



# NAUGATUCK VALLEY COUNCIL of GOVERNMENTS

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

## MINUTES

### Naugatuck Valley Council of Governments and

### Central Naugatuck Valley MPO

NVCOG Conference Room

49 Leavenworth St., 3<sup>rd</sup> Floor

Waterbury, CT

10 a.m., Friday, January 12, 2018

**NVCOG Representatives:** Sheila O'Malley, Alternate, Ansonia; Chris Bielik, First Selectman, Peter Betkoski, Alternate, Beacon Falls; Len Assard, First Selectman, Bethlehem; Ellen Zoppo-Sassu, Mayor, Bob Flanagan, Alternate, Bristol; Jerry Sitko, Alternate, Cheshire; Andrew Baklik, Alternate, Derby; Ed St. John, First Selectman, Middlebury; Pete Hess, Mayor, Ron Pugliese, Alternate, Naugatuck; George Temple, First Selectman, Oxford; David Merchant, Mayor, Plymouth; Bob Chatfield (by phone), Mayor, Prospect; Kurt Miller, First Selectman, Seymour; Mark Lauretti, Mayor, Shelton; Jeff Manville, First Selectman, John Monteleone, Alternate, Southbury; Ed Mone, First Selectman, Thomaston; Neil O'Leary, Mayor, Waterbury; Tom Dunn, Mayor, Wolcott; Bill Butterly, First Selectman, Woodbury.

**Guests/Other:** Commissioner Jim Redeker, CTDOT; Selectman Scott Flaherty, Oxford; Michael McCarthy, Steve Gazillo, AECOM; Judy Mancini, Waterbury; Grayson Wright, CTDOT; Jim Nardozi, WDC, members of the public.

**Staff:** Rick Dunne, Mark Nielsen, Aaron Budris, Joanna Rogalski, Glenda Prentiss, Trish Bauer, Lauren Rizzo, Christian Meyer, John DiCarlo, Max-Tanguay-Colucci, Karen Svetz, Bill Leverence, Ben Muller.

#### 1. Commencement of Meeting (Pledge of Allegiance, Roll Call, Public Comment)

Chairman Neil O'Leary called the meeting to order at 10:02 a.m. Those in attendance recited the Pledge of Allegiance and the roll was called. There was no public comment.

#### 2. Report from the Nominating Committee and Election of 4 NVCOG Officers and 5 At-Large Executive Committee Members

Tom Dunn reported that the Nominating Committee, consisting of Bob Chatfield, Tom Dunn, Kurt Miller, and Ed St. John recommended the following officers and executive committee members for the 2018-2020 term:

##### Officers

Chairman	Mayor Neil O'Leary of Waterbury
Vice Chairman	Mayor Mark Lauretti of Shelton
Treasurer	Mayor Pete Hess of Naugatuck
Secretary	First Selectman Ed Mone of Thomaston

##### Executive Committee

First Selectman Len Assard of Bethlehem  
First Selectman Chris Bielik of Beacon Falls  
Mayor Tom Dunn of Wolcott  
Mayor Dave Merchant of Plymouth  
First Selectman Kurt Miller of Seymour

There were no nominations from the floor. On a motion by Ed Mone, seconded by Ed St. John, it was unanimously

VOTED: To approve the recommendation of the Nominating Committee for officers and executive committee members for the 2018-2020 term.

Rick Dunne noted that with the exception of any representatives of the members of the GBVMPO (Ansonia, Derby, Seymour, and Shelton), the remaining 15 representatives of the members of the CNVR shall comprise the membership of the CNVMPO Policy Board and any eligible NVCOG officers from the CNVR, duly elected, shall comprise the officers of the CNVMPO.

3. **Presentation and Discussion with CTDOT Commissioner Jim Redeker: Transportation Funding 2018-2019**

Commissioner Redeker gave a presentation and update on the Special Transportation Fund (STF). His presentation touched on STF conditions from February to the present, reasons for the STF shortfall, short and long term problems, operating budget impacts, capital program impacts, and STF after budget actions.

In the short term, the state faces an inability to sell bonds, and in the long term, existing revenue levels are insufficient to support STF. The CTDOT budget impacts, without new revenue, will see implementation of a series of operating budget cuts beginning in FY19, and a significantly reduced capital program beginning in the upcoming construction season. Operating budget actions will have CTDOT administrative impacts, highway and bridge impacts, and bus and rail impacts. Capital program principles will fund already awarded construction projects, ensure match of all federal funds, fund ongoing phase-funded federal projects to avoid payback obligations, award new projects only if funded with federal funds or essential for safety/state of good repair, and eliminate the majority of funding for Let's Go CT! ramp-up authorizations, fund core CTDOT projects and programs, and eliminate local/municipal funding. There will be reduced federalized LOTCIP, no local bridge projects, and no STF funded town aid road. Highway, bridge, and public transportation capital projects going forward were outlined in the Commissioner's presentation, as were capital projects under review for suspension or deferral.

Commissioner Redeker also reviewed Connecticut's gas tax history. The tax had been reduced from 39 cents to 25 cents in 1997 and has seen no increase in 20 years. He also provided a regional comparison of gas tax and tolls. The gas tax was also compared to rail and bus fare increases. New car sales tax revenue was reviewed with projections included in the biennial budget starting in 2021. Although CTDOT has no authorization regarding tolls, it was projected that toll revenue could yield \$750 million per year.

Following the presentation, a question and answer period followed.

Mayor Hess had questions on the Waterbury branch line. He inquired if funding is in jeopardy to complete the signalization, Positive Train Control (PTC), and rail sidings for the Waterbury Branch Line. Commissioner Redeker said it was not, and that one of the biggest cuts was to the replacement of the coaches on the branch lines on Shoreline East. Mayor Hess asked if there was anything the municipalities could do, in addition to working with their legislative delegations, to assist in that area. Commissioner Redeker said he felt business has a big say in this, and that a new commission on fiscal stability and economic growth is taking the business perspective on why transportation is so critical to the economy. Mayor Hess asked for clarification on which of the rail sidings are designed, under construction, or completed. The Commissioner said the design was completed and what was left was the construction. Mayor Hess asked if Devon was constructed and the Commissioner affirmed that it

was, but the remaining passing sidings are in design and they would be constructed with the signal system. The signal system, as was PTC, was postponed as part of FRA review. The original ask had been for a waiver for dark territory, then CTDOT had come back and said they would like to do a signal system and PTC, so the new date for that is 2020. That is not changing. What is not in the mix is that a signal system could be put in, but there are no more trains to operate without more state money, and there is no yard to put them in without state money. Mayor Hess asked if service increases could be achieved without the rail yard in Waterbury. The Commissioner said they could not, although the yard did not necessarily have to be in Waterbury, but the current capacity limits the service. Mayor Hess asked if the station in Devon was a priority, as that station would allow for travel in both directions from Bridgeport or New Haven. The Commissioner said it was not on the list at all, funding or not. Mayor Hess asked if an assumption should be made that there would be service cuts when the currently scheduled infrastructure improvements are actually completed. Rick Dunne clarified that the question was if these cuts are implemented but the construction is completed on the line, would there still be service reductions proposed. The Commissioner responded that the service reductions are for July 1 and the improvements are well beyond that. Within the period right now, from 2019 to 2022, there is nothing in his proposal for additional rail service cuts. Based on the current forecast, based on the new sales tax revenue coming in for new cars, additional cuts are not required, but for the placeholder in 2021 for the bus system. Mr. Dunne asked what would happen if the legislature fixed the problem. Commissioner Redeker said nothing would happen, CTDOT would run everything. Mr. Dunne inquired if there still wouldn't be money to increase service, and the Commissioner said that was correct. He said it would be part of a future budget proposal. He also said the fund balance had barely been made for 2022 to sell bonds, so additional revenues would be required, above anything he had talked about. The new car sales tax doesn't provide enough revenue for additional operating budget to add service anywhere in this period.

Mayor Hess affirmed NVCOG's support and its willingness to do whatever it could to assist CTDOT with this urgent and critical problem.

First Selectman Ed St. John said Commissioner Redeker has been the best CTDOT commissioner he could recall. He suggested that the NVCOG chairman be authorized to represent the group and work with the Commissioner to try and find a fix, one that CCM could agree with, and that could then be presented to the legislators of all NVCOG's municipalities. He advocated for a one voice approach to solve the problem.

First Selectman Ed Mone said if this did not prove possible at the CCM level, it could certainly be done at the COG level. Mayor Tom Dunn agreed with the one voice approach. First Selectman George Temple noted that many CTDOT projects are closely related to economic development, which he believes is the key to solving all of the problems. He said there should be a hybrid revenue stream.

The Commissioner said this is a crisis right now. Projects that are federally funded, that have all agreements in place, will be kept, in order not to lose the 80% federal share. Projects in construction, no matter how they are funded, will go forward. After that, there is no money. In fact, the plea from municipalities for local aid is exactly what CTDOT has done for the last five years by doubling local town aid road, local transportation projects, turning local transportation from an STP federal reimbursement to a grant program up front, and eliminating a lot of the expenses. He said it will hurt most locally, as these are the state funded programs, and there is no money. Over the course of time, CTDOT will have to work through the MPO process to look at if this is all that's left, and all CTDOT does is match federal funds, there may be some changes long term about which projects become federal projects as opposed to state projects.

Commissioner Redeker also mentioned that federal dollars in 2020 have a huge rescission that could have a massive impact in Connecticut.

First Selectman Len Assard asked if half the town aid road money would be lost in the next coming year. The Commissioner replied that \$30 million is funded out of general fund and \$30 million is funded out of the transportation fund, and it is the \$30 million out of transportation that is gone, as there is no more money in the fund. Mr. Assard also inquired about two local bridge programs, one that is partially federally funded and the other state funded, and asked if the state program would be lost. Commissioner Redeker said this was the case.

First Selectman Ed Mone said a number of municipalities in NVCOG have invested considerable sums of money in LOTCIP projects. He asked if there was any assurance that anything submitted in this current year, despite the bonding situation, will be funded as committed by CTDOT previously. The Commissioner stated that any project that is ready to be awarded from LOTCIP in fiscal year 2018 will go forward and he will forward a list of these projects to Rick Dunne for distribution. He also said CTDOT's hope is to have LOTCIP for as long as possible, until there is absolutely no money left. He said he could not re-federalize the projects and guarantee progress.

Mr. Mone said NVCOG is very aggressive in the LOTCIP program while, perhaps, some other COGs are not. He inquired as to whether allocations set aside for other communities that are not aggressive could be shifted to those communities that have projects that are ready to go. The Commissioner responded that while he is open to that, at the COG meetings he has presented at so far, the first question is always about LOTCIP, so he was not sure there would even be a surplus, as everyone is clamoring that LOTCIP is the one thing that must be restored. Mr. Mone commented that the higher up the ladder things go in the governmental chain, the more complicated the process becomes. He said things could be done more easily at the local level because there are fewer obligations to meet than at the state and federal level. He would like to see things brought down as close as possible to the local level, e.g., through the state LOTCIP program, rather than through federal programs. The Commissioner said he would like to see the LOTCIP program made even simpler.

On the issue of acting with one voice, Mayor Hess said a summit meeting would be held in Naugatuck, and all would be invited. He hopes to have as many legislative people there as possible.

First Selectman Jeff Manville spoke about project overruns. He mentioned a Southbury project that he expects to come in well under budget and said those extra funds will be given back. He knows that Southbury may not get that money back, but he feels that the money should be redistributed to his other projects. If there is unspent contingency money, he feels that the towns should be able to keep that money and spend it on something that was not part of the original project. The Commissioner said the original hesitation with LOTCIP had been whether or not the towns were capable and would be successful with the program. His goal was to have COGs become project managers and off load a lot more. He said that, in theory, he should be responsible for the state system, municipalities for the local system, and that would be the most efficient way to handle it, although this is not the way the system has evolved. He would like to turn over more to towns that are capable, and perhaps support those that need help in order to turn over more, as it would be much more efficient. Mr. Manville suggested that NVCOG might need to have a professional management team that would keep control over projects. Mr. Dunne said a team has been partly built with the LOTCIP allocations that come to the region. NVCOG administers the program with its regional engineer and planning staff.

Mayor Neil O'Leary had questions for the Commissioner concerning tolls. He noted that surrounding states have tolls, but Connecticut does not. He understands why they were removed, however, the issue of tolls is now budget driven. He reported that the governor has said it would take five years to implement tolls. The Commissioner concurred. He also noted that he is not authorized to do so, and the first step would be to change that. If he was granted authorization to implement tolls, he could then approach the federal government. In the past, he has been told that an 18 month environmental assessment would be needed, but this is a crisis, and he would pull out every stop in order to move a tolling strategy forward, if told to do so. Something needs to be brought in front of the legislators for them to vote on. He said he would manage the transportation program with any revenue source, and if authorized to implement tolls, he would do so.

Mayor O'Leary spoke about the importance of a lock box for revenue from tolls. If implemented, the Commissioner said, tolls are their own lock box. The money generated would need to be spent where it was generated, so it would need to stay in the corridor on transportation. Tolls would go into fund in a dedicated account. It would also help with the bonding issue. He noted that tolls can be used for money that generates a soft match from the federal government. State dollars would not need to be put up, which is a secondary benefit of tolls – not using state dollars to match those federal dollars.

Mayor O'Leary conducted an informal poll to see how many favored pursuing tolls, given the scenario presented by the Commissioner, and sending a message to CCM, the state, and the legislators. The result of this poll was unanimously in favor of doing so. Mayor O'Leary noted that the result was completely bipartisan. Within NVCOG's 19 members, 11 are Republicans, 5 are Democrats, and 3 are unaffiliated.

In order to given the Commissioner further direction, Mayor O'Leary said he would like to conduct another informal poll to see how many would be in favor of sending a message to the legislators, through the Commissioner and OPM and others, to explore an additional increase to the gasoline tax, knowing that it would be restricted to a true lock box. Mayor Chatfield asked whether it would be for state roads only or municipal roads also. Mayor O'Leary said he believed that the revenue would be generated for the CTDOT and would ultimately support both state and local roads. Commissioner Redeker said things could change and increase local funding over time if there was enough money, but new or increased revenue streams would restore everything we know today in the mix between state and local.

With that additional information, Mayor O'Leary then called for a show of hands. Sixteen were in favor, two were against, and there was one abstention.

Ed Mone said other types of car taxes had also been discussed and, due to this, he was hesitant to say yes to an additional gas tax when other ideas were still being floated. He said he could only support a modest, reasonable increase, otherwise it would be a great burden on all taxpayers. The Commissioner said that what it would take to avoid everything he had talked about in 2019, all the capital project cuts, and all the transit fare increases, and all the cuts to highway operations, would be 4 cents. He also said the new car sales tax is slated for 2021, but could go to 2020 or 2019, and if it went to 2019 it could go all the way to tolls and leave the gas tax, or a combination of things could be done. If the 2019 crisis is not fixed, he didn't feel anything else could be achieved for the future, that things would be doomed right there. He said a longer term fix was needed, but something was needed to carry it forward.

Ed Mone asked if it was possible to discuss with the legislature the possibility of moving the new car tax up earlier and taking the gas tax off the table. Commissioner Redeker said yes, and then explained that the car tax was not a new one, but rather an existing one, and moved the revenue from the general fund into the transportation fund. This creates a new problem for the legislature, because new money would have to be put in. Another variation, he said, would be for a gas tax to go in temporarily and be sunset by law. To raise it enough to do so would probably result in an increase of 14 cents over time.

Mayor O'Leary noted that, for whatever reasons, the state is in crisis and needs to get out of it, and everyone in the state needs to recognize that. He said he would take the message to CCM and others and knew the Commissioner would as well.

Rick Dunne said that the Commissioner's presentation had shown that transit riders are paying an ever increasing share of the burden. MetroNorth riders pay about 45% of the cost of their ride and bus riders pay in a range of 20-25%; people who drive cars in Connecticut pay something less than 10% of the cost of maintaining and operating their roadway system. Commissioner Redeker said motorists are helping to pay for transit improvements too as part of the gas tax. He said while transit riders have seen increases over time, there has not been an increase in the highway side in over 20 years. He stated that contributions from everyone are necessary and there are just not enough right now.

On a motion by Ed St. John, seconded by George Temple, it was unanimously

VOTED: To empower the NVCOG Chairman to develop a consensus on transportation issues and make such recommendations on behalf of NVCOG to the state general assembly and CCM.

Ed Mone requested whatever conversations Mayor O'Leary has with Commissioner Redeker be brought back to NVCOG for discussion. Mayor O'Leary affirmed that he would do so for those discussions and for those with CCM as well.

Mayor O'Leary said there will be elections for governor and state senators in 2018 and, given the state of the state, if ever there was a time for municipal and town leaders to hold their representatives accountable, it is now.

4. **CNVMPO Activities** (*Voting members for these items are limited to the 15 CEOs in the CNVMPO area*)

- a. *TIP Amendment: Project No. 0171-0305 – Operating Funds for CTfastrak* – Mark Nielsen explained that this is a request by CTDOT to shift some of the CMAQ funding previously allocated for the operation of the New Haven-Hartford-Springfield rail service. Due to the delayed start date of the rail service, less funding will be needed to subsidize this service in 2018. It is being proposed that these unallocated CMAQ dollars be used to subsidize CTfastrak. On a motion by Tom Dunn, seconded by Chris Bielik, it was unanimously

VOTED: To approve CNVMPO Resolution 2018-04.

5. **NVCOG Administrative Items**

- a. *Approval of the Minutes of the December 8, 2017 CNVMPO and NVCOG Meeting* – On a motion by Tom Dunn, seconded by Chris Bielik, it was unanimously

VOTED: To approve the minutes of the December 8, 2017 CNVMPO and NVCOG meeting.

There followed some discussion about adding acceptance of the Executive Committee/Audit Committee's recommendation concerning the 2017 NVCOG audit to the agenda, but it was ultimately decided to include this item in the February agenda instead.

Mark Lauretti said that audits are independent and he does not feel there is any role for NVCOG or motion to approve needed with respect to the audit. Tom Dunn noted that Wolcott does not vote to approve the town's audit either, but rather votes to accept it as presented. Mayor Lauretti does not believe there is anything to accept, as an independent auditor is hired to audit NVCOG's books and there is no role for NVCOG. Rick Dunne said OPM has stated that the audit has to be accepted by the COGs before it can be finalized and sent on to them. Further discussion brought up the point that the audit is being accepted by NVCOG to be placed on file.

- b. *Approval of Financial Reports* – Bill Leverage reviewed the November 2017 and December 2017 financial reports, as outlined in Memorandums 01122018-FIN-1 and 01122018-FIN-2. On a motion by Ed Mone, seconded by Tom Dunn, it was unanimously

VOTED: To approve the November 2017 and December 2017 financial reports.

- c. *Adoption of Revised NVCOG FY 2018 Budget, per Executive Committee Recommendation* – Rick Dunne reported that NVCOG had received its final agreement from OPM regarding the Regional Service Grant (RSG), the primary funding source for NVCOG from the state. A discussion on its impacts had been held at the last Executive Committee meeting, where its members had been presented with three options. The options involved everything from status quo, which would have the agency running a deficit, to immediate layoffs. The recommendation of the Executive Committee was to maintain the status quo and take the deficit from fund balance, and then, immediately upon adoption of a revised budget with specified targets, to send notice to employees who would be in jeopardy of losing their jobs on June 30, and then dealing with it after the legislature acts this year and NVCOG gets to see what the subsidy looks like. This is a result of reductions to the RSG (60% year over year) and reductions to CTDOT's subsidy for federal highway planning (7% as opposed to the previous 10%). On a motion by Chris Bielik, seconded by Kurt Miller, it was unanimously

VOTED: To adopt the revised NVCOG FY 2018 budget, per Executive Committee recommendation.

- d. *2018-2019 Municipal Dues Budget Discussion* – Rick Dunne said many towns have a requirement that NVCOG submit dues estimates for next year's budget. Traditionally, NVCOG has adopted a target which is status quo plus 3%, and that is what is sent to the towns. NVCOG adopts its budget last, and the towns set the dues structure. Mr. Dunne noted that dues to the towns, because of the efficiency of the merger, had been cut by 13% to 45%. No increases have occurred since the 2014 merger. Permission was requested to send the dues notices out at status quo plus 3% for budgeting purposes only. On a motion by Jeff Manville, seconded by Kurt Miller, it was unanimously

VOTED: To authorize NVCOG staff to send out dues notices at status quo plus 3% for municipal budgeting purposes only.

- e. *Approval of NVCOG Resolution 2018-06, Delegation of Authority for Signing of Invoices and Timesheets* – Rick Dunne explained that this is a requirement of the Federal Highway

Administration (FHA). They want to know who is authorizing what expenditures of federal funds. Although partly implemented by NVCOG previously, Mr. Dunne has issue with one major piece that is not included in the resolution, that being that a member of NVCOG should sign the executive director's timesheet. Mr. Dunne feels that the CEO's have their own municipalities to run and that it is unfair to them for FHA to ask them to account for the executive director's daily activities. Mayor Lauretti noted that the executive director is a salaried employee not an hourly one. Mr. Dunne explained that the federal grants are billed on an hourly basis and must be applied to a program and project. Mr. Dunne said the resolution was drafted to not include that clause and empowers him to authorize any invoices and timesheets for senior staff that reports to him, and authorizes the deputy director to sign for any of the planning staff. NVCOG will no longer bill any of Mr. Dunne's time to federal highway planning. This way, no NVCOG representative will be put in a position of liability for an individual they have no direct supervision over. First Selectman Ed Mone asked if this might be changed in the future if it proves to cause financial difficulty for NVCOG. Mr. Dunne said the resolution could be superseded at any time. On a motion by Tom Dunn, seconded by Kurt Miller, it was unanimously

VOTED: To approve NVCOG Resolution 2018-06, Delegation of Authority for Signing of Invoices and Timesheets.

- f. *Director's Report* – There was no formal director's report. Mr. Dunne stated any items that would have been reported had been covered by other agenda items.

#### 6. **Fiscal Disparities Update**

Rick Dunne discussed the Fiscal Disparities Report for the City of Waterbury and Naugatuck Valley Region that was produced for the governor and OPM. On a motion by George Temple, seconded by Kurt Miller, it was unanimously

VOTED: To adopt NVCOG Resolution 2018-07, authorizing the Executive Director to submit recommendations on behalf of the Naugatuck Valley Council of Governments' member municipalities to address fiscal disparities between the City of Waterbury and remaining NVCOG member municipalities to the Governor and Planning Development Committee, as required by Connecticut Public Act 01-158.

#### 7. **NVCOG Planning/Transportation**

- a. *LOTICIP Status & Update* – Mark Nielsen reviewed slides showing eight completed LOTICIP Projects, nine LOTICIP projects in design, three LOTICIP projects with submitted applications, and nine LOTICIP projects in the pre-application phase (future projects). NVCOG sent letters to each of the towns discussing the LOTICIP program and potential impacts due to the state's fiscal problem.
- b. *Route 8 Corridor & Alternate Modes Assessment Study – Progress Report* – Per Mr. Nielsen, a number of design workshops/charrettes for this project were conducted in November and December. The existing conditions report is under review and being revised. The second round of charrettes will be scheduled for the end of February or early March.
- c. *Regional Plan of Conservation & Development* – Mr. Nielsen said OPM requires this plan be put together every 10 years. Staff will be reaching out to planning and zoning commissions and presenting the outline, NVCOG's intended work, and soliciting input from each of the communities.



- d. *MS4 Update* – Mr. Nielsen said staff is working with towns and informing them that NVCOG is available to assist them as much as possible. A regional RFP for services can be developed, if needed. A regional training program for municipal employees could be developed and held at NVCOG.
- e. *Naugatuck River Greenway – 2017 Progress Report* – Mr. Nielsen noted this major regional project has experienced great success. The work is slow, but many projects are moving forward and may proceed to construction this year.
- f. *FTA Section 5310 Grant Program Solicitations* – Mr. Nielsen reported that this annual program provides assistance to non-profit organizations for the purchase of handicap accessible vehicles and delivery of those sort of transportation services. Solicitations will be going out in the coming weeks.

8. **Other**

Commissioner Redeker commented that CTDOT will be complying with MS4. This will be expensive and has not been included in any of the figures he presented earlier.

First Selectman Ed St. John had positive comments regarding greenway projects and encouraged towns to persevere.

9. **Adjournment**

At 12:00 noon, on a motion by Kurt Miller, seconded by Ed Mone, it was unanimously

VOTED: To adjourn the meeting.

Respectfully submitted by  
Lauren Rizzo  
Administrative Services Coordinator  
for  
Ed Mone  
Secretary



**CENTRAL NAUGATUCK VALLEY  
METROPOLITAN PLANNING ORGANIZATION**

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

**RESOLUTION 2018-04**

**AMENDMENT**

**FFY 2018-2021 TRANSPORTATION IMPROVEMENT PROGRAM  
CENTRAL NAUGATUCK VALLEY MPO**

**WHEREAS**, the Central Naugatuck Valley MPO is authorized by the *Fixing America's Surface Transportation Act (FAST Act)* and related US Department of Transportation regulations to prepare, endorse; and periodically amend a short range Transportation Improvement Program for the 15-town MPO area within the Waterbury Urbanized Area and is required to maintain a fiscally-constrained program of priority projects.

**WHEREAS**, the CNV MPO endorsed the *FFY 2018-2021 Transportation Improvement Program for the Central Naugatuck Valley Planning Region (TIP)* at its June 9, 2017, meeting; and the US Department of Transportation (Federal Highway Administration and Federal Transit Administration) have approved the *State FFY 2018-2021 Transportation Improvement Program (STIP)*.

**WHEREAS**, the Connecticut Department of Transportation is requesting amendment of the FFY 2018-2021 TIP to allocate Congestion Mitigation and Air Quality (CMAQ) funds to subsidize the operations of CTfastrak.

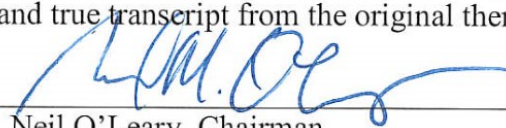
**WHEREAS**, the proposed project is exempt from the regional emissions analysis and does not necessitate a new Air Quality Conformity Determination.

**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 long range transportation plan for the Central Naugatuck Valley planning region.

**NOW, THEREFORE BE IT RESOLVED** that Central Naugatuck Valley MPO approves the amendment of the FFY 2018-2021 TIP to allocate federal aid funds under the CMAQ as listed and described in the attachment to this resolution.

This resolution shall become effective as of January 12, 2018.

I do hereby certify that the resolution adopted by the Central Naugatuck Valley MPO at a public meeting held on January 12, 2018, at which a quorum was present and that the same is a correct and true transcript from the original thereof.

  
Neil O'Leary, Chairman

January 12, 2018  
Date



Central Naugatuck Valley MPO  
2018-2021 Transportation Improvement Program

Amendments - FFY 2018-2021 TIP/STIP

Hartford/New Britain		Project #:		0171-0305		Route/System:		CTfastrak	Region:	10, 05
CTfastrak operating funds-Transfer from FHWA CMAQ										
FACode: 5307S	AQ Code: X6	Phase: OTH	Year: 2018	Tot\$(000): \$12,234	Fed\$(000): \$9,787	Sta\$(000): \$2,447	Loc\$(000): \$0	Comments: New Project		ChangeCode: 05
Hartford/New Britain		Project #:		0171-0305		Route/System:		CTfastrak	Region:	10, 05
CTfastrak operating funds-Transfer to FTA Section 5307										
FACode: CMAQ	AQ Code: X6	Phase: OTH	Year: 2018	Tot\$(000): \$12,234	Fed\$(000): \$9,787	Sta\$(000): \$2,447	Loc\$(000): \$0	Comments: New Project		ChangeCode: 05



**NAUGATUCK VALLEY  
COUNCIL of GOVERNMENTS**

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**Resolution 2018-07**

**Adoption of the Naugatuck Valley Council of Governments  
Fiscal Disparities Report for the City of Waterbury and Naugatuck Valley Region**

**RESOLVED** that the Executive Director is hereby authorized to submit recommendations on behalf of the Naugatuck Valley Council of Governments member municipalities to address fiscal disparities between the City of Waterbury and remaining NVCOG member municipalities to the Governor and Planning Development Committee, as required by Connecticut Public Act 01-158.

**FURTHER RESOLVED** that NVCOG will provide copies of the recommendations to following individuals and entities:

The Undersecretary of the Office of Policy and Management  
All state legislators representing NVCOG member municipalities  
The Connecticut Conference of Municipalities  
The Council of Small Towns

**CERTIFICATE**

The undersigned Chairman of the Naugatuck Valley Council of Governments certifies that the foregoing is a true and correct copy of a resolution adopted at a legally convened meeting of NVCOG on January 12, 2018.

  
\_\_\_\_\_  
Neil O'Leary, Chairman

January 12, 2018  
\_\_\_\_\_  
Date