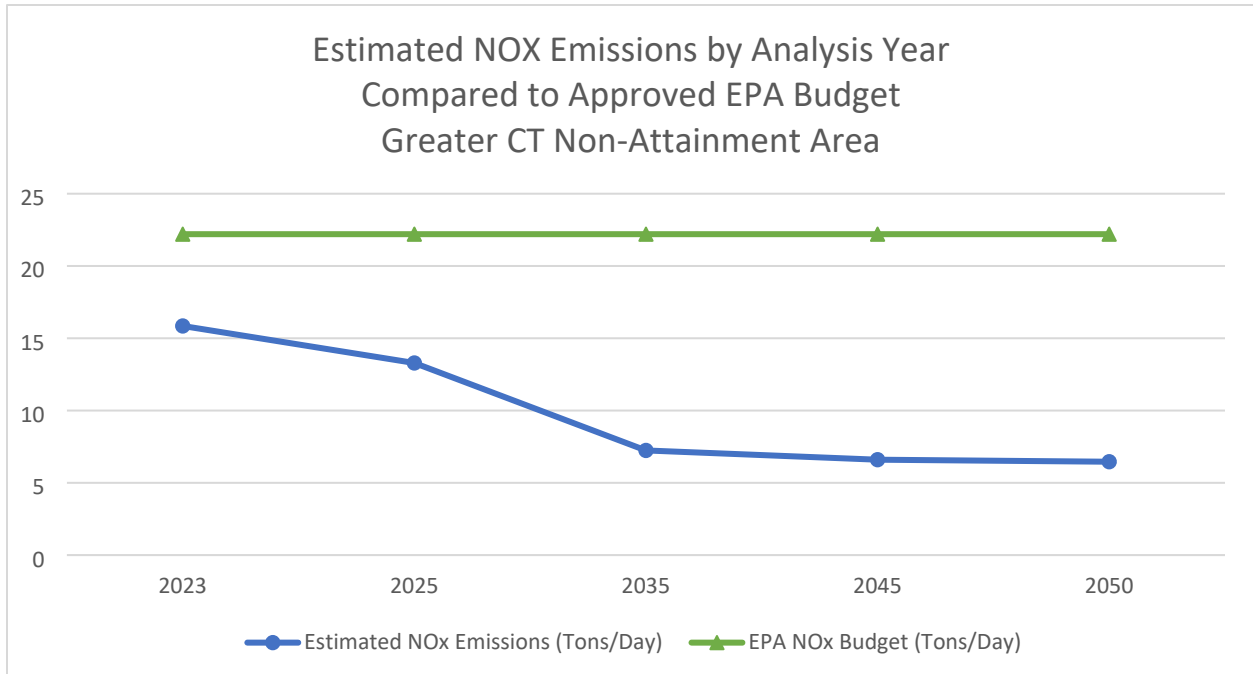
- 2023 – Attainment year and near term analysis year
- 2025 – Interim modeling year
- 2035 – Interim modeling year
- 2045 – Interim modeling year
- 2050 – Metropolitan Transportation Plan horizon year

The results of the quantitative emissions analyses conducted by CTDOT are shown in the following tables and the analysis year trends are depicted in the charts following the tables.

Greater CT Ozone Serious Nonattainment Area

VOC Emission Analysis				NO _x Emission Analysis			
Year	Estimated VOC emissions (Tons/Day)	EPA VOC Budget (Tons/Day)	Difference	Year	Estimated NO _x Emissions (Tons/Day)	EPA NO _x Budget (Tons/Day)	Difference
2023	13.46	15.9	-2.44	2023	15.85	22.20	-6.35
2025	12.31	15.9	-3.59	2025	13.29	22.20	-8.91
2035	7.71	15.9	-8.19	2035	7.24	22.20	-14.96
2045	6.68	15.9	-9.22	2045	6.60	22.20	-15.60
2050	5.94	15.9	-9.96	2050	6.46	22.20	-15.74

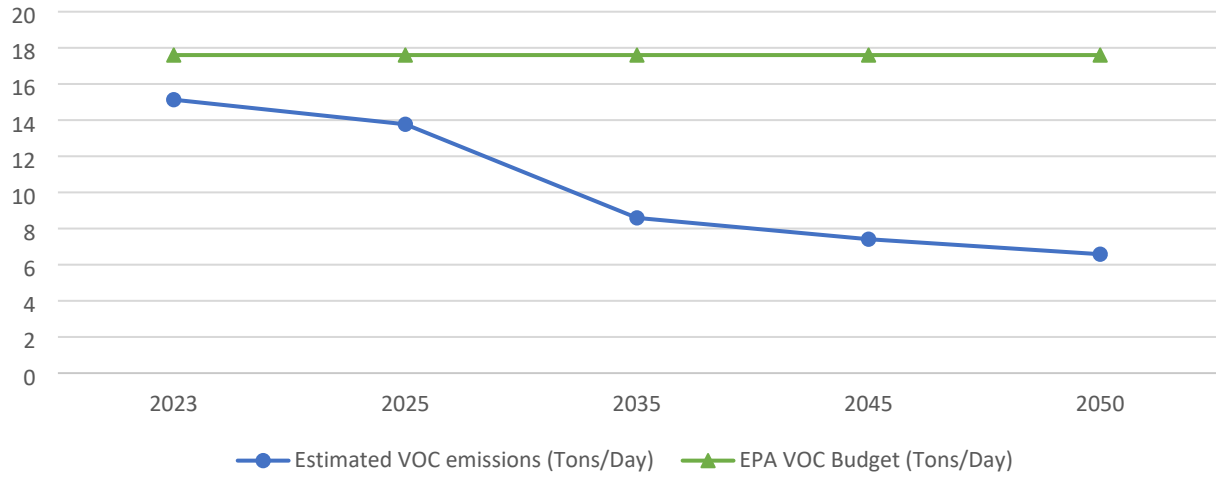




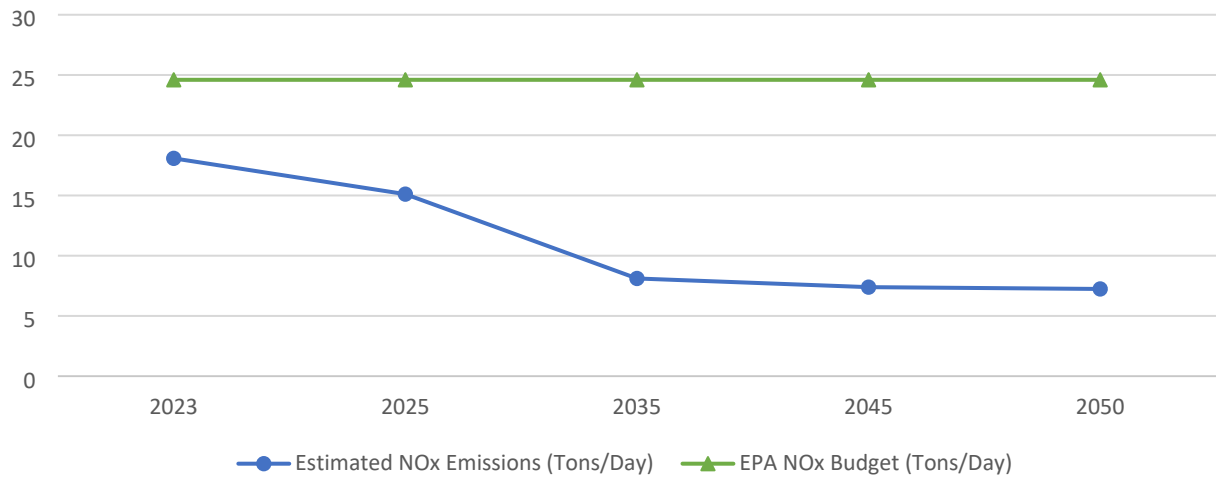
CT Portion of NY-NJ-CT Ozone Serious Nonattainment Area

VOC Emission Analysis				NO _x Emission Analysis			
Year	Estimated VOC emissions (Tons/Day)	EPA VOC Budget (Tons/Day)	Difference	Year	Estimated NOx Emissions (Tons/Day)	EPA NOx Budget (Tons/Day)	Difference
2023	15.13	17.60	-2.47	2023	18.08	24.60	-6.52
2025	13.77	17.60	-3.83	2025	15.11	24.60	-9.49
2035	8.59	17.60	-9.01	2035	8.11	24.60	-16.49
2045	7.41	17.60	-10.19	2045	7.39	24.60	-17.21
2050	6.58	17.60	-11.02	2050	7.24	24.60	-17.36

Estimated VOC Emissions by Analysis Year
Compared to Approved EPA Budget
CT Portion of NY-NJ-CT Non-Attainment Area

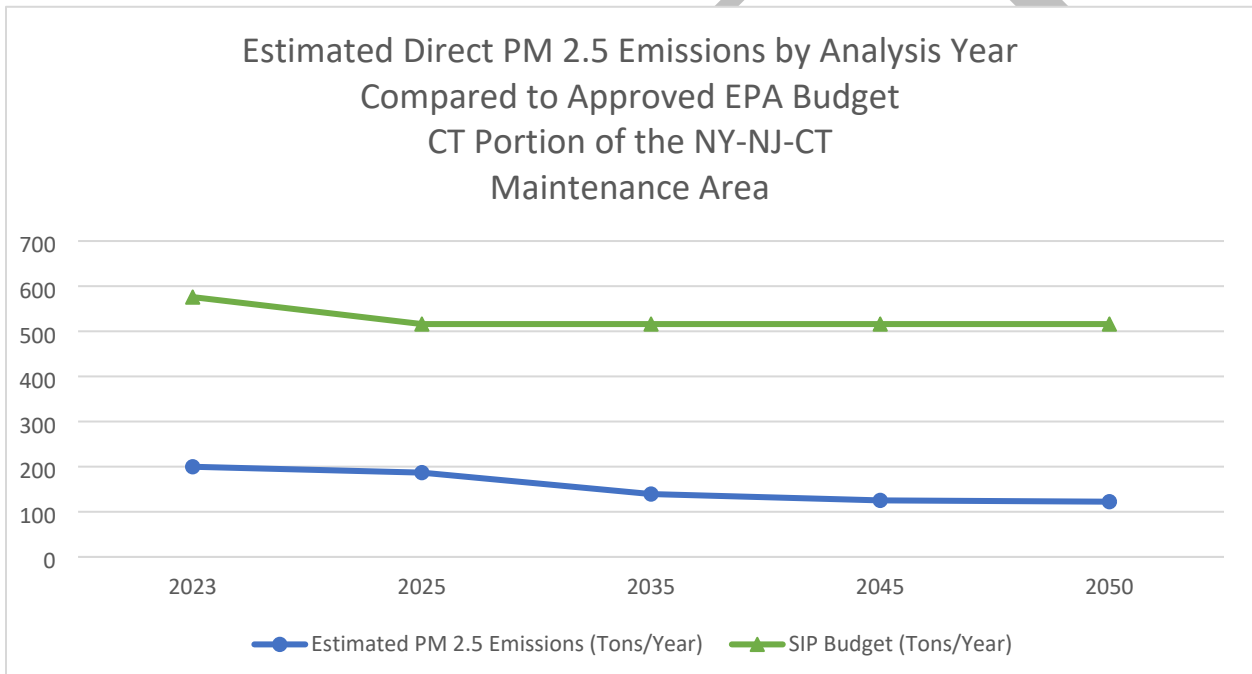


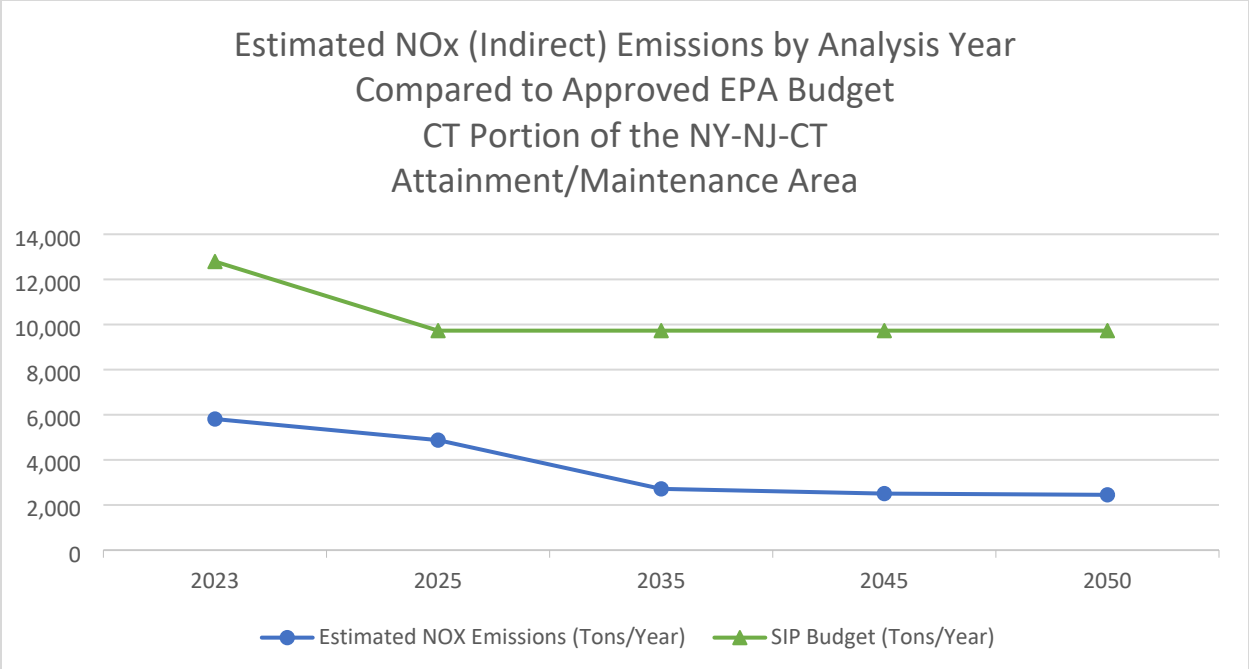
Estimated NOx Emissions by Analysis Year
Compared to Approved EPA Budget
CT Portion of NY-NJ-CT Non-Attainment Area



CT Portion of NY-NJ-CT PM 2.5 Maintenance Area

Direct PM _{2.5} Emission Analysis				NO _x (indirect) Emissions Analysis			
Year	Estimated PM 2.5 Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference	Year	Estimated NO _x Emissions (Tons/Year)	SIP Budget (Tons/Year)	Difference
2023	199.76	575.80	-376.04	2023	5810.53	12,791.80	-6981.27
2025	186.75	516.00	-329.25	2025	4874.85	9,728.10	-4853.25
2035	139.26	516.00	-376.74	2035	2714.70	9,728.10	-7013.40
2045	125.22	516.00	-390.78	2045	2505.17	9,728.10	-7222.93
2050	122.35	516.00	-393.65	2050	2450.73	9,728.10	-7277.37





As shown in this analysis, transportation emissions are declining and will continue to do so. This is primarily due to programs such as federal heavy-duty vehicle standards, reformulated fuels, enhanced inspection and maintenance programs, and Connecticut’s low emissions vehicle program. Additionally, based on this assessment, it is concluded that all elements of the CTDOT transportation program, the CNVMPO TIP and the CNVMPO Metropolitan Transportation Plan conform to the applicable SIP, 1990 CAA and the approved transportation conformity budgets. For the complete report, please visit the air quality conformity page on the Connecticut Department of Transportation’s website.

Section 4: Financial Assessment

The FFY 2025-2028 TIP is financially constrained to the congressional authorized amounts for the programs governed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). Non-federal matching funds will be provided by the State of Connecticut through the Connecticut Department of Transportation and by the sponsoring municipalities of the Central Naugatuck Valley planning region.

The TIP is expected to require about \$1,023.7 million to implement over the next four years. This funding requirement includes regional (specific projects located in one of the fifteen municipalities in the Central Naugatuck Valley MPO area), statewide, and multi-region projects. These latter projects involve actions that will be implemented in either CTDOT Maintenance and Construction District 1 or 4, both of which overlap the MPO area. The funding requirements for the statewide and district projects are included for informational purposes only. These funds are not included in the MPO TIP financial plan because they are shown in other regional TIPs and are only included in the financial plan for the State TIP (STIP). For projects specific to the Central Naugatuck Valley region, the funding requirement for the next four years totals about \$296.9 million.

The US Department of Transportation will provide 82.4% of the funds required to implement the MPO TIP projects, with the state contributing 17.1% and local sources contributing 0.46%. Federal sources are estimated to accumulate to about \$843.5 million, the state will provide \$175.5 million, while there will be a local match of \$4.7 million. The vast majority of federal funds are allocated to state roads and facilities where the State is responsible for the non-federal matching funds. Since its inception, local projects have primarily been completed with 100% State funds under the LOTCIP. Because local projects are sorted into the LOTCIP, there are very few locally sponsored projects in the TIP, and therefore local funds account for only a small portion of spending in the TIP.

About 47% of the total cost of the MPO's transportation improvement program is targeted at highway and road projects while about 53% of the funds will be used to support various transit projects. Highway improvement projects are estimated to cost about \$480.7 million, with \$409.1 million allocated from various FHWA programs. This represents roughly 85.1% of the financial requirement for highway projects. There are nine transit-related line items allocated directly to the planning region for the CTtransit Waterbury Division and they will require about \$44.9 million to implement. There is an 80%-20% federal-state split for these projects.

The funding requirements to implement the projects listed in the TIP are provided from reasonably expected public resources. The federal funds identified in the TIP are a portion of the total expected authorization to the State of Connecticut. When these funds are summed with all other expected federal funds shown in the TIPs of the other Connecticut MPOs and the rural regions of Connecticut, as shown in the STIP, the total equals the expected federal authorization to the State of Connecticut. CTDOT and the MPO have concurred in the use of these federal funds for the projects listed in the FFY 2025-2028 TIP/STIP.

The majority of the federal funds in the TIP will be matched by State resources. The CTDOT has committed to use Connecticut Special Transportation Fund (STF) resources for this purpose. The STF was established in 1983 by the Connecticut State Legislature to finance the State's share of the Transportation Infrastructure Renewal Program. This fund is required to pay the operating expenses of the CTDOT, the 100% State funded infrastructure improvement projects, and the

interest and principal from the sale of bonds. Connecticut uses proceeds from the sale of bonds to match expected federal funds. The sale of bonds has consistently been at a level sufficient to match all available federal funds. The principal sources of STF revenues are the motor fuel tax and motor vehicle receipts, which combined account for about 80% of the total fund revenues. State resources are sufficiently available to match the federal funds allocated to TIP/STIP projects. Past experience of Connecticut's performance in financing the Transportation Infrastructure Renewal Program supports this conclusion, as all available federal funds have been matched during that period.

Local resources provided by the municipalities composing the CNVMPO will also be used to match federal funds to the extent necessary. These local revenues will contribute less than ½ a percent of the non-federal match. Where local funds are indicated in the TIP, the municipality or sponsoring entity has made a financial commitment to provide the necessary project funds for the match of federal dollars. The commitment of local match of federal funds is a condition for project endorsement by the MPO and must be authorized by a municipal resolution before a project is added to the TIP.

The TIP, and the STIP, of which the TIP is a component, is financially constrained and the spending plan is based on reasonable projections of available statewide and local resources. As project, program and schedule changes are made to the TIP, the total expected federal authorizations and matching funds will be re-allocated to reflect total statewide and regional program needs.

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Section 5: Performance-Based Planning and Programing

The final rule on Statewide and Nonmetropolitan Transportation Planning and Metropolitan Transportation Planning, published on May 26, 2023, (FHWA 23 CFR Parts 450 and 771 and FTA 49 CFR Part 613) implements changes to the planning process, including requiring a performance-based approach to planning and requires that the CTDOT, CNVMPO, and the operators of public transportation use performance measures to document expectations for future performance. Performance management and performance-based planning and programming increases the accountability and transparency of the Federal-aid Program and offers a framework to support improved investment decision-making by focusing on performance outcomes for national transportation goals. FHWA and FTA established national performance measures in areas such as safety, infrastructure condition, congestion, system reliability, emissions, freight movement, transit safety and transit state of good repair.

As part of this performance-based approach, recipients of Federal-aid highway program funds and Federal transit funds are required to link the investment priorities contained in the Statewide Transportation Improvement Program (STIP) and Transportation Improvement Program (TIP) to achievement of performance targets.

The IJIA performance-related provisions also require States, MPOs, and operators of public transportation to develop other performance-based plans and processes or add new requirements on existing performance-based plans and processes. These performance-based plans and processes include the Congestion Mitigation and Air Quality (CMAQ) Program performance plan, the Strategic Highway Safety Plan, the public transportation agency safety plan, the highway and transit asset management plans, and the State Freight Plan.

A STIP and TIP shall include, to the maximum extent practicable, a discussion of the anticipated effect of the STIP and TIP toward achieving the performance targets identified by the State in the statewide transportation plan or other State performance-based plan(s), linking investment priorities to those performance targets.

All current targets set for the performance measures listed below can be accessed at the CTDOT website at www.ct.gov/dot/performanceasures.

Highway Safety

Highway Safety is determined by the interaction between drivers, their behavior, and the highway infrastructure. The five performance measures for Highway Safety include: (1) the number of fatalities; (2) the rate of fatalities; (3) the number of serious injuries; (4) the rate of serious injuries; and, (5) the number of non-motorized fatalities and serious injuries. The current Highway Safety targets, endorsed by CNVMPO October 20, 2023, are shown below:

Performance Measure	2024 Targets
Number of fatalities	270 fatalities/year
Rate of fatalities	.850 fatalities/100 Million VMT
Number of serious injuries	1300 serious injuries/year
Rate of serious injuries	4.30 serious injuries/100 Million VMT
Number of non-motorized fatalities and non-motorized serious injuries	280 fatalities and serious injuries/year

The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the CNVMPO by including appropriate Highway Safety Improvement Program (HSIP) safety projects:

1. **Programmatic driver safety activities:** Projects or programs that are conducted regularly on an ongoing basis. These include Highway Safety behavioral programs such as Impaired Driving, Occupant Protection, Distracted Driving, Speeding, Motorcycle Safety, and Teen Driving grants for State and Municipal Police Departments using National Highway Traffic Safety Administration (NHTSA) funds.
2. **Location-specific highway safety projects:** This includes roadway safety improvements selected to correct known safety problems at locations with a high frequency or severity of crashes.
3. **Programmatic or systematic highway safety improvements:** Projects or programs that are conducted regularly throughout the state such as signing, pavement marking programs, and guide rail.
4. **Systemic highway safety improvement projects:** This includes roadway safety improvements that are widely implemented based on high risk roadway features that are correlated with particular severe crash types.

Pavement and Bridge Condition

The four performance measures for Pavement condition include (1) Percentage of pavements of the Interstate System in Good condition, (2) Percentage of pavements of the Interstate System in Poor condition, (3) Percentage of pavements of the non-Interstate National Highway System (NHS) in Good condition, and (4) Percentage of pavements of the non-Interstate NHS in Poor condition. The two performance measures for Bridge condition include (1) Percentage of National Highway System Bridges Classified as in Good condition, and (2) Percentage of National Highway System Bridges Classified as in Poor condition. The current Pavement and Bridge targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, are shown below:

FHWA Measure for Pavement Condition: Percent of the Interstate System and the non-interstate National Highway System (NHS) pavement in lane miles that are in good and poor condition.

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of pavements of the Interstate System in Good condition	68.6%	72.0%	70.0%
Percentage of pavements of the Interstate System in Poor condition	0.2%	1.0%	1.3%
Percentage of pavements of the non-Interstate NHS in Good condition	37.9%	37.0%	35.0%
Percentage of pavements of the non-Interstate NHS in Poor condition	1.8%	2.7%	3.5%

FHWA Measure for Bridge Condition: Bridges (deck area) on the National Highway System (NHS) that are rated as good and poor condition.

Performance Measure	Baseline	2-Year Target	4-Year Target
Percentage of National Highway System Bridges Classified as in Good condition	14.1%	14.2%	14.5%
Percentage of National Highway System Bridges Classified as in Poor condition	7.7%	6.2%	6.0%

The STIP and the TIP will program projects to meet the targets set by the CTDOT and agreed upon by the CNVMPO using the Department’s Pavement Management System and the Bridge Management System, which uses a systematic look at conditions to develop optimal strategies. These strategies are included in the CTDOT Transportation Asset Management Plan (TAMP).

Transportation Asset Management Plan: TAMP acts as a focal point for information about the assets, their management strategies, long-term expenditure forecasts, and business management processes. CTDOT is required to develop a risk-based TAMP for the NHS to improve or preserve the condition of the assets and the performance of the system (23 U.S.C. 119(e) (1), MAP-21 § 1106). MAP-21 defines asset management as a strategic and systematic process of operating, maintaining, and improving physical assets, with a focus on engineering and economic analysis based upon quality information, to identify a structured sequence of maintenance, preservation, repair, rehabilitation, and replacement actions that will achieve and sustain a desired state of good repair over the lifecycle of the assets at minimum practicable cost. (23 U.S.C. 101(a) (2), MAP-21 § 1103).

Pavement and Bridge State of Good Repair needs are identified, quantified, and prioritized through the TAMP process. Projects to address SOGR repair needs are selected from the TAMP for inclusion in the STIP and TIPs.

System Reliability

Highway travel time reliability is closely related to congestion and is greatly influenced by the complex interactions of traffic demand, physical capacity, and roadway “events.”¹ Travel time reliability is a significant aspect of transportation system performance.

The national system reliability performance measures assess the impact of the CTDOT’s various programs on the mobility of the transportation highway system users. Operational-improvement, capacity-expansion, and to a certain degree highway road and bridge condition improvement projects, impact both congestion and system reliability. Demand-management initiatives also impact system reliability. According to the SHRP-2 study, Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies, “travel-time reliability is a new concept to which much of the transportation profession has had only limited exposure.”² Although there is not a specific system reliability program, reducing congestion and improving system reliability are key factors considered when CTDOT makes decisions about investments in the transportation system. The current system reliability targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, are shown below:

FHWA Measure for System Reliability: Percent of person-miles (VMT) that are reliable. Reliable person miles are defined as locations where the 80th percentile travel time divided the 50th percentile travel time is less than 1.5.

Performance Measure	Baseline	2-Year Target	4-Year Target
Percent of Person-Miles Traveled on the Interstate that are reliable	86.2%	78.6%	78.6%
Percent of person-miles traveled on the non-Interstate NHS that are reliable	90.0%	84.9%	84.9%

The CTDOT and the CNVMPO will program projects in the STIP and TIP to meet the targets set by the CTDOT and agreed upon by the CNVMPO by considering system reliability in the projects that are selected. Over time, and as quantifiable impacts begin to be observed and measured, they can be expected to become part of the project selection process in a formal way.

¹ SHRP 2 Project L03, “Analytical Procedures for Determining the Impacts of Reliability Mitigation Strategies,” September 2011, p. ES-7, on the World Wide Web at <http://onlinepubs.trb.org/onlinepubs/shrp2/L35RFP/L03Report.pdf> (accessed May 14, 2018)

² Ibid, p. 1-1.

Freight Movement

This measure considers factors that are unique to the trucking industry. The unusual characteristics of truck freight include:

- use of the system during all hours of the day
- high percentage of travel in off-peak periods
- need for shippers and receivers to factor in more ‘buffer’ time into their logistics planning for on-time arrivals. [23 CFR 490.607].

Freight movement is assessed by the Truck Travel Time Reliability (TTTR) index. For the first reporting period, Connecticut used the analysis conducted as part of the truck freight bottleneck analysis that was done as part of the September 2022, Statewide Freight Plan, and which was approved by FHWA. These targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, are as shown below:

FHWA Measure for Freight Movement: Statewide Truck Travel Time Reliability (TTTR) Index. The TTTR index is calculated by dividing the 95th percentile truck travel time by 50th percentile truck travel time.

Performance Measure	Baseline	2-Year Target	4-Year Target
Truck Travel Time Reliability Index	1.56	1.95	2.02

Going forward, Connecticut, along with other State DOTs and MPOs have the data they need in FHWA’s National Performance Management Research Data Set (NPMRDS), which includes truck travel times for the full Interstate System. Therefore, for this first year of reporting, the CTDOT and CNVMPO must use the trend and truck bottleneck analysis done for the Statewide Freight Plan.

Unified Targets

These targets have been set for two congestion measures for each of the urbanized areas. For the CNVMPO, these urban areas are the Bridgeport—Stamford urban area, the Hartford urban area, and the New Haven urban area. These targets will help define peak hour delay and to increase Non-Single Occupancy Vehicle (Non-SOV) Travel.

Performance Measure	Baseline	2-Year Target	4-Year Target
Annual Hours of Peak Hour Excessive Delay Per Capita: Bridgeport—Stamford, CT—NY	12.6%	20.0%	21.9%
Annual Hours of Peak Hour Excessive Delay Per Capita: Hartford, CT	5.7%	9.8%	9.8%
Annual Hours of Peak Hour Excessive Delay Per Capita: New Haven, CT	7.5%	7.9%	7.9%

Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Bridgeport—Stamford, CT—NY	30.4%	27.8%	27.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: Hartford, CT	22.1%	19.8%	19.8%
Percent of Non-Single Occupancy Vehicle (Non-SOV) Travel: New Haven, CT	25.1%	23.5%	23.5%

Air Quality

USDOT requires that states and MPO’s assess the impact of their transportation systems on air quality and specifically the impacts vehicle exhaust emissions. Their performance measure for air quality is based on an assessment of projects selected for funding under the Congestion Mitigation and Air Quality (CMAQ) program.

The CMAQ program’s purpose is to fund transportation projects or programs that contribute to the attainment or maintenance of National Ambient Air Quality Standards (NAAQS) in those specific areas. The current Air Quality targets, as endorsed by the CNVMPO Policy Board, May 19, 2023, are shown below:

Performance Measure	Baseline	2-Year Target	4-Year Target
Total Emissions Reduction: PM2.5	0.000	6.290	6.290
Total Emissions Reduction: NOx	0.000	81.978	81.978
Total Emissions Reduction: VOC	0.000	87.346	87.346

The STIP and the TIP will include projects to meet the targets set by the CTDOT and agreed upon by the CNVMPO by selecting appropriate CMAQ eligible projects including: congestion reduction and traffic flow improvements; ridesharing; transit improvements; travel demand management; and, bicycle and pedestrian facilities.

Transit

The Transit Asset Management (TAM) rule requires that recipients and sub recipients of Federal Transit Administration (FTA) funds set annual performance targets for federally established State of Good Repair (SGR) measures. Performance targets will be set for one or more asset classes for the following asset categories: Rolling Stock, Equipment, Facilities and Guideway Infrastructure. CTDOT identified asset classes for its transit service providers specific to each of the four assets categories in the three public transportation modes of rail, bus, and ferry.

The percentage of assets beyond the useful life benchmark is the performance measure set for both the categories of Rolling Stock and Equipment. For the facilities category, the performance measure is based on a 5-point condition rating scale derived from FTA’s Transit Economic Requirement Model (TERM). The performance measure is the percentage of facilities rated

below 3 on the 5-point scale, with a 3 rated as SGR. The category of facilities has two classes which are passenger and parking stations and administrative and maintenance buildings. Under FTA reporting requirements, the guideway Infrastructure category is specific only to rail. The performance measure set by FTA is the percentage of guideway with a performance restriction, which is interpreted as slow zones.

Under the IIJA, “transit providers are required to submit an annual narrative report to the National Transit Database that provides a description of any change in the condition of its transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.” Performance targets are reported annually to the National Transit Database by CTDOT for the transit system. A narrative report describing strategies for setting targets and progress on the targets accompanies the targets.

Coordination among transit providers, States and MPOs influences MPO and State transportation funding investment decisions and is intended to increase the likelihood that transit SGR needs are programmed, committed to, and funded as part of the planning process. As such, the STIP and TIP will program projects to meet the targets set by the CTDOT and agreed upon by the CNVMPO by utilizing the list of capital prioritized projects, based on projected asset conditions, included in the CTDOT TAM and Transit Group Plans shared with the MPOs. This list of projects will be updated every four years along with the Plans. These prioritized projects will be developed with the aid of CTDOT’s analytical decision support tool, Transit Asset Prioritization Tool, better known as TAPT.

The current Transit Asset Management Performance Targets can be found on the CTDOT website: <https://portal.ct.gov/DOT/Office-of-Engineering/Project-Administration/Asset-Management-Group>

Section 6: Public Involvement

The draft FFY 2025-2028 TIP was made available to the public for review and comment. A 48-day review and comment period began on March 1, 2024, with a post to both the NVCOG website and social media, and ended on April 16, 2024. A public notice was published in the Republican American (Greater Waterbury area newspaper) on February 23, 2024, and in the Bristol Press (Bristol area newspaper) on February 24, 2024.

The draft list of projects was posted on the website of the NVCOG at <https://nvcogct.gov/project/25-28tip/>, and the public was invited to provide feedback and comments.

During this period, comments and questions were accepted via the following means:

- **Email** – Comments could be sent to the NVCOG via email at contactus@nvcogct.gov.
- **Telephone** – NVCOG offices were open Monday-Friday between 8:30 AM and 4:30 PM for any calls received at (203) 757-0535.
- **Ecolnteractive** – The NVCOG recently adopted the EcoInteractive Platform as the public facing repository of TIP information. Members of the public could comment on individual projects.
- **Mail** – Comments could be sent directly to NVCOG, C/O Rich Donovan, at 49 Leavenworth Street, 3rd Floor, Waterbury, CT 06702

Opportunities were provided for the public to comment on the draft STIP/TIP at meetings held:

- Thursday, March 7, 2024, at 6:00 PM during a hybrid public meeting at the NVCOG Offices at 49 Leavenworth Street 3rd Floor, Waterbury, CT 06702.
- Friday, March 22, 2024, at 10:00 AM during the NVCOG & CNVMPO board meeting.
- Wednesday, April 3, 2024, at 9:00 AM during the Transportation Technical Assistance Committee (TTAC) meeting.
- Thursday, Friday 11, 2024 during virtual Open Office Hours
- Friday, April 19, 2024, at 10:00 AM during the NVCOG & CNVMPO board meeting.

NVCOG staff gave a presentation about the TIP during the March 7th public meeting, which was recorded and uploaded to the NVCOG YouTube channel. No comments or questions were presented at the meeting, but any comments that result from the meeting's posting will be shared with the CNVMPO board prior to any action on the new TIP.

The public review and comment period information meetings also served as the notice for related air quality assessments. The CTDOT conducted the regional emissions analyses for Ozone and Fine Particulate Matter (PM_{2.5}) and the results were incorporated into the TIP/STIP.

The public was also invited to comment on the draft TIP and air quality conformity determinations at the meeting of the Central Naugatuck Valley MPO held virtually on April 19, 2024. The Chair asked if there was anyone from the public who had joined the meeting that wanted to comment. Hearing none, the CNVMPO moved to endorse the air quality conformity statements and draft TIP, contingent on completing the public comment period and during which no major adverse comments were received.

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TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
5	5307C	0430-XXXX	X6	CTTRANSIT	WATERBURY	CTTRANSIT WATERBURY - SMALL BUS REPLACEMENT FY 28	ACQ	2028	2,400	1,920	480	0
5	ASAP	0304-XXXX	X6	NHL	VARIOUS	WATERBURY BRANCH LINE - TRAIN STATIONS ADA ACCESSIBLE- ASAP GRANT PROG	ALL	2025	37,000	29,600	7,400	0

STATEWIDE TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 25	OTH	2025	500	400	100	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM	ALL	2025	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2025	6,250	5,000	1,250	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2025	23,000	18,400	4,600	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 26	OTH	2026	450	360	90	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER ENHANCEMENT PROGRAM	ALL	2026	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2026	6,250	5,000	1,250	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 27	OTH	2027	450	360	90	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	ALL	2027	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2027	12,000	9,600	2,400	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2027	10,000	8,000	2,000	0
70	5307C	0170-3403	X6	VARIOUS	STATEWIDE	TRANSIT CAPITAL PLANNING - FY 28	OTH	2028	500	400	100	0
70	5307C	0170-XXXX	X6	VARIOUS	VARIOUS	STATEWIDE BUS SHELTER IMPROVEMENT PROGRAM	ALL	2028	1,500	1,200	300	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT BUS REPLACEMENTS	ACQ	2028	20,000	16,000	4,000	0
70	5307C	VARIOUS	X6	VARIOUS	VARIOUS	TRANSIT DISTRICT FACILITY UPGRADES FOR BATTERY ELECTRIC BUSES	ALL	2028	25,000	20,000	5,000	0

MULTI-REGION TRANSIT PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2025	9,150	7,320	1,830	0
78	5337	0300-0196	X6	NHL	VARIOUS	SCOUR REHABILITATION 4 NHL BRIDGES	CON	2026	12,000	9,600	2,400	0
78	5337	0300-0214	X6	NHL	VARIOUS	NHL - TIME PHASE 1 (TRACK, CATENARY UPGRADES - 6 BRIDGES, CP 259 INTERLOCKING)	CON	2026	25,000	20,000	5,000	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2026	8,974	7,179	1,795	0
78	5337	0300-0191	X6	NHL	VARIOUS	NHL - STATION IMPROVEMENT PROGRAM (CONSTRUCTION)	CON	2027	37,500	30,000	7,500	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2027	4,099	3,279	820	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NHL - SIGNAL SYSTEM REPLACEMENT	ALL	2027	37,500	30,000	7,500	0
78	5337	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2028	4,099	3,279	820	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM - ANNUAL PROGRAM	CON	2025	7,188	5,750	1,438	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	ALL	2026	15,000	12,000	3,000	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2027	27,500	22,000	5,500	0
78	5307C	0300-XXXX	X6	NHL	VARIOUS	NEW HAVEN LINE TRACK PROGRAM	CON	2028	51,250	41,000	10,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 25	OTH	2025	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2025	12,500	10,000	2,500	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 26	ALL	2026	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2026	10,500	8,400	2,100	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2026	6,250	5,000	1,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 27	ALL	2027	1,000	800	200	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2027	10,500	8,400	2,100	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2027	6,250	5,000	1,250	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT - MISC ADMIN CAPITAL/ FAC IMPROVEMENTS FY 28	ALL	2028	1,200	960	240	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT BUS REPLACEMENTS/BATTERY ELECTRIC BUS PROGRAM	ACQ	2028	12,000	9,600	2,400	0
79	5307C	0400-XXXX	X6	CTTRANSIT	VARIOUS	CT TRANSIT FACILITY IMPROVEMENTS (HARTFORD/STAMFORD/NH)	ALL	2028	7,000	5,600	1,400	0
1,2,5	5337	0302-0023	X6	NHL	VARIOUS	DANBURY BRANCH - SLOPE AND TRACK STABILIZATION	CON	2026	12,500	10,000	2,500	0
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2025	986	788	0	197
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2026	1,001	801	0	200
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2027	1,001	801	0	200
1,5	5310E	0170-XXXX	X6	VARIOUS BUS	OTHER URBAN AREA	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-OTHER URBAN	OTH	2028	1,001	801	0	200
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 25	ALL	2025	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 25	ACQ	2025	3,050	2,440	610	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 26	ALL	2026	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 26	ACQ	2026	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 27	ALL	2027	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 27	ACQ	2027	3,225	2,580	645	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT FACILITY IMPROVEMENTS FY 28	ALL	2028	7,450	5,960	1,490	0
1,5,8,10,11	5339	0400-XXXX	X6	CTTRANSIT	VARIOUS	CTTRANSIT SYSTEMWIDE BUS REPLACEMENTS FY 28	ACQ	2028	3,225	2,580	645	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 25	ALL	2025	5,858	4,686	1,172	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 26	ALL	2026	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 27	ALL	2027	5,946	4,757	1,189	0
5,10	5337H	0171-XXXX	X6	VARIOUS	VARIOUS	CTFASTRAK INFRASTRUCTURE/STATION/FACILITY IMPROVEMENTS FY 28	ALL	2028	5,946	4,757	1,189	0
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2025	501	407	0	100
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2026	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2027	508	407	0	102
5,10,11,13,15	5310E	0170-XXXX	X6	VARIOUS BUS	RURAL	SEC 5310 PRGRM-ENHANCED MOBILITY OF SENIORS/INDIVIDUALS w/DISABILITIES-RURAL	OTH	2028	508	407	0	102

HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
5	CMAQ	0017-0195	X8	VARIOUS	BRISTOL	TRAFFIC SIGNAL MODERNIZATION AT VARIOUS INTERSECTIONS	CON	2026	3,111	3,111	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II	ROW	2025	1,110	1,110	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II - COMPONENT 1 GREENWAY	CON	2026	8,900	8,900	0	0
5	DIGR	0151-XXXX	X7	VARIOUS	WATERBURY	WATER ACTIVE TRANSPORTATION AND ECONOMIC RESURGENCE, RAISE PHASE II - COMPONENTS 2 & 3 WEST MAIN STREET AND EV CHARGERS	CON	2026	9,890	9,890	0	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	ROW	2025	190	152	38	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	FD	2025	816	653	163	0
5	NHPP	0080-0135	X6	I-84	MIDDLEBURY	REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK	FD	2025	583	525	58	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC ENTRY	CON	2025	0	0	0	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC CONVERSION	CON	2025	22,222	20,000	2,222	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	FD	2025	1,000	900	100	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	ROW	2025	50	45	5	0
5	NHPP	0025-0150	X8	CT 10	CHESHIRE	REPLACE COMUTERIZED TRAFFIC SIGNAL SYSTEM; COOK HILL RD TO INDUSTRIAL AVE	CON	2026	18,354	14,683	3,671	0
5	NHPP	0130-0193	X6	I-84	SOUTHBURY/MIDDLEBURY	PAVEMENT REHABILITATION - PRRP - AC CONVERSION	CON	2026	5,656	5,090	566	0
5	NHPP	0080-0135	X6	I-84	MIDDLEBURY	REPLACE NON-NBI BRIDGE 07059 OVER WOOSTER BROOK	CON	2027	10,825	9,743	1,083	0
5	NHPP	0151-0341	X6	I-84	WATERBURY	AUXILIARY LANE EB EXITS 17-18	CON	2027	17,800	16,020	1,780	0
5	STPA	0025-0149	X6	CT 42	CHESHIRE	DRAINAGE IMPROVEMENTS	CON	2025	3,025	2,420	605	0
5	STPA	0151-0340	CC	I-84	WATERBURY	REMOVE EXIT 21 EB OFF-RAMP, EXTEND AUXILIARY LANE	CON	2025	21,500	17,200	4,300	0
5	STPO	0080-0128	CC	I-84/CT 63 & 64	MIDDLEBURY	IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17 - AC ENTRY	CON	2025	0	0	0	0
5	STPO	0080-0128	CC	I-84/CT 63 & 64	MIDDLEBURY	IMPROVEMENTS ON ROUTES 63, 64 & I-84 WB INTERCHANGE 17 - AC CONVERSION	CON	2025	4,375	3,500	875	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC ENTRY	CON	2025	0	0	0	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC CONVERSION	CON	2025	625	500	125	0
5	STPO	0080-0132	X6	SOUTH STREET	MIDDLEBURY	REHAB BR 01164 o/I-84 - AC CONVERSION	CON	2026	9,875	7,900	1,975	0
5	STPR	0010-0090	X7	CT 132	BETHLEHEM	INTERSECTION IMPROVEMENTS AT MAGNOLIA HILL & NONNEWAUG ROADS	CON	2025	2,014	1,611	403	0
5	TAPO	0153-0125	X6	TRAIL	WATERTOWN	CONSTRUCT STEELE BROOK GREENWAY MULTI-USE TRAIL	CON	2025	2,205	1,764	0	441

STATEWIDE HIGHWAY PROJECTS

Region	FA Code	Proj#	AQCd	Rte/Sys	Town	Description	Phase	Year	Tot(000)\$	Fed(000)\$	Sta(000)\$	Loc(000)\$
70	NHPP	0170-3592	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP	0170-3592	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2025	2,250	1,800	450	0
70	NHPP	0170-3640	X6	I-95 & I-395	STATEWIDE	SERVICE PLAZA MAINLINE SIGN AND SIGN SUPPORT REPLACEMENT	CON	2025	3,750	3,750	0	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2026	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2027	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	2028	2,250	1,800	450	0
70	NHPP	170S-SNHS	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,500	3,600	900	0
70	NHPP-BRX	0170-3588	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3588	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2025	2,000	1,600	400	0
70	NHPP-BRX	0170-3590	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3590	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2025	15,000	12,000	3,000	0
70	NHPP-BRX	0170-3609	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	NHPP-BRX	0170-3609	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2025	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2026	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2026	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2026	1,050	840	210	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2027	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2027	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2027	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	2028	15,000	12,000	3,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	2028	2,000	1,600	400	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	2028	1,050	840	210	0
70	NHPP-BRX	170C-ENHS	X6	VARIOUS	STATEWIDE	CE BRIDGE INSPECTION - NHS ROADS, NBI BRIDGES ONLY - AC CONVERSION	OTH	FYI	30,000	24,000	6,000	0
70	NHPP-BRX	170S-FNHS	X6	VARIOUS	STATEWIDE	SF BRIDGE INSPECTION - NHS ROADS - AC CONVERSION	OTH	FYI	4,000	3,200	800	0
70	NHPP-BRX	BRDG-LRNH	X6	VARIOUS	STATEWIDE	LOAD RATINGS FOR BRIDGES - NHS ROADS - AC CONVERSION	OTH	FYI	2,100	1,680	420	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC ENTRY	OTH	2025	0	0	0	0
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2025	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2026	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2027	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	2028	5,084	4,575	0	508
70	SIPH	CHMP-XXXX	X6	VARIOUS	STATEWIDE	CHAMP SAFETY SERVICE PATROL - AC CONVERSION	OTH	FYI	10,167	9,150	0	1,017
70	STPA	0170-3593	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	0170-3593	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2025	500	400	100	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2025	4,970	3,976	994	0
70	STPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3649	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 1 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3650	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 2 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC ENTRY	CON	2025	0	0	0	0
70	STPA	0170-3651	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 3 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC ENTRY	CON	2025	0	0	0	0

70	STPA	0170-3652	X6	VARIOUS	STATEWIDE	PAVEMENT MARKINGS (PROJECT 4 OF 4) - AC CONVERSION	CON	2025	2,500	2,500	0	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC ENTRY	OTH	2025	0	0	0	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2025	700	560	140	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC ENTRY	PL	2025	0	0	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2025	1,210	968	242	0
70	STPA	0170-3639	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT - AC CONVERSION	OTH	2026	6,460	5,168	1,292	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC ENTRY	OTH	2026	0	0	0	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2026	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2026	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC ENTRY	CON	2026	0	0	0	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2026	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2026	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2027	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,200	960	240	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2027	0	0	0	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	6,460	5,168	1,292	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2027	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2027	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2027	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	2028	500	400	100	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,200	960	240	0
70	STPA	CTSS-OIPX	X8	VARIOUS	STATEWIDE	COMPUTERIZED TRAFFIC SIGNAL SYSTEMS OPERATIONAL IMPROVEMENT PROJECT (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	6,460	5,168	1,292	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	2028	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	2028	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	2028	1,210	968	242	0
70	STPA	170S-SNON	X6	VARIOUS	STATEWIDE	CE SIGN SUPPORT INSPECTION - NON-NHS ROADS - AC CONVERSION	OTH	FYI	1,000	800	200	0
70	STPA	ASST-MGMT	X6		STATEWIDE	ASSET MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,586	1,268	317	0
70	STPA	BRDG-MGMT	X6		STATEWIDE	BRIDGE MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,200	960	240	0
70	STPA	MASP-INSP	X6	VARIOUS	STATEWIDE	MAST ARM & SPAN POLE INSPECTIONS - AC CONVERSION	OTH	FYI	700	560	140	0
70	STPA	PVMT-MARK	X6	VARIOUS	STATEWIDE	TAM PAVEMENT MARKINGS PROGRAM - AC CONVERSION	CON	FYI	10,000	10,000	0	0
70	STPA	PVMT-MGMT	X6		STATEWIDE	PAVEMENT MANAGEMENT GROUP - AC CONVERSION	PL	FYI	1,210	968	242	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	106	106	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	106	106	0	0
70	TAPB	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	106	106	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	301	301	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	301	301	0	0
70	TAP-Flex	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	301	301	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	112	112	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	112	112	0	0
70	TAPH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	112	112	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	68	68	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	68	68	0	0
70	TAPNH	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	68	68	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	23	23	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	23	23	0	0
70	TAPNL	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	23	23	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	11	11	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	11	11	0	0
70	TAPS	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	11	11	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC ENTRY	PE	2025	0	0	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2025	3	3	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2026	3	3	0	0
70	TAPW	0170-5032	X6		STATEWIDE	TA PROGRAM - FEDERALLY ELIGIBLE ENGINEERING ACTIVITIES - AC CONVERSION	PE	2027	3	3	0	0

MULTI-REGION HIGHWAY PROJECTS

<u>Region</u>	<u>FA Code</u>	<u>Proj#</u>	<u>AQCd</u>	<u>Rte/Sys</u>	<u>Town</u>	<u>Description</u>	<u>Phase</u>	<u>Year</u>	<u>Tot(000)\$</u>	<u>Fed(000)\$</u>	<u>Sta(000)\$</u>	<u>Loc(000)\$</u>
71	STPA	0171-0496	X6	VARIOUS	DISTRICT 1	REPLACE, REHAB OR REMOVE RETAINING WALLS IN POD 1A	CON	2026	8,674	6,939	1,735	0
74	STPA	0174-0466	X6	VARIOUS	DISTRICT 4	REPLACE, REHAB, OR REMOVE RETAINING WALLS IN POD 4C	CON	2026	20,489	16,391	4,098	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	3,000	2,400	600	0
75	CMAQ	TDMX-NYNJ	X6		STATEWIDE	STATEWIDE TDM: NY-NJ-CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	3,000	2,400	600	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC ENTRY	OTH	2025	0	0	0	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2025	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2026	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2027	2,000	1,600	400	0
76	CMAQ	TDMX-CTXX	X6		STATEWIDE	STATEWIDE TDM: GREATER CT MODERATE (FUTURE PLACEHOLDER) - AC CONVERSION	OTH	2028	2,000	1,600	400	0
3,5	BRFP	0174-0470	X6	CT 8	THOMASTON/HARWINTON	REHAB OF BRIDGES 01730, 03359, 01733, 01734	CON	2027	15,407	12,325	3,081	0
3,5	NHPP-BRX	0174-0470	X6	CT 8	THOMASTON/HARWINTON	REHAB OF BRIDGES 01730, 03359, 01733, 01734	FD	2025	766	613	153	0
5,6,7	CMAQ	0304-XXXX	CC	NHL	VARIOUS	WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA - AC ENTRY	OTH	2025	0	0	0	0
5,6,7	CMAQ	0304-XXXX	CC	NHL	VARIOUS	WATERBURY BRANCH SERVICE EXPANSION - OPERATING - FUNDS TRANSFER TO FTA - AC CONVERSION	OTH	2025	4,604	3,683	921	0
5,8,10	STPA	0171-0471	X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC ENTRY	CON	2025	0	0	0	0
5,8,10	STPA	0171-0471	X7	VARIOUS	DISTRICT 1	REPLACE TRAFFIC CONTROL SIGNALS AT VARIOUS LOCATIONS - AC CONVERSION	CON	2025	7,875	6,300	1,575	0

DRAFT



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

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

MINUTES

**Naugatuck Valley Council of Governments and Central Naugatuck Valley MPO
February 16, 2024**

Prior to the start of the meeting, there was a presentation by Wendy Rego and Rachael Collard of CEN Connect. The presentation may be viewed on NVCOG's YouTube channel at [CNVMPO/NVCOG Meeting - February 2024 \(youtube.com\)](https://www.youtube.com/watch?v=CNVMPOMeeting-February2024) at approximately 5 minutes in.

I. Commencement of Meeting

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

NVCOG CEOs/Reps:

In person: Gerard Smith, First Selectman, Beacon Falls; Jeff Caggiano, Mayor, Bristol; Andrew Martelli, Alternate, Cheshire; Ed St. John, First Selectman, Middlebury; Pete Hess, Mayor, Naugatuck; George Temple, First Selectman, Oxford; Joe Kilduff, Mayor, Plymouth; Bob Chatfield, Mayor, Prospect; Mark Lauretti, Mayor, Shelton; Ed Mone, First Selectman, Thomaston; Judy Mancini, Proxy, Waterbury.

Remote: David Casseti, Mayor, Ansonia; Stephen Sordi, First Selectman, Bethlehem; Joe DiMartino, Mayor, Derby; First Selectwoman Annmarie Drugonis, Seymour; Jeff Manville, First Selectman, Southbury; Mark Raimo, Town Manager, Watertown; Barbara Perkinson, First Selectwoman, Town of Woodbury.

Guests: Jane Dunbar, CT DOT; Jameson Foulke (Sen. Murphy), John Wardzala, The Kennedy Collective; Kevin Tedesco, CT DOT; Lou Mangini (Cong. DeLauro); Tommy Hyde, NVDC.

NVCOG Staff: Christine O'Neill, Desira Blanchard, Drew Baklik, Emely Ricci, Eyitayo Olaleye, Faith Thurmond, Heidy Coronel, Jack DeOliveira, Karen Svez, Kevin Ellis, Mark Nielsen, Mike Szpryngel, Molly Johnson, Patricia Bruder, Pheobe Ploof, Ricardo Rodriguez, Richard Donovan, Steven Perry, Thomas Dougherty, Trish Bauer.

II. Public Comment

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

III. CNVMPO Meeting

1. Adoption of CNVMPO Resolution 2024-06 - TIP Amendments – Projects 0151-0312, 0151-0313 and 0151-0326

Kevin Ellis reported, this is new and additional funding for three bridge projects all related to the current Mixmaster Rehabilitation Project.

Bob Chatfield MOVED to adopt CNVMPO Resolution 2024-06 – Amendments to the FFY2021-2024 TIP; SECONDED by Joe Kilduff. Motion carried unanimously.

2. 2025-2028 TIP Development

Rich Donovan gave an update on the process and schedule for the upcoming 2025-2028 TIP, which begins October 1, 2025. The full listing of projects and all related documents will be available at the beginning of the public comment period commencing March 1st through both the EcoInteractive platform and the NVCOG website. There will be opportunities for public comment at meetings on March 7th (hybrid), the CNVMPO meeting of March 15th, the NVCOG TTAC meeting on April 3rd, and the CNVMPO meeting of April 19th. On April 19th the Board will consider a vote to adopt the new 2025-2028 TIP. This process is a critical way to exercise local control over how federal money is programmed in the region.

3. RAISE Grant Update

Mark Nielsen explained that NVCOG is applying as an agency for a RAISE Grant to finish the design of sections of the Naugatuck River Greenway Trail between Naugatuck and Thomaston. The total ask of federal dollars is \$5.1 million, for the total project \$6.6 million. We have reached out to our state and federal delegation for support letters and we plan to submit the application next week. Several sections of this corridor have received Rec Trails money from DEEP; we plan to apply that as the non-federal share. This grant will provide a full 16-mile section completely designed and ready to go to construction. The USDOT will announce the awards by the end of June. We plan to make the narrative available once it's all put together.

Ed St. John noted that it would be extremely helpful for NVCOG to assist the smaller cities and towns when filling out these complicated applications. He is particularly interested in applying for maintenance funds. Christine O'Neill will contact him after the meeting about this.

IV. **Minutes for Approval**

Bob Chatfield MOVED to approve the 01-19-2024 CNVMPO/NVCOG meeting minutes; SECONDED by Ed Mone. Motion carried unanimously.

V. **Financial Report**

Mike Szpryngel reported that this report is for the period ending January 31st. We are 7 months through the fiscal year. While there have been no unexpected funding cuts, there is the potential for a 1 percent reduction of federal funds to the UPWP funding. This may cause a 5 percent reduction in the total amount for FY 2024 due to net impact. We should know about that sometime in March.

Ed Mone MOVED to accept the financial report for the period ending January 31, 2024; SECONDED by George Temple. Motion carried unanimously.

VI. **Communications**

Desira Blanchard reported the 2024 NVCOG Annual Report is available for viewing at nvcogct.gov/who-we-are/annual-reports/

The 2024 report covers everything the agency participated in during the 2023 calendar year. It is comprehensive, graphically appealing, and easy to read. Hard copies are available upon request.

VII. Director's Report

Mark Nielsen reported that Executive Director Rick Dunne is in Washington, DC attending the NARC National Conference of Regions and meeting with our federal delegation reviewing priorities for the region.

ADD-ON to the Agenda

Ed Mone MOVED to add Item VII.1 Termination of Assignment of Lease – 12 Main Street, Derby (formally the Derby Railroad Station) to the agenda; SECONDED by Joe Kilduff. Motion carried unanimously.

VII. 1. Termination of Assignment of Lease – 12 Main Street, Derby (formally the Derby Railroad Station)

Mark Nielsen explained that the Derby-Shelton Station is owned by the State, leased to the City of Derby, and Derby assigned the lease to VCOG, now NVCOG.

The State is in the process of renovating the building and station area, including asbestos and lead removal. We want to terminate the assignment of lease to lessen our liability as the leaseholder of the property.

Rich Donovan explained that the City of Derby has addressed the issue and will revisit it at their next meeting. NVCOG has held this assignment for many years, has not used the building in many years, yet continues to pay for maintenance and utilities. Before the State begins any work, we would like to end our affiliation with it. Their work will not commence until we terminate the assignment of lease, effective February 29, 2024.

Ed Mone MOVED to endorse the termination of the assignment of lease for 12 Main Street, Railroad Station, City of Derby between the City of Derby, Valley Council of Governments and Naugatuck Valley Council of Governments, effective February 29, 2024; and further, authorize Executive Director Rick Dunne to sign any and all documents necessary to effectuate same; SECONDED by Jeff Caggiano. Motion carried unanimously.

VIII. Municipal Services

1. Legislative Update

Drew Baklik introduced his Legislative Team counterpart, Jack DeOliveira. Jack is an NVCOG Transportation Planner and is available to us for legislative research and tracking. He has provided a wealth of information to our agency.

The short legislative session started last week and will end on May 8th. Housing will continue to be a priority issue. It doesn't sound like there will be any movement on the motor vehicle tax, and no major municipal solid waste in the short session. We expect the Environment Committee to explore an opt-out for the individual cities and towns on the sale of nip bottles, as well as legislation on EPR of batteries and some other worthwhile environmental initiatives.

Per the Board's request, the Legislative Committee requested information regarding regional fire schools, specifically the one in Cheshire. We have yet to hear back from the area legislators. We will continue to update the Board via email as we receive information.

Governor Lamont's legislative priorities include a shared services proposal to assist municipalities in improving efficiencies and reducing costs. House Bill 5056 enables municipalities to enter into voluntary regional consolidation agreements or arrangements and interlocal agreements excluding the stipulation of wages, hours and other conditions of employment. This addition allows any group of collective bargaining units to establish a coalition collective bargaining unit, and additionally permits a regional Council of Governments to make joint appointments or commissions in lieu of any required individual municipal appointment or commission. Municipal functions that may be voluntarily regionalized under this bill include but are not limited to the following administrative planning and regulatory activities: fair rent commissions, fair housing commissions, land bank authorities, zoning enforcement officers, plan of conservation and development, affordable housing plan, tax collector, local emergency medical services plan, animal control officer, licensing of dogs, inland-wetlands agencies and building officials.

Drew noted that it's very early in the session and he'll keep the Board up to date on updates and changes via email.

Ed Mone explained that the Governor's proposal on education funding was not received well by us on the municipal level – at CCM we disagree. We prefer that they look at other ways to find the funding to take care of the critical needs.

Jeff Caggiano asked Drew to keep an eye out on legislation regarding motor vehicle tax, valuation of cars, and supplemental funds that still appear to be in the budget.

2. Emergency Management Update

Drew Baklik reported that John Field submitted a written report that is and will be included in the meeting packets going forward. John's counterpart, Nicole Velardi, reminds the Board members to submit their proxy letters for 2024. Most municipalities designate their emergency management directors for this purpose. Region 2, specifically, is evaluating whether CEOs or the Emergency Management Directors should be the designated voting member.

IX. Community Planning

1. Aquifer Protection Areas Workshop Series

Molly Johnson reminded the Board that the Community Planning Division continues to provide resources to the municipalities through direct support and research on topics of interest throughout the region.

She noted that the virtual series, “Aquifer Protection Areas – Moving Toward Compliance” has been very successful with good participation from both NVCOG municipalities and others outside of our region. The next workshop, “APA Champion Shares Best Practices” is scheduled for February 21st, with other workshops scheduled for March 20, April 17, May 15, June 17 and July 17. Registration is at <https://bit.ly/473GwAA>

2. Land Use Coffee Hour on Short-Term Rentals

Emely Ricci reported that NVCOG will host a Land Use Coffee Hour on the subject of Short-Term Rentals from 10 to 11 a.m. Thursday, February 29th. Participants may attend in person at the NVCOG Offices, or virtually, and can register at <https://bit.ly/3UET0vr>

X. Environmental Planning

1. DECD Grant: 300 Broad St., Bristol – Ricardo Rodriguez

Ricardo Rodriguez reported that NVCOG was awarded \$3.7 million on behalf of 300 Broad Street, Bristol, LLC in Round 18 funding. This will cover the remediation costs associated with the redevelopment of the former Theis Precision Steel USA manufacturing site. Anticipated non-state leverages between \$6-8 million and will leverage 60+ jobs.

Ed Mone MOVED to adopt NVCOG Resolution 2024-09 - DECD Certified Resolution – 300 Broad St., Bristol, as presented; SECONDED by Jeff Caggiano. Motion carried unanimously.

2. Brownfields Update – Ricardo Rodriguez

The meeting packet contains an updated list of all of our Brownfields projects. 67-71 Minerva Street is 50 percent complete in the construction. The developer anticipates the site being complete in the Fall of 2024 with people moving in shortly after that.

Other projects primed for commencement would be Phase 2 of 698 South Main Street, Waterbury; 170 and 130 Freight Street have been demolished. The city is working to get the next phase of data collected for remediation of the site. All legal documents have been signed relative to 280 Elm Street and cleanups will commence this Spring. 113 and 123 Canal Street Shelton are primed for their second phase at the end of this month.

EPA is opening up their supplemental RLF funding for entities that have existing RLF. We are looking for sites that we can include in our application. If you have any cleanup projects, please reach out to us. If funded, those sites will be included in our upcoming RLF meeting next year.

3. Recreational Trails Grant Application

Christine O'Neill explained that in December, DEEP announced the 2024 round of the Recreational Trails Grant in the amount of \$10 million. Funds can be used for planning, construction, or maintenance. The deadline is March 11th.

NVCOG is seeking endorsement from this Board to apply for our own Rec Trails Grant. Our application would fund the hiring of a consultant to undertake the planning, routing and design of a 2.5 mile stretch of the Naugatuck River Greenway Trail that runs through the Kinneytown Dam property. This would complement the efforts to remove the dam and revitalize the property with NOAA funds and restore public access to the river. The consultant would also generate conceptual designs for connecting this trail to the existing pedestrian networks in both Seymour and Ansonia. We have letters of support from both communities. We anticipate asking for about \$400,000; the match would be covered by activities already funded under the NOAA grant.

Bob Chatfield MOVED to adopt NVCOG Resolution 2024-10 authorizing NVCOG Executive Director Rick Dunne to submit a Recreational Trails Program grant application to the CT DEEP, and to sign any documents associated with administering the grant, if awarded; SECONDED by Ed Mone. Motion carried unanimously.

4. MSW and Recycling Update

Christine O'Neill reported that the Town of Woodbury has concluded its trash reduction pilot and has approved a permanent program with full unit-based pricing and food scraps diversion. She cited the support of First Selectwoman Perkinson and the hard work of Woodbury's municipal staff.

XI. Transportation Planning – Rich Donovan

1. Active Transportation Plan Update

Elliott Wareham has been working and is about to finish a current conditions report for our Active Transportation Plan. We are ready to move into public engagement. There is a survey for residents available. We will hold our first public meeting on design elements at 6 p.m. Tuesday, February 20th at Waterbury City Hall.

2a. LOTCIP - New Project – Elm Street Thomaston

Kevin Ellis reported that this roadway reconstruction project will go along Elm Street between South Main and East Main Streets, approximately 2,400 feet in length. In 2020, the Naugatuck River Greenway Trail from Thomaston to Torrington routing feasibility study marked Elm Street as a location for the greenway. In addition to the road reconstruction there will be a cycle track on the eastern side, and sidewalk reconstruction and drainage improvements along both sides. The estimated cost is \$4.5 million.

Joe Kilduff MOVED to adopt NVCOG Resolution 2024-11 – Elm Street Thomaston; SECONDED by Ed Mone. Motion carried unanimously.

Jeff Caggiano asked what the 10% incidentals are. Mark Nielsen explained that as part of the LOTCIP program, the State provides money at low bid and then they add in 10 percent for incidentals, and 10 percent contingency. Incidentals could be things that come up during construction that you didn't count on during design. Construction inspection could go under incidentals. Rich Donovan added, we do encourage towns to use that incidental funding for inspection, make sure the projects are done well.

2b. LOTCIP - New Project – Constitution Boulevard West Shelton

Mark Nielsen explained the City of Shelton wants to extend Constitution Boulevard between Bridgeport Avenue and Route 108 to accommodate economic development in that area.

They received money from the state to start the project – Phase 1 is under construction and will extend Constitution Boulevard from Bridgeport Avenue up to what is known as the Mas parcel – an 80-acre parcel that the City owns that is prime for redevelopment. They are asking for us to allocate LOTCIP funding for Phase 2, which will extend the road from the current terminus of the project out to a cul-de-sac that would actually get it right into the Mas parcel, all of which is under contract with four different manufacturers.

The ultimate plan is to extend it out to Route 108 a few years down the road. The design of Phase 2 has already been done and it would be ready to go pretty quickly. The intent is to meet the development needs of that parcel. We are asking the Board to consider adding it to the program.

Joe Kilduff MOVED to adopt NVCOG Resolution 2024-12 – Constitution Boulevard West, Shelton; SECONDED by Ed Mone. Motion carried unanimously.

VIII. Adjournment

At approximately 11:05 a.m., Ed Mone MOVED to adjourn; SECONDED by George Temple. The motion carried unanimously.

Respectfully submitted,



Patricia M. Bruder

Executive Administrative Clerk



**CENTRAL NAUGATUCK VALLEY
METROPOLITAN PLANNING ORGANIZATION**

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

RESOLUTION 2024-06

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 February 16, 2024.

I do hereby certify that the resolution was adopted by the Central Naugatuck Valley MPO at a public meeting held on February 16, 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

February 16, 2024

Date

DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT
STATE OF CONNECTICUT
(AN EQUAL OPPORTUNITY EMPLOYER)
CERTIFIED RESOLUTION OF THE GOVERNING BODY

I, N. Warren Hess, Chair, certify that below is a true and correct copy of a
(Name of Official) (Title of Official)


resolution duly adopted by the Naugatuck Valley Council of Governments
(Name of the Applicant)

at a meeting of its Board
(Governing Body)

duly convened on February 16, 2024 and which has not been rescinded or modified in
(Meeting Date)

any way whatsoever and is at present in full force and effect.

February 16, 2024
(Date)


(Signature and Title of Official)

SEAL

WHEREAS, pursuant to C.G.S Sec. 32-763,
(State Statutory Reference)

the Connecticut Department of Economic and Community Development is authorized to extend financial assistance for economic development projects; and **WHEREAS**, it is desirable and in the public interest that the Naugatuck Valley Council of Governments make an application to the State for

\$(3,784,943.00) in order to undertake the Thisis Steel, 300 Broad Street, Bristol Project
(Applicant) (Name and Phase of Project)

and to execute an Assistance Agreement.

NOW, THEREFORE, BE IT RESOLVED BY THE
Board of the Naugatuck Valley Council of Governments
(Governing Body)

1. That it is cognizant of the conditions and prerequisites for the state financial assistance imposed by
C.G.S Sec. 32-763
(State Statutory Reference)

2. That the filing of an application for State financial assistance by
The Naugatuck Valley Council of Governments
(Applicant)
in an amount not to exceed \$ 3,784,943.00 is hereby approved and that

Rick Dunne, Executive Director

(Title and Name of Authorized Official)

is directed to execute and file such application with the Connecticut Department of Economic and Community Development, to provide such additional information, to execute such other documents as may be required, to execute an Assistance Agreement with the State of Connecticut for State financial assistance if such an agreement is offered, to execute any amendments, decisions, and revisions thereto, and to act as the authorized representative of
the Naugatuck Valley Council of Governments

(Name of Applicant)



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

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

RESOLUTION 2024-10

**AUTHORIZING A GRANT APPLICATION FOR THE CT DEEP RECREATIONAL TRAILS GRANT PROGRAM
TO FUND THE DESIGN OF THE KINNEYTOWN DAM SECTION OF THE NAUGATUCK RIVER GREENWAY**

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 February 16, 2024, at which a quorum was present.

WHEREAS, the Connecticut Department of Energy and Environmental Protection is soliciting applications for their Recreational Trails Grants Program.

WHEREAS, the objective of the Recreational Trails Grants Program is to provide funding to any nonprofit or government entity in support of trail projects, including planning and design of new trails.

WHEREAS, the Naugatuck River Greenway (NRG) is an officially designated Connecticut State Greenway, consisting of the trails and green spaces along the Naugatuck River for the benefit of the region’s residents, economy, and environment.

WHEREAS, NVCOG has committed through a grant from the National Oceanic and Atmospheric Administration (NOAA) to assist the Connecticut Brownfield Land Bank in acquiring the property known as Kinneytown Dam located in Ansonia and Seymour; to remove the dam to restore fish passage; and to remediate and improve the 170 acre property by developing community amenities such as a multiuse trail.

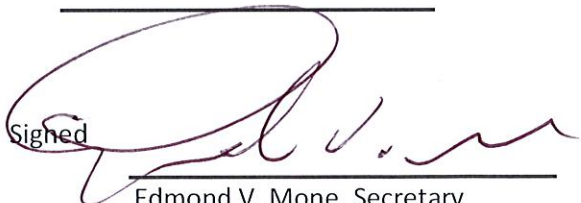
WHEREAS, the portion of the NRG trail on the Kinneytown Dam property has been identified as needing routing, planning, and design work in the 2023 Naugatuck River Greenway Trail Project Priorities report.

WHEREAS, NVCOG acts on behalf of its 19 member municipalities to prepare and submit Recreational Trails Grant applications to CT DEEP.

BE IT RESOLVED, that the NVCOG Board authorizes Executive Director Rick Dunne to submit a Recreational Trails Program grant application for the proposal described above to the CT DEEP, and to sign any documents associated with administering the grant, if awarded.

Dated at Waterbury, Connecticut, on February 16, 2024

Agency: Naugatuck Valley Council of Governments

Signed 
Edmond V. Mone, Secretary



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

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RESOLUTION 2024-11

LOTICIP

**ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE
ELM STREET PAVEMENT REHABILITATION, THOMASTON**

I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on February 16, 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 \$4.5 million in Program funds attributable to the Naugatuck Valley planning region to construct the Elm Street Pavement Rehabilitation project as described and modified in Memorandum 20240216-ELM STREET.

Dated at Waterbury, Connecticut, on February 16, 2024

Agency: Naugatuck Valley Council of Governments

Signed

Edmond V. Mone, Secretary



**NAUGATUCK VALLEY
COUNCIL of GOVERNMENTS**

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RESOLUTION 2024-12

LOTICIP

**ALLOCATE NVCOG ATTRIBUTABLE FUNDS FOR THE
CONSTITUTION BOULEVARD WEST EXTENSION PHASE 2 PROJECT, SHELTON**


I certify that the following is a true copy of the vote of the Naugatuck Valley Council of Governments at its meeting on February 16, 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 \$3.0 million in Program funds attributable to the Naugatuck Valley planning region to construct the Constitution Boulevard West Extension, Phase 2 project as described and modified in Memorandum 20240216-CONSTITUTION.

Dated at Waterbury, Connecticut, on February 16, 2024

Agency: Naugatuck Valley Council of Governments

Signed 
Edmond V. Mone, Secretary



March 22, 2024

MEMORANDUM: 3222024-FIN-01

To: NVCOG Board Members
 From: Michael P. Szpryngel, Finance Director
 Subject: Financial Report for Period Ending February 29, 2023

Financial Statements

**NVCOG
 Balance Sheet
 For Period Ending February 29, 2023**

Assets	
Checking Account [1]	478,676
Accounts Receivable	1,964,060
Other Assets	689,703
Total Assets	3,132,439
Liabilities & Equity	
Liabilities	
Accounts Payable	127,108
Accruals	3,073
Deferred Revenue	1,158,590
Other Current Liabilities	689,704
Total Liabilities	1,978,475
Equity	
General Fund - Unrestricted	1,037,345
Net Position	116,619
Total Equity	1,153,964
Total Liabilities & Equity	3,132,439

NVCOG
Bank Balances
For Period Ending February 29, 2023

Bank Account	Beginning Balance	Increase (Decrease)	Ending Balance
Checking - M&T	33,900	185,243	219,143
Checking - ION	11	3,338	3,349
Money Market - M&T	608,324	(574,065)	34,258
Money Market - ION	6,009	-	6,009
RLF - M&T	398,476	3,382	401,858
RLF - ION	547	172,112	172,659
Total	1,047,266	(209,990)	837,276

NVCOG
Deferred Revenue
For Period Ending February 29, 2023

Fund	Beginning Bal FY 2024	Decrease	Increase	Ending Bal
RLF Program Income	470,602	(116,809)	27,991	381,784
PL Carry Over Funds	14,526	-	-	14,526
Transportation Projects	97,442	(11,635)	20,000	105,807
EPA	7,195	(6,516)	8,927	9,606
LOTICIP-NVCOG	161,693	(108,290)	300,000	353,404
DECD Projects	1,891	-	-	1,891
DEMHS/Homeland Sec	17,118	(5,900)	-	11,218
CERT Citiz Emerg Resp	341	(408)	2,000	1,933
FEMA	-	-	-	-
Reg Incentive Gt Programs	6,734	-	-	6,734
OPM/RSG 2022	-	(593,609)	827,756	234,147
DEEP Greenway	2,022	-	-	2,022
LOCAL Projects	47	-	-	47
SHEL-GIS	6,630	-	-	6,630
Hazardous Waste	9,208	(15,543)	15,001	8,666
Regional Planner Town Split	6,516	(71,374)	80,121	15,263
General Fund Total	4,913	-	-	4,913
Total	806,876	(930,083)	1,281,797	1,158,590

NVCOG
Budget vs. Actual | Operating Budget
For July 1, 2023 – February 29, 2023

Funding	Operating Budget		
	FY 2024 Adopted Budget June 6, 2023	Actual	Variance
PL Funding	1,569,687	964,824	61%
Transportation Projects	41,557	10,808	26%
EPA - RLF 2022 [0]	175,771	141,692	81%
EPA - Program Income	70,471	8,509	12%
EPA - Assessment	-	16,633	100%
FTA	419,713	130,264	31%
LOTICIP	175,354	82,730	47%
DEHMS	16,000	5,896	37%
CERT	4,000	408	10%
RSG [1]	827,756	590,949	71%
DEEP	16,000	15,041	94%
SMM Grant	70,300	54,691	78%
US Forest Service [2]	67,250	17,021	25%
DECD [3]	-	7,311	100%
SCROG/EPA Study	35,000	15,524	44%
Kinneytown Dam - NOAA	-	3,611	100%
Regional Election Monitor	-	-	0%
Regional Municipal Services	94,849	71,374	75%
Fish & Wild Life	8,964	-	0%
Landbank	34,284	33,720	98%
Shelton GIS	-	-	0%
Household Hazardous Waste	20,000	15,182	76%
Municipal Dues	238,579	238,371	100%
Brownfield Dues	22,007	23,396	106%
Capital Purchasing Program	-	-	0%
Interest / Misc.	1,000	585	58%
Total Funding	3,908,543	2,448,539	63%
Expenses			
Salaries	2,338,788	1,438,111	61%
Payroll Taxes	176,270	112,501	64%
Pension	143,342	93,676	65%
Medical/Life/Disability	725,027	442,811	61%
G&A - Schedule 1	525,115	244,821	47%
Direct Pass Through - Schedule 1	-	-	0%
Total Expenses	3,908,543	2,331,920	60%
Fund Balance Increase (Decrease)	-	116,619	

Expenses	Indirect		
	FY 2024 Adopted Budget June 6, 2023	Actual	Variance
Advertisement	12,000	836	7%
Capital Equipment			
IT Equipment	16,000	8,255	52%
Office Equipment	16,000	-	0%
Computer Software & Maintenance			
Software & Service	100,000	20,669	21%
IT Maintenance Contracts	46,800	20,424	44%
Contractors / Subcontractors	-	-	0%
Professional Dues & Subscriptions	4,000	4,703	118%
Insurance			
Business / Office [1]	14,000	12,126	87%
Workers Comp	4,000	1,926	48%
Lease Expense	1,000	325	33%
Professional Services			
Accounting	26,000	24,700	95%
Legal	50,000	12,570	25%
Printing	6,000	5,328	89%
Office Supplies	26,000	20,878	80%
Rent	94,315	56,210	60%
Repairs / Renovations	26,000	-	0%
Telephone/Internet Service	16,000	12,549	78%
Training / Professional Development	16,000	10,130	63%
Travel / Meetings / Conferences	16,000	15,265	95%
Utilities			
Leavenworth	15,000	11,938	80%
Derby Train Station	4,000	1,507	38%
Website	16,000	4,372	27%
Bank Fees [2]	-	12	100%
Miscellaneous	-	99	100%
Contingency	-	-	0%
Total	525,115	244,821	47%
Direct Expenses <Contractors/Subs>	-	-	0%
Total Expenses	525,115	244,821	47%

NVCOG
Profit & Loss | Budget vs. Actual
For July 1, 2023 – February 29, 2023

Funding	Total Budget			Operating Budget			Direct Pass Through		
	FY 2024 Adopted Budget June 6, 2023	Actual	Variance	FY 2024 Adopted Budget June 6, 2023	Actual	Variance	FY 2024 Adopted Budget June 6, 2023	Actual	Variance
PL Funding	1,616,487	1,021,070	63%	1,569,687	964,824	61%	46,800	56,246	120%
Transportation Projects	441,557	46,354	10%	41,557	10,808	26%	400,000	35,546	9%
EPA - RLF 2022 [0]	1,155,771	710,242	61%	175,771	141,692	81%	980,000	568,550	58%
EPA - Program Income	270,471	116,309	43%	70,471	8,509	12%	200,000	107,800	54%
EPA - Assessment	20,000	37,144	186%	-	16,633	100%	20,000	20,511	103%
FTA	619,713	159,256	26%	419,713	130,264	31%	200,000	28,993	14%
LOTICIP	195,354	108,290	55%	175,354	82,730	47%	20,000	25,560	128%
DEHMS	16,000	5,900	37%	16,000	5,896	37%	-	5	100%
CERT	4,000	408	10%	4,000	408	10%	-	-	0%
RSG [1]	827,756	593,609	72%	827,756	590,949	71%	-	2,660	100%
DEEP	20,000	87,277	436%	16,000	15,041	94%	4,000	72,236	1806%
SMM Grant	70,300	61,069	87%	70,300	54,691	78%	-	6,378	100%
US Forest Service [2]	67,250	19,229	29%	67,250	17,021	25%	-	2,208	100%
DECD [3]	-	32,705	100%	-	7,311	100%	-	25,394	100%
SCROG/EPA Study	35,000	15,604	45%	35,000	15,524	44%	-	80	100%
Kinneytown Dam - NOAA	220,000	110,869	50%	-	3,611	100%	220,000	107,257	49%
Regional Election Monitor	2,000	-	0%	-	-	0%	2,000	-	0%
Regional Municipal Services	95,849	73,296	76%	94,849	71,374	75%	1,000	1,922	192%
Fish & Wild Life	8,964	-	0%	8,964	-	0%	-	-	0%
Landbank	34,284	33,921	99%	34,284	33,720	98%	-	201	100%
Shelton GIS	3,000	-	0%	-	-	0%	3,000	-	0%
Household Hazardous Waste	120,000	89,261	74%	20,000	15,182	76%	100,000	74,080	74%
Municipal Dues	248,579	250,021	101%	238,579	238,371	100%	10,000	11,650	117%
Brownfield Dues	25,000	26,000	104%	22,007	23,396	106%	2,993	2,604	87%
Capital Purchasing Program	7,500	8,000	107%	-	-	0%	7,500	8,000	107%
Interest / Misc.	1,000	585	58%	1,000	585	58%	-	-	0%
Total Funding	6,125,836	3,606,419	59%	3,908,543	2,448,539	63%	2,217,293	1,157,880	52%
Expenses									
Salaries	2,338,788	1,438,111	61%	2,338,788	1,438,111	61%	-	-	0%
Payroll Taxes	176,270	112,501	64%	176,270	112,501	64%	-	-	0%
Pension	143,342	93,676	65%	143,342	93,676	65%	-	-	0%
Medical/Life/Disability	725,027	442,811	61%	725,027	442,811	61%	-	-	0%
G&A - Schedule 1	901,592	455,483	51%	525,115	244,821	47%	376,477	210,662	56%
Direct Pass Through - Schedule 1	1,840,816	947,218	51%	-	-	0%	1,840,816	947,218	51%
Total Expenses	6,125,836	3,489,800	57%	3,908,543	2,331,920	60%	2,217,293	1,157,880	52%
Fund Balance Increase (Decrease)	-	116,619		-	116,619		-	-	

NVCOG
Profit & Loss | Schedule 1 G&A
For July 1, 2023 –February 29, 2023

Expenses	Total			Indirect			Direct		
	FY 2024 Adopted Budget June 6, 2023	Actual	Variance	FY 2024 Adopted Budget June 6, 2023	Actual	Variance	FY 2024 Adopted Budget June 6, 2023	Actual	Variance
Advertisement	18,000	3,204	18%	12,000	836	7%	6,000	2,368	39%
Capital Equipment									
IT Equipment	20,000	8,508	43%	16,000	8,255	52%	4,000	253	6%
Office Equipment	16,000	-	0%	16,000	-	0%	-	-	0%
Computer Software & Maintenance									
Software & Service	124,800	56,389	45%	100,000	20,669	21%	24,800	35,720	144%
IT Maintenance Contracts	55,800	20,424	37%	46,800	20,424	44%	9,000	-	0%
Contractors / Subcontractors	-	-	0%	-	-	0%	-	-	0%
Professional Dues & Subscriptions	4,000	4,703	118%	4,000	4,703	118%	-	-	0%
Insurance									
Business / Office [1]	14,000	13,567	97%	14,000	12,126	87%	-	1,441	100%
Workers Comp	4,000	1,926	48%	4,000	1,926	48%	-	-	0%
Lease Expense	1,000	325	33%	1,000	325	33%	-	-	0%
Professional Services									
Accounting	26,000	24,700	95%	26,000	24,700	95%	-	-	0%
Legal	340,000	140,462	41%	50,000	12,570	25%	290,000	127,892	44%
Printing	8,000	8,833	110%	6,000	5,328	89%	2,000	3,505	175%
Office Supplies	29,000	23,504	81%	26,000	20,878	80%	3,000	2,626	88%
Rent	94,315	56,210	60%	94,315	56,210	60%	-	-	0%
Repairs / Renovations	26,000	-	0%	26,000	-	0%	-	-	0%
Telephone/Internet Service	16,600	12,549	76%	16,000	12,549	78%	600	-	0%
Training / Professional Development	18,000	13,060	73%	16,000	10,130	63%	2,000	2,931	147%
Travel / Meetings / Conferences	43,077	40,573	94%	16,000	15,265	95%	27,077	25,309	93%
Utilities									
Leavenworth	15,000	11,938	80%	15,000	11,938	80%	-	-	0%
Derby Train Station	10,000	7,537	75%	4,000	1,507	38%	6,000	6,030	100%
Website	16,000	4,709	29%	16,000	4,372	27%	-	337	100%
Bank Fees [2]	-	2,262	0%	-	12	100%	-	2,250	100%
Miscellaneous	1,000	99	10%	-	99	100%	1,000	-	0%
Contingency	1,000	-	0%	-	-	0%	1,000	-	0%
Total	901,592	455,483	51%	525,115	244,821	47%	376,477	210,662	56%
Direct Expenses <Contractors/Subs>	1,840,816	947,218	51%	-	-	0%	1,840,816	947,218	51%
Total Expenses	2,742,408	1,402,701	51%	525,115	244,821	47%	2,217,293	1,157,880	52%

Finance Report

NVCOG is 8 months through Fiscal Year 2024 – 66.67%

∞ Bottom Line: \$116,619

Revenue:

- Municipal Dues & Brownfield Dues are collected in July, reflecting a higher bottom line.
- Potential 1% reduction is UPWP Federal Portion of Funds, net impact to current years UPWP budgdt approx. 5%.

Expenses:

Dues – Increase in Membership Organizations

Notes to Financial Statements

Balance Sheet

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

Budget to Actual

[0] EPA RLF 2022 – Included RLF 2020 Direct Pass-Throughs.

[1] RSG – Yearly Payment Received in September 2023, balance in Deferred Revenue.

[2] US Forest Service – Combined Tree Canopy Study & Open Space Inventory Grants.

[3] DECD – Addition of new grants awarded during current fiscal year.

Schedule 1 – G&A

[1] Office/Business Insurance – Additional Pass-Through.

[2] Bank Fees – Incurring minimal fees as we transition to a new bank.



March 1, 2024

MEMORANDUM: 03012024-microgrants

To: Chief Elected Officials of NVCOG Municipalities; Superintendents of NVCOG School Districts; TTAC Members, Non-Profits in the NVCOG Region

From: Eytayo Olaleye, Transportation Planner

Subject: Request for Applications for the CTDOT Active Transportation Microgrant Program

This memo seeks to request applications for the CTDOT Active Transportation Microgrant program.

The Connecticut Department of Transportation's Active Transportation unit developed the Microgrant Program in partnership with the Councils of Government to promote mode choice and safety within the transportation system. This program will award grants of up to \$5,000 to eligible schools, school districts, municipalities, and eligible non-profits for the below activities.

- the purchase of bicycle helmets and locks
- the purchase of bicycle maintenance training and materials
- the purchase of bicycle fleets including adaptive bikes
- the sponsoring of League Cycling Instructors' Training
- the sponsoring of program events and materials for bicycles and pedestrian safety education
- the purchase of safety vests

Total funds available for this program currently include \$500,000 in state funds. Entities are asked to send complete applications to the NVCOG who will confirm eligibility before delivering to the CTDOT. Funds will then be released quarterly through the NVCOG on a first-come-first-served basis. We expect all eligible applications to be funded. The CTDOT will give the NVCOG awards for distribution once per quarter, though we do not have a specific timeline on when first-round awards will be made.

All applicants must register on the Safe Routes to School Program website at <https://portal.ct.gov/DOT/Programs/Safe-Routes-to-School-SRTS-Program/SRTS---Home>.

Agencies wishing to apply can submit a completed application to Rich Donovan, NVCOG Transportation Planning Director, at rdonovan@nvcogct.gov. NVCOG staff are similarly available to assist in application preparation and answer any questions about the program. We look forward to working with eligible entities to enhance the cycling and pedestrian environment within our region.



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



CT DEMSPP-DEMHS Region 5

March 2024 Council of Government (COG) Report

Operations

New CEO – Meet & Greets

DEMHS Region 5 staff continue to meet with each of the new Chief Elected Officials (CEOs). During this meeting we introduce ourselves “face-to-face” and provide an overview of what DEMHS is and support we have to offer. If you are a new CEO have not done this yet and would like to have a meeting, please let us know. This normally takes approximately one hour.

Colebrook River Dam Table-Top Exercise

DEMHS Region 3 and 5 staff participated in the Army Corps of Engineer’s Colebrook River Dam Table-Top Exercise. An information session, followed up by the Exercise provided participants with a view of the devastation if this dam was to fail.

Newtown Public Schools

DEMHS Operations and Training/Exercise staff provided the Newtown Public Schools Safety Committee of our ability to provide them a table-top exercise. We will be working with their planning team to create and implement a table-top exercise for their schools. DEMHS Region 5 Coordinator will not serve on their Safety Committee providing technical advice, when needed.

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.

Regional Gaps & Capabilities Survey

CT DEMHS continues to identify each of the five regions capabilities and gaps. A survey was sent to initiate the collection of this data. If you received the survey, please take a moment to complete it. With this data we will be able to establish clear goals and objectives for our grant programs and plan development. If you have not received the survey and wish to provide input, please let me know and we will assist.

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CT CCM/DPH/EM Symposium

CT Conference of Municipalities (CCM), CT Department of Public Health (DPH), and CT DEMHS continue to plan for the annual Emergency Management Symposium tentatively scheduled for April 23rd at Camp Nett. If you have not already registered and wish to attend this free event, please do so as soon as possible since this event normally sells out. This year will exhibit multiple breakout sessions, allowing you to pick the session that best suits you.

Training/Exercise

School Safety & Security

CT DEMHS Training/Exercise Unit continues to work with school districts, providing training, performing safety and security assessments and performing exercises. This month New Fairfield Public School's staff received the ICS for Schools Training Program. If your school districts would like this training, please contact the Region 5 Office and will work with them to set up the presentation.

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 completed prior to this year's election (proposed for June) to assist municipalities in identifying vulnerabilities and address them prior to the elections. It is hopeful we have municipal registrars participating as part of our incident command structure this year.

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 need to monitor this closely as it may have dramatic effects on our fire departments across the country.

Grants

Homeland Security Grant Program (HSGP)

The 2022 HSGP requires cities/towns in Region 5 to submit Memorandum of Agreements (MOAs) in order for the COG to receive and implement the Homeland Security Grant Program (HSGP) funds throughout the Region. Please get your MOAs to the Fiduciary, Northwest Hills Council of Government's Sarah Better, as soon as possible.

Emergency Management Performance Grant (EMPG)

DEMHS Grants Unit working with the Region 5 Office will be closing out the 2020 EMPG Cycle by the end of March. The Region 5 Office will be reaching out to their municipal contacts to assure all the required grant information and documentation is received prior to the deadlines.

Emergency Management Performance Grant (EMPG) 2020 Supplemental – Applications

Following the successful completion and approval of the updated LEOP, the CEO will receive an application for the 2020 EMPG. It is imperative these applications are completed and returned to us in a timely fashion. A March 31st deadline has been established; we encourage a timely submittal so that the municipality receives there available \$5000.

Emergency Management Performance Grant (EMPG) Pool Funding

The DEMHS Grants Unit has advised us that they will be implementing a EMPG Pool funding opportunity to municipalities for upgrading their emergency operations centers, upgrading their shelters and/or professional development. Proposed projects will be reviewed and graded for its impact on future operations. This will be a competitive grant with a limited amount of funds available, total of \$25,000 per municipality chosen. More information will be forwarded as it is received. This will be a 100% funded grant with no match. The municipality will be required to have an updated LEOP submitted to apply for this Grant.

Please do not hesitate to contact me at 860-250-2535 or 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

ACCESSIBILITY SITE PLAN LUNCH & LEARN

Description

Join us for an interactive workshop on accessibility in site planning and its importance in creating inclusive communities.

This event is tailored for planners and engineers.

We are honored to have Bill Voelker, FAICP, as our guest speaker.

This event is eligible for 1.5 CM credits.

Event Details

Date: Friday, April 5, 2024

Time: 10:30 AM - 12:00 PM

Location: NVCOG Offices at 49 Leavenworth Street 3rd Floor, Waterbury, CT

Light refreshments will be provided.

RSVP

Space is limited to 17 registrants. Please email Emely Ricci at ericci@nvcogct.gov to secure your spot.

Brownfields Update:

March 15th, 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 will be submitting a response to EPA's upcoming Supplemental RLF funding round on March 15th. 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. Currently in the underwriting phase for loans, is 40 West Street, Bristol. Early 2023 RLF meeting: Subgrants were awarded to 359 Mill Street Lot #19, 777 South Main Street, and 698 South Main Street in Waterbury, 0 Andrew Ave, Naugatuck, and 113,0,93,123 Canal Street, Shelton; loans currently in the underwriting phase are 501 East Main Street, Ansonia.

281 Canal Street, Shelton and 59 Field Street, Torrington will be presented to the RLF Committee for a funding determination on March 15th.

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 anticipated to commence by Spring 2024. DECD is currently reviewing SLR's proposal.

NVCOG EPA FY 20 Assessment Award:

NVCOG staff is conducting an audit to determine the amount 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 is currently taking place with results being reviewed 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. New proposal is being reviewed by the city of Shelton.

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 60% of the vertical building constructed. An RFP for the SVE system is going live mid-March.

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.

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

59 Field Street and 70 North Street, Torrington: The underwriting phase is complete. The status of this report will be determined by the RLF Committee on March 15th.

40 West Street, Bristol: The applicant is currently within the underwriting phase. The status of this report will determine funding eligibility.

281 Canal Street, Shelton: The underwriting phase is complete. The status of this report will be determined by the RLF Committee on March 15th.

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 Lantexx parcel(s). The subaward agreement has been executed. The project is anticipated to commence in winter/spring 2024. 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 winter/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 also cover LEP oversight and remedial efforts. The subaward agreement has been executed. The project is anticipated to commence in winter/spring 2024.



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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

Edmond V. Mone, Secretary



March 22, 2024

MEMORANDUM: 03152024-CPRG-01

To: NVCOG Board

From: Christine O’Neill, Environmental Planner II

Subject: Climate Pollution Reduction Grant – Planning & Implementation

The Climate Pollution Reduction Grants (CPRG) are a five-billion-dollar program, created under the Inflation Reduction Act and administered through the EPA, to help state and regional governments reduce greenhouse gases. The program has two sets of grants: planning and implementation.

Planning

For purposes of CPRG planning, Connecticut was divided into several Metropolitan Statistical Areas that did not align with COG boundaries. As such, NVCOG municipalities were split among four different planning regions as demonstrated in the attached image.

All four planning areas in the state have submitted their Priority Climate Action Plans (PCAPs) as of March 1. Those documents are posted on our CPRG landing page, nvcogct.gov/cprg. Each plan contains a region-specific greenhouse gas inventory and a set of priority reduction measures. Thank you to all the CEOs who responded to our requests for input.

With the PCAPs submitted to the EPA, the next milestone in CPRG planning is the Comprehensive Climate Action Plan (CCAP). This will be a more robust document, with increased opportunities for community engagement, that is due in summer of 2025. The CCAPs will adhere to the same regions as the PCAPs.

Implementation

The submission of a PCAP authorizes municipalities or regional organizations in that territory to apply to the \$4 billion pool of implementation funding. **All NVCOG municipalities are eligible to apply under their respective PCAP.** Implementation applications are due April 1st. More information about these grants and the application process can be found here: <https://www.epa.gov/inflation-reduction-act/about-cprg-implementation-grants>

NVCOG intends to form a coalition with several other COGs to apply for two projects.

The first project, “Solar Energy on Affordable Housing Properties,” involves removing barriers to solar adoption for housing authority properties or municipally-owned affordable housing. Barriers may include an aging roof, an outdated electrical panel, or issues with grid interconnection. By funding the removal of these obstacles, the COGs will empower affordable housing properties to become eligible for CT Green Bank solar programs, enabling them to access clean energy for underserved households. This project is captured in Resolution 2024-15.

The second project is called “Climate-Friendly, Low Carbon Local Regulations and Processes.” Expert consultants will provide technical assistance to municipal staff and commissions wishing to incorporate climate friendly practices into their zoning and subdivision regulations, ordinances, and administrative

processes. This two-phased project will begin with workgroups, allowing for peer learning and an exchange of ideas, and conclude with one-on-one support for municipalities adopt and implement the measures that were decided upon. This project is captured in Resolution 2024-16.

COG staff recommends that the Board adopt both resolutions through the motion below. Should you have any questions, please contact coneill@nvcogct.gov or 203-489-0351.

Recommended motion: MOVE to ADOPT NVCOG Resolution 2024-15 and Resolution 2024-16, to support two Climate Pollution Reduction Grant implementation applications, as part of a multi-COG coalition.





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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

Edmond V. Mone, Secretary



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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, adopt, 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

Edmond V. Mone, Secretary